

SUPPLEMENTARY PLANNING DOCUMENT

# Waterside Nottingham



## Report of Consultation

June 2019



Nottingham  
City Council

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## **1. Name of Supplementary Planning Document (SPD)**

Waterside Supplementary Planning Document

## **2. Purpose of the SPD**

This Supplementary Planning Document (SPD) has been prepared to guide development proposals for the Waterside area of the City located to the south-east of the city centre, to the north of the River Trent. It builds on previous master planning work prepared by EDAW consultancy in 2001 and subsequent Waterside Interim Planning Guidance (2001). 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 on the site.

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

## **3. Persons/bodies/groups consulted**

Consultation has been undertaken with statutory bodies, local businesses, residents, site occupiers, owners, wider interest groups and stakeholders, local councillors, and Nottingham City Council officers. A full schedule of those consulted is set out at Appendix 1.

## **4. Ways in which consultation was undertaken**

Consultation was undertaken in accordance with the City Council's Statement of Community Involvement (SCI). Comments on the draft SPD were invited for a 6 week period from 5 November 2018. The initial 6-week period was then extended for a further period, up until 25 January 2019.

Paper copies of the consultation document and response forms were made available at the City Council's deposit point and local libraries, as follows:

- Nottingham City Council's offices at Loxley House, Station Street;
- The Local Studies Library, Nottingham Central Library, Angel Row;
- The Dales Centre Library, Sneinton Dale
- Meadows Library, Wilford Grove

The document was available to view and download from the City Council's web site alongside downloadable response forms and an online response form.

Aproximately 730 letters and 500 emails were sent out to inform people of the consultation. External organisations, previous consultees, statutory consultees, local authorities, City Council officers and Councillors were contacted directly by email on 5 November 2018. Letters were issued on the 5 November 2018 to all address points within the SPD area, as well as to surrounding properties, as shown in Appendix 2. These letters were addressed to 'the site owner/occupier'. In addition, letters were sent to land owners where information was available from the Land Registry.

Site notifications were placed in 20 accessible points within the area covered by the SPD which included notices on Daleside Road.

## **5. Summary of the main issues identified and how they have been addressed**

Comments were received from 31 interested parties (made up of 14 residents/tenants/owners, 15 organisations/local interest groups and 2 businesses). Comments received suggested additions to the SPD in relation to open space, biodiversity and transport and connectivity, as well as concerns around the relocation of the waste facility. There was support for a new traffic free river crossing, in particular for Option B, as shown on the plan in the SPD.

A summary of all the consultation comments and the Council's response is set out at Appendix 3.

## **6. Sustainability Appraisal**

Undertaking a Sustainability Appraisal (SA) is a statutory requirement/process, which must be undertaken for any new planning document in accordance with the Planning and Compulsory Purchase Act (2004). The purpose of an 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.

In addition to an 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 Local Plan Part 2 (the Land and Planning Policies Document, LAPP).

An SA was undertaken on the emerging Local Plan Part 2 and specifically included an assessment of the Waterside site allocations (PA81, PA82, PA83 and PA85) and Policy 'RE8: Waterside' therefore a separate SA is not required. The process has appraised social, environmental and economic effects. The SA has been undertaken from the start of the LAPP process through its various preparation stages. In doing so it has helped to ensure that the decisions made on policies and allocations have contributed to achieving sustainable development. Furthermore, the SA has recommended some changes to help ensure that the LAPP is as sustainable as possible. The SA has facilitated the

evaluation of alternatives and also considered the cumulative, synergistic and secondary impacts of the LAPP policies and sites.

The SA has also demonstrated that the plan is an appropriate approach when considering reasonable alternatives and, where negative impacts have been found, suggested suitable mitigation measures to try and overcome them. Monitoring arrangements are also proposed to ensure that the impact of the policies can be properly evaluated.

Full details of the SA process, and methodology can be found at [www.nottinghamcity.gov.uk/localplan](http://www.nottinghamcity.gov.uk/localplan)

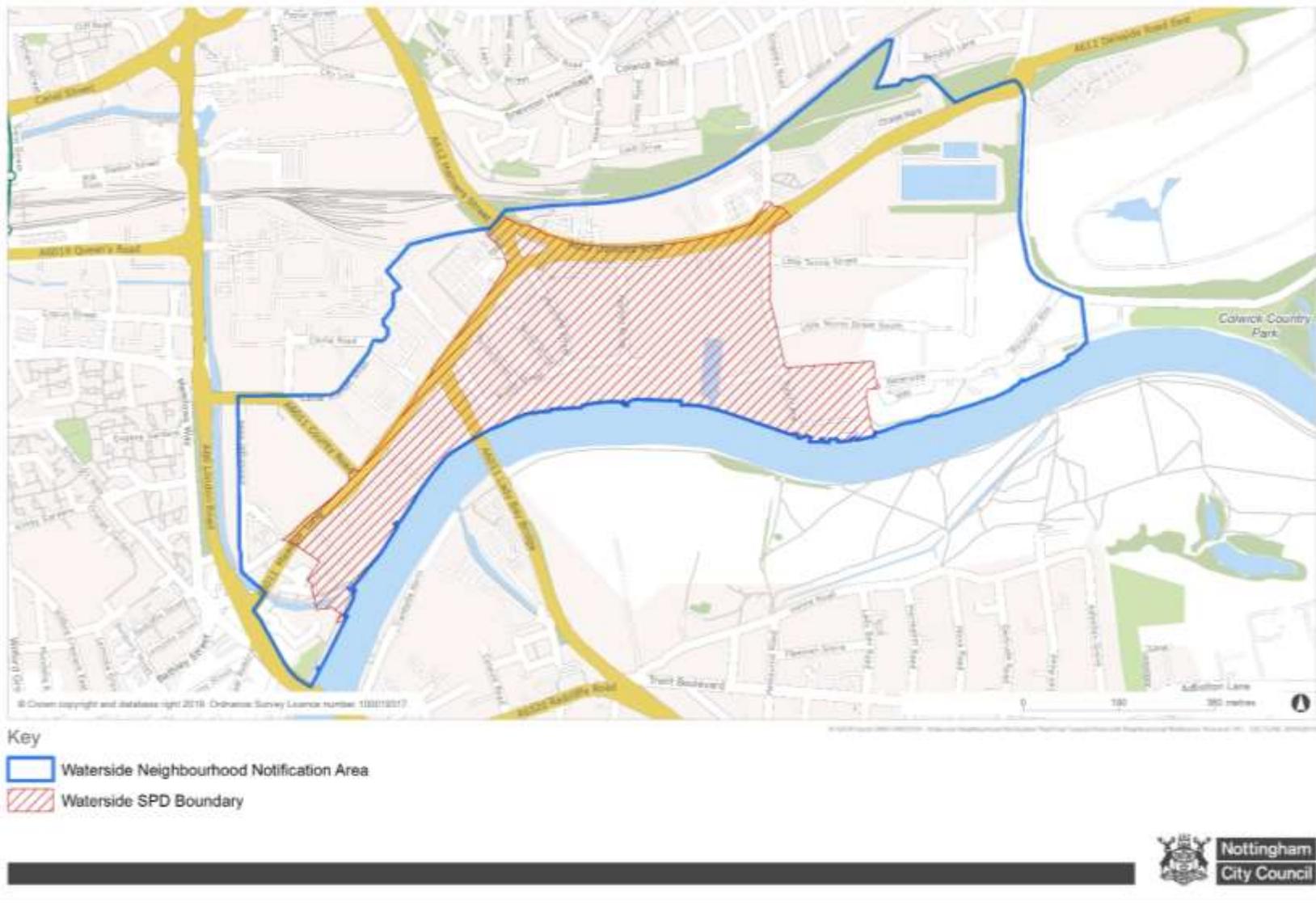
## Appendix 1 – Schedule of organisations consulted

