

SUPPLEMENTARY PLANNING DOCUMENT

Waterside Nottingham



Adopted June 2019



Nottingham
City Council

Contents

1. FOREWORD
 2. PURPOSE AND STATUS OF THE DOCUMENT
 3. INTRODUCTION
 4. VISION
 5. KEY OUTCOMES
 6. SITE DESCRIPTION
 7. REGENERATION CONTEXT
 8. THE OPPORTUNITY
 9. NATIONAL AND LOCAL POLICY & PLANNING CONTEXT
 10. SITE ANALYSIS
 11. KEY CONSTRAINTS AND OPPORTUNITIES
 12. DEVELOPMENT CONCEPT
 13. DELIVERING INFRASTRUCTURE
 14. IMPLEMENTATION
- APPENDICES
1. Sustainability Appraisal
 2. Riverside Path Feasibility

1. Foreword



I am happy to endorse this Supplementary Planning Document which provides guidance for the delivery of a well connected sustainable residential community at Waterside, to be supported by a new school, and with a new walking and cycling link between the Embankment and Colwick Park. It has long been seen as an important regeneration opportunity for the city, and the Waterside is an important element in delivering the City Council's vision of securing a strong and prosperous Nottingham. The continued regeneration of these brownfield sites to deliver homes and associated facilities is a priority and I look forward to working with the development sector and public sector agencies to guide development in Waterside.

A handwritten signature in black ink, which appears to read 'Linda Woodings'. The signature is written in a cursive, flowing style.

Councillor Linda Woodings
Portfolio Holder for Planning, Housing and Heritage

2. Purpose and status of the document

2.1. This Supplementary Planning Document (SPD) has been prepared to guide development proposals for part of the larger Waterside area located on the north bank of the River Trent, to the south-east of the city centre. It builds on previous master planning work for the area. The SPD sets out a vision for the area, identifies constraints and opportunities and provides guidance on the type, form and phasing of development expected in the area.

2.2. The SPD conforms to the National Planning Policy Framework (NPPF) and is supplementary to the saved policies of the Nottingham Local Plan (2005) and the Nottingham Aligned Core Strategy (2014). The SPD also aligns with the emerging Local Plan Part 2: Land and Planning Policies document. The adopted SPD replaces the Waterside Interim Planning Guidance (2001) and will be a material consideration when determining planning applications.

2.3. Public consultation, undertaken between November 2018 and January 2019, has helped to shape the SPD prior to consideration and formal adoption by the City Council's Executive Board on 18 June 2019.

If you would like any further information on the SPD please contact the Planning Policy Team at:

localplan@nottinghamcity.gov.uk

or by telephone on:

(0115) 876 4594

3. Introduction

- 3.1 The area known as the Waterside Regeneration Zone comprises approximately 100 hectares of mainly industrial land. It was the subject of Interim Planning Guidance in 2001 and the Regeneration Zone was subsequently identified as a major regeneration opportunity in both the adopted Nottingham Local Plan (2005) and the more recently adopted Nottingham Aligned Core Strategy (2014). The Waterside area, as referred to in the emerging Local Plan Part 2 (Land and Planning Policies Document Submission Version), comprises the full extent of the Waterside Regeneration Zone.
- 3.2 This Waterside SPD applies to 27 hectares of the larger Waterside Regeneration Zone. The boundary for the SPD has been chosen to reflect emerging residential development schemes in both the east and west parts of the Waterside, as well as future residential led sites. There is a need for intervention across the SPD area to ensure new development is integrated, well planned, and that essential social infrastructure is provided. It will also ensure that the opportunity to create a sustainable community that makes the most of the riverside location is not missed. The SPD area has a number of challenging issues which also need to be managed including the compatibility of existing uses, and complex and multiple land ownerships.
- 3.3 In this SPD, 'Waterside' refers to the SPD area as shown on the Site Location Plan (page 10).
- 3.4 The Waterside area lies to the south east of the city centre, to the north of the River Trent. It has long been seen as an important regeneration opportunity for the city. There is considerable potential to turn what is predominantly a light industrial and commercial area into an attractive and thriving residential neighbourhood. There are underutilised assets and several sites which could transform the sense of place, and enhance the potential offered by the River Trent and the Nottingham and Beeston Canal.
- 3.5 New residential development within Waterside has signified a change in how the area is being used. However, although the area has seen positive investment in recent years, development has been delivered in a piecemeal way. As confidence in the area grows, this document provides planning guidance for developers and investors wishing to deliver ambitious new development up to 2028.
- 3.6 Regeneration potential in the Waterside is recognised through successive and current planning policies. This SPD will expand on previous work on the Waterside, providing a template for redevelopment of the area. It will be used by the Council for planning purposes as well as to articulate the vision for the area to developers and investors. It will help to give certainty to land owners and developers and if necessary help facilitate compulsory land purchases to kick start development.
- 3.7 In due course, further SPD will be prepared, which will guide development in the remaining parts of the Waterside area.

4. Vision

4.1 The section below sets out the vision, which underpins the guidance for the future development of Waterside.

Waterside will host a sustainable residential community of distinctive character and high quality urban design, embracing the opportunities provided by its unique location.

The area will celebrate the navigation heritage that led to the long lasting close relationship between Nottingham and the River Trent and generate rich and diverse water edge opportunities.

The prime central location of Waterside provides a unique opportunity to create an inspirational residential area where people will enjoy the best of a waterside contemporary urban lifestyle immersed in a healthy, safe, vibrant and attractive riverside setting.

A large proportion of high quality family housing, open space, convenient access and services will retain and attract families back to the city. The new neighbourhood will be strongly connected to Nottingham City Centre, nearby recreation areas and the adjoining communities of Sneinton and The Meadows. A primary school, small-scale local retail, leisure and employment uses will be closely linked through an innovative approach to public space. A well-resourced, meaningful and multifunctional infrastructure is of high priority.



Image of Trent Basin phase 1 (preliminary design - not final approved scheme)

5. Key outcomes

5.1 The SPD will deliver early regeneration and accelerated development, leading to:

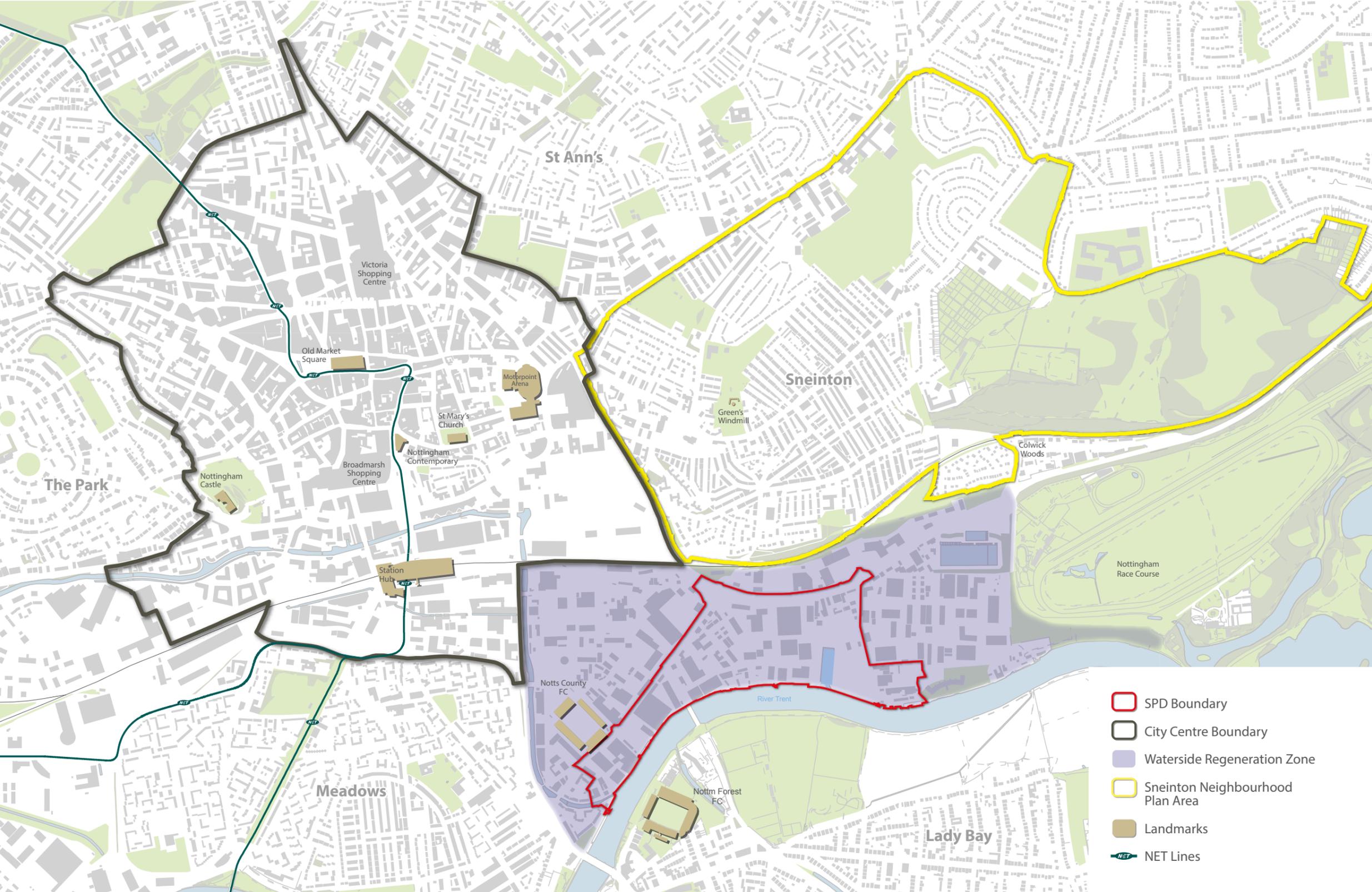
- High quality new homes
- A new primary school
- A new Riverside Path
- New facilities to complement the residential development
- New streets and routes
- New high quality open space and public realm
- Provision of parking appropriate to the scale, layout and design of new development, and
- Sustainable transport infrastructure

6. Site description

- 6.1 Waterside is on the north bank of the River Trent, between the Nottingham Beeston Canal to the east and Trent Lane and Riverside Crescent to the west. Daleside Road and Meadow Lane form the northern boundary beyond which is the residential area of Sneinton, and the wider Waterside focused around Eastcroft Energy from Waste Plant and the County football ground. Across the River Trent are the communities of Lady Bay and West Bridgford, within Rushcliffe Borough. The Nottingham Station Hub is approximately 2km from the centre of Waterside.
- 6.2 Waterside currently has a broad mix of light industrial uses, with a mixture of owner occupied and leased sites, some of which are vacant. Approximately a third of Waterside is controlled by the City Council.
- 6.3 The River Trent was historically a transport corridor for the city but it is currently considered to be an underused asset in this area. The river corridor is already well used for sport and recreation (rowing, canoeing, sailing, angling and water sports) and Nottingham Forest and Notts County Football Grounds, as well as the Trent Bridge Cricket ground are nearby. However, more could be done to develop and realise the economic, residential and leisure potential offered by the river location.

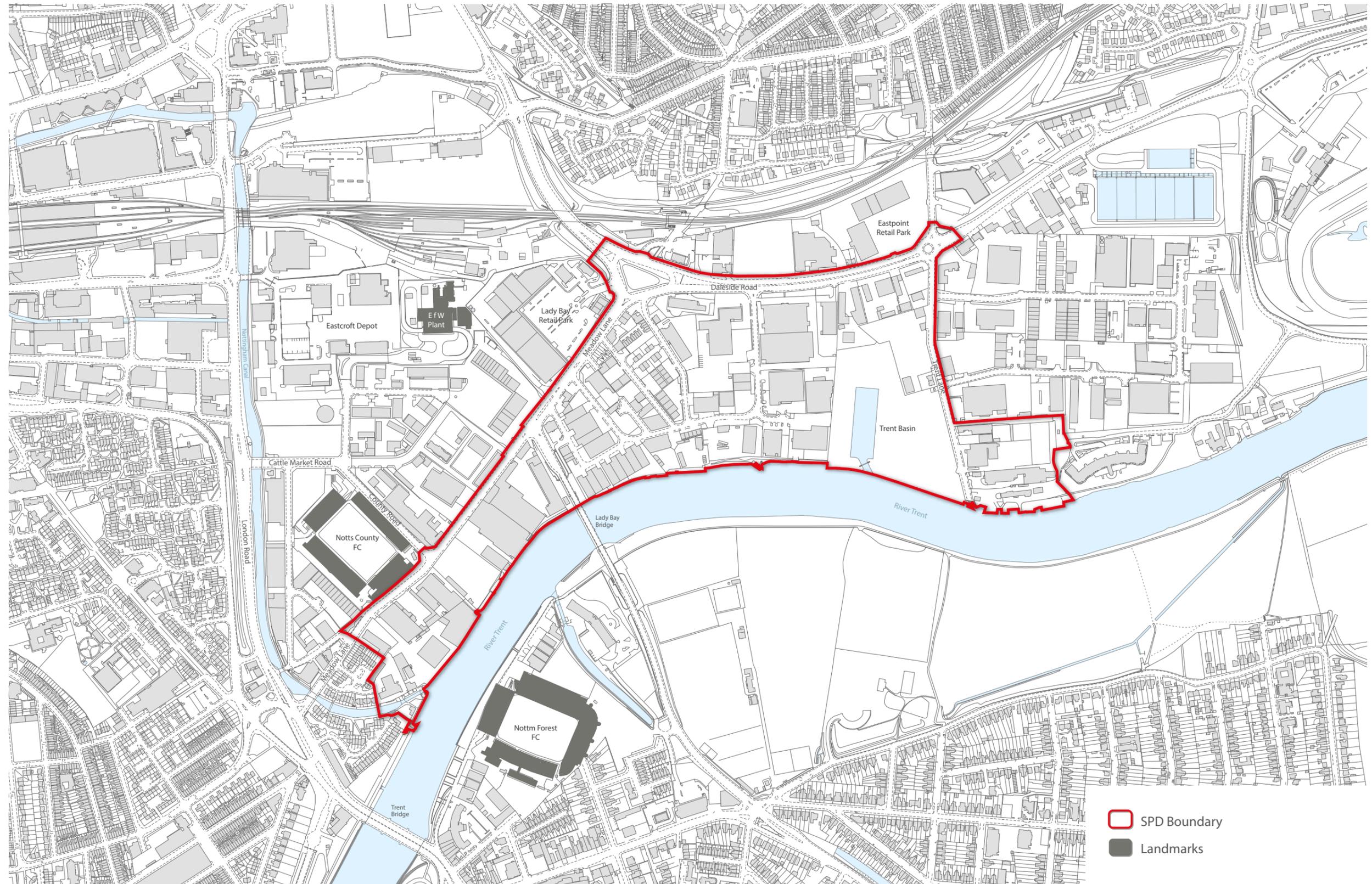
- 6.4 This SPD encompasses several unimplemented allocations from the Saved Nottingham Local Plan (2005);
 - MU7.2 Trent Lane Basin
 - MU7.3 Meadow Lane Site
 - MU7.5 Freeth Street
- 6.5 The emerging new Local Plan Part 2, the Land and Planning Policies Submission Version Document (LAPP) amended the boundaries of the above allocations, and they are being taken forward as the following proposed allocations (please note the site references may change when the Local Plan is adopted);
 - PA81 Waterside - Meadow Lane
 - PA82 Waterside - Freeth Street
 - PA83 Waterside - Daleside Road, Trent Lane Basin
 - PA85 Waterside - Trent Lane, Park Yacht Club