Organisation	Method	Email Sent
AMEC Foster Wheeler	Email	05/11/2018
Amec Foster Wheeler plc – Corporate Pensions	Email	05/11/2018
Ashfield District Council	Email	05/11/2018
BBC East Midlands/Nottingham	Email	05/11/2018
BioCity	Email	05/11/2018
Blueprint	Email	05/11/2018
British Gas	Email	05/11/2018
Broadway Cinema	Email	05/11/2018
Broxtowe Borough Council	Email	05/11/2018
BT Openreach	Email	05/11/2018
Business Innovation and Skills	Email	05/11/2018
Canals & River Trust	Email	05/11/2018
Central College Nottingham	Email	05/11/2018
Central Fire Station	Email	05/11/2018
Chamber of Commerce	Email	05/11/2018
City Centre Forum	Email	05/11/2018
Civic Society	Email	05/11/2018
Civil Aviation Authority	Email	05/11/2018
Coal Authority	Email	05/11/2018
Confetti Media Group	Email	05/11/2018
Creative Quarter	Email	05/11/2018
D2N2 Local Enterprise Partnership (LEP)	Email	05/11/2018
Dance 4	Email	05/11/2018
David Lock Associates	Email	05/11/2018
DSL Group (Nottingham) Ltd	Email	05/11/2018
East Midlands Ambulance Service	Email	05/11/2018
East Midlands Trains	Email	05/11/2018
Enviroenergy LTD	Email	05/11/2018
Environment Agency	Email	05/11/2018
Erewash Borough Council	Email	05/11/2018
Experience Nottinghamshire	Email	05/11/2018
FHP	Email	05/11/2018
Gedling Borough Council	Email	05/11/2018
Gem 106	Email	05/11/2018
Heathcote Holdings	Email	05/11/2018
Highways England	Email	05/11/2018
Historic England	Email	05/11/2018
Historic England (East Midlands)	Email	05/11/2018
Homes and Communities Agency (HCA)	Email	05/11/2018
Housing Strategic Partnership	Email	05/11/2018
igloo	Email	05/11/2018
Inland Waterways Association	Email	05/11/2018
Innes England	Email	05/11/2018
Inttropy Limited - Nottingham Cleantech Centre	Email	05/11/2018

intu Broadmarsh	Email	05/11/2018
intu Properties	Email	05/11/2018
Invest in Nottingham Club	Email	05/11/2018
Land Securities PC	Email	05/11/2018
Lattice Telecommunications Assett Development Company Ltd	Email	05/11/2018
Local Access Forum	Email	05/11/2018
Mather Jamie Chartered Surveyors	Email	05/11/2018
Meadows Partnership Trust	Email	05/11/2018
Meadows Trading Estate	Email	05/11/2018
Muller UK	Email	05/11/2018
National Grid	Email	05/11/2018
National Ice Centre & Capital FM Arena Nottingham	Email	05/11/2018
Natural England	Email	05/11/2018
Network Rail	Email	05/11/2018
New College Nottingham	Email	05/11/2018
NHS Nottingham City	Email	05/11/2018
Nottingham BID	Email	05/11/2018
Nottingham City Homes (NCH)	Email	05/11/2018
Nottingham City Transport	Email	05/11/2018
Nottingham Civic Society	Email	05/11/2018
Nottingham Contemporary	Email	05/11/2018
Nottingham Friends of the Earth	Email	05/11/2018
Nottingham High School	Email	05/11/2018
Nottingham Means Business	Email	05/11/2018
Nottingham Offices	Email	05/11/2018
Nottingham Trent University	Email	05/11/2018
Nottinghamshire County Council	Email	05/11/2018
Nottinghamshire Police	Email	05/11/2018
Notts County Council	Email	05/11/2018
Notts Local Access Forum	Email	05/11/2018
Notts Wildlife Trust	Email	05/11/2018
Office of Rail Regulation	Email	05/11/2018
One Nottingham	Email	05/11/2018
Open Spaces Society	Email	05/11/2018
PEDALS	Email	05/11/2018
The Bridge Steering Group	Email	05/11/2018
Pelforth Developments Ltd	Email	05/11/2018
PlaceDynamix – A. Lynch	Email	05/11/2018
Princes Trust Nottinghamshire	Email	05/11/2018
Ramblers Association	Email	05/11/2018
Renewal Trust	Email	05/11/2018
RSPB	Email	05/11/2018
Rushcliffe Borough Council	Email	05/11/2018
Savills	Email	05/11/2018
Severn Trent Water	Email	05/11/2018
Sneinton Alchemy	Email	05/11/2018

Sneinton Community Traders	Email	05/11/2018
Sneinton Neighbourhood Forum	Email	05/11/2018
Sneinton Tenants & Residents Association	Email	05/11/2018
SWB Holding Ltd	Email	05/11/2018
The Bridge Steering Group - J Rhodes	Email	05/11/2018
The Hive	Email	05/11/2018
The University of Nottingham	Email	05/11/2018
Trent Barton	Email	05/11/2018
Virgin Active Nottingham	Email	05/11/2018
Virgin Media	Email	05/11/2018
Western Power	Email	05/11/2018

## Appendix 2 – Neighbourhood Notification Area



### Appendix 3 – Summary of comments and the City Council’s response

Respondee	Summary of comments	City Council response
<b>Leaseholder at Riverside Crescent</b>	No reference to a pedestrian/cycle bridge across the River Trent in the vicinity of Trent Lane.	The options are shown on the 'Potential New River Crossing Location Options' Plan in the draft SPD (see p47 of draft) which includes Option C at Trent Lane.
<b>Unknown</b>	Would like to see signposted designated walking and transport routes with, perhaps, models, artwork, statues, billboards, and even green space etc representing the sports and local heroes, could be part of the infrastructure. This would be interesting and useful for both visitors and might encourage locals to walk to the football grounds.	There will be walking/transport routes incorporated into this development, however, this level of detail is too specific for the SPD. This will be considered/secured through the planning application process. Local Plan policies also promote this and will be considered at the detailed planning stage.
<b>Historic England</b>	It may be worth referencing the meaning of the Trent for the city i.e. historically as a transport corridor.	Agree. A reference to this has been added to the SPD and this issue will be considered further at detailed planning stage.
<b>Historic England</b>	The identification of undesignated heritage assets would be highly worthwhile in place making terms - e.g. the former factory on corner of Meadow Lane/Lady Bay bridge approach and the Edwardian houses/offices on Trent Lane.	The SPD recognises the importance of place making and the contribution heritage assets can make. The Edwardian houses/offices on Trent Lane are proposed to be retained and are shown in grey on the Master Plan (see p31 of draft). The merits of retaining the former factory will also be considered.
<b>Historic England</b>	A description of further views would be worthwhile.	Key views are shown on the plan on p27 of the SPD and other views will be identified and given further explanation as the detailed layout evolves.

<b>Natural England</b>	Would like to see GI specifically mentioned in the Vision, this could be referenced with the proposed Riverside Path.	A reference to Green Infrastructure has been added to the Vision. Green Infrastructure will also be promoted through policies in the Aligned Core Strategy, emerging Local Plan and emerging Biodiversity and Open Space SPDs.
<b>Natural England</b>	Suggest GI links are made throughout the whole site across the 3 character areas.	Further references have been made in paragraph 12.38 to key opportunities to improve key links and biodiversity gain.
<b>Natural England</b>	Support the idea of 'Green Bank' which could form an interactive learning environment.	Support noted.
<b>Natural England</b>	Draw our attention to the 'Greening the Grey' report which details how grey infrastructure such as bridges can be greened to improve outcomes for wildlife and society.	Noted. May be an opportunity for any new bridge to adopt some of these principles. Trees and landscaping will also be incorporated into the public realm.
<b>Resident of Trent Basin</b>	Update plans e.g. PYC, vision shows a superseded scheme, Dakeyne St completed, Phase 1 TB complete, phase 2 on site, phase 3 permission.	Text and plans updated.
<b>Resident of Trent Basin</b>	Recommendations need to be made more definite if you want developers to take notice of it.	Comments noted.
<b>Resident of Trent Basin</b>	Too much emphasis on the Riverside Path - important but disproportionate.	Disagree. The potential for a Riverside Path is a key asset for the Waterside. It will be an important contributor to place making and allows safe pedestrian/cycle access to link the Waterside to the City Centre etc.
<b>Resident of Trent Basin</b>	Too little emphasis on actual links people need day to day - walking to city centre, Sneinton, Bridgford.	Disagree. The Design Principles Plan shows the proposed main, secondary, and potential future links to other areas such as Sneinton and Lady Bay.

<b>Resident of Trent Basin</b>	Context Plan - SPD boundary should match with Sneinton NP, i.e. go up to the railway. Illogical to leave sites to north of Daleside Rd out.	The boundary reflects the potential development area and it is not considered appropriate to change this. The SPD does not preclude such sites from coming forward in the future.
<b>Resident of Trent Basin</b>	Public Realm Plan - missing an important 'plaza'/square at the bottom of Trent Lane. Please add this in.	This is now shown as an aspiration/focal point in the SPD.
<b>Resident of Trent Basin</b>	River crossing - everyone is agreed it should go at the end of the Basin. Definitely do not need to go over the options again and Pedals are successfully making this point in cycling strategy development. Can you be more positive about a TB bridge and delete the other options. If you must have options, reduce the prominence of choices by leaving the map out.	The viability of the bridge will need further consideration therefore, at this stage, it is important to keep all the locational options in the SPD.
<b>Resident of Trent Basin</b>	Any s106 should go towards other infrastructure e.g. square at bottom of Trent Lane, pedestrian/cycling links to Sneinton. Please include this.	Public Realm and Transport infrastructure are listed as two of the main priorities for any Section 106 obligations and contributions will be sought from developers for these.
<b>Resident of Trent Basin</b>	4.1 typo	Noted.
<b>Resident of Trent Basin</b>	9.11 why not further retail? Eastpoint is inadequate and outdated. Need smaller units for flexible use, not car dominated sheds.	SPD allows for small-scale local retail. Any retail above and beyond that for local need is considered inappropriate as it would compete with established retail centres.
<b>Resident of Trent Basin</b>	12.25 If continue to use shared streets please make sure parking areas are really well defined and non-parking areas are also clear.	Agree. A reference to this has been added in the SPD.
<b>Resident of Trent Basin</b>	12.37 Be more definite on allotments, otherwise no hope of any provision. No allotments within a mile.	The SPD will not define the location of allotments as they will not be a requirement of the SPD, but are promoted under emerging LAPP Policy EN4.