Context

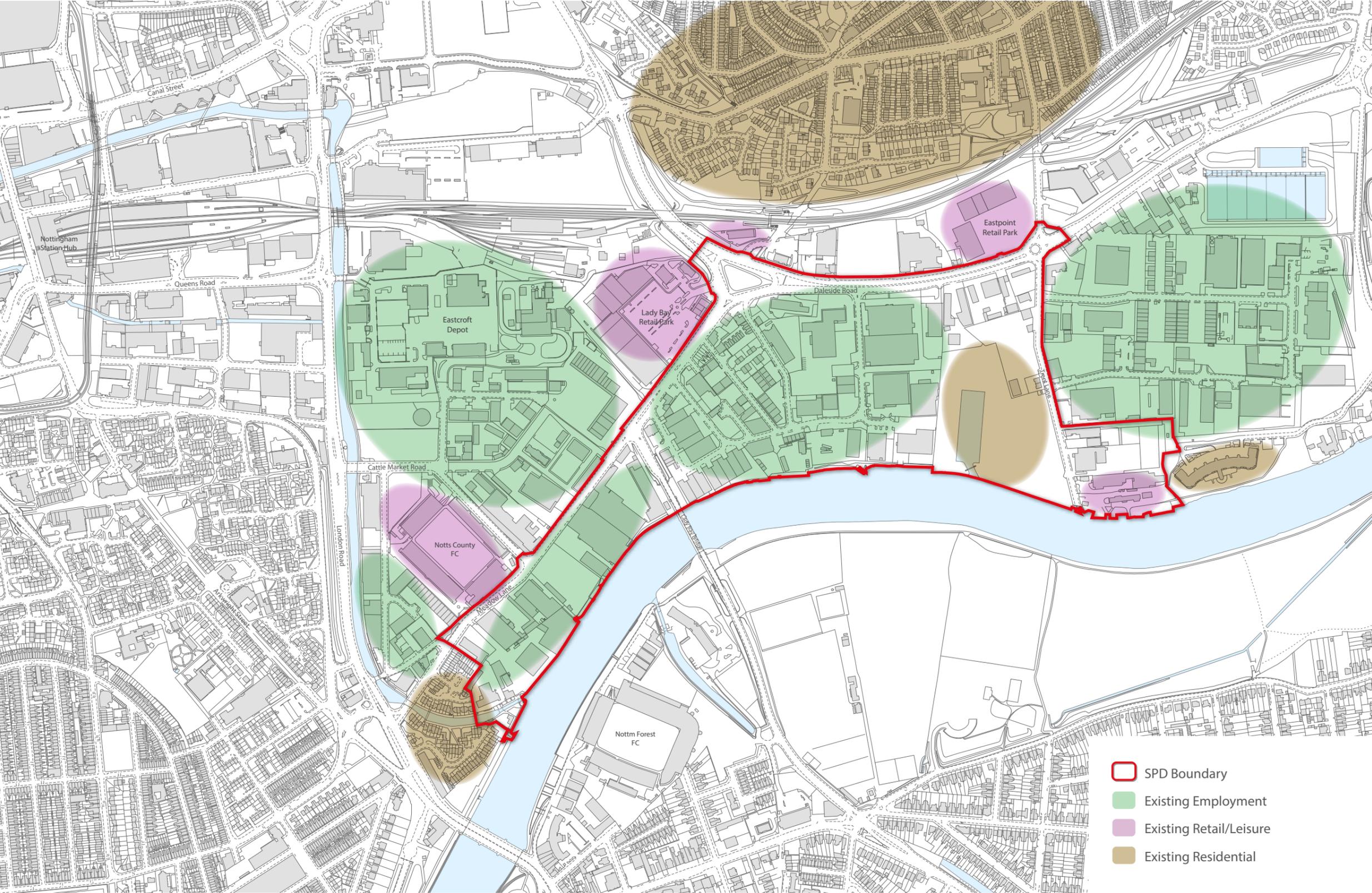


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Site Location Plan



Existing Land Use Plan

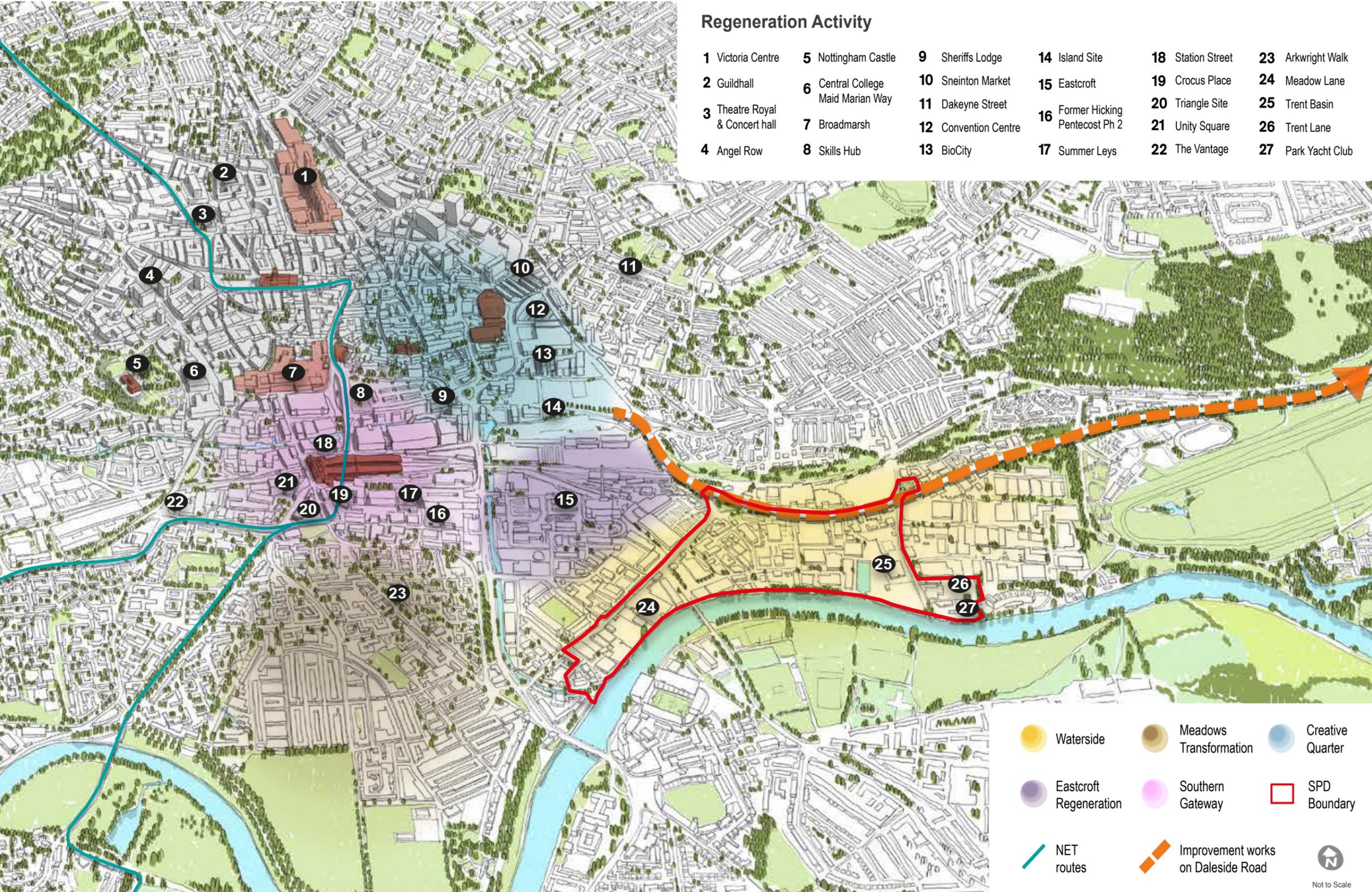


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7. Regeneration Context

- 7.1 The last few years have seen many regeneration projects completed in areas close to the Waterside. The next few years will see the completion of a wide variety of new developments, which together will constitute an unparalleled reinvigoration of the city's physical environment. The 'Building a Better Nottingham - Regeneration in Nottingham 2016: City of Opportunity' document identifies sites for focused key regeneration projects (see Regeneration Context Plan).
- 7.2 Recently completed projects include a world class Station Hub based around Nottingham Railway Station, a £40m upgrade of the Victoria Shopping Centre, Eastpoint, the new retail development at Daleside Road, a new Central Fire Station on London Road, two very successful eco-homes schemes at Green Street and the Pitcairn and Hobart site in the Meadows, a transformation of Nottingham Trent University's city centre campus, and the Antenna Media Centre, a business centre for creative industries.
- 7.3 The Island site, in the Creative Quarter, is a 16 hectare strategic development site, close to the city centre, has outline planning permission for a major mixed use development. It is one of the most important sites in the city and is a priority for regeneration activity for the Council with plans to develop around 970 homes, office space, a hotel, retail and community space, student accommodation and open space. A new 4,500 square metre building at BioCity was recently completed and the renovation of Sneinton Market buildings to create creative industries work space continues.
- 7.4 Phase 2 of the complementary major new waterfront residential and public space development at Trent Basin is underway, and residential development at Meadow Lane is expected to be one of the early developments in Waterside. A major improvement programme is underway at the Broadmarsh shopping centre, which will improve both the shopping centre and car park. The Royal Transformation Project enables the Theatre Royal and Concert Hall to flourish as a daytime facility. Angel Row library will be redeveloped to provide new office space. The Guildhall, as one of the most important development sites in the city, will be refurbished, and is suitable for a high quality hotel and restaurant, and offices with some student accommodation. The refurbished Dakeyne Street property provides 2,500 square metres of creative business space. Nottingham Castle is the subject of a major refurbishment and improvement programme costing £24m. Planning permission has been granted for a major expansion of the Victoria Shopping Centre.
- 7.5 The Council is considering investing up to £100m in creating a ground-breaking centre of sustainable energy at Eastcroft. Other regeneration proposals include a Convention Centre at the Bus Depot site, building on the success of and improving links to the Ice Centre. Unity Square will be a landmark office development housing HMRC. A new residential scheme at Arkwright Walk in the Meadows, as part of the wider Meadows Neighbourhood Transformation programme; and the new Skills Hub will be an exciting and innovative collaboration by the city's Further Education colleges. Further opportunity sites in the Southern Gateway area have also been identified; Maid Marian Way College, the Triangle site to the south of the Station Hub, Crocus Place, and Sheriffs Lodge on Canal Street.

Regeneration Context



Regeneration Activity

- | | | | | | |
|--------------------------------|-----------------------------------|----------------------|----------------------------------|-------------------|--------------------|
| 1 Victoria Centre | 5 Nottingham Castle | 9 Sheriffs Lodge | 14 Island Site | 18 Station Street | 23 Arkwright Walk |
| 2 Guildhall | 6 Central College Maid Marian Way | 10 Sneinton Market | 15 Eastcroft | 19 Crocus Place | 24 Meadow Lane |
| 3 Theatre Royal & Concert hall | 7 Broadmarsh | 11 Dakeyne Street | 16 Former Hicking Pentecost Ph 2 | 20 Triangle Site | 25 Trent Basin |
| 4 Angel Row | 8 Skills Hub | 12 Convention Centre | 17 Summer Leys | 21 Unity Square | 26 Trent Lane |
| | | 13 BioCity | | 22 The Vantage | 27 Park Yacht Club |

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8. The Opportunity

8.1 This SPD seeks to ensure that Waterside realises its full potential.

Optimising the Use of Brownfield Land

8.2 Development at Waterside has now commenced, with Phase 1 of Trent Basin now complete and occupied, Phase 2 under construction, and planning permission granted for Phase 3 of development.

The Need for Housing

8.3 In common with many areas, increasing the delivery of housing is a key priority.

8.4 The Core Strategy includes a requirement of a minimum of 17,150 new homes to be provided between 2011 to 2028, as Nottingham City's share of the Nottingham Core Housing Market Area's objectively assessed housing need (Nottingham Core Housing Market Area also includes Broxtowe Borough, Erewash Borough, Gedling Borough, Rushcliffe Borough and the Hucknall part of Ashfield). By April 2018 some 6,020 homes (net) had been completed, leaving a minimum of 11,130 to be delivered between 2018 and 2028. This level of completions is in line with the expectations of the Core Strategy, which envisages a lower level of completions in the early part of the plan period, increasing in later years to make up for lower delivery in the early years.

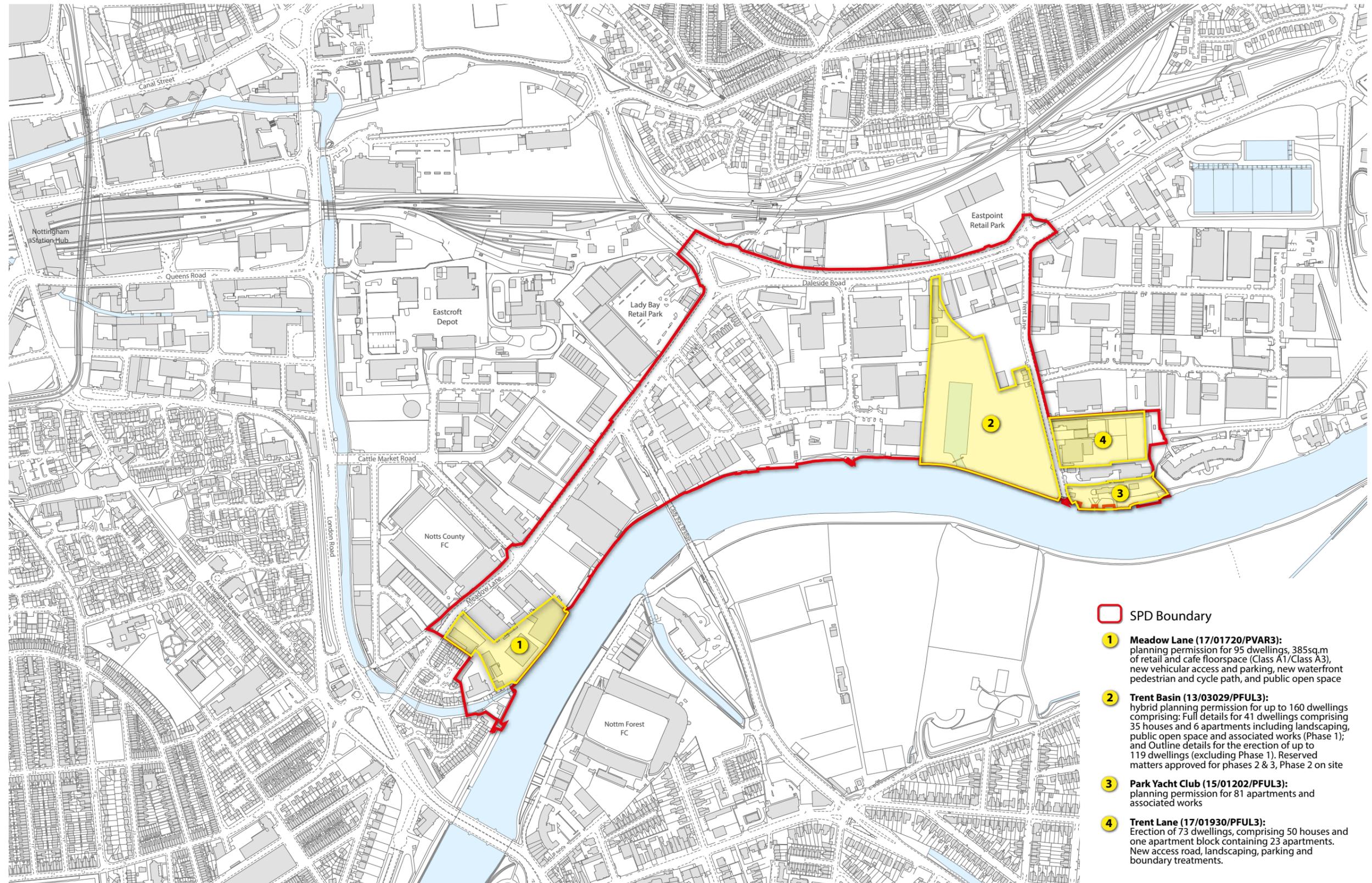
8.5 In order to provide the flexibility required for the delivery of a large area such as Waterside, it is envisaged that development will be completed in phases over a number of years.

8.6 Delivery of housing in Waterside will boost the supply of housing in the city, catering for those who would like the advantages of living near to the city centre combined with a high quality environment in a new sustainable neighbourhood.



Photo of Trent Basin phase 1

Approved Schemes



- SPD Boundary
- 1 Meadow Lane (17/01720/PVAR3):** planning permission for 95 dwellings, 385sq.m of retail and cafe floorspace (Class A1/Class A3), new vehicular access and parking, new waterfront pedestrian and cycle path, and public open space
- 2 Trent Basin (13/03029/PFUL3):** hybrid planning permission for up to 160 dwellings comprising: Full details for 41 dwellings comprising 35 houses and 6 apartments including landscaping, public open space and associated works (Phase 1); and Outline details for the erection of up to 119 dwellings (excluding Phase 1). Reserved matters approved for phases 2 & 3, Phase 2 on site
- 3 Park Yacht Club (15/01202/PFUL3):** planning permission for 81 apartments and associated works
- 4 Trent Lane (17/01930/PFUL3):** Erection of 73 dwellings, comprising 50 houses and one apartment block containing 23 apartments. New access road, landscaping, parking and boundary treatments.

9. National and Local Policy & Planning Context

- 9.1 Government is committed to the acceleration of housing delivery and measures to support economic growth. In its 'Laying the Foundations: A Housing Strategy for England' report (July 2015), the Government confirmed its continued commitment to raising productivity with a focus on economic capital, infrastructure, skills and knowledge and measures to increase house building.
- 9.2 The Housing White Paper "Fixing our Broken Housing Market" (Feb 2017) also places a strong emphasis on the role of brownfield sites in providing new homes and economic growth, with the government committing to making this delivery on brownfield land as efficient and productive as possible.

National Planning Context

- 9.3 The National Planning Policy Framework (NPPF, 2019) sets out that Local Authorities should positively seek opportunities to meet the development need of their area and promote the effective and efficient use of land in meeting this need (see paras 117-119 and 122-123 of the NPPF). It prioritises the development, and efficient use of brownfield sites for housing, in addition to existing measures such as the Brownfield Register, and planning permission in principle.

Local Planning Context

- 9.4 The Local Plan for Nottingham is currently formed of two documents; the Nottingham City Aligned Core Strategy (2014), and the saved policies of the Nottingham Local Plan (2005). The Council is currently in the process of replacing the adopted Local Plan (2005) with the Nottingham City Land and Planning Policies Document (Local Plan Part 2).
- 9.5 Supplementary planning documents (SPDs) add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Local Plan Part 1 - Nottingham Aligned Core Strategy (2014):

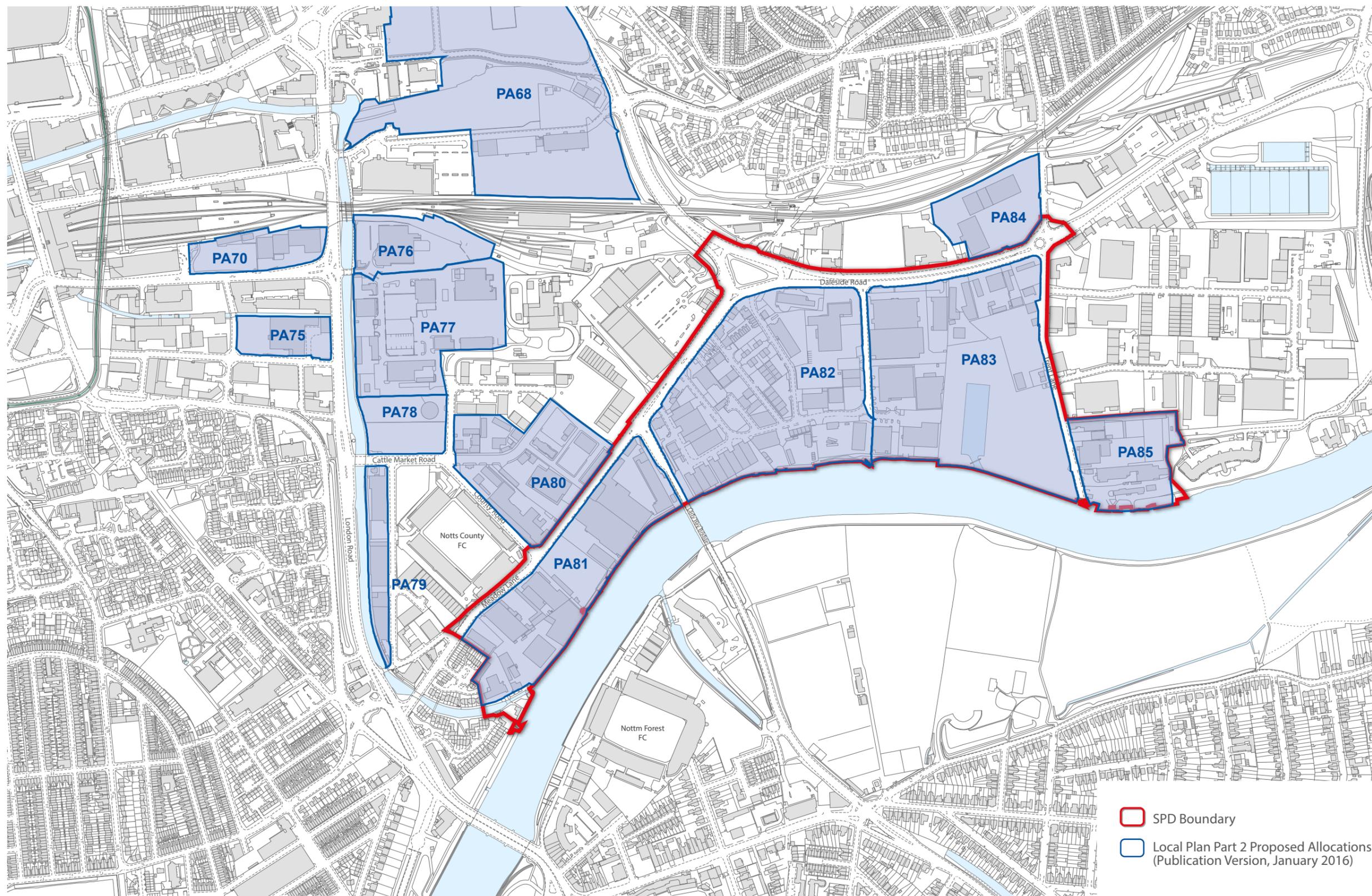
- 9.6 The Nottingham City Aligned Core Strategy ('Core Strategy' hereafter) was prepared in partnership with the surrounding Borough and District Councils in Greater Nottingham. The plan sets out strategic planning policies and development principles for Nottingham City Council to guide development until 2028.
- 9.7 The Core Strategy includes three regeneration zones within and close to the city centre. The area covered by the Waterside SPD falls within the boundary of the Waterside Regeneration Zone, which is identified as a strategic location for growth.
- 9.8 The Core Strategy includes a suite of strategic policies to deliver sustainable development in the city to 2028. It follows a clear strategy of urban concentration and regeneration to maximise development on the most accessible and less environmentally sensitive sites. It considers the most sustainable location for growth to be the city centre – with its comprehensive range of services, attractions, existing business clusters and excellent public transport networks.

Nottingham Aligned Core Strategy (2014) Policies:

- 9.9 Policy 1 seeks to ensure that new developments have environmentally sensitive design and construction to reduce the causes of climate change and to minimise its impact, reducing the risk of flooding. To this end it also promotes the use of low carbon technologies.
- 9.10 Policy 2 identifies the Waterside Regeneration Zone, and indicates that it should provide 3,000 new dwellings to contribute towards the housing requirement for Nottingham to year 2028 (NB. The Local Plan Part 2 envisages the delivery of 1,200 new dwellings in the SPD area.
- 9.11 Policy 6 makes provision for a new Centre of Neighbourhood Importance to serve the new sustainable community at the Waterside Regeneration Zone. The 'Eastpoint' centre on Daleside Road has been developed in accordance with this policy. Any further retail development within the Waterside should be limited to small scale proposals to meet local need only.

- 9.12 Policy 7 states that the Waterside Regeneration Zone will be the location of new mixed use neighbourhoods at Trent Basin and Meadow Lane, with appropriate local supporting facilities, and strong links to surrounding communities and the riverside, and an upgraded canalside public realm. It seeks improved green infrastructure, including a continuous footpath and cycleway along the north bank of the River Trent, pedestrian and cycle access across the river, to the city centre and surrounding communities. Development will be required to facilitate enhanced east–west transport links (including public transport), and the completion of a link road from Trent Lane to Racecourse Road.
- 9.13 Policy 8 seeks to secure development of the right mix of housing across the Nottingham area over the forthcoming years. It is intended to achieve a greater balance in the city's housing market with an increased choice of good quality housing to meet the needs of a diverse population and enabling the city to retain more of its aspirational residents.
- 9.14 Policy 10 aims to ensure that developments make a positive contribution to the public realm and sense of place, creating an attractive, safe, inclusive and healthy environment.
- 9.15 Policy 15 sets out transport infrastructure priorities, stating that where new development gives rise to the need for additional transport infrastructure, it should be prioritised in accordance with delivering the spatial strategy in Policy 2, the principles of travel demand management in Policy 14 and the priorities of the Local Transport Plan.

SPD Boundary and Local Plan Part 2 Proposed Allocations



9.16 Policy 19 makes provision for planning obligations in new developments, with developments expected to meet the reasonable cost of new infrastructure required as a consequence of proposals.

Saved Nottingham Local Plan (2005):

9.17 Policy MU7 identifies that planning permission will be granted for a mix of uses on particular sites in the Waterside Regeneration Zone as shown on the Proposals Map. The plan identifies the following sites within the Waterside SPD area:

MU7.2 Trent Lane Basin;

MU7.3 Meadow Lane Site; and

MU7.5 Freeth Street.

9.18 Policy ST1 seeks to ensure that development contributes to the creation and maintenance of sustainable communities.

9.19 Policy H2 relates to residential density and details criteria to be considered.

9.20 Policy H5 sets out requirements for the provision of affordable housing.

9.21 Policy E4 seeks to secure and promote proposals which enable the regeneration of previously-used employment sites and employment premises.

9.22 Policy CE1 makes provision for new or improved community facilities, which should be located within the communities they serve, and should be easily accessible to public transport and compatible with nearby uses.

9.23 Policy NE5 serves to protect existing trees, and requires the planting of additional trees where appropriate.

9.24 Policy NE10 seeks to ensure that new development would not have a detrimental impact on surface waters or groundwater, or increase the risk of flooding.

9.25 Policy NE12 relates to proposals for development on or adjacent to derelict or contaminated land, ensuring that sites can be developed without health or safety risks to the users of the development and to the users of adjoining land.

9.26 Policy T6 safeguards the development of a network of Nottingham Express Transit lines.

9.27 Policy T10 seeks to resist development which would prejudice the implementation of the proposed highway schemes, including T10.4 proposed highway schemes within the Waterside Regeneration Zone.

Waterside Regeneration Interim Planning Guidance (2001):

9.28 Interim Planning Guidance for the wider Waterside area was adopted by the City Council in 2001. This sought to create regeneration benefits for Nottingham through development, access and environmental improvements within the Waterside area. The new Waterside SPD document will supersede the interim guidance.