<b>Resident of Trent Basin</b>	12.44 Waterside is isolated for everyone, not just non-car users.	Noted. Wording in the SPD has been amended to reflect this.
<b>Resident of Trent Basin</b>	12.51, 12.52 update on bus lanes etc	No further updates from Transport colleagues to add to the original comments on bus services for the Waterside. There is Section 106 funding available which will be triggered by the completion of the Teal Close development which will allow the existing Ecolink bus route to be operated later into the evening and on Sundays.
<b>Resident of Trent Basin</b>	12.53 only cycling lanes improved by this, and update	Noted. SPD updated.
<b>Resident of Trent Basin</b>	12.56 Improvements to junction definitely required to enable ped/cycle crossing - probably by reversion to a junction with traffic lights. Be more definite.	This will be addressed through the development management process.
<b>Resident of Trent Basin</b>	Discussion with Project Scene - SPD should include a requirement that all new development has a community energy scheme. Or as close as you can get to that within SPD constraints.	Agree. Reference added to community energy schemes in paragraph 12.42 as supported by Local Plan policy RE8.
<b>Resident of Riverside Crescent</b>	Appear to value trees yet make absolutely no promises about planting more. Why do you not commit to planting many more?	Tree planting is an important part of any landscaping and is referenced at para 12.39. Tree planting will be promoted particularly along the Riverside Path.
<b>Resident of Riverside Crescent</b>	SPD includes area immediately to north of RC and shows you are in charge of half of it. Is that correct? What are your plans for it?	The SPD boundary is to be amended to reflect the boundary change to site 'PA85 - Trent Lane, Park Yacht Club' in the Local Plan where the car park has been removed from the boundary as it is not in Council ownership.
<b>Resident of Riverside Crescent</b>	Could the bridge structure be designed by an acknowledged high quality architect? Picture/plan I have seen shows a fairly brutal structure.	The SPD shows indicative locations only and it is not appropriate to include detailed design matters. However, high quality design solutions will be promoted under

		Aligned Core Strategy and emerging LAPP design policies.
<b>City resident</b>	Encourage greater biodiversity and use of sustainable technologies.	This is covered in the SPD. See para 12.38.
<b>City resident</b>	There should be fewer parking spaces than 1.5 per dwelling.	1.5 parking spaces per dwelling is considered to be an appropriate standard by Highways colleagues for the area given proximity to the city centre and public transport.
<b>City resident</b>	Remaining early 20th century buildings should be retained and the history of the area celebrated.	The SPD recognises the importance of place making and the contribution heritage assets can make. Developers will be required to respond to context and important buildings will be retained. The Edwardian houses/offices on Trent Lane are proposed to be retained and are shown in grey on the Master Plan (see p31). The merits of retaining the former factory on the corner of Meadow Lane/Lady Bay Bridge will also be considered at detailed planning application stage.
<b>Nottingham CTC</b>	Riverside Path - cycling and walking should be separated with a cycle path suitable for both leisure and commuting users.	It is intended that the proposed riverside walkway/cycleway will be suitable for both leisure and community uses. Its detailed design will be required to be high quality and will be considered at detailed planning application stage.
<b>Nottingham CTC</b>	Riverside Path - 10m is insufficient for such an important area of new public realm. Should be no less than 15m.	10m is considered to be an appropriate width for the Riverside Path by Design colleagues. This will incorporate the 8m easement as required by the Environment Agency as well as accommodating

		landscaping, including trees to ensure an attractive route for users.
<b>Nottingham CTC</b>	River crossing - SPD should commit to favouring option B and could be set out in the Foreword.	The viability of the bridge will require further consideration therefore, at this stage, it is important to keep all the locational options in the SPD.
<b>Nottingham CTC</b>	City Link - improvements to access from the site to City Link must be seen as prerequisite to development.	SPD acknowledges improvements between the Waterside and City Link are essential and this will be considered in more detail in through the development management process.
<b>National Grid</b>	No record of and gas and electricity apparatus in the Waterside area.	Noted. Services apparatus will be investigated further as the development process progresses.
<b>PEDALS</b>	We particularly welcome the renewed commitment to the extension of the riverside path on the north bank of the River Trent from Meadow Lane Lock to Colwick Park, along with other proposed improvements for cyclists and pedestrians, and also the recognition of the opportunity to include a foot-cycle bridge across the Trent.	Support noted.
<b>PEDALS</b>	Strongly favour (Option B), the Trent Lane site, is the best site in overall terms for the new bridge.	Support for Option B noted.
<b>PEDALS</b>	Page 17, para 9.12 - welcome this recommitment of the relevant policies from the Nottingham Aligned Core Strategy (2014) and we strongly support the proposed upgraded canalside public realm, improved green infrastructure including a continuous footpath and cycleway along the north bank of the River Trent, pedestrian and cycle access across the river, and improved connections to the city centre and surrounding communities.	Support noted.
<b>PEDALS</b>	Page 32 section 12 - We strongly support the proposed public realm improvements listed in para 12.5.	Support noted.

<b>PEDALS</b>	<p>Section 12 - Public realm features on the extended riverside path (as indicated on the drawing on p39) should include the bottom of Trent Lane to help create a focal point on the riverside walk/cycle path at what will be an important junction with one of the principal routes shown on p35.</p> <p>As an interim measure double yellow lines on the road should be provided so drivers do not get used to parking there, and in the longer term significant landscaping, benches, and trees, creating a really attractive stopping point along the riverside. This would help to consolidate the significance of the Riverside Character Area, mentioned in para 12.6 on p34.</p>	<p>Noted. A public square on Trent Lane is now shown as an aspiration/focal point in the SPD. Detailed highway matters will be considered through the DM process.</p>
<b>PEDALS</b>	<p>Section 12 - Completing this stretch of the riverside path (between Trent Bridge and Colwick Park) we consider so important that, if there are problems in implementing early on the whole of the permanent path, as shown in Appendix 2, we suggest the idea of an interim riverside boardwalk cycleway and footpath between Meadow Lane Lock and Lady Bay bridge. Alternatively, the use of compulsory purchase powers may be considered appropriate to facilitate completion of the permanent facility, given that it will be integral to the transport infrastructure serving the Waterside area.</p>	<p>Detailed design and delivery matters will be considered as part of the development management process. Pedestrian routes and cycleways are promoted in the SPD and supported by Aligned Core Strategy and emerging LAPP policies.</p>
<b>PEDALS</b>	<p>Page 35: Proposed Land Use map - There will need to be careful consideration of how best to connect the north bank landing of the proposed foot-cycle bridge to the Eastern Cycle Corridor (east and west directions), especially the Daleside Road / Manvers Street junction for trips to and from the City Centre and Nottingham Station etc.</p>	<p>Pedestrian routes and cycleways are promoted in the SPD and supported by Aligned Core Strategy and emerging LAPP policies. Detailed design and delivery matters will be considered as part of the development management process.</p>
<b>PEDALS</b>	<p>Page 35 - While the recent Eastern Cycle Corridor improvements have been very welcome there is also a need for some similar high standard provision on the south side of Daleside Road, and taking full account of the proposed Principal Route shown on this map and also the construction of Kilpin Way (between Trent Lane and Poulton Drive) both of which should include safe cycle and pedestrian facilities.</p>	<p>Detailed design and delivery matters, and any proposals for improved cycle routes Southside of Daleside Road, will be considered as part of the development management process.</p>

<b>PEDALS</b>	We very much agree that direct connections to the riverside path should be provided from within the development site and be clear and safe for both cyclists and pedestrians.	Detailed design and delivery matters will be considered as part of the development management process.
<b>PEDALS</b>	The proposed foot-cycle bridge will expand even further the connectivity of this path, for both leisure and utility trips, and help create a series of circular routes in the wider riverside area, including those made using the Suspension Bridge, the Wilford Bridge tramside path and the shared path on Clifton Bridge, resulting in a very attractive and extensive network, especially when combined with other routes such as the Eastern Cycle Corridor, the Sneinton Greenway and, on the south bank, the south bank riverside path (part of Sustrans National Cycle Network Route 15 and the Trent Valley Way) and the Grantham Canal towpath etc., as well as other existing and extended and upgraded routes south of the river, including those to and from the major new housing areas east of West Bridgford in the Gamston, Bassingfield and Tollerton areas.	Support for the foot-cycle bridge noted.
<b>PEDALS</b>	We are also pleased to see, in para 12.30, the recognition of the path being wide enough for the use of pedestrians and cyclists and that both the path itself, and its connections, should be well lit and overlooked.	Support noted. Detailed design matters such as lighting and informal surveillance will be addressed at detailed planning stage.
<b>PEDALS</b>	Appendix 2, the Riverside Path Feasibility Study (pages 67-73) provides a very useful detailed analysis of the work required on different sections to achieve the whole path, depending on the varying exact space available at different locations, and other constraints and considerations. It will be a great advantage for this path to provide further sections of continuous path on both banks of the river, including safe connections under the main bridges which, with further path connections by those bridges, will help further to make both riverside paths attractive, safe and well-used, and offering further options for circular trips. The consultation on the City Council's revised Rights of Way Improvement Plan showed the demand for these circular trip options, for runners, as well as cyclists and walkers.	Noted. In the interests of wider connectivity any proposed cycle routes will aim to link in with existing routes. The SPD cannot propose routes outside the boundary of the area it covers.

<b>PEDALS</b>	The proposed new bridge, and the riverside path extension, could also be of great value in offering new opportunities for hosting major events such as Cycle Live / Great Nottinghamshire Bike Ride and the Robin Hood Marathon, as well as assisting the development of cycle tourism in the Greater Nottingham area and the rest of the county, connecting to an even wider series of national, regional and local routes including The Big Track, the Erewash Valley Trail, the Grantham Canal towpath, and several Sustrans National Cycle Network routes (6, 15 and 67) and long distance and local footpaths such as the Trent Valley Way and the Robin Hood Way, providing an even greater boost to opportunities for active travel.	Support noted. In the interest of wider connectivity any proposed cycle routes will aim to link in with existing routes.
<b>PEDALS</b>	We very much endorse the statement in para 12.44 that the highways and traffic environment surrounding the site makes it feel isolated for non-car users. It is also very intimidating, especially around the north end of Lady Bay bridge, as well as suffering from very high and unhealthy levels of poor air quality. Improving wider connectivity for cyclists and pedestrians is therefore essential in addition to completing the extended riverside path and reducing the domination of heavy vehicles creating a hostile road environment, as acknowledged in para 12.46.	Support noted. In the interest of wider connectivity any proposed cycle routes will aim to link in with existing routes.
<b>PEDALS</b>	Improving connectivity of the site for cyclists and pedestrians should include improved connections to and from the canal towpath, at various points, and also reinforce the value of those proposed as part of the Island Site regeneration plans, announced a few months ago and which we also much welcomed. As well as generally improving cycling and walking connections to and from the City Centre (associated with the reduction of through motor traffic in the Broadmarsh and Canal Street areas) this should also help greatly to encourage more cycling to and from Nottingham Station, particularly if these improved connections include a better route to and from the East Midlands Trains Cycle Hub on Queen's Road, as well as the Secure Cycle Compound on the north (Station Street) side of the Station.	Support noted. In the interest of wider connectivity any proposed cycle routes will aim to link in with existing routes including the canal towpath.