Emerging Land and Planning Policies (Local Plan Part 2) Submission Version:

9.29 An SPD has to be based on adopted Local Plan policies. However, the Land and Planning Policies document (LAPP) will ultimately replace the saved policies of the Local Plan 2005. The LAPP has been submitted to the government for Public Examination in November 2018 with a view to the plan being adopted in 2019. Whilst the LAPP currently has no weight in decision making, the policies and allocations within it will have increasing significance as the plan moves through its preparation stages of Public Examination and Adoption. The following policies and designations are relevant to the SPD area:

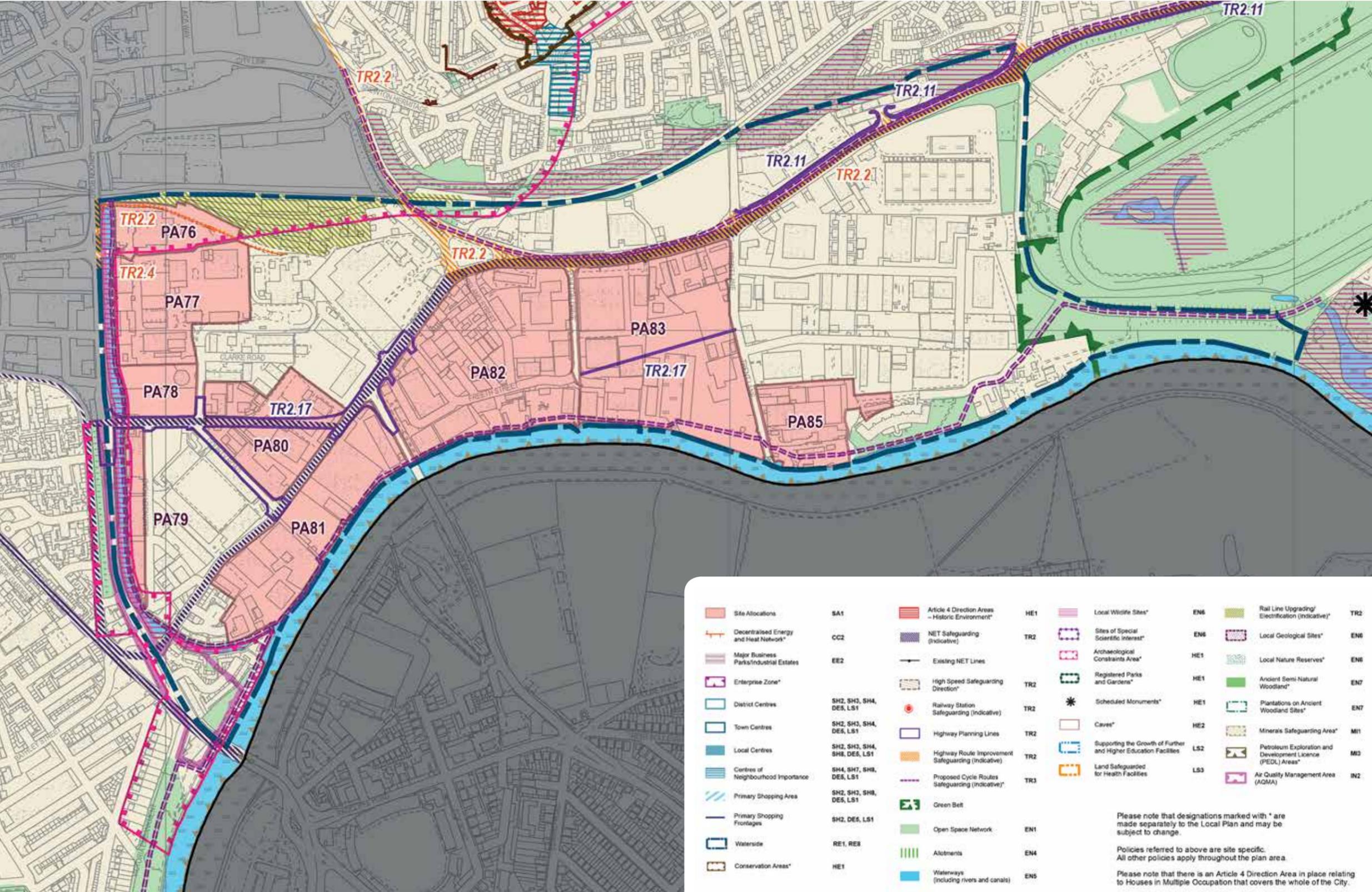
9.30 Policy RE1 seeks to facilitate regeneration, seeking to secure developments that maximise potential and are of an appropriate scale, density, design and use commensurate with the regeneration ambitions for that area. The policy will assist in enabling the appropriate wider regeneration of brownfield sites. The policy also sets out that where necessary, the Council will use its Compulsory Purchase Order powers to facilitate major regeneration schemes and unblock barriers to delivery.

- 9.31 Policy HO1 places an emphasis on providing family housing, including larger family housing to meet the strategic priorities of the Nottingham Plan to 2020. The policy discusses considerations to assess whether sites are capable of supporting family housing. The policy also sets out that consideration should be given, where sites provide 10 or more dwellings, to plots for self-build or to the provision of custom build homes.
- 9.32 Policy HO3 sets out requirements for the provision of affordable housing.
- 9.33 Policy RE8 relates directly to the Waterside Regeneration Zone, making provision for new housing, particularly in the southern part of the area, that exploits the riverside and canal frontages, including family housing and other forms of innovative residential accommodation formats (which may include custom housebuilding), delivered as part of mixed use schemes. Prior to the relocation of such uses incompatible with the regeneration aims of Waterside, residential development or other sensitive uses shall include mitigation, (such as stand off/buffers to active operations, or the incorporation of other forms of mitigation such as screening or landscaped strips), where this is required, to avoid adverse impacts on new occupiers and existing businesses.
- 9.34 The justification text for Policy RE8 also makes reference to Policy WCS10 of the Nottinghamshire and Nottingham Waste Core Strategy (adopted 2013), which seeks to safeguard the operation of waste management facilities. The Waterside is currently the location of several waste management facilities which are uses considered to be incompatible with the regeneration aims of Waterside, and will require relocation in order for the Waterside to achieve its full potential. The City Council will seek to facilitate any necessary relocations having regard to the operator's needs, and will work with the operators to minimise disruption to both the proposed development and existing operations
- 9.35 It also makes provision for appropriate small scale retail to serve local need, as well as community (including education) and health facilities to serve new development within the area.
- 9.36 Other elements of the policy would preserve and enhance the significance of heritage assets, safeguard a potential future route for the NET tram network, and improve linkages (pedestrian, bus and cycle) between the area and the core of the city centre and adjoining neighbourhoods.
- 9.37 Policy TR2 ensures development would not prejudice improvements to the transport network which includes TR2.17 Kilpin Way (Poulton Drive/Trent Lane) in Waterside.
- 9.38 Policy EN5 relates to development adjacent to and containing waterways which seeks to implement Policy 16 (Green Infrastructure, Parks and Open Space) of the Core Strategy. It recognises the important contribution waterways make to the character of the city as well as for their nature conservation and recreational value.
- 9.39 Policy IN4 states that development will be expected to meet the reasonable costs of new infrastructure or services required as a consequence of a proposal. This will include negotiation on planning obligations to support employment and training, open space, drainage and flood protection, transport, education, and affordable housing. Other planning obligations may be necessary to make development acceptable in planning terms.
- 9.40 In addition, the LAPP seeks to allocate the following sites within this SPD area, giving the potential for transformational development to create a new riverside community;
- PA81 Waterside – Meadow Lane;
- PA82 Waterside – Freeth Street;
- PA83 Waterside - Daleside Road, Trent Lane Basin;
- PA85 Waterside – Trent Lane, Park Yacht Club

Waterside Market Assessment

- 9.41 An independent 'Nottingham Waterside Market Assessment' (Sept 2018) was prepared by David Lock Associates. It recommends that to achieve the desired sustainable community, a high-quality location is essential. The site needs to provide adequate green spaces and a mix of activities and unit types that create a vibrant but diverse place where people want to live. This would include: access to the river frontage, routes through the site along green corridors, a walkable neighbourhood that prioritises people over cars, spaces that include play areas along the linear water front green space, and community gardens to enable those in the flats to grow produce. This would be coupled with private green spaces for family homes, and open space associated with the provision of the school.
- 9.42 The Assessment identified that there is potential for higher rise/higher density development at locations such as key junctions and transport routes and on the water frontage either side of Lady Bay Bridge. This would allow for waterfront housing between Lady Bay Bridge and Trent Basin, and would concentrate the flatted development on major transport routes and towards the city centre, where demand is highest.
- 9.43 To reflect the clear aspiration for a high-quality development, the Assessment has advised that all development, as a minimum, meets the nationally described space standards. It also recommends that tenure mix be able to respond flexibly to the nuances of the market over the phases of development, however with a focus on market sale. The area provides an opportunity to accommodate a mix of dwelling types to attract families closer to the city centre, whilst also meeting the needs of the evident younger population. Commercial units need to be carefully located to maximise passing footfall which means locating them on the residents' main routes through the scheme, and where they can serve both residents and attract passing/nearby trade.

Extract from Local Plan Part 2 Submission Version March 2018



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10. Site Analysis

Townscape and Heritage

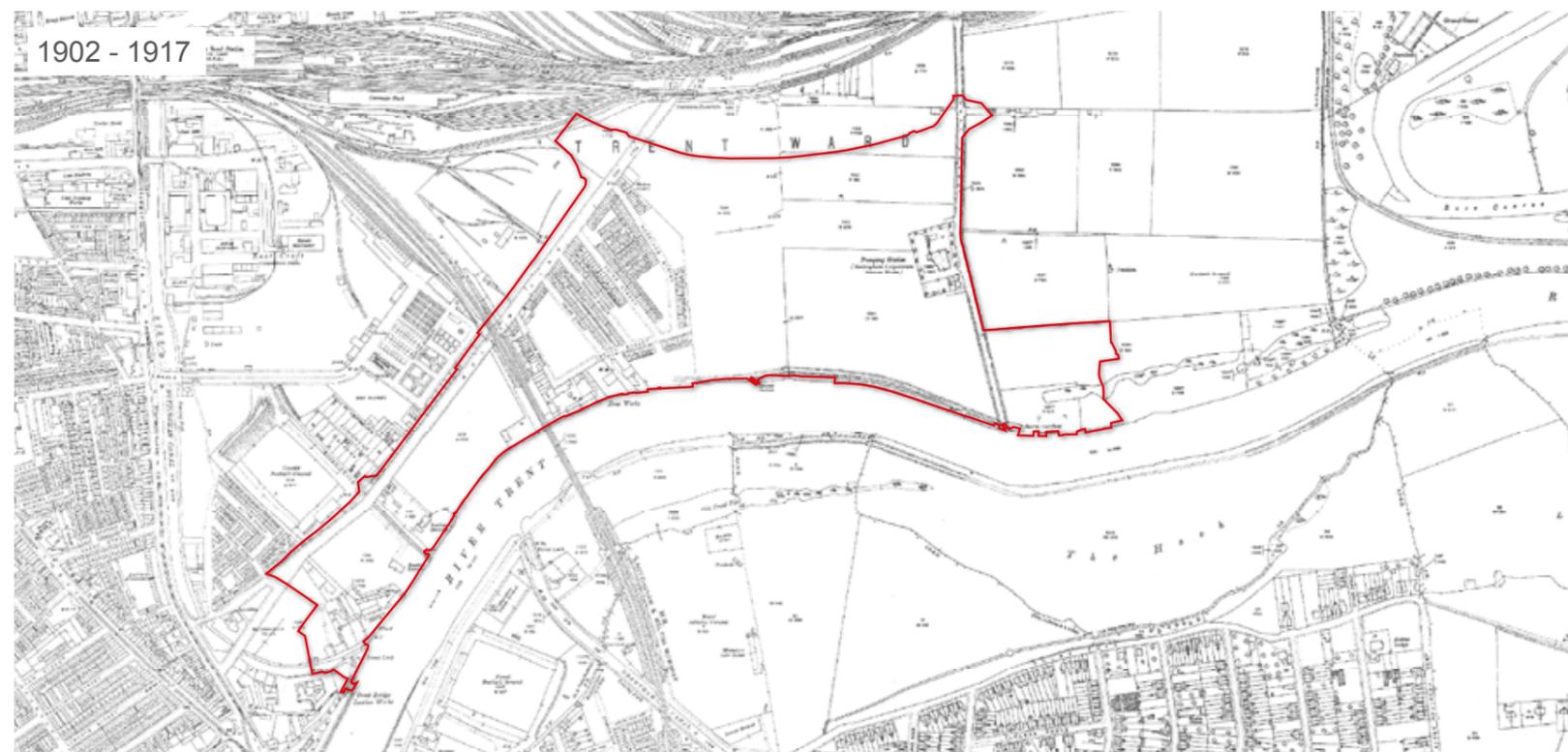
10.1 Before the end of the 19th century Waterside was in the hinterland of the city used as low lying farmland on the banks of the River Trent. From the turn of the 20th century the land became a light industrial area with accompanying workers housing and associated facilities. Some of the workers housing would have also served the engineering works on the opposite side of Meadow Lane. Only fragments of the historic development of the area survive and these mainly comprise of workers housing and Trent Villas (to the east) as well as some of the older industrial buildings.

10.2 There are no designated heritage assets within Waterside SPD area. The nearest are to the north-west around the former cattle market and Eastcroft; and to the east around Colwick Hall. In fact the parcel of land to the east of Trent Lane was part of the riverside pleasure grounds of Colwick Hall until well into the 20th century when it reverted to industrial use.

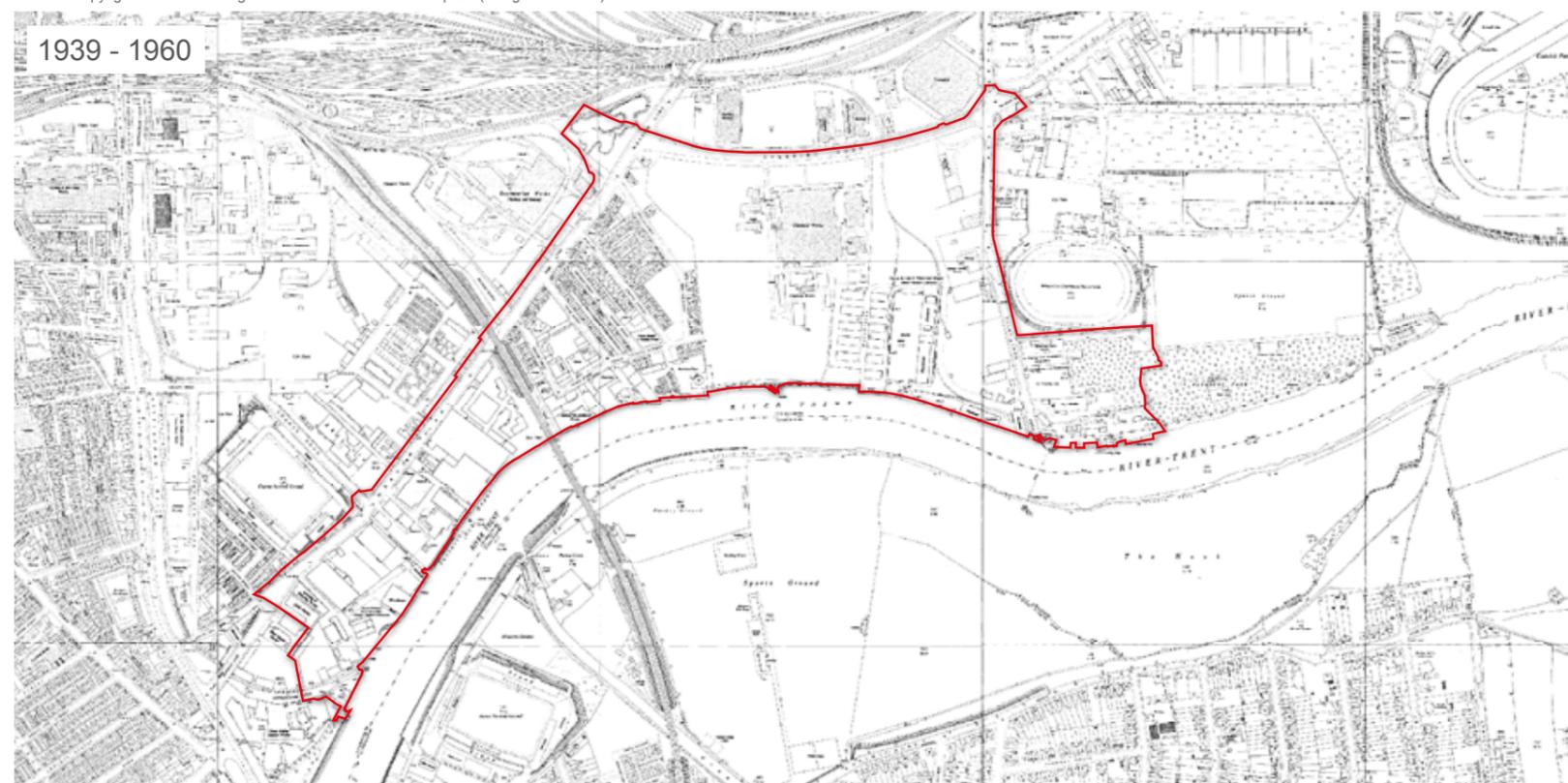
10.3 The recent history of the area has seen periodic renewal and use for light industry and warehousing. There are limited views of the key townscape features but Green's Windmill can be seen from Waterside.

10.4 Redevelopment of the area provides significant opportunities to improve the townscape and in particular to:

- Create a new community and establish an urban residential identity; and;
- Provide new connections to the city centre and along the river, and maximise opportunities for cultural, recreational and amenity along the Waterside.

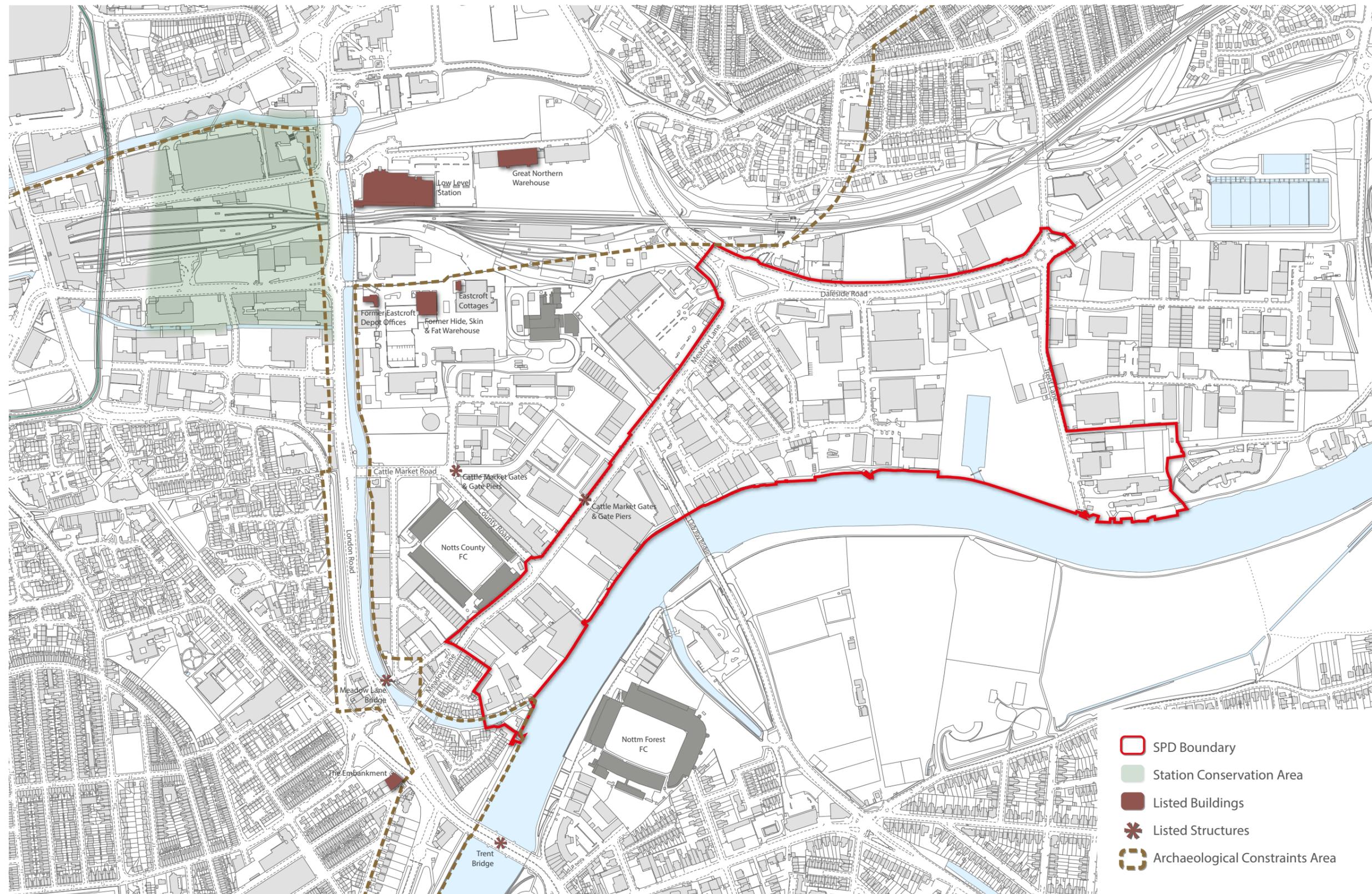


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Heritage Assets



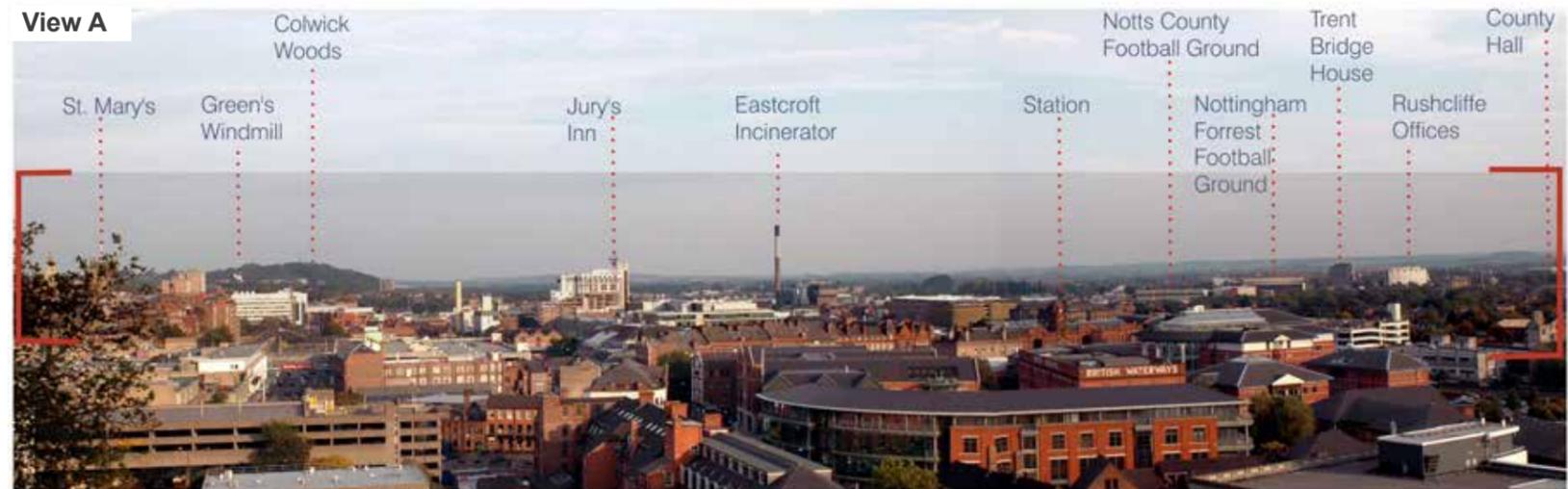
Key views

Geomorphology:

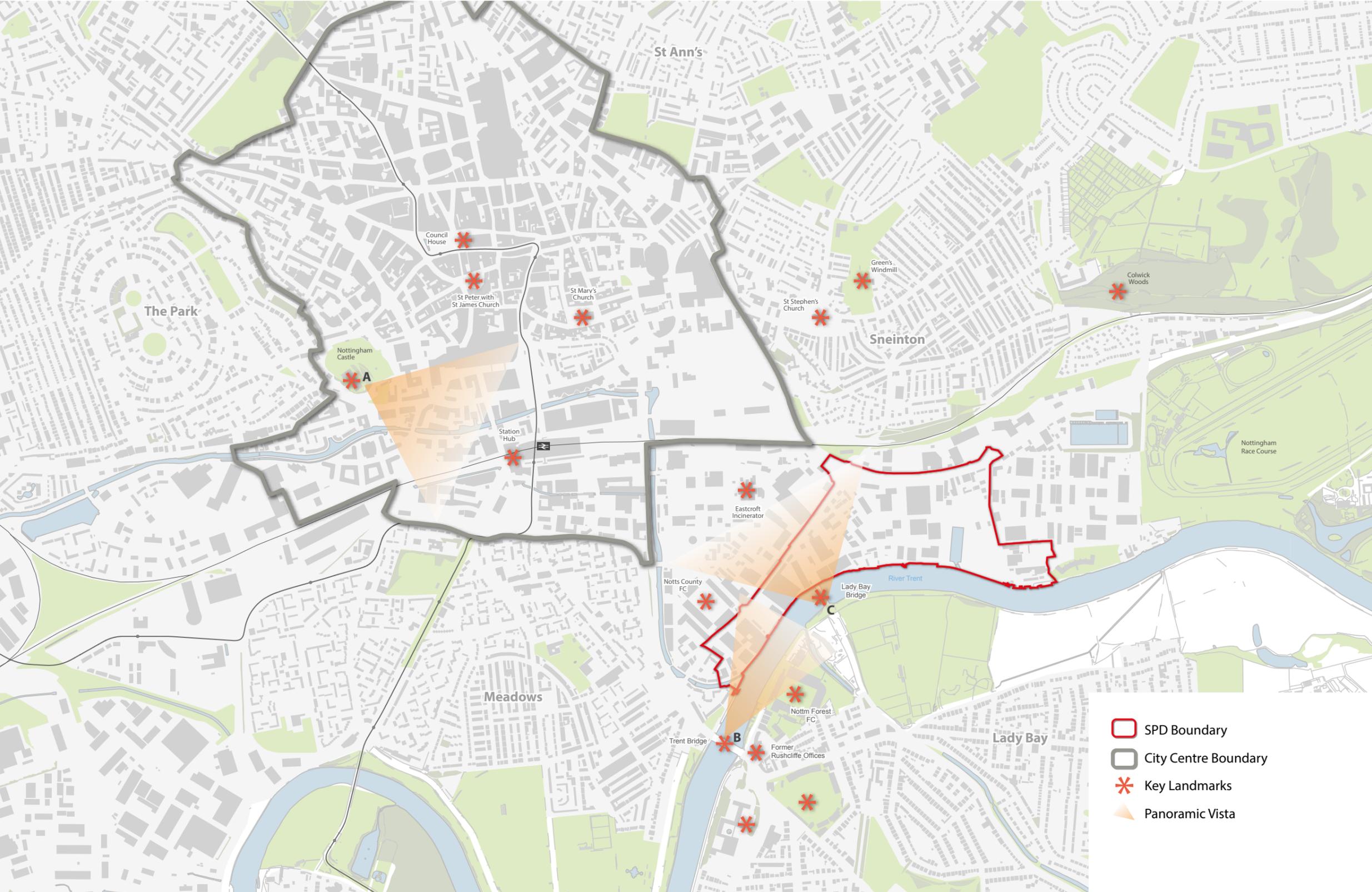
10.5 The Waterside Area is a part of the Trent Valley, which is a pronounced landscape feature of the sub region. The River Trent itself is a broad river, one of the most significant in Britain. There are extensive views along the flood plain. The underlying geomorphology of the valley is always very evident. Key landmarks on the escarpment of the city centre (St. Mary, the Castle and the Council House) can be seen, but the dominant built structures are within the valley are mostly date from the 1960's and later. These include office and residential towers, football stadiums and the incinerator. The scale of the Trent Valley however is able to absorb these large structures so that they do not dominate the landscape.

Landmarks:

- 10.6 Key landmarks are shown on the Key Views plan (page 27). Many of the landmarks are outside the Waterside SPD Area but are visible from within it and help connect the area visually and perceptually to the wider city. Any proposals for taller buildings will need to demonstrate that they do not obstruct or impinge on key views. It is also important to maintain visual and psychological connections to the city centre to reinforce more direct pedestrian and cycle links.
- 10.7 Any proposals for taller buildings will need to demonstrate that they do not obstruct or impinge on key views. It is also important to maintain visual and psychological connections to the city centre to reinforce more direct pedestrian and cycle links. Please also refer to paragraphs 12.11-12.15.



Key Views



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11. Key Constraints and Opportunities

11.1 Waterside has some complex site issues: with disparate site ownerships and difficult ground conditions.

- Daleside Road is a key arterial route as well as a “Red Route” which may be affect servicing for any potential new frontages.
- Within the adopted Local Plan (2005), and the emerging Local Plan, there is a safeguarded route for a potential third line of the tram (NET3) which runs along the periphery of Waterside.
- Due to historic land uses, pollution and contamination has occurred from a number of sources.
- There are no listed buildings within the SPD area, although in the nearby vicinity are the listed gate posts of the Cattle Market.
- The Canal which runs to the South West of Waterside is a designated Local Wildlife Site.

Flood Risk

11.2 The majority of the area falls into Flood Zone 2 (medium risk), with a small proportion of the area within Flood Zone 3 (high risk), (see Flood Zones plan, page 29). The north eastern area of Waterside is not at risk from fluvial sources. The canal corridor to the west of the area is located within Flood Zone 3. However, the plan showing flood zones does not take account of the flood defences.

11.3 The Environment Agency supports the Local Plan site allocations in Waterside subject to appropriate site specific flood risk assessment and flood risk management solutions. Development in Flood Zone 2 should be mindful of the Environment Agency’s standing advice. Development in Flood Zone 3 must incorporate increased flood mitigation measures.

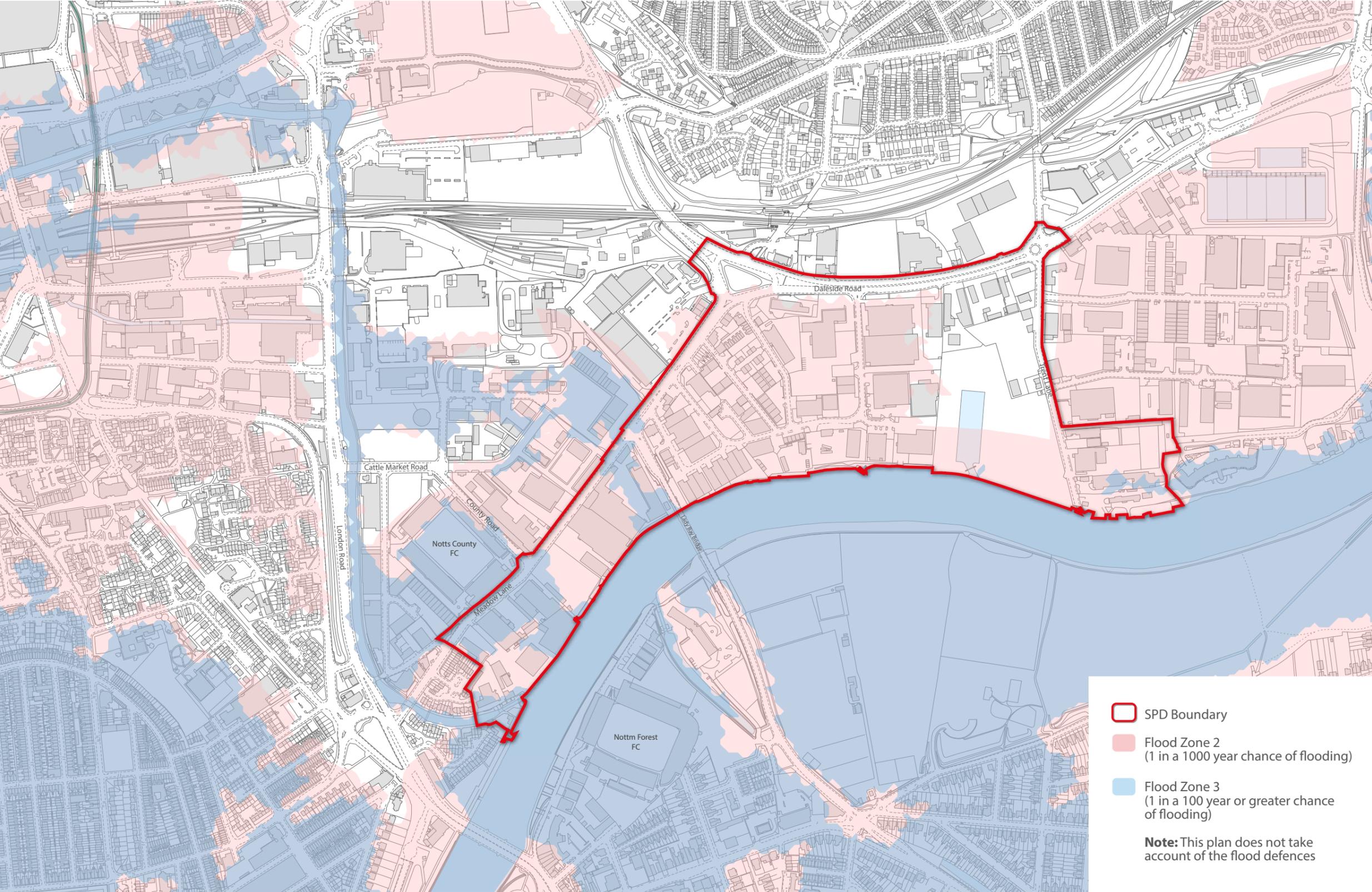
11.4 The River Trent is designated as a Main River. Therefore, prior written consent is required from the Environment Agency (EA) for any works within 8 metres from the top of bank. The EA may wish for the 8 metres strip to be kept free of built development in order to safeguard their access to the River Trent for essential maintenance and flood risk management work. This should be incorporated into development layouts and taken into account when making assumptions about the amount of housing that can be accommodated on a site.

11.5 The River Trent Flood Model was updated by the Environment Agency in 2016 and reflects the new climate change guidance. The Waterside falls within these modelled outlines and therefore where there is risk of flooding this will need to be considered in a site specific Flood Risk Assessment (FRA) for any proposed development.

Utilities

11.6 Although all mains services are available at Waterside, this is a large area and utilities infrastructure may require reinforcement and a new electricity sub-station may be required. Early dialogue with utilities providers will be required.

Flood Zones



- SPD Boundary
 - Flood Zone 2 (1 in a 1000 year chance of flooding)
 - Flood Zone 3 (1 in a 100 year or greater chance of flooding)
- Note:** This plan does not take account of the flood defences

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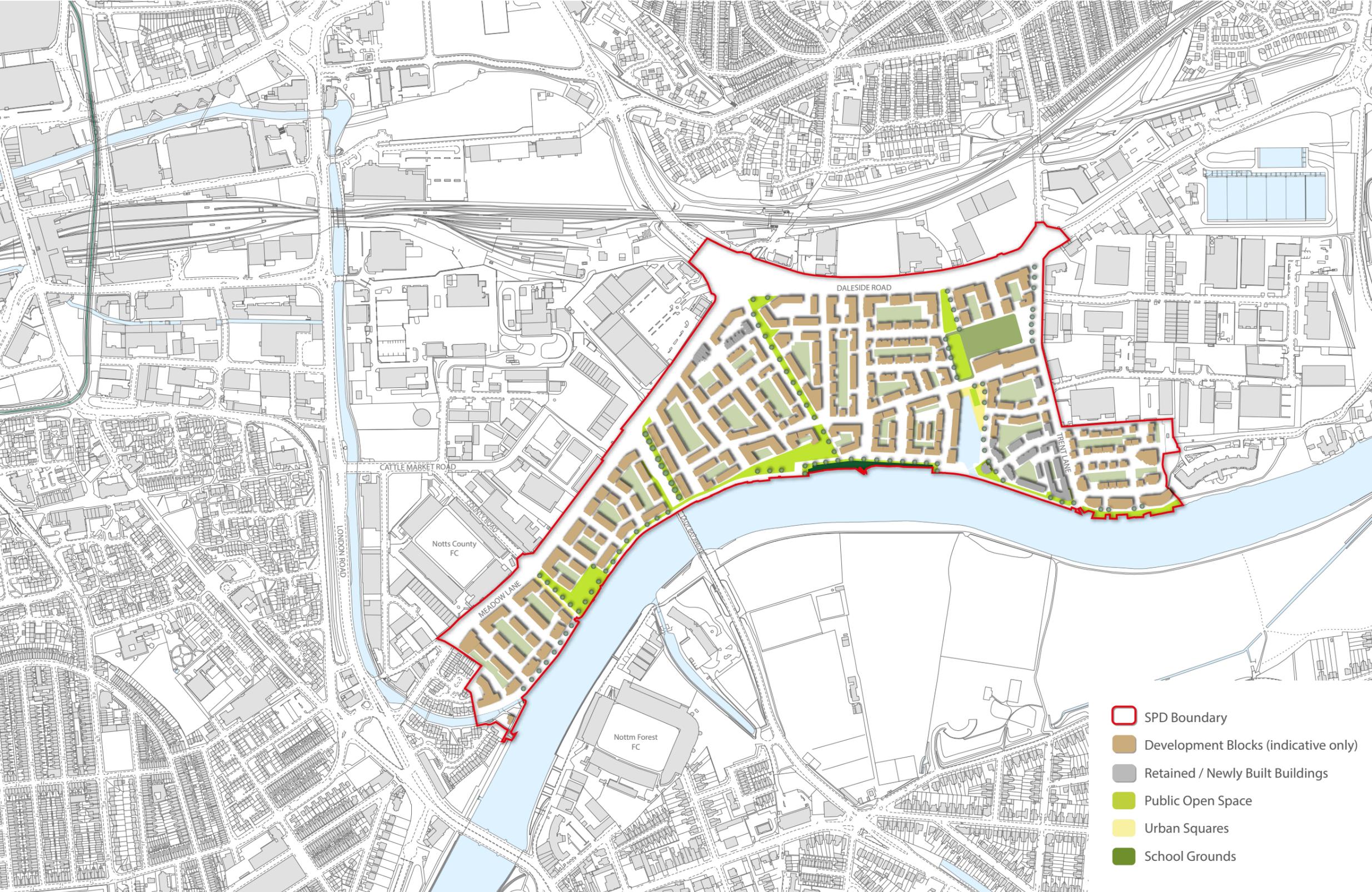
12. Development Concept

- 12.1 Waterside will be an aspirational area in which to live. Therefore high quality contemporary architecture is expected. A variety of building designs will contribute to a sense of place, help create character areas within Waterside, ease navigation, and enhance the general visual interest of the area. It is important that the design of the buildings address the spaces and streets, to give informal surveillance of the public realm as well as creating activity. The public realm (streets and spaces) should be designed to a high standard and contribute to the streetscape ensuring pedestrians feel safe and comfortable using it. The City Council's Design Quality Framework documents provide a set of best practice guidance and should be referred to as part of the design process to help achieve high quality development.
- 12.2 The development concept for the area was informed by previous master planning work prepared by EDAW in 2001 and the subsequent Waterside Interim Planning Guidance (2001).
- 12.3 Subsequently, the City Council held a design charrette (6 June 2018) with an independent panel of experts in a variety of fields to determine the core design principles for Waterside and to appraise whether the initial design proposals made the most of the sites and the range of opportunities offered. The charrette panel arrived at the conclusions illustrated on page 33, which are in line with the Master Plan (see page 31).



Image of Trent Basin phase 1 (preliminary design - not final approved scheme)

Master Plan



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Development & Design Principles

12.4 Development and design principles include:

- Creation of a new sustainable waterside residential neighbourhood.
- Daleside Road and Meadow Lane will form a more attractive and active corridor of new mixed uses.
- New primary school which will also create a community focus.

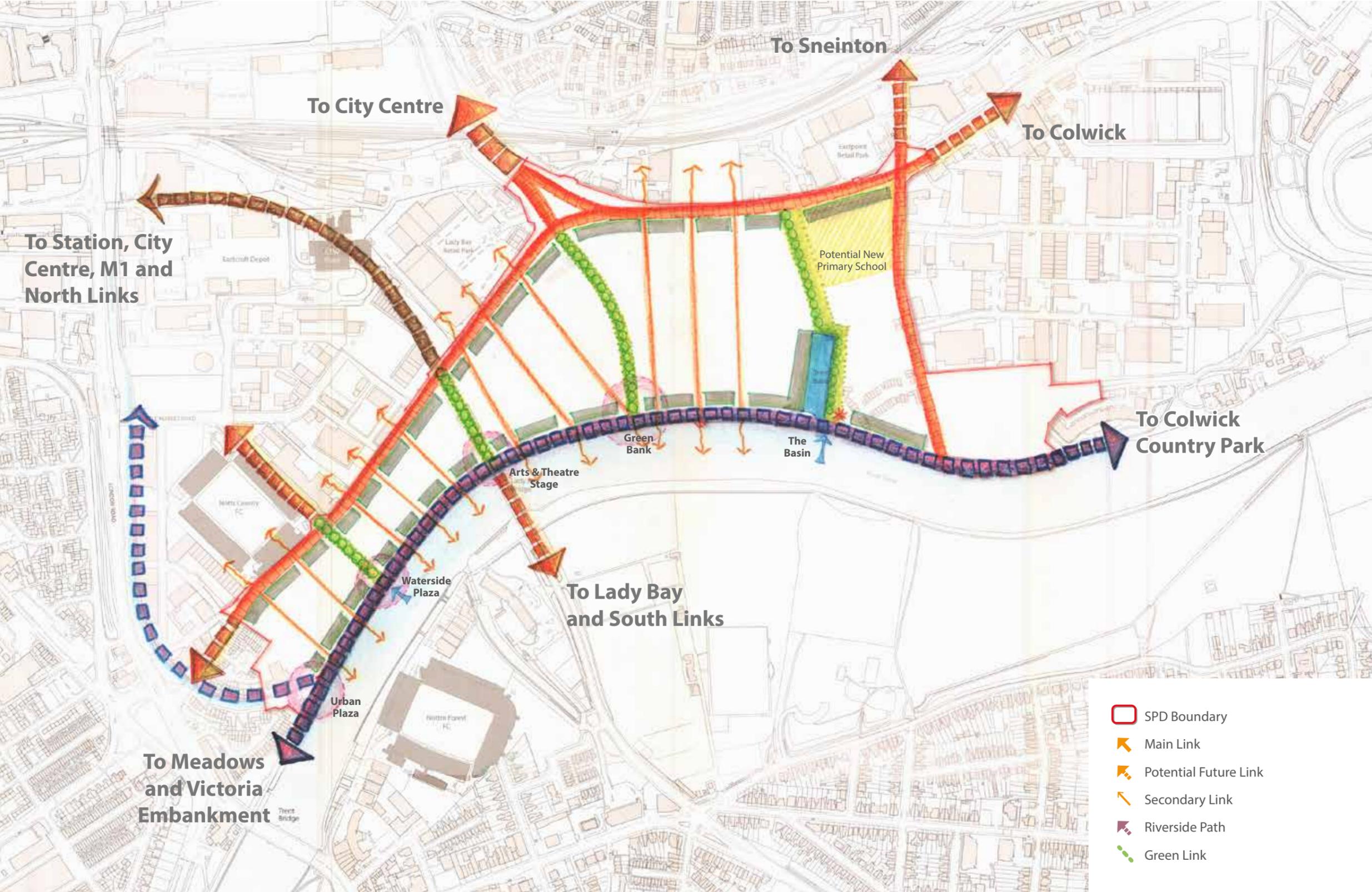
12.5 Public realm improvements including:

- Establishing a clear hierarchy of existing and new streets to aid and improve the legibility, connectivity and accessibility of Waterside, supported by any City Council Traffic Regulation Order (TRO).
- Providing of a new Riverside Path and associated green infrastructure, connecting Nottingham & Beeston Canal, Victoria Embankment through to Colwick Park.
- Connecting Waterside with new and enhanced pedestrian and cycle links to the city centre, surrounding neighbourhoods, leisure attractions, public transport and employment areas.
- Establishing a more pedestrian friendly character on Meadow Lane and Daleside Road with improvements such as new wider pavements using high quality materials, dedicated cycle ways, street trees and new street furniture.



Image of proposed Park Yacht Club scheme

Design Principles Plan



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Character Areas

12.6 Waterside Neighbourhood

- a) A new sustainable community with its own identity and character. Located close to the city centre, it will provide a unique urban environment, providing the best of urban lifestyle in a modern, safe, vibrant and attractive riverside setting.
- b) **Meadow Lane & Daleside Road Corridor**
A mix of employment, local retail and community facilities with a more pedestrian friendly character, with wider pavements, cycle ways and street trees.

c) Riverside

The River Trent corridor forms a linear character area. The creation of a new Riverside Path along the north bank will provide leisure and recreational uses, walking and cycling and form an attractive and unique setting for new residential development. Wildlife habitats will be retained and enhanced, or new areas of habitat created.

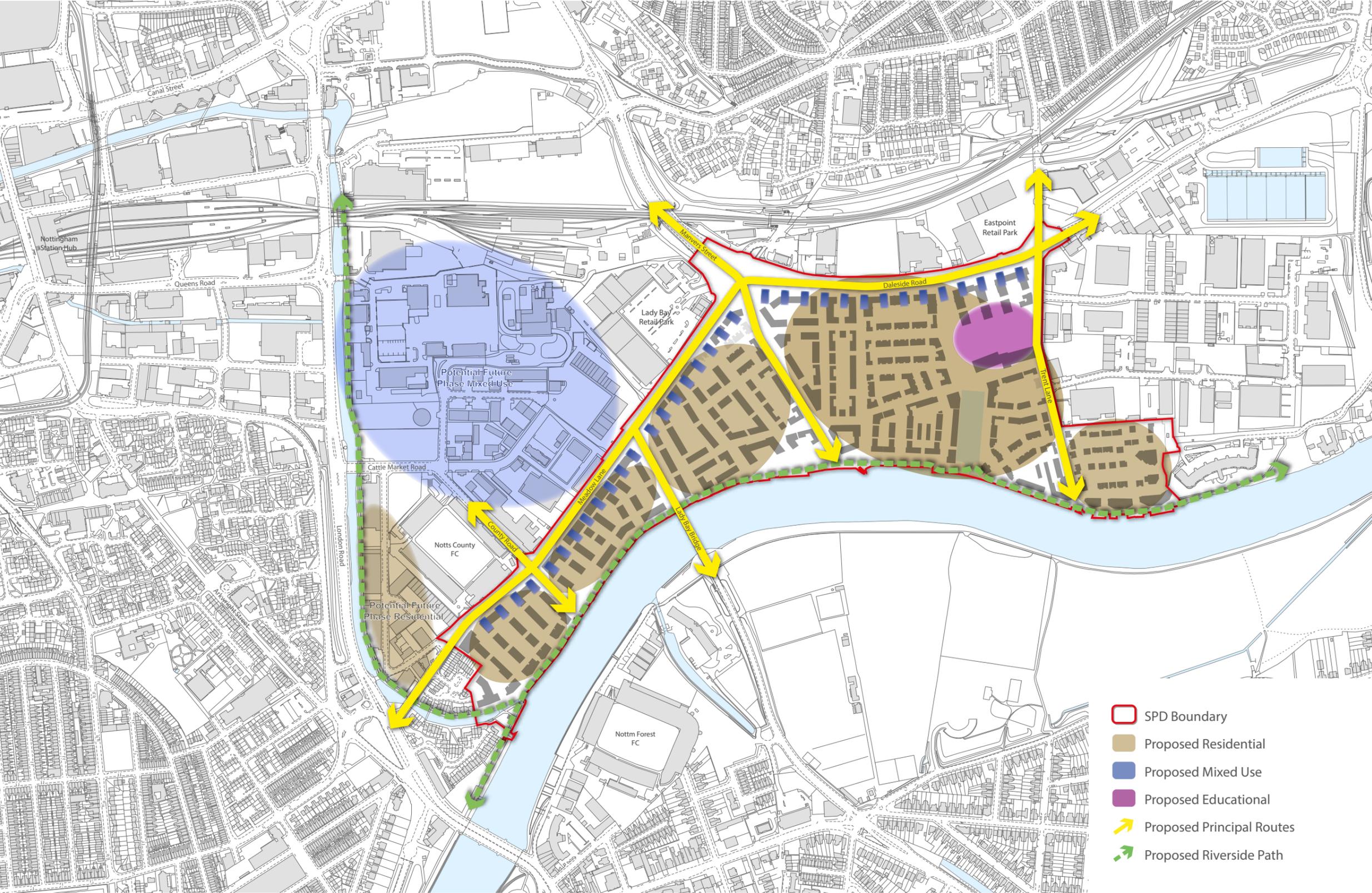
Land Use

- 12.7 The scale of Waterside requires a mix and balance of uses to create a successful sustainable community. The Proposed Land Use plan on page 35 indicates the planned land use mix across Waterside.
- 12.8 The area will be predominantly housing, primarily exploiting the river side aspect with a focus on providing distinctive, high quality and energy efficient homes. A mix of high quality housing types will be provided, that are suitable for a range of household types and sizes, with a significant number of family homes.
- 12.9 The existing mix of commercial uses along Meadow Lane and Daleside Road will be strengthened through new employment, community and leisure development with potential for residential on upper storeys. Active ground floor uses will be encouraged, particularly around the junctions of Meadow Lane/County Road, Daleside Road/Trent Lane and Daleside Road/Meadow Lane/Manvers Street.
- 12.10 As the population grows, small local retail outlets and A3/A4 uses will be encouraged. Therefore, to allow flexibility of uses, some units with at least 3m ground floor to ceiling heights should be located at conspicuous places where the footfall is high, or likely to be high as Waterside is established.



Image of proposed Meadow Lane scheme

Proposed Land Use



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Building Heights and Massing

- 12.11 Site layouts should be designed to protect key views and make the most of views of the River Trent and potential city landmarks.
- 12.12 The heights of individual buildings need to work in harmony with each other and the surrounding context to create legible well defined and proportioned streets and spaces.
- 12.13 The existing buildings within, and near to the area range from 2-3 storeys. As predominantly housing led regeneration, new development will consist largely of a mixture of two and three storey townhouses.
- 12.14 There may be opportunity for taller high quality landmarks buildings close to the river at nodal points, road junctions and areas of amenity space. However, taller buildings will only be permitted where high quality design can be demonstrated including a positive ground floor relationship to the street and surrounding context. Proposals for any taller buildings will also need to demonstrate that they do not obstruct or impinge on key views and preclude visual and physical connections to the river from development behind them. Between the taller blocks generally three storey family housing will be encouraged. A variety of building heights will add interest to the river frontage.
- 12.15 Buildings of 4-5 storeys will generally be acceptable along Meadow Lane/Daleside Road. However, a variety of heights is expected to create focal buildings, gateways, and landmarks and contribute to a high quality street scene.

Housing Numbers, Density & Type

- 12.16 The new sustainable community in Waterside is expected to make a significant contribution to meeting the city's housing needs. The emerging Local Plan Part 2 estimates that the sites within the Waterside SPD boundary could deliver approximately 1073 new dwellings.
- 12.17 The precise number of homes and their density will be dependent on the overall mix of uses across the site, house types and format of development. Whilst family homes will be delivered at lower densities, there are also opportunities for apartments at higher densities, particularly along the river edge and at gateway locations where, subject to careful design and layout, taller buildings have the potential to aid legibility and create a positive new identity and sense of place for Waterside.
- 12.18 The aim is to create a place of human scale and of proven high quality design with town houses and apartment blocks fronting well connected streets, forming perimeter blocks and providing a mix of tenures. All new development should have doors and windows which front onto the street, providing ground floor activity and avoiding blank elevations. In the case of apartment blocks there will be an opportunity to have ground floor uses that complement the riverside location.

- 12.19 A significant amount of the housing development in Waterside will be in the form of family housing. Core Strategy Policy 8 seeks to diversify the housing market in Nottingham and places an emphasis on providing family housing in Nottingham, and also promotes innovative family housing on the City Centre fringes.
- 12.20 Affordable housing is also a requirement as part of the housing mix, assisting in diversifying tenure and household makeup in the new community. Affordable housing will include a mix of properties for social and affordable rent, to meet the housing need. There will also be affordable ownership intermediate tenure including Shared Equity and Shared Ownership housing. This is an important way to help people into ownership who would not otherwise have access to the market.
- 12.21 Core Strategy Policy 8 sets out that affordable housing will be required on large residential developments with a target percentage, through negotiation, of 20%. The level of contribution anticipated will be subject to the viability of schemes as the various sites and phases progress.
- 12.22 The Council supports the provision of self-build and custom housebuilding on appropriate sites. Such schemes are specifically encouraged in the proposed allocation PA83 Waterside - Daleside Road, Trent Lane Basin. Other sites within the Waterside may also be suitable subject to viability considerations and site specific circumstances.

Streets

- 12.23 The redevelopment of the Waterside will be based on a connected network of internal streets with a clear hierarchy of street types which helps to redefine Waterside as a place as well as aid and improve the legibility, connectivity and accessibility of the area.
- 12.24 Street width should respond to building height in the context of higher buildings overlooking the River Trent. Arterial streets (streets carrying the most traffic) will normally be tarmacked footways and carriageways with a kerb separation.
- 12.25 The narrowing of the carriageway with tree planting and build outs in places will help calm speeds to 20mph. Some on street car parking can also help reduce speeds. It is expected that other less car dominated streets would be designed to be shared with pedestrians with the use of materials other than black top. However, parking areas, and non-parking areas must be well defined to ensure they are used as intended. Good quality boundary treatments and a strong building line are important to frame the streets and define ownership.



Photo of Trent Basin example of well designed street character

Public Realm & Green Infrastructure

12.26 The approach to open space and public realm is at the heart of the masterplan and the Council's aspiration to create an attractive place where people choose to live, work and visit.

The Provision of a Riverside Path

12.27 A Riverside Path, for pedestrians and cyclists, is crucial to the success of Waterside. Establishing an attractive Green Corridor along the River frontage, running all the way from Colwick Country Park to the mouth of the canal is of utmost importance and its benefits will be felt beyond Waterside development sites. This will ensure the River will be fully exploited and add to the biodiversity value and residential appeal of the area. It will become a destination of choice and bring vibrancy to this currently underutilised asset.

12.28 The path's connection to the Canal will provide an off-road route to the city centre and Railway Station as well as to the Embankment, connecting routes to the west of the city and key employment locations such as the University, QMC and Boots Enterprise Zone. Direct connections to the Riverside Path should be provided from within the development sites and be clear and safe for both cyclists and pedestrians.

12.29 Although it is not expected to be of a uniform design along its entire length, the path is expected to be of a very high standard of soft and hard landscaping with character areas providing resting areas and places for recreational activity. The Environment Agency will require boat access to the River for maintenance purposes.

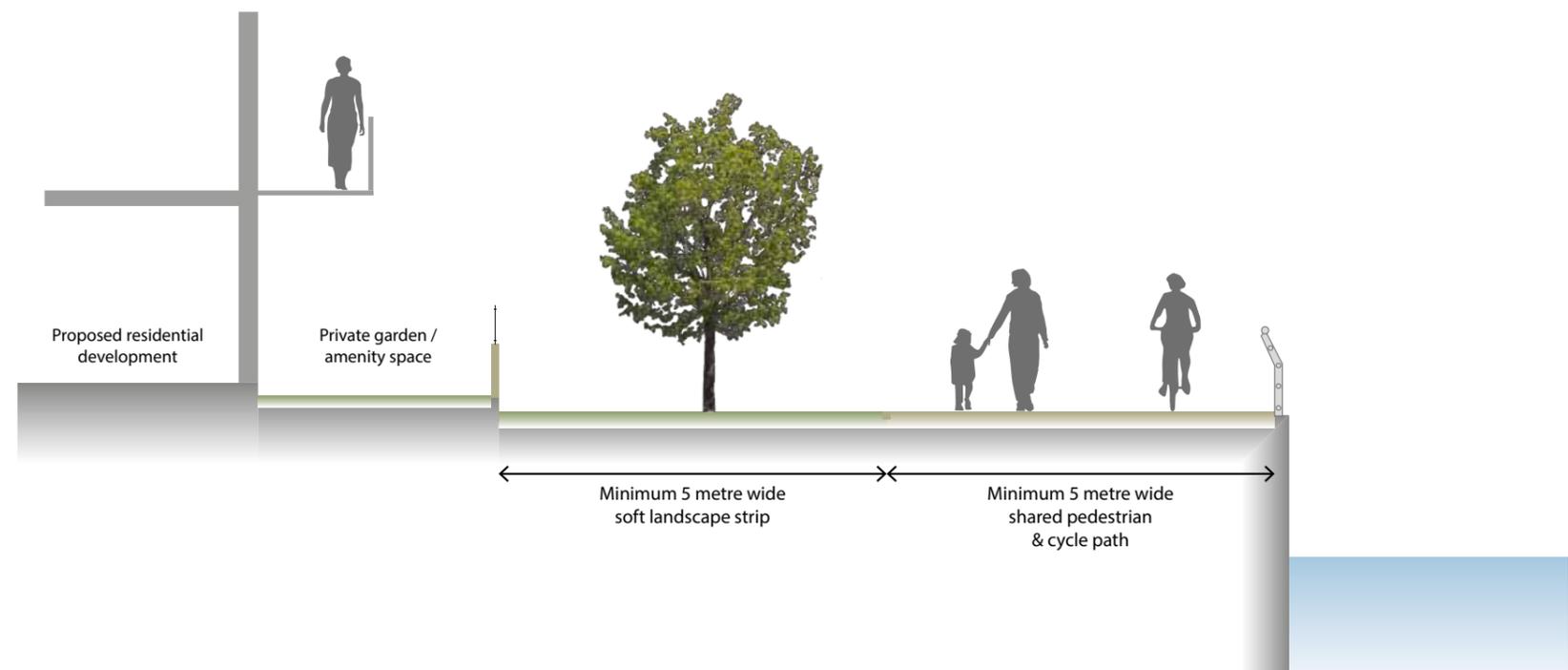
12.30 The path should be wide enough for the use of pedestrians and cyclists and have regard to the needs of disabled people, as well as facilitating green infrastructure as illustrated on figure 1. Both the connections to, and the path itself should be well lit and overlooked.

12.31 Where planning applications for development include land adjacent to the River Trent that has been identified to be part of the proposed Riverside Path, the riverbank and any retaining walls will remain the landowner's property when the path is adopted as a public right of way.

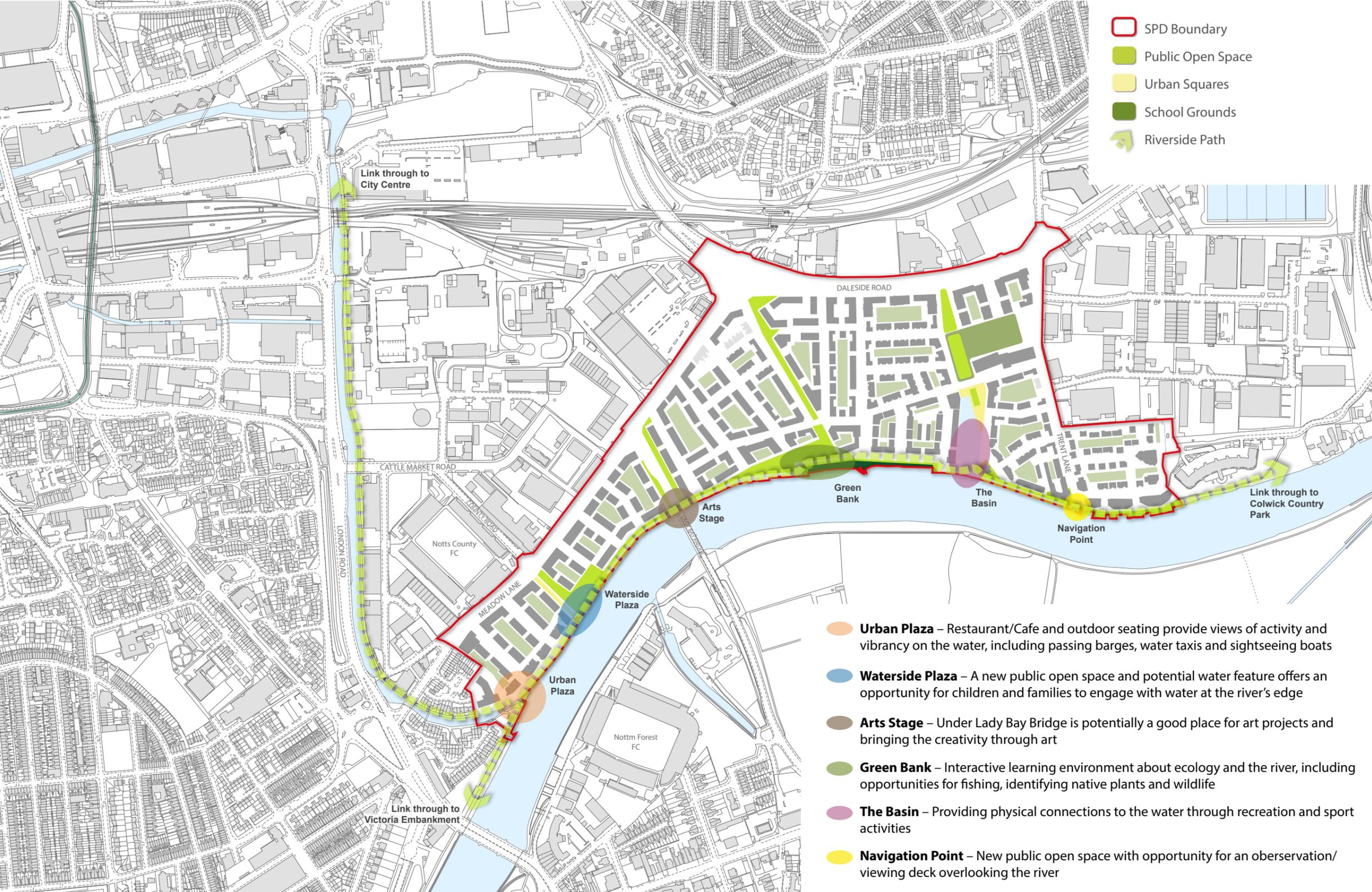
12.32 The continuation of the Riverside Path up to the boundaries of these sites, details of the means of public access, and its specification in accordance with the details included within this document, is to be secured through a S106 planning obligation.

12.33 Developers will be responsible for the establishment of management companies for the long term management of all open spaces and public realm within a development, where these are not proposed or agreed to be adopted and maintained by the Council. Planning applications for development shall clearly identify and detail individual areas of open space and public realm and shall include proposals for their on-going management and maintenance, which will be regulated by planning conditions or S106 planning obligations as part of a planning permission for development.

Figure 1
Riverside Path



Public Realm



- SPD Boundary
- Public Open Space
- Urban Squares
- School Grounds
- - - Riverside Path

- **Urban Plaza** – Restaurant/Cafe and outdoor seating provide views of activity and vibrancy on the water, including passing barges, water taxis and sightseeing boats
- **Waterside Plaza** – A new public open space and potential water feature offers an opportunity for children and families to engage with water at the river's edge
- **Arts Stage** – Under Lady Bay Bridge is potentially a good place for art projects and bringing the creativity through art
- **Green Bank** – Interactive learning environment about ecology and the river, including opportunities for fishing, identifying native plants and wildlife
- **The Basin** – Providing physical connections to the water through recreation and sport activities
- **Navigation Point** – New public open space with opportunity for an observation/viewing deck overlooking the river

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Open Space

12.34 Waterside currently has no formal public open space and general planting is limited to a small number of street tree and hedges. The development has good access to existing high quality open space at Victoria Embankment and Colwick Country Park to the west and east respectively. The SPD area should provide a minimum of 3.3ha of open space. There is a large area of protected green space, in the form of a floodplain, at the other side of the River but at present this is only accessible from the Waterside area via Trent Bridge and Lady Bay Bridge.

12.35 Redevelopment of Waterside should significantly improve the quality and quantity of open space and green infrastructure in this part of the city and shall:

- Provide new green corridors as identified on the Public Realm plan;
- Enhance biodiversity;
- Provide new formal and interspersed areas of informal public open space, and;
- Create multifunctional green infrastructure which provides attractive green space but which also supports sustainable drainage systems. The scope for natural and semi-natural habitats will be taken into consideration as part of the development management process.

12.36 Open spaces should be designed to be truly multifunctional and provide opportunities for recreation, flood risk mitigation and habitat creation. This SPD should be read in conjunction with the Council's Open Space SPD.

12.37 Well-designed amenity space is crucial to creating a desirable neighbourhood. This includes appropriately designed roads giving cycling and pedestrian priority and a variety of spaces where people both pass through and rest. Throughout the development of Waterside the emphasis will be on the creation of small green spaces and public squares appropriate to their location. It is envisaged that some 'ownership' of public spaces will be through residents groups where there may be communal food growing and planting opportunities, for example, through community gardens, which would also be communally maintained. There may also be an appetite for the provision of allotments because there is an identified lack of provision, and a high demand within the area.