<b>PEDALS</b>	This would also be much encouraged by the proposed provision of more safe routes in the design of the new neighbourhood, as mentioned in para 12.47 and also by the further junction improvements proposed along Daleside Road (mentioned in para 12.48) prioritising cycling and pedestrian movement. This we think should include in particular the upgrading of the present very substandard and constrained toucan crossing just west of the Trent Lane roundabout. This would facilitate access to and from the Eastpoint Retail Park, and to and from the section of the Eastern Cycle Corridor east of Trent Lane towards Colwick Park and Netherfield etc., and also to and from Sneinton Greenway, all improving local permeability and connectivity.	Support noted. Junction improvements will be investigated further as the development evolves. Priority cycle and pedestrian movement is an aspiration in the SPD and also supported by Aligned Core Strategy and emerging LAPP policies.
<b>PEDALS</b>	In the longer term, with growing use of ebikes, and the consequent greater ease of making longer trips and cycling in hillier areas, there may also then be increased demand for cycling in the hillier areas such as Colwick Wood and further north, in Gedling Borough and including trips to and from Gedling Country Park.	Noted. In the interest of wider connectivity any proposed cycle routes will aim to link in with existing routes.
<b>PEDALS</b>	In para 12.54 there is a reference to the NET3 indicative tram alignment along Meadow Lane and Daleside Road. Any detailed plans to extend the NET system in this area must have full regard to the needs of cyclists, avoiding the dangers arising on some constrained sections of the rest of the network, especially in the Beeston High Road / Chilwell Road area. Detailed planning of this NET extension should be carefully integrated with local cycling provision.	Noted. Any such proposals would seek to prioritise the needs of cyclists and pedestrians and would be subject to a separate public consultation.
<b>PEDALS</b>	Any other network improvements, targeted at key junctions (such as Daleside Road / Poulton Drive), as mentioned in paras 12.55-12.56, must also have full regard to the needs of cyclists and pedestrians and overcoming the present very hostile road environment on many of the roads in this area. This also applies to the detailed proposals for the Cattle Market Road Straightening, shown on the 'Proposed Transport and Infrastructure' map on page 45, with improved cycling provision, and connections to and from the canal towpath.	Noted. The needs of cyclists will continue to be a key consideration in any transport proposals.

<b>PEDALS</b>	It is also important to improve connections for cyclists and walkers across Daleside Road, to and from Sneinton. This particularly includes the Eastpoint Shopping Centre and the very substandard toucan crossing nearby, but also more generally for trips to and from the rest of Sneinton, local shops, Sneinton Windmill, Sneinton Greenway and Colwick Woods (for walkers in particular), etc. It would also help provide safer crossing facilities to the proposed new school site nearby, west of Trent Lane and north of Trent Basin itself.	Noted. Such junction improvements are identified as part of junction improvements on the Proposed Transport and Infrastructure Plan. Additional text added at paragraph 13.5.
<b>PEDALS</b>	A new toucan crossing should also be provided at the junction of Daleside Road with Poulton Drive which would also improve connections between the Waterside area and Sneinton and the City Centre etc, as well as the connectivity of the proposed new bridge.	Noted.
<b>PEDALS</b>	These new links should be widely promoted in various ways both to commuters and to leisure users, including via the very useful and comprehensive Nottingham Cycle Map, and the Self-Guided Walks leaflets produced by the Nottingham Local Access Forum. There is already one for the Sneinton / Colwick Woods area, published in 2014, which would need to be revised to incorporate all the new potential routes opened up by these improved local links.	Noted. Cycle maps will be updated and new cycle routes protected under LAPP Policy TR3.
<b>PEDALS</b>	In addition, the extended riverside path should be widely promoted in its own right, and as an extension of the very popular Big Track riverside path and canal towpath network (connecting Meadow Lane Lock and the Suspension Bridge to Beeston Lock, etc.) as well as the wider Greater Nottingham Cycle Network, on both sides of the Trent including the many commuter destinations and various leisure attractions which it serves. Extensive signing, especially well-designed securely installed directions signs, would also be an essential part of this wider promotion and taking into account the probability of longer trips being made by bike with growing use of ebikes, especially in hillier areas such as those north and north-east of Waterside.	Noted. Promotion and signage will be addressed as the final design evolves.

<b>PEDALS</b>	Having worked closely since 2014 on developing the case for a new foot-cycle crossing and done extensive feasibility study work on all the possible sites, with close collaboration between Pedals, the Nottingham Local Access Forum, the Nottingham Civic Society, River Crescent Residents' Association and Blueprint Regeneration, as well as Sustrans and several officers of the City, County and Rushcliffe Borough Councils, and with the support in principle of 20 other local community, environmental and transport groups, we are convinced of the merits of the Trent Basin location as the best overall site for a new river crossing. These groups now include the Trent Bridge Residents' Association, following a meeting in September 2018 which agreed to give its strong support.	Noted, however, the viability of the bridge will need further consideration therefore, at this stage, it is important to keep all the locational options in the SPD.
<b>PEDALS</b>	With particular reference to paragraph 12.58 we would also like to emphasise not only that we have been working with Blueprint and developers but also that we have been working with Sustrans etc. on other possible sources of funding. Since May 2018, to help take this further, we have taken full advantage of the stakeholder engagement opportunities in the process for preparing the D2N2 area LCWIP (Local Cycling and Walking Infrastructure Plan), which is aiming by the end of March 2019 to produce a proposed network of walking and cycling routes and an agreed list of priorities, for the next 10 years, and with short-term medium-term and longer term priorities..	Noted. Cycling and walking are promoted through this SPD and are supported by Aligned Core Strategy policies and emerging LAPP policy TR3 and DE2.
<b>PEDALS</b>	Like other groups such as the Nottingham Local Access Forum we have emphasised that the lack of a safe river crossing on this side of Nottingham for cyclists and pedestrians is the most important missing link in the Greater Nottingham network. Although this LCWIP process is still continuing we have been very encouraged to see the serious consideration of our case by Sustrans and PJA (Phil Jones and Associates) who are providing the DfT-funded strategic and technical support for the D2N2 LCWIP process, in close collaboration with the local authorities.	Support for the foot-cycle bridge noted.