Biodiversity

12.38 Existing river bank-side habitats are to be retained and protected, and a riverside green corridor of semi-natural habitat created providing wildlife and community value. Retained habitat and green corridors should be buffered from development with the Riverside Path routed to avoid passing through retained habitat areas, such as the wooded area of Green Bank, so as to leave an undisturbed sanctuary for wildlife. There is evidence of otters living in the River Trent, which further adds to the essential retention of the natural edged section of the River. Key opportunities to achieve biodiversity gain could include;

- the planting of new native trees;
- retention and incorporation of existing habitats;
- the design and incorporation of wildlife friendly Sustainable Urban Drainage Schemes;

- sowing of 'flowering lawn mix' in short grass/amenity areas;
- features such as dry stone walls, habitat stacks, insect boxes and bird feeders, and;
- bat and bird boxes to be built into the fabric of new buildings.

This SPD should be read in conjunction with Council's Biodiversity SPD.

Tree Planting

12.39 New tree planting together with other features such as grass road verges to soften the landscape should be provided on key routes and throughout the scheme to improve the local micro climate and provide shade and structure.

Design

12.40 Nottingham is aiming to be the first Carbon Neutral City by 2028. Therefore, sustainability of the design, materials and layout of the development is critical. Proposals should maximise opportunities to incorporate Sustainable Drainage Systems, green roofs and walls, the use of recycled materials and orientation to optimise solar gain whilst recognising the desire to front onto the River. All new dwellings will be expected to meet the Government's higher National Housing Standard for water consumption, in line with Core Strategy Policy 1.

12.41 A sustainable approach to building design will be supported incorporating a 'fabric first' approach to reducing the use of energy. Features such as rainwater capture and water recycling should be employed. Design which incorporates energy generation, for instance through the use of photovoltaic cells should be used when technically feasible.

12.42 Opportunities for community energy schemes, energy creation and storage should be embraced. The Trent Basin development within Waterside is an innovative housing scheme leading the way in design, energy and sustainability. The first two phases of Trent Basin will also be the site of one of the UK's first community energy networks. With input from a large consortium, Blueprint will be installing solar photovoltaic panels across the entire development which will feed into the largest community energy battery in Europe. Energy stored will be distributed directly to Trent Basin residents to provide them with cheaper, cleaner energy. With a focus on low energy living and high energy performance levels, this development is an exemplar for future development in Waterside. It provides a development indicative of the progress the City Council is looking to make; sustainable, green and forward thinking.



Photo of existing wooded bank

Transport & Connectivity

Existing infrastructure

12.43 Waterside is located close to the city centre, bounded by two major highway access routes to the Centre: the A60 London Road and A612 Daleside Road. London Road leads to Trent Bridge, the principal crossing point of the River Trent and congestion is experienced here during peak periods. Lady Bay Bridge (A6011) is the other river crossing, and is well used to access the Waterside.

12.44 Although the area is close to the city centre, the highways and traffic makes Waterside feel isolated. The development of the continuous Riverside Path will be an essential improvement. Daleside Road to the north of Waterside is currently a barrier to the connectivity of Waterside to the surrounding area but improved links across Daleside Road will improve this important transport corridor.

12.45 Improvements and changes to the transport network both within and outside Waterside will be expected to follow the Core Strategy's hierarchical approach to delivery of sustainable transport and, where applicable, conform to the Streetscape Design Manual and the Nottingham Cycle Design Guide.

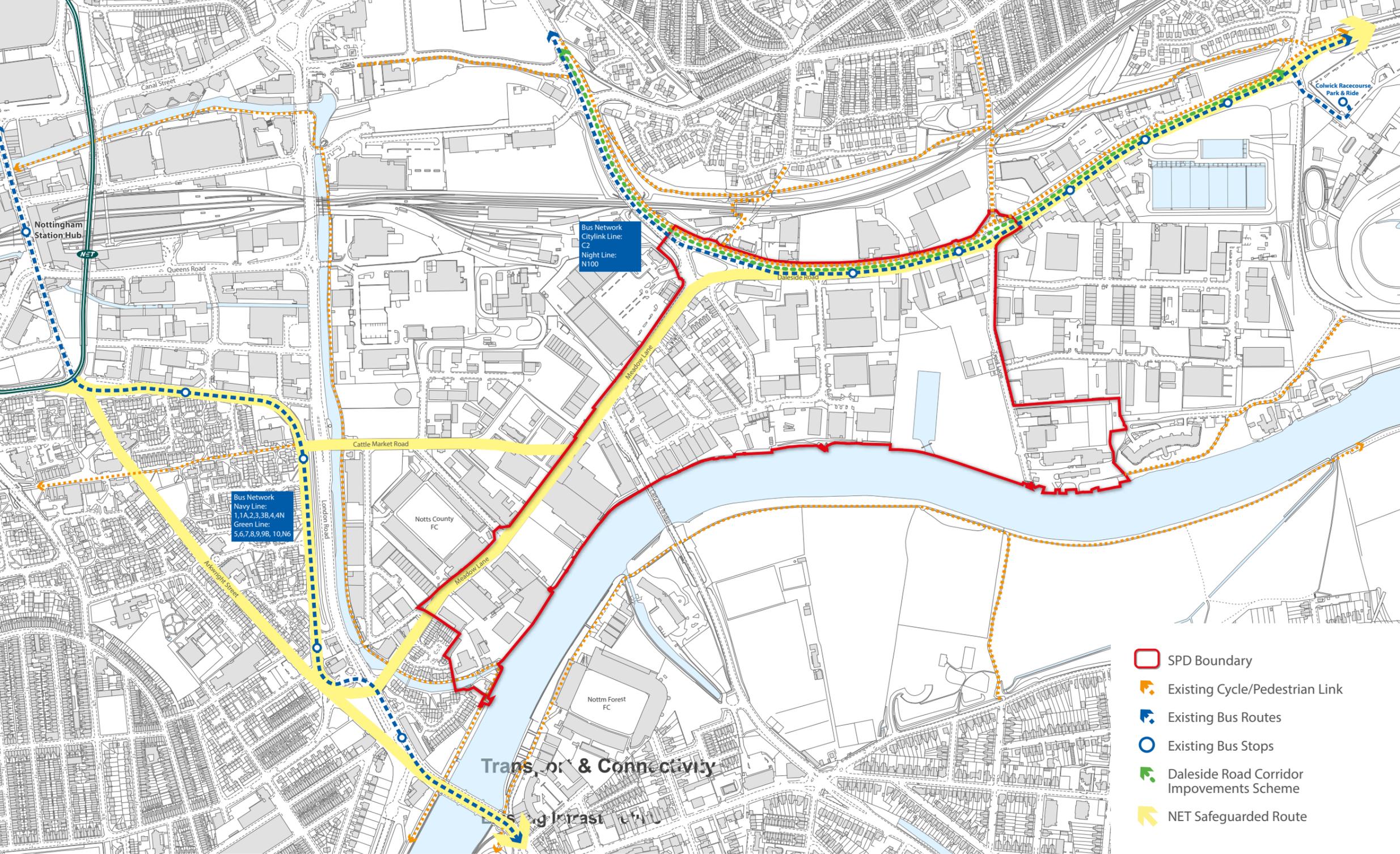


Photo of existing Meadow Lane and Lady Bay Bridge junction



Photo of existing Meadow Lane and County Road junction

Existing Transport and Infrastructure



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Walking & Cycling

- 12.46 Waterside is largely disconnected from the surrounding areas, primarily due to the severance effect of the road network, the railway line, the canal and River Trent. The approaches and gateways to Waterside are generally poor, particularly for those cycling or on foot. Due to its industrial nature approaches are dominated by heavy vehicles creating a noisy hostile environment.
- 12.47 Central Waterside is approximately 2km walking and cycling distance from the Station Hub. However, the dominance of the road network restricts such movements. The design of the new neighbourhood should offer direct safe routes to the surrounding area and therefore encourage and enable people to walk and cycle.
- 12.48 A new cycle link along the north side of Daleside Road, from the junction of Manvers Street and City Link, to the junction of Daleside Road and Trent Lane forms part of the improvement works on Daleside Road. Further junction improvements are proposed along Daleside Road prioritising cycling and pedestrian movement, including further improved pedestrian and cycle crossing facilities. Developer planning obligations will be necessary to achieve this.
- 12.49 The Sneinton Greenway runs parallel to Daleside Road. This can be accessed at Racecourse Road and Meadow Lane but requires opportunities to cross Daleside Road.

Public Transport

- 12.50 In comparison to most of the city, Waterside itself is poorly served by public transport.

Bus

- 12.51 The Park and Ride service runs regularly between the city centre and the Colwick Park & Ride site, along Daleside Road, and offers the best existing connection to the city centre. This service was enhanced by the Southern Growth Corridor work, completed in 2018, which provides electric buses as well as bus priority along Daleside Road and to wider destinations such as the Enterprise Zone to the west of the city. There are currently no plans for the provision of services through Waterside. However this is something which should be considered as Waterside is developed and potential patronage grows. This may require funding and should be something considered as part of development proposals.
- 12.52 The bus priority lanes are also available to ultra-low emission vehicles. The promotion of these vehicles should be considered when looking at the provision of charging points and car parking within Waterside.

Rail

- 12.53 Nottingham Railway Station is a short distance from the Waterside. Walking and cycling routes are currently provided via the recently upgraded Daleside Road cycle track which connects to routes across the Island site. Once the Riverside Path is complete with its connection to the canal towpath near Trent Bridge, this will further enhance off road walking and cycling routes to the railway station.
- 12.54 The 'Existing Transport and Infrastructure' plan shows the NET3 indicative tram alignment along Meadow Lane and Daleside Road. Extending the network along Daleside Road would benefit the regeneration of Waterside significantly and it is important that the route is safeguarded. This would provide an important connection between the Waterside and the city centre and help to address the lack of public transport servicing the Waterside area.

Road Network

- 12.55 Waterside lies to the south east of the city centre, bounded by the River Trent to the south, Daleside Road to the north, Meadow Lane to the west and Trent Lane to the east. London Road (A60) is a key route onto the wider strategic network and this is located to the west of Waterside but access is limited to where there are bridge crossing points over the Canal. Access to the south of the Trent is via Lady Bay Bridge (A6011). Regeneration of the south side of the city is a priority. As part of the growth strategy a number of funding sources have been secured which will help improve connectivity. Network improvements will be targeted at key junctions.

Proposed Transport and Infrastructure



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Key Junctions

12.56 Trent Lane / Daleside Road:

This is a key junction for the operation of Waterside. As Waterside is developed and use increases, improvements may be required and should be considered as part of development proposals.

Daleside Road / Manvers Street / Meadow Lane:

A key route providing access to the west of the city avoiding the need to go through the city centre.

Meadow Lane / Lady Bay Bridge:

A key route to the south of the city.

Daleside Road / Poulton Drive:

Currently provides access into the Waterside area but has no right turn out onto Daleside Road. This may become a more heavily used access route with development proposals and the junction operation will need to be considered given its proximity to the Daleside Road / Meadow Lane junction.

Car Parking

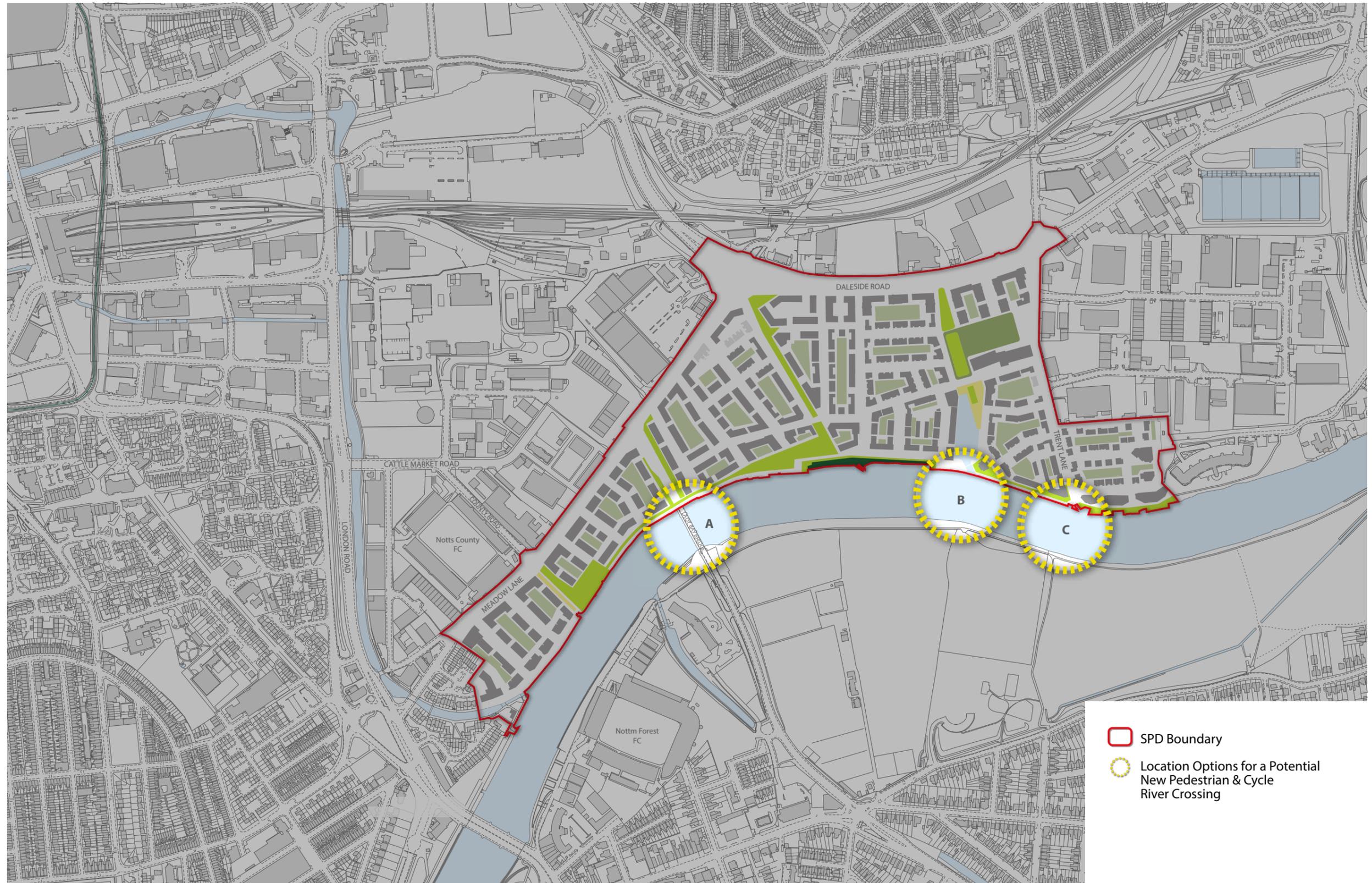
12.57 Courtyard car parking will generally be discouraged.

Although sustainable walking and cycle links are not currently apparent, Waterside is close to the city centre. Therefore, any proposed car parking should be kept to a ratio of 1.5 parking spaces per dwelling. Inventive solutions would be welcomed with a combination of on plot and on street parking, as well as car-pooling/sharing. Electric car charging will also be required. Any design solutions should not detract from the quality of the streets nor detract from the creation of a high quality integrated neighbourhood. Reduced car parking provision may be appropriate once sustainable transport measures have been implemented.

River Trent Crossings

12.58 The river provides an amenity for walking and cycling along its banks, however it also restricts pedestrian and cycling movements as they are limited to the existing crossing points. Options have been looked at to provide a new walking and cycling bridge or explore options to improve facilities on existing bridges. Both options would require further feasibility and public and stakeholder consultation. There is currently no funding allocated towards developing these proposals but we would welcome discussions with developers who feel this would add value to Waterside in terms of pedestrian and cycle movements, and as a positive contribution to the public realm of Waterside. The plan on page 47 shows potential river crossing location options.

Potential New River Crossing Location Options



13. Delivering Infrastructure

13.1 The land at Waterside is brownfield land with very challenging constraints. However, as the market picks up, developments in Waterside should become more viable and profitable.

Section 106 Priorities

13.2 The Council recognises that there may be viability challenges and should a developer not wish to provide Policy compliant s106 obligations, an open book approach to viability appraisal will be required to inform the approach to s106 planning obligations.

13.3 The Council will seek to secure the provision of any necessary off-site infrastructure through s106 planning obligations or through the use of 'Grampian' planning conditions. The specific obligations will depend upon the details of the scheme.

13.4 This SPD promotes elements of public realm, education and transport development as well as a mix of housing. Therefore the 4 main priorities for any s106 obligations are;

Transport infrastructure

13.5 The junctions along Daleside Road remain car dominated and challenging for both cyclists and pedestrians. Reprioritising these junctions will require substantial intervention, with significant financial implications. The scope and scale of any highway changes will be subject to traffic modelling and transport assessments. We would expect developers to consider and put forward a case as part of their planning submission. Where changes are required, the Council would look to obtain financial contributions

or to agree for the developer to undertake work on the highway as part of their development. The introduction of bus services through the Waterside may require funding and should be considered as part of discussions with developers. New and enhanced cycling and walking infrastructure will also be required in order to achieve the aim of creating a sustainable community.

Education

13.6 Additional dwellings will result in increased demand for new school places which will result in significant financial implications.

Public realm and open space

13.7 A continuous Riverside Path at the edge of the Waterside will be developed on a site by site basis. This will be secured as a part of a planning permission for a site and there will be a commitment to provide to a standard and provide connectivity to the next phase. In addition to the Riverside Path, other areas of public open space are proposed, such as urban plazas. In order to get funding in place, a pooling of any s106 planning obligations may be appropriate.

Affordable housing

13.8 A mixed and balance of housing tenures are important to ensure balanced communities. New housing in Waterside will need to reflect a range of housing needs in line with the City Council's planning policy requirements for affordable housing. In the case of larger developments the level of affordable housing will be considered on a site by site basis taking into account localised information. The type of affordable

housing provision will be assessed throughout the lifetime of that development to ensure the development is responsive to updated evidence of need.

13.9 The development should maximise opportunities for local employment and training in line with the Council's existing Employment and Training Plan process.

A New Primary School

13.10 Waterside is being promoted as a new neighbourhood for the city. However, existing schools within the catchment area, in Sneinton and Colwick are already at full capacity. A new influx of families will add to this pressure yet further. Sneinton is one of the most over-subscribed areas for primary school places in the city and current school campuses have no more capacity to expand. With proposed new development at the Waterside, there is an urgent need for a new primary school in this part of the city to accommodate the new pupils. A new school will be built to serve children from Waterside, Colwick, Sneinton. A new school is a high priority and will be an important catalyst in changing the nature of the area.

13.11 The City Council have identified a preferred site for the new school at Daleside Road/Trent Lane which could accommodate a 420 pupil school building (two form entry) but outdoor space would be compromised and may dictate a multi-storey school building solution.

13.12 The school should be designed to be sympathetic to the urban grain of the new developments in Waterside.

13.13 Significant safety improvements to Daleside Road will be expected to safeguard children crossing the road to the new school.

Incompatible Uses

13.15 The City Council acknowledges the presence of uses incompatible with the regeneration aims of Waterside . These will require relocation in order for Waterside to reach its potential. Residential or other sensitive development in close proximity to these existing facilities is unlikely to achieve a satisfactory environment or be compatible with existing operations. Therefore, in order to deliver the planned comprehensive and sustainable regeneration of the area it may be necessary for development proposals to make provision for the timely relocation of existing facilities. Relocation will be facilitated by the City Council, however, if necessary the use of Compulsory Purchase powers may be considered.

13.16 Prior to relocation of these facilities, residential proposals (or other appropriate uses as set out in the Development Principles) may need to make provision for interim stand offs, buffers to active operations, or the incorporation of other forms of mitigation such as screening or landscaping strips. Careful layout design will also be required to protect both the amenity of new occupiers and existing business operations.

Compulsory Purchase Orders (CPO)

13.17 CPOs are used by local authorities to assemble land for complex regeneration projects which are in the public interest, particularly those which involve multiple land ownerships. The Council is seeking to deliver Waterside by agreement, however, it will consider using its Compulsory Purchase Powers where site assembly issues are hindering development in order to drive forward Waterside for the benefit of the city as a whole.

14. Implementation

Phasing

- 14.1 Some areas of Waterside are available for redevelopment immediately while other locations are unlikely to come forward until a later stage. The phasing of development in the Waterside needs to be managed in order to avoid potential conflicts between uses and to manage the timing of essential infrastructure provision
- 14.2 Early development in Waterside includes (see Plan on page 19; Local Plan Part 2 Proposed Allocations) residential development on site 'PA83 - Daleside Road, Trent Lane Basin' (256-296 expected dwellings remaining), of which Phase 1 is complete and partly occupied, Phase 2 is under construction and planning permission has been granted for Phase 3 of development. Some of the remainder of the allocation is now in Blueprint ownership with a view to it being developed for further housing; PA85 'Trent Lane, Park Yacht Club' (150- 170 expected dwellings) is being developed for housing; PA81 'Meadow Lane' (280-320 expected dwellings) has planning permission for residential use on part of the site so early development is likely on the western section of the site, with the remainder of the allocation expected to come forward for development. PA82 'Freeth Street' (150-250 expected dwellings in plan period/350-420 expected in longer term) is the most problematic in terms of site acquisition, remediation, fragmented ownership and 'bad neighbour uses', although the Council has significant ownership within the site. Should CPO be required then some of housing will likely be provided beyond the Local Plan Part 2 period.