<b>PEDALS</b>	We were also very pleased to see our proposed bridge included in the map of (officers') proposed network extensions for the Nottingham Urban Area presented by John Bann of the City Council and Paul Hillier of the County Council at the second LCWIP Stakeholder Meeting, in Nottingham, on 24 October 2018. We now very much hope that if the proposed bridge is included as one of the agreed priority schemes in the final version of the D2N2 Area LCWIP this will greatly improve the chances of being able to make successful bids for funding, (e.g. from the DfT Transforming Cities Fund), both for bridge construction and for improved and extended routes on both sides of the Trent, all with further close stakeholder involvement and public participation in which we would be very willing to play a prominent role.	Welcome offer of support/stakeholder involvement.
<b>PEDALS</b>	Consistent with the growing momentum and broadening support behind our proposals for the proposed foot-cycle bridge, we would ask that greater weight is given to it in the SPD. We are firmly of the view that it will serve as a positive feature in the public realm and should be referred to as such by featuring in the plan on page 39, supported perhaps by an image of a similar (landmark) structure elsewhere.	As funding has not been secured for the bridge, the SPD can only promote the concept of it. Text has been added to the SPD referring to the bridge as a positive feature in the public realm at paragraph 12.58.
<b>PEDALS</b>	We also suggest that the proposed bridge can and should be seen as an essential part of the transport infrastructure serving Waterside (and the wider area), rather than a nice to have add on for leisure use only. We are convinced the bridge would add value to development sites in Waterside. Whilst we acknowledge that it would be unrealistic to believe that developments alone could fund construction of the bridge, they could with only modest contributions certainly contribute to development of the proposals, as some (notably Blueprint) have already done. As such, reference to the bridge should be made in section 13 of the SPD (Delivering Infrastructure) to help secure developer engagement, including via potential Section 106 obligations.	Text amended at paragraph 13.5: "New and enhanced cycling and walking infrastructure will also be required in order to achieve the aim of creating a sustainable community."

<b>PEDALS</b>	As mentioned above, as a result of our extensive feasibility study work since 2015 and examining of all the possible site options, we are convinced of the merits of the Trent Basin location (Option B) as the best overall site for a new river crossing, taking full account of the needs of both cyclists and pedestrians, for both leisure and utility trips, as well as the location of existing and proposed major housing and employment areas, and nearby leisure / recreational attractions on both side of the Trent. We also took account of the existing and potential new and upgraded paths to which a new crossing could link including in particular Route 15 of the Sustrans National Cycle Network and the Trent Valley Way, running along the south bank.	Support for and comments relating to option B noted.
<b>PEDALS</b>	In the early part of our work we proposed what is shown on this map as 'Option C', i.e. Trent Lane, as the best overall site. However, in 2017, it became clear that it would be difficult to incorporate plans for the north bank landing, especially its ramps, at this site with the developing Blueprint Regeneration Plans for Phase 2 of the Trent Basin housing site. A further issue was how to minimise the impact of a south bank landing at this site on the historic groups of trees, both a prominent landscape feature and planted as a memorial to those who died in the First World War.	Objection to and comments relating to Option C noted. However, the viability of a new bridge will need further consideration therefore, at this stage, it is important to keep all the locational options in the SPD.
<b>PEDALS</b>	As a result of these issues, and following further discussions in late 2017 and early 2018 with Blueprint and other interested parties, the Steering Group decided that it would be preferable to recommend the present site, opposite Trent Basin (shown as Option B on the map on page 47), and about 100 metres upstream of the Trent Lane site. This makes it much easier to incorporate the north bank landing with later phases of the Trent Lane housing project, by using the narrow isthmus of land just west of the entrance to Trent Basin itself, and also makes use, for the south bank landing, of the scrubland on the north side of the Rugby Ground, just south of the south bank riverside path between The Hook and Lady Bay bridge.	Support for and comments relating to option B noted.

<b>PEDALS</b>	We also included in our feasibility study a very detailed examination of Option A, i.e. putting a shared path on the east side of Lady Bay Bridge, as first proposed in the feasibility study commissioned by the City Council in 2005 from Whitbybird Consulting. Although we can certainly understand the benefits for some cyclists and pedestrians (e.g. those living relatively close to both ends of the bridge) of providing a shared path on the bridge, as opposed to cycling on the carriageway across the bridge (a particularly unpleasant, badly polluted and generally intimidating and unattractive environment), or the rather narrow present footpath (used unofficially by some cyclists) on the west side of the bridge, we could only see this as a second best solution. Even a shared path would still represent a relatively unpleasant and noisy alternative, even for cyclists, and still be very unpleasant for pedestrians.	Comments noted. There may be potential design solutions for Option A that could create a pleasant cycle/walking route as part of the existing bridge. The viability of a new bridge will need further consideration therefore, at this stage, it is important to keep all the locational options in the SPD.
<b>PEDALS</b>	We also think that, even with a shared path, there would be great problems in providing safer and more attractive routes on the main approaches, especially on the south side with the busy and complex junction where Radcliffe Road meets Trent Boulevard and the Lady Bay bridge access road. These continuing intimidating conditions would greatly limit the appeal of a shared path on the bridge, especially for less experienced and less confident cyclists, or people contemplating cycling. So far as we understand Nottinghamshire County Council has no plans to improve the layout of this busy and complex junction (for the benefit of cyclists and pedestrians) even if there is some more definite prospect of changes in the vicinity of the north side of Lady Bay Bridge in the Meadow Lane / Cattle Market area.	Comments noted. Any necessary calming of junctions will be considered as part of the Transport Assessment. In addition, there are policies to support safe and attractive cycle/pedestrian routes in the Aligned Core Strategy and emerging LAPP.
<b>PEDALS</b>	While we appreciate that some more experienced and confident cyclists would not object to using such a route (via Lady Bay bridge), as some do now, particularly if it provides a more direct link between their exact origin and destination, we are still sure that such a change would not be sufficient to attract most new and less confident cyclists who most need to be encouraged, particularly if the potential great health benefits of a new river crossing are to be achieved.	Comments noted. There are policies to support safe and attractive cycle/pedestrian routes in the Aligned Core Strategy and emerging LAPP and these will be considered at detailed planning stage.