Appendix 1: Sustainability Appraisal

- 1.0 Sustainability Appraisal of the Emerging Local Plan Document. Sustainability Appraisal (SA) is a statutory process, which must be undertaken for every new planning document in accordance with the Planning and Compulsory Purchase Act (2004).
- 1.1 The purpose of SA is to assess the economic, social and environmental impacts of projects, strategies or plans, so that the preferred option promotes, rather than inhibits sustainable development.
- 1.2 In addition to SA, European Directive 2001/42/EC (commonly referred to as Strategic Environmental Assessment or SEA), requires that Local Authorities undertake an 'environmental assessment' of any plans and programmes they prepare that are likely to have a significant effect upon the environment. The requirements of the SEA have been incorporated into the SA for the emerging LAPP.
- 1.3 The SA has comprised an integral part of the plan making process and has performed a key role in providing a sound evidence base for the plan. The process has appraised the social, environmental and economic effects of the LAPP from the outset through its various preparation stages. In doing so it has helped to ensure that the decisions made have contributed to achieving sustainable development. Furthermore, the SA has recommended some changes to help ensure that the LAPP policies and site allocations are as sustainable as possible. It has informed the decision making process by facilitating the evaluation of alternatives and also considered the cumulative, synergistic and secondary impacts of the LAPP policies and sites.
- 1.4 The SA has also demonstrated that the plan is the most appropriate when considering reasonable alternatives and, where negative impacts have been found, suggested suitable mitigation measures to try and overcome them. Draft monitoring arrangements have also been put in place to ensure that the impact of the policies can be properly evaluated.
- 1.5 The proposed allocated sites within the SPD area (PA81, PA82, PA83 and PA85) and related policies have been subject to SA as part of this process.
- 1.6 Full details of the SA process, methodology and results can be found in the Publication Version Sustainability Appraisal available at www.nottinghamcity.gov.uk/localplan
- 1.7 The extracts below sets out the results of the SA for the site allocation and regeneration policies as found in the Publication document. These are subject to change until final adoption:

Site/Policy Sustainability Appraisal findings

Source: Land and Planning Policies DPD Sustainability Appraisal publication Version (January 2016) Sustainability Appraisal Addendum (July 2017)

SA Objectives	Appraisal of Policy RE8: Waterside	Potential Mitigation Measures
1. Housing 2. Health 3. Heritage 4. Crime 5. Social 6. Environment, Biodiversity & Green Infrastructure 7. Landscape & Townscape	<p>Policy aims to provide significant new housing.</p> <p>Policy aims to provide new and enhanced areas for sports and leisure, as well as providing community and health facilities. There is also a recognised correlation between increased housing provision and a positive impact on health. Additional employment provision can also reduce mental health problems.</p> <p>Area has a number of heritage assets. Policy seeks to preserve and enhance these.</p> <p>Policy aims to achieve regeneration of the Waterside area and provision of new development and linkages, with increased activity and natural surveillance. Could result in better design with new and attractive routes.</p> <p>New public realm likely to be achieved on the site which could enhance social interaction. Scale of development could create new waterside community/employment area.</p> <p>Policy aims to improve Green Infrastructure linkages, including those along the canal and River Trent. Development should result in decontamination of brownfield sites.</p> <p>Policy should ensure the wider regeneration and transformation of the strategic site and leading to positive impacts on townscape.</p>	
<p>Summary: A very major positive outcome was identified for the Housing objective with further moderate to major positive impacts suggested for the Social, Environment, Biodiversity & GI, Landscape & Townscape, Transport and Employment objectives. Moderate positive outcomes were predicted for the Health Crime, Innovation and Economic Structure objectives, with a minor positive impact for the Heritage objective. Moderately negative effects were predicted against the Waste and Energy & Climate Change objectives, with a minor negative impact also predicted against the Natural Resources & flooding. Mitigation measures have been suggested for possible negative outcomes.</p>		
8. Natural Resources & Flooding 9. Waste 10. Energy & Climate Change 11. Transport 12. Employment 13. Innovation 14. Economic Structure	<p>Parts of the area are at flood risk. However development provides opportunities to address this.</p> <p>Likely to be a net increase in waste generation.</p> <p>Likely to be a net increase in energy use. However opportunities for replacement buildings to be more energy efficient with innovative designs. Opportunities for complementary low carbon related uses close to the energy from waste plant.</p> <p>Although the area is relatively close to the City Centre and transport facilities including tram and station hub, it is currently poorly connected with unattractive routes. Policy seeks to exploit the clear opportunities to improve the area's bus, cycling, and pedestrian links.</p> <p>Policy aims to improve employment provision in the area focusing on modern businesses and expanding sectors. Likely to be some loss in employment in some sectors and restructuring in the type of jobs provided.</p> <p>Opportunities for employment in high growth sectors across the area.</p> <p>Policy aims to provide for the needs of modern businesses, including those identified in the Growth Plan.</p>	<p>Mitigation through design to address drainage/flooding issues, via Development Management process and policies of the Local Plan</p> <p>Mitigation by provision of waste management agreements/storage facilities where appropriate and promotion of recycling via Development Management process and policies of the Local Plan.</p> <p>Mitigation provided through promotion of energy efficient buildings, sustainable design and, where appropriate, on-site renewable energy generation via Development Management process and policies of the Local Plan.</p>
<p>Summary: A very major positive outcome was identified for the Housing objective with further moderate to major positive impacts suggested for the Social, Environment, Biodiversity & GI, Landscape & Townscape, Transport and Employment objectives. Moderate positive outcomes were predicted for the Health Crime, Innovation and Economic Structure objectives, with a minor positive impact for the Heritage objective. Moderately negative effects were predicted against the Waste and Energy & Climate Change objectives, with a minor negative impact also predicted against the Natural Resources & flooding. Mitigation measures have been suggested for possible negative outcomes.</p>		

Note: This is a reappraisal from the Sustainability Appraisal Addendum (Revised Publication Version) July 2017.

SA Objectives	PA81 (DS74/LA74) Waterside - Meadow Lane for Primarily residential (C3) with other uses - offices/high technology, light industry/research & development (B1), hotel (C1), non-residential institution (D1), assembly & leisure (D2). Auxiliary uses could include small scale retail (A1), financial services (A2), food & drink (A3) (delivered as an integral part of a mixed use scheme).	Potential Mitigation Measures
1. Housing 2. Health 3. Heritage 4. Crime 5. Social 6. Environment, Biodiversity & Green Infrastructure 7. Landscape & Townscape	<p>Mixed use development could provide significant housing</p> <p>Could open up waterside recreation on canal towpath and river and improve environment promoting healthy pursuits. Housing recognised as key determinant of health.</p> <p>Negligible impact.</p> <p>Development could improve area – currently not well overlooked.</p> <p>Negligible impact.</p> <p>Canal is Local Nature Reserve. Development could be likely to lead to biodiversity enhancements along the River Trent corridor associated with cycle/pedestrian route.</p> <p>Negligible impact on local landscape character. Site is formed by industrial buildings adjacent to the river Trent. Appropriately designed scheme which is sympathetic to its surroundings in terms of design, layout and scale may result in a major impact on townscape given the considerable opportunities the site offers by exploiting the riverside setting.</p>	
<p>Summary: The proposed uses at this site were considered likely to result in a very major positive impact for the Housing objectives, with a further major positive effect anticipated for Landscape/Townscape. A moderate positive for Health and minor positive impact for the Crime and Environment, Biodiversity and G.I. objectives were predicted. Moderate negative impacts were expected for the Natural Resources & Flooding objective, Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.</p> <p style="text-align: right;"><i>Note: This is a reappraisal from the Sustainability Appraisal Addendum (Revised Publication Version) July 2017.</i></p>		
8. Natural Resources & Flooding 9. Waste 10. Energy & Climate Change 11. Transport 12. Employment 13. Innovation 14. Economic Structure	<p>Site is within 1:100+20 and 1:1000. Proposed use could be sensitive. Construction from development is likely to give rise to the use of additional natural resources on this site in the short term</p> <p>Existing industrial uses on site which generate waste. Development could result in net increase in waste.</p> <p>Site lies close on the existing district heating system network; however connection difficult may be long term potential. New buildings could be more sustainable, but still likely to be a net increase in energy use through redevelopment of existing uses. Overall moderate negative impact.</p> <p>London Road / Trent Bridge closest public Transport links but poor routes to these. Potential for riverside walking/cycle route. Neutral impact.</p> <p>Development could result in loss of existing employment but replacement jobs likely. Construction from development is likely to contribute to a short term beneficial impact for this objective across the City area as a whole. Neutral impact.</p> <p>Negligible impact.</p> <p>Negligible impact.</p>	<p>Mitigation through design to address drainage/flooding issues. Promotion of recycling of building materials via Development Management process and policies of the Local Plan.</p> <p>Mitigation by provision of waste management agreements/storage facilities where appropriate and promotion of recycling via Development Management process and policies of the Local Plan.</p> <p>Mitigation provided through promotion of energy efficient buildings, sustainable design and on-site renewable energy generation and connection to District Heating System Network where appropriate via Development Management process and policies of the Local Plan.</p>
<p>Summary: The proposed uses at this site were considered likely to result in a very major positive impact for the Housing objectives, with a further major positive effect anticipated for Landscape/Townscape. A moderate positive for Health and minor positive impact for the Crime and Environment, Biodiversity and G.I. objectives were predicted. Moderate negative impacts were expected for the Natural Resources & Flooding objective, Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.</p> <p style="text-align: right;"><i>Note: This is a reappraisal from the Sustainability Appraisal Addendum (Revised Publication Version) July 2017.</i></p>		

SA Objectives	PA82 Waterside - Freeth Street for Residential (C3), office (B1) and small scale convenience retail (A1) and restaurant/café (A3) and non-residential institution (D1).	Potential Mitigation Measures
1. Housing 2. Health 3. Heritage 4. Crime 5. Social 6. Environment, Biodiversity & Green Infrastructure 7. Landscape & Townscape	<p>Substantial new housing anticipated as part of a mix use scheme.</p> <p>Open space as part of scheme and access to the waterside promoting healthy pursuits such as walking and cycling. Housing recognised as key determinant of health.</p> <p>Negligible impact.</p> <p>Opportunities to discourage crime via design and increase surveillance.</p> <p>Site is of a size to create new community with ancillary supporting uses including non-residential institution (D1).</p> <p>Opportunities for green corridor improvements and biodiversity enhancements in design.</p> <p>Negligible impact on local landscape character. Site is formed by mix of industrial buildings with some residential and south of the site is adjacent to the river Trent. Appropriately designed scheme which is sympathetic to its surroundings in terms of design, layout and scale may result in a major impact on townscape given the considerable opportunities the site offers including by exploiting the riverside setting.</p>	
<p>Summary: The proposed uses were considered likely to result in a major positive outcome for the Housing and Landscape/Townscape objectives. Further moderate positive impacts for the Health, Social, and Environment, Biodiversity & G.I. objectives, as well as minor positives for Crime and Innovation were also expected. Minor negative outcomes against the Waste, Energy & Climate Change were identified. Mitigation measures have been identified to address possible negative impact.</p> <p style="text-align: right;"><i>Note: This is a reappraisal from the Sustainability Appraisal Addendum (Revised Publication Version) July 2017.</i></p>		
8. Natural Resources & Flooding 9. Waste 10. Energy & Climate Change 11. Transport 12. Employment 13. Innovation 14. Economic Structure	<p>Site is at relatively low flood risk (1 in 1000). SuDs should be incorporated into redeveloped scheme. Overall neutral impact.</p> <p>Existing intensive industrial uses on site. Replacement uses could introduce net increase in waste production. Development could give rise to operational and construction waste.</p> <p>Site lies close to the existing district heating system network, however connection difficult, may be long term potential. New buildings could be more sustainable, but still likely to be a net increase in energy use through redevelopment of existing uses. Overall minor negative impact.</p> <p>Site is not particularly well connected to public transport routes but scheme should allow for enhanced pedestrian and cycle links along the river corridor. Existing intensive uses on site. Development likely to result in little net change.</p> <p>No overall net increase in employment likely.</p> <p>No overall net increase in employment likely.</p> <p>Negligible impact.</p>	<p>Mitigation by provision of waste management agreements/storage facilities where appropriate and promotion of recycling via Development Management process and policies of the Local Plan.</p> <p>Mitigation provided through promotion of energy efficient buildings, sustainable design and on-site renewable energy generation and connection to District Heating System Network where appropriate via Development Management process and policies of the Local Plan</p>
<p>Summary: The proposed uses were considered likely to result in a major positive outcome for the Housing and Landscape/Townscape objectives. Further moderate positive impacts for the Health, Social, and Environment, Biodiversity & G.I. objectives, as well as minor positives for Crime and Innovation were also expected. Minor negative outcomes against the Waste, Energy & Climate Change were identified. Mitigation measures have been identified to address possible negative impact.</p> <p style="text-align: right;"><i>Note: This is a reappraisal from the Sustainability Appraisal Addendum (Revised Publication Version) July 2017.</i></p>		

SA Objectives	PA83 (DS48/LA68) Waterside - Daleside Road, Trent Lane Basin for Residential (C3) education (D1) and small scale convenience retail (A1), restaurant/café (A3)	Potential Mitigation Measures
1. Housing 2. Health 3. Heritage 4. Crime 5. Social 6. Environment, Biodiversity & Green Infrastructure 7. Landscape & Townscape	<p>New housing anticipated as part of a mix uses</p> <p>Open space likely to be provided as part of a mixed use scheme and access to the waterside to improve healthy exercise from walking and cycling. Housing recognised as key determinant of health.</p> <p>Negligible impact.</p> <p>Opportunities to discourage crime via design. Increased surveillance possible.</p> <p>Site is of a size to create new community with ancillary supporting uses including education and retail.</p> <p>Opportunities for green corridor improvements and biodiversity enhancements in design along river corridor.</p> <p>Negligible impact on local landscape character. Site is formed by mix of industrial buildings and south of the site is adjacent to the river Trent. Appropriately designed scheme which is sympathetic to its surroundings in terms of design, layout and scale may result in a major impact on townscape given the considerable opportunities the site offers including by exploiting the riverside setting.</p>	
<p>Summary: Summary: The proposed uses at this site were considered likely to result in a very major positive outcome for the Housing objective, alongside a major positive effect on Landscape/Townscape. Other moderately positive impacts for the Health, Social and Environment, Biodiversity & G.I. objectives and minor positive impacts for the Crime objective were also anticipated. Moderate negative outcomes were predicted for the Waste and Energy & Climate Change objectives. Due to the loss of employment facilities through redevelopment a moderate negative scored for the Employment Objective. Mitigation measures have been identified to address possible negative impact.</p> <p style="text-align: right;"><i>Note: This is a reappraisal from the Sustainability Appraisal Addendum (Revised Publication Version) July 2017.</i></p>		
8. Natural Resources & Flooding 9. Waste 10. Energy & Climate Change 11. Transport 12. Employment 13. Innovation 14. Economic Structure	<p>Part of the site is a low flood risk. SuDs could be introduced as part of redevelopment. Construction from development is likely to give rise to the use of additional natural resources on this site in the short term Neutral impact.</p> <p>Site part vacant so could lead to net increase in waste production. Development could give rise to operational and construction waste.</p> <p>Site lies close on the existing district heating system network; however connection difficult may be long term potential. New buildings could be more sustainable, but still likely to be a significant net increase in energy use through redevelopment of existing uses and clear site. Overall moderate negative impact.</p> <p>Site is not particularly well connected to public transport routes but scheme should allow for enhanced pedestrian and cycle link along the river corridor. Existing trip generating uses on site. Negligible impact.</p> <p>Proposed uses may result in some new jobs but likely to be net loss of jobs across the site. Development is likely to contribute to a short term beneficial impact for this objective across the City area as a whole.</p> <p>Negligible impact.</p> <p>Negligible impact.</p>	<p>Mitigation by provision of waste management agreements/storage facilities where appropriate and promotion of recycling via Development Management process and policies of the Local Plan.</p> <p>Mitigation provided through promotion of energy efficient buildings, sustainable design and on-site renewable energy generation and connection to District Heating System Network where appropriate via Development Management process and policies of the Local Plan.</p> <p>Ensuring employment land is maintained and provided for across the City via Development Management process/ policies and policies of the Core Strategy.</p>
<p>Summary: The proposed uses were considered likely to result in a major positive outcome for the Housing and Landscape/Townscape objectives. Further moderate positive impacts for the Health, Social, and Environment, Biodiversity & G.I. objectives, as well as minor positives for Crime and Innovation were also expected. Minor negative outcomes against the Waste, Energy & Climate Change were identified. Mitigation measures have been identified to address possible negative impact.</p> <p style="text-align: right;"><i>Note: This is a reappraisal from the Sustainability Appraisal Addendum (Revised Publication Version) July 2017.</i></p>		

SA Objectives	PA85 (DS47/LA75) Waterside - Trent Lane, Park Yacht Club for Residential (C3) and employment (B1/B2).	Potential Mitigation Measures
1. Housing 2. Health 3. Heritage 4. Crime 5. Social 6. Environment, Biodiversity & Green Infrastructure 7. Landscape & Townscape	<p>Could provide significant amount of housing.</p> <p>Improved access to the waterside to improve healthy exercise from walking and cycling. Housing recognised as key determinant of health.</p> <p>Negligible impact.</p> <p>Opportunities to discourage crime via design. Increased surveillance possible.</p> <p>Site could open up access to the river Trent providing opportunities for increased social interaction.</p> <p>Tree preservation orders on site. Design will need to avoid harm to valuable trees. Site is largely hard surfaced. New development could bring opportunities for biodiversity and green infrastructure enhancements particularly along river.</p> <p>Negligible impact on local landscape character. Site is formed by mix of industrial buildings and south of the site is adjacent to the river Trent with mooring for boat trips. Appropriately designed scheme which is sympathetic to its surroundings in terms of design, layout and scale may result in a major impact on townscape given the considerable opportunities the site offers including by exploiting the riverside setting.</p>	
<p>Summary: The proposed uses at this site were considered likely to result in a very major positive outcome for the Housing objective, alongside a major positive effect on Landscape/Townscape. Other moderately positive impacts for the Health, Social and Environment, Biodiversity & G.I. objectives and minor positive impacts for the Crime objective were also anticipated. Moderate negative outcomes were predicted for the Waste and Energy & Climate Change objectives. Due to the loss of employment facilities through redevelopment a moderate negative scored for the Employment Objective. Mitigation measures have been identified to address possible negative impact.</p> <p style="text-align: right;"><i>Note: This is a reappraisal from the Sustainability Appraisal Addendum (Revised Publication Version) July 2017.</i></p>		
8. Natural Resources & Flooding 9. Waste 10. Energy & Climate Change 11. Transport 12. Employment 13. Innovation 14. Economic Structure	<p>Not in flood risk area. Drainage is main constraint with contaminated land. SuDs could be incorporated into redeveloped site. Construction from development is likely to give rise to the use of additional natural resources on this site in the short term</p> <p>Intensification of use on site likely. Likely to generate additional waste. Development could give rise to operational and construction waste.</p> <p>Site lies close on the existing district heating system network; however connection difficult may be long term potential. New buildings could be more sustainable, but still likely to be a net increase in energy use through redevelopment of existing uses. Overall moderate negative impact.</p> <p>Not currently well served by public transport. Cycle and pedestrian routes should be improved through development.</p> <p>Loss of some existing employment likely but low intensity site. Construction from development is likely to contribute to a short term beneficial impact for this objective across the City area as a whole.</p> <p>Negligible impact.</p> <p>Negligible impact.</p>	<p>Mitigation through design to address drainage issues. Promotion of recycling of building materials, address contamination issues via Development Management process and policies of the Local Plan.</p> <p>Mitigation by provision of waste management agreements/storage facilities where appropriate and promotion of recycling via Development Management process and policies of the Local Plan.</p> <p>Mitigation provided through promotion of energy efficient buildings, sustainable design and on-site renewable energy generation and connection to District Heating System Network where appropriate via Development Management process and policies of the Local Plan.</p> <p>Mitigation through promotion of Travel Plans and 'Smarter Choices' via Development Management process and policies of the Local Plan.</p> <p>Ensuring employment land is maintained and provided for across the City via Development Management process/ policies and policies of the Core Strategy.</p>
<p>Summary: The proposed uses were considered likely to result in a major positive outcome for the Housing and Landscape/Townscape objectives. Further moderate positive impacts for the Health, Social, and Environment, Biodiversity & G.I. objectives, as well as minor positives for Crime and Innovation were also expected. Minor negative outcomes against the Waste, Energy & Climate Change were identified. Mitigation measures have been identified to address possible negative impact.</p> <p style="text-align: right;"><i>Note: This is a reappraisal from the Sustainability Appraisal Addendum (Revised Publication Version) July 2017.</i></p>		

Appendix 2: Riverside Path Feasibility

1. Introduction

The following is a desktop feasibility study to supplement the Waterside Nottingham Supplementary Planning Document DRAFT FOR CONSULTATION April 2017 for the feasibility of a riverside path. It should be noted no topographical surveys or assessment of existing building, structures and ground investigation has been carried out and responds to the Clients bullets points email dated 4th October 2017.

In view of this, comments made below are following site visits, meetings with Nottingham City Council (NCC) officers together with other associated organisations on the operation and maintenance of a riverside path. Together with subsequent assessment from NCC NOMAD GIS Mapping and Google Street view.

The findings of the study is based on known information provided by NCC Officers within the Planning and Development Management teams, these being:

- Aspiration for the provision of a missing link, connecting the River Trent Meadow Lane development / Nottingham Canal to the Trent Lane / Park Yacht Club development, including the Trent Basin and River Crescent developments.
- The creation a high quality infrastructure and public realm open space to improve access to the River Trent from the developments along the riverside and
- A full investigation and detailed design on the riverside path link to be investigated and further including its connections onto existing and proposed riverside paths
A plan showing existing frontage from the Meadow

Lane / Nottingham Canal to the Trent Basin / River Crescent development is attached, see Appendix A.

In writing this study, Meadow Lane / Nottingham Canal and Trent Basin developments are substantially constructed on the ground, with connectivity to the riverside path of varying width and specification.

2. Considerations

Horizontal alignment of the path abuts the northern side of the riverbank and elevated at certain sections along the route. The following issues, practicalities of delivery and continuity to existing / proposed riverside path (comprising of a shared pedestrian and cycle facility) by the proposed developments and need to be taken into account and review the suitability of the route, as shown on attached, Appendix A and B:

- **Section A** – Nottingham Canal / River Trent Lock with riverside path varying approximately 2.5 to 3.0 metres wide together with metal railings fronting the riverside. New riverside path to run fronting the riverside from the Meadow Lane Development from Section A to Section B.
- **Section B** – Tinkers Leen watercourse investigated as part of the development, with level difference either side of the watercourse for connectivity and or bridge / platform. New riverside path to run fronting the riverside development from Section B to section C. Alignment of the path is set back to tie up with the proposed Meadows Lane development. Re-alignment may be brought forward to the riverside edge; however, this will encounter level difference and structural assessment.
- **Section C** – Investigate Tinkers Leen watercourse/ Meadow Trading Estate as part of the development, with level difference for connectivity including the slipway area. New riverside path to run fronting the riverside development from Section C to section D. Alignment of the path is set back to tie up with the proposed Meadows Lane development. Alignment of

the path can be re-aligned to the running the edge of the riverbank; however this will encounter level difference and structural assessment.

- **Section D** - Lady Bay Bridge investigate as part of the development, horizontal alignment under the bridge to accommodate clearance of a cyclist, with consideration of connecting onto the Lady Bay Bridge road. New path to run fronting riverside development from Section D to Section E, including development slipway area adjacent to the bridge and investigate level difference as part of the development.
- **Section E** – Freeth Street development to be investigated as part of the development with horizontal alignment to accommodate connectivity either side with slipway areas. New path to run fronting riverside development from Section E to Section F, including development slipway area with level difference, with the potential to replace landscaped strip adjacent to the “wooden area”.
- **Section F** – Trent Basin development substantially complete, with measures installed and metal railings fronting the riverside. However crossing structure / measure still to be provided of a sufficient width to accommodate a shared path, accounting for any level differences. New path to run fronting riverside development from Section F to Section G, including River Crescent development area with level difference.
- **Section G** – Park Yacht Club development – investigate as part of the development horizontal alignment to accommodate connectivity either side.

New path to run fronting riverside development.

The delivery of the new riverside path link to explore, agree and finalise asset maintenance of all the measures from all landowners and developers, together with the following approvals from the:

- All involved in the development and timescale
- Nottingham County Council on any connectivity works at the A6011 Lady Bay Bridge from the riverside and the highway together with a crossing facility,
- Owner and developer on the upgrade of bridge at the Trent Basin
- Approval and discharge of existing/new mooring rights/licenses as a consequence of the developments
- Early dialogue with NCC planners, emergency services, public utility companies together with British Waterways and the Environment Agency to be instigated at the earliest opportunity with methodology for access onto the river and frequency.

Agreement from all landowners and developers to be in place on asset maintenance via a Service Level Agreement. Early liaison with NCC property and Public Rights Of Way (PROW) teams, with discussions and agreement on the correct legal order for the above in conjunction with British Water Ways on access.

The Meadow Lane, Trent Basin and Park Yacht Club developments are catalyst for the regeneration of the riverside area. In view of this, it is recommended early involvement with future developers on their plans together with Canal & River Trust, Homes and Communities Agency (formally English Partnerships) be put in place, setting out the standard for the regeneration of the riverside area in the future.

3. Options

From the site visits, desktop study and the drawings provided by the planners of submitted developments. The riverside path alignment abutting the riverbank is the preferred option as shown on attached plan Appendix B, with vehicle restriction measures on Appendix C and cross sections on Appendix D. The alignment is subject to further assessment as the development progresses in establishing the desire line for cyclist and pedestrians from the developments.

3.1 Path and Public realm dimensions

The preferred width of the path and landscaping is 10 metres wide. With a 5 metre shared path fronting the riverside for pedestrians and cyclist, to increase walking and cycle usage and connecting onto existing modal routes to the city centre and vice versa. The remaining 5 metres for landscaping fronting the development, incorporating public realm areas, space permitted and located at strategic points along the route, creating attractive street frontages.

3.2 Street furniture

All street furniture including street lighting columns and surface materials for the path will complement the high quality public realm areas giving an attractive and continuous open space for walking and cycling along the riverbank and its adjoining developments. The NCC Streetscape Design Manual will be adopted with further guidance and approval obtained from NCC Planning and Highways on areas where developments fall alongside the new footway to be assessed at those locations, together with asset maintenance.

3.3 Street lighting

All lighting to be installed on adopted highway will conform to the guidelines set out in British Standard BS5489-1 and meet the requirements of the NCC Private Finance Initiative (PFI) Developers Specification.

3.4 Vehicle Prevention

Vehicles will be prevented access onto the path and landscaped areas by the use of aesthetically designed, strategically placed bollards/measures or other items of street furniture together with planting in keeping with the NCC Streetscape Design Manual and/or final street furniture layouts developed and adopted by the developments along the riverbank.

3.5 Early Dialogue

Early dialogue with NCC planners, emergency services, public utility companies together with British Waterways and the Environment Agency to be instigated with methodology for access onto the river and frequency.

3.6 Additional Survey

A full topographical survey of Lady Bay Bridge to be carried out, in tying into proposed development and connectivity onto the bridge for pedestrian and cycle usage. Close liaison with Nottinghamshire County Council will be required, with approval process entered into and granted on the proposed with any modifications.

3.7 Drainage

Early engagement and collaborating working with NCC/Flood Mitigation Team and the Environment Agency to identify any showstoppers, together with additional input, regarding Flood Mitigation measures, on how the path be best drained.

3.8 Utility Companies

Early liaison and collaborative working with utility companies on existing and proposed services service diversions.

3.9 Archaeology and Listed buildings

Early liaison and collaborative working with NCC officers on archaeology surveys together with any artefacts found prior to development commencement.

3.10 Ownership / rights over the path

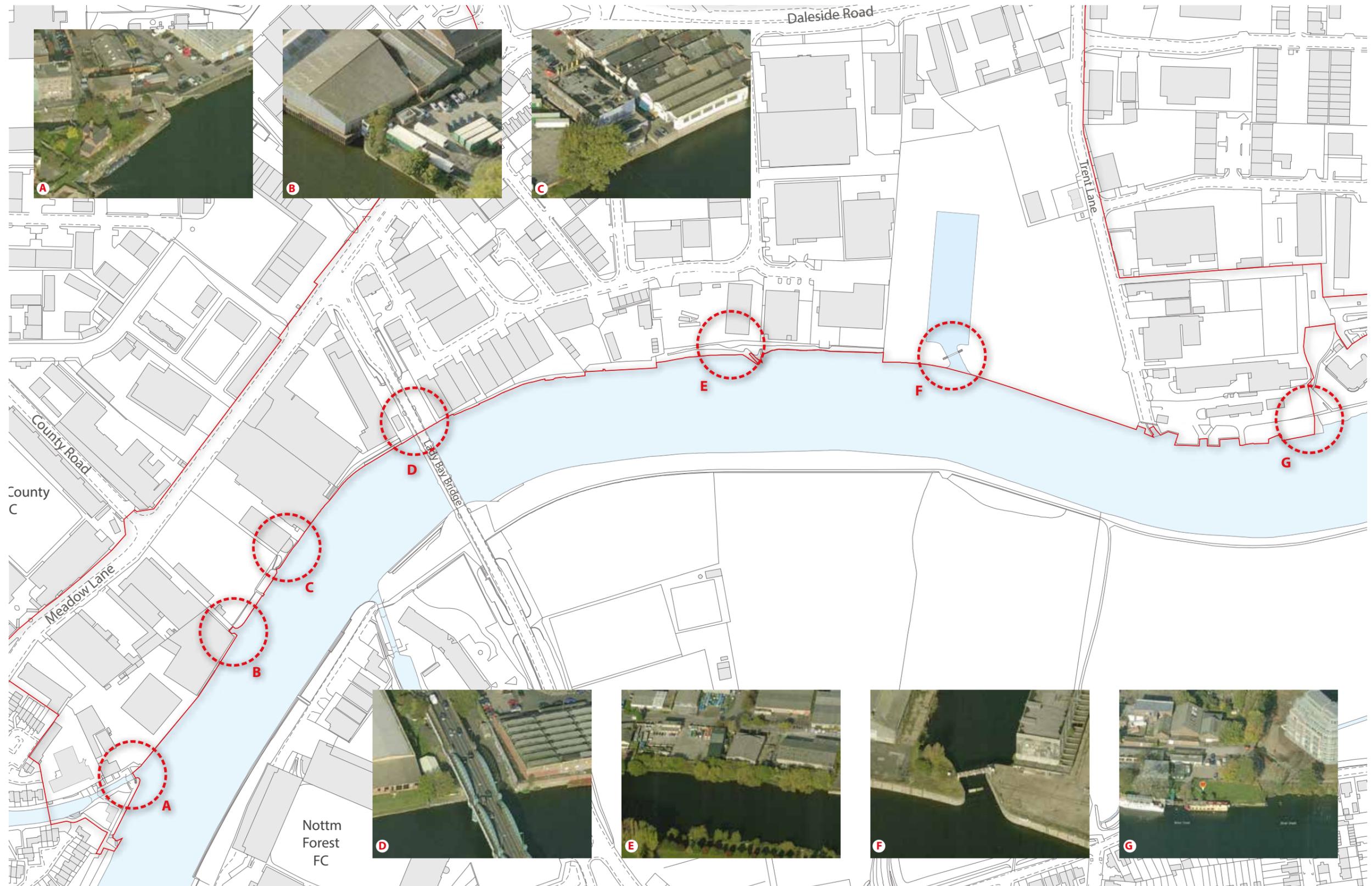
Identification either by a Public Path Agreement through the Planning process, or as a Public Right of Way - Legally, path remains in perpetuity for use by the public is by recording it on the definitive map as a public right of way. Once recorded the only way to remove the public's right of way over it is by an act of parliament or other statutory instrument.

The Council in its capacity as Highway Authority is best placed to maintain the surface of the footpath and the landowner is best placed to maintain any riparian structures. This could be specified in an s106 and s38 and will require clarification from planning and PROW and revised accordingly.

4. Conclusion

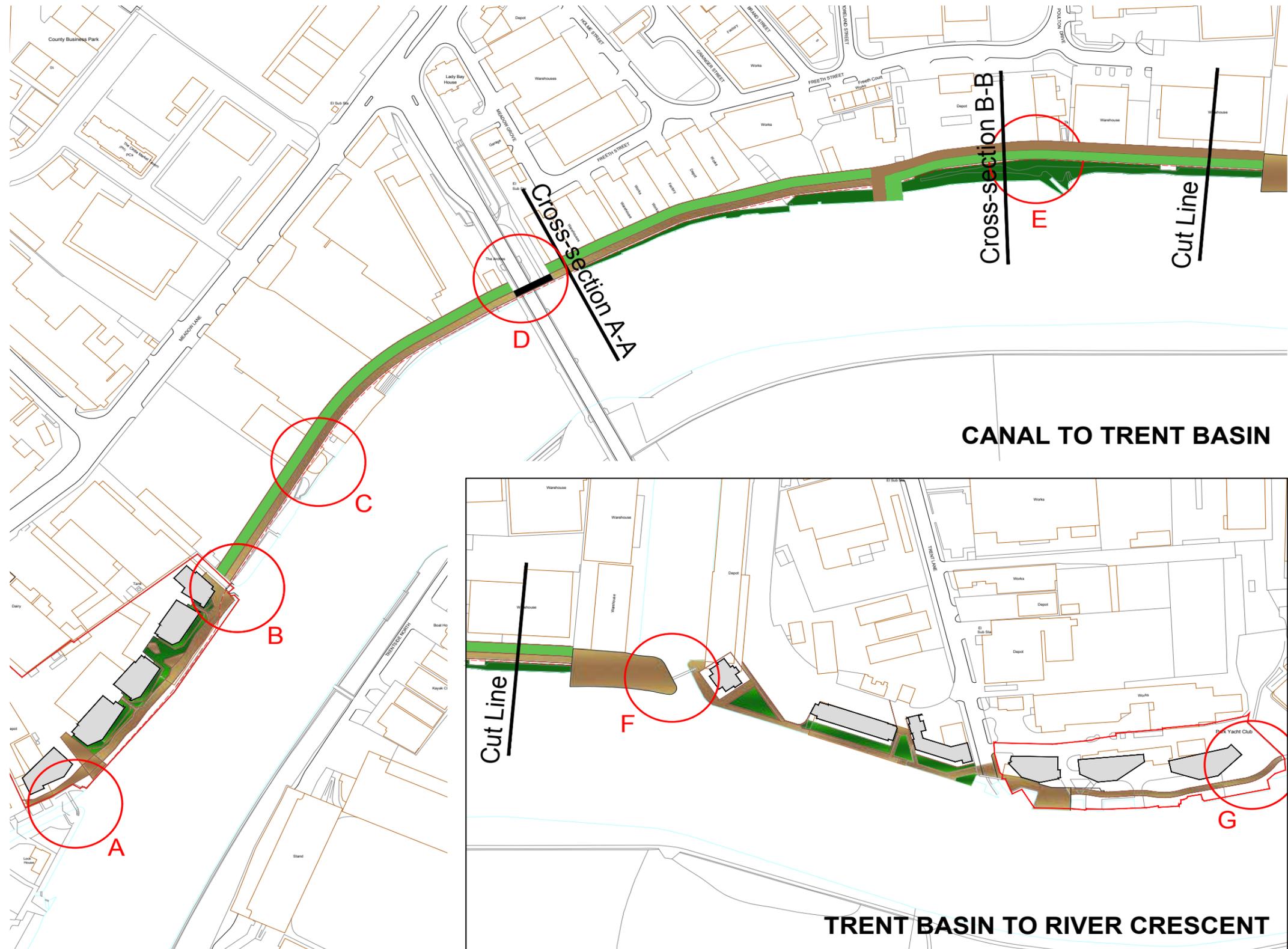
It is clear that from this feasibility study, with aspirational measures for a path to follow the northern side of River Trent, requires a full investigation to be carried out.

Appendix A



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Appendix B



- Proposed buildings
- Proposed landscape strip
- Proposed shared path
- Existing slipway


 Commercial & Neighbourhood Services | Highway Services
 Humber Building | Eastcroft Depot | Nottingham | NG2 3AH

Scheme		RIVERSIDE SPD	
Title		RIVERSIDE PATH	
		ALIGNMENT PLAN	
Drawn	Checked	Authorised	
SKC	BB		
Scale (printed @ A1)	Date		
1:1000	Jan 2018		
Purpose of drawing			
CONSULTATION			
Drawing Number		Revision	
HS/Riverside/001			

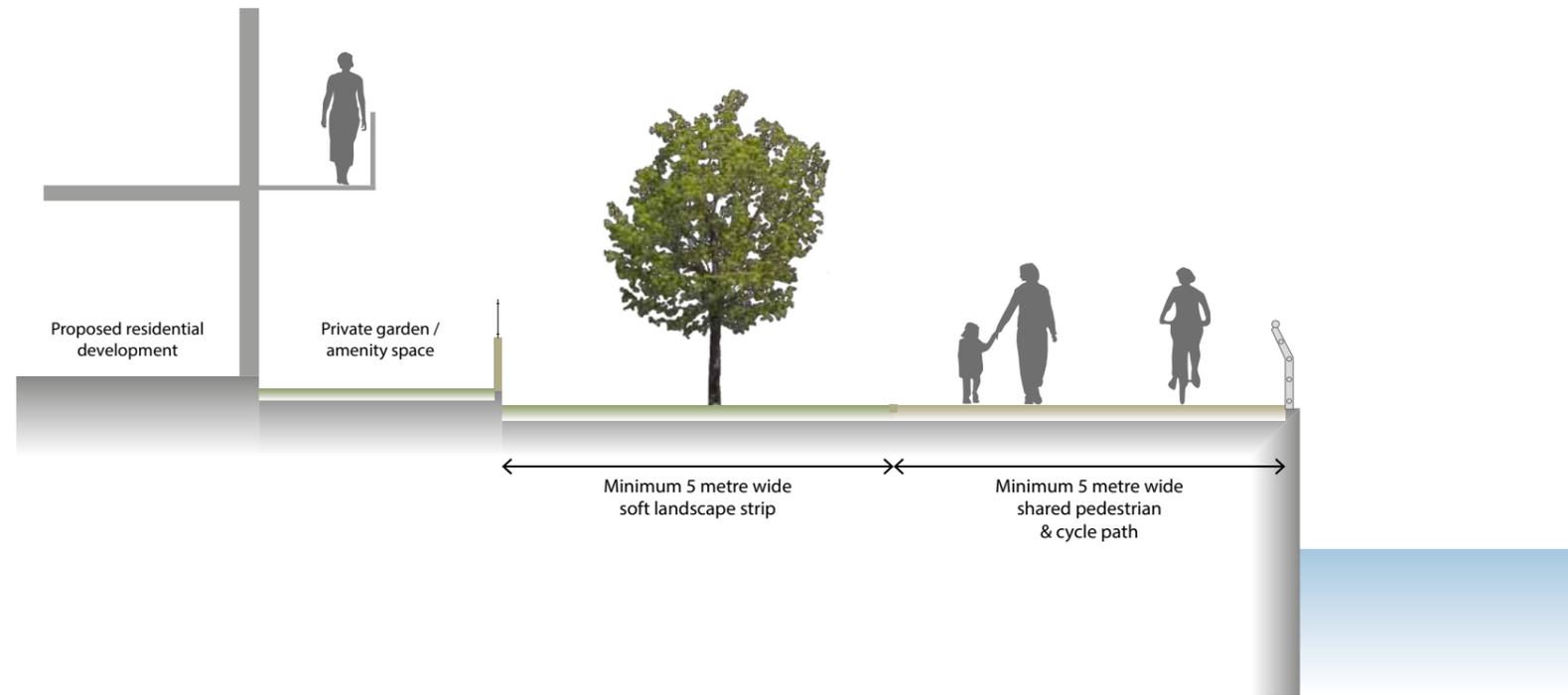
Appendix C



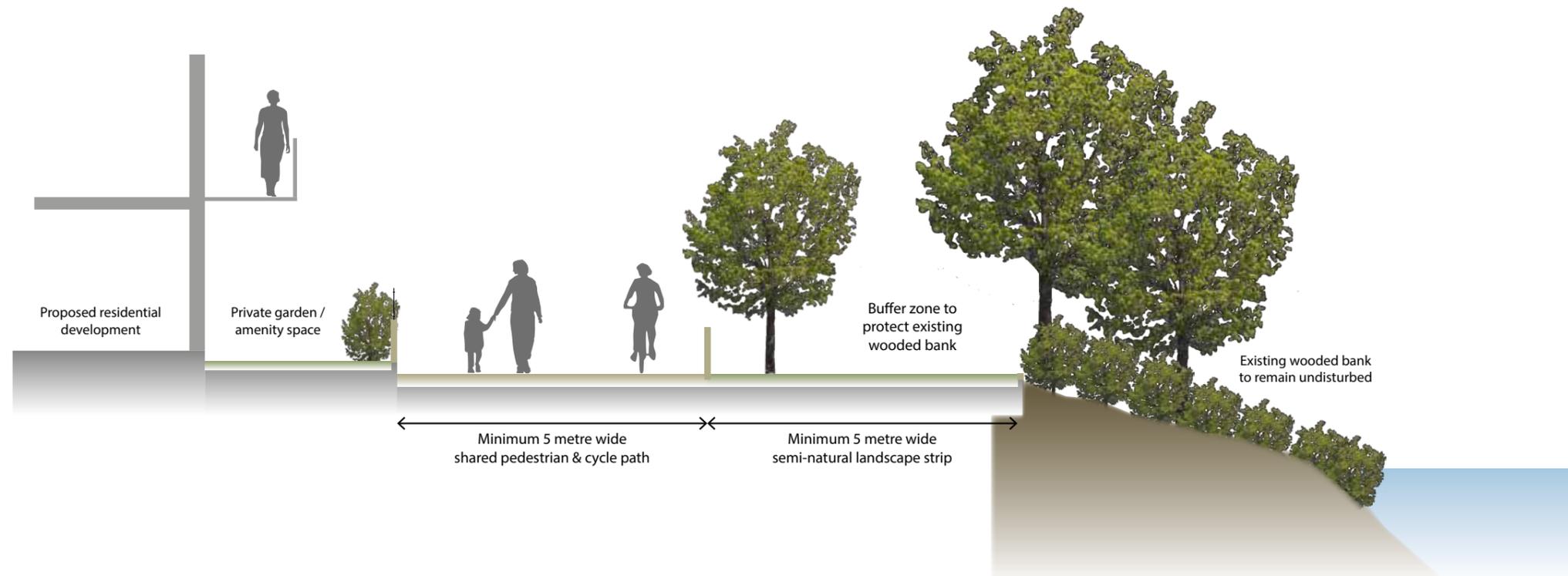
Image showing riverside path together with vehicle restriction measures (for illustrative purposes only)

Appendix D

Riverside Path - Cross Section A-A



Riverside Path - Cross Section B-B



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Page 6 and 30: Trent Basin phase 1 image courtesy of Urbed

Page 32: Park Yacht Club image courtesy of Franklin Ellis Architects

Page 34: Meadow Lane image courtesy of BDP Architects