<b>PEDALS</b>	And in the wider context of the major new housing proposals due to be built in the next 15-20 years on the east side of West Bridgford, around Gamston, Bassingfield and Tollerton, a route via Lady Bay Bridge might anyway no longer be even the most direct route into Nottingham for many cyclists, particularly if the present routes south of the Trent to and from the south bank landing of a new bridge could be extended and improved, with more direct connections.	Comments noted. Safe and attractive cycling and walking routes are promoted through this SPD and are supported by Aligned Core Strategy policies and emerging LAPP policy TR3 and DE2.
<b>PEDALS</b>	We also think that, even with some improvements to Lady Bay bridge, including a shared path, it would not produce the same dramatically positive public realm improvements (and consequent 'wow factor') as a new traffic-free bridge, judging by wider experience of new such bridges such as the Sustrans promoted Diglis Bridge over the River Severn on the south side of Worcester. From what we learned of the experience of planning and building this bridge, during a study visit in December 2015, it is clear that actual usage levels greatly exceeded those which had been forecast and this despite the fact that that bridge, though with a series of good connections to local housing and employment areas, as well as national, regional and local walking and cycling routes, does not have the advantage of providing a much better connection between 2 major country parks, as would this proposed bridge between Colwick Park (and Colwick Woods) and Holme Pierrepont Country Park (and Water Sports Centre) south of the river.	Comments and support for a new traffic free bridge noted.
<b>PEDALS</b>	A further disadvantage of the Lady Bay bridge option (Option A on this map) is the cost, and all the more marked in view of the updated bridge estimates which we obtained from the County Council in 2016.	Noted. The viability of a new bridge will need further consideration therefore, at this stage, it is important to keep all the locational options in the SPD.
<b>Highways England</b>	Waterside has the potential to impact upon the operation of the A52 (SRN), located 1.5 miles to SE, particularly when considering the lack of public transport to the area.	Noted. Appropriate development will be required to be supported by a Transport Assessment in order to mitigate against any potential negative impact.

<b>Highways England</b>	Impact of Waterside devt on the Radcliffe Rd/Gamston Lings Bar Rd should be appropriately assessed as part of the DM process.	Noted. Appropriate development will be required to be supported by a Transport Assessment in order to mitigate against any potential negative impact.
<b>The Coal Authority</b>	No comments	Noted.
<b>Notts Wildlife Trust</b>	Open space aspirations are far too vague, overall and in relation to biodiversity/habitat creation potential. The vagueness does not inspire confidence that the principles will be realised in any future redevelopment of the area. We think the open space principles need to be made stronger at this stage and we consider it appropriate to set targets (e.g. in terms of habitats to be created, suggested widths for GI Corridors etc).	Noted. It is not appropriate to set individual targets but paragraph 12.34 has been amended to state that the SPD area should provide a minimum of 3.3ha of open space. The SPD now cross references the emerging Biodiversity SPD and Open Space SPD which provide more detailed guidance. Additional key opportunities to achieve biodiversity gain has been added at paragraph 12.38
<b>Notts Wildlife Trust</b>	We are very disappointed by the apparent lack of green infrastructure within the Waterside SPD area overall. From viewing the masterplan (page 31), the development appears to be very urban in nature, with narrow 'public open space' corridors. Such corridors should be at their widest along the river but on the masterplan the corridor appears to taper to a line of trees at the western end. We do appreciate the outline nature of this plan, but don't think it currently sets the framework for a development to deliver high quality green infrastructure so we recommend that this plan is redesigned to feature more prominent GI. Currently, we wonder what area of land is designated as open space, as there is no breakdown in the SPD. We suspect it is not very much.	The indicative open space provision is to be increased, as shown on the Public Realm plan. The development will have good access to existing high quality open space at Victoria Embankment and Colwick Country Park to the west and east respectively. The SPD now cross references the emerging Biodiversity SPD and Open Space SPD which provide more detailed guidance

<p><b>Notts Wildlife Trust</b></p>	<p>Other than the very occasional reference to biodiversity, there seems to be a lack of any strategy to incorporate wildlife. With reference to impact tables (Appendix 1) and considering the vague detail regarding what is currently proposed we would be surprised if even a minor positive impact would be achieved for Environment, Biodiversity and GI. Features that are included are more balanced towards amenity than natural green space (e.g. one single 'green bank' Interactive learning environment about ecology and the river, including opportunities for fishing, identifying native plants and wildlife and the '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').</p>	<p>Key opportunities to achieve positive biodiversity gain are to be referenced in the SPD at paragraph 12.38, as opportunities to be explored. The SPD now cross reference the emerging Biodiversity SPD which provides more detailed guidance on how biodiversity can/will be retained/secured as part of this development.</p>
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<p><b>Notts Wildlife Trust</b></p>	<p>To achieve positive biodiversity gain, we recommend that the following key opportunities are strongly reference in the main text of the SPD:</p> <ul style="list-style-type: none"> <li>-Incorporation of brown/ green roofs and green walls (paragraph 12.40 notes that ‘proposals should maximise opportunities to incorporate green roofs’ but this is by no means a commitment and it is the only reference to green roofs and walls in the entire document)</li> <li>-Creation of new wetland habitats in informal GI spaces</li> <li>-Creation of grassland /meadows in informal GI spaces</li> <li>-Planting of new native trees and woodland throughout</li> <li>-Retain and incorporate existing habitat (e.g. bankside, woodland and trees). If you recall, we requested retention of woodland habitats for the Trent Basin Development P/A ref 06/02216).</li> <li>-Establishment of a new colony of Nottingham Crocus and planting of black poplar, to tie in with Local Biodiversity Action Plan.</li> <li>-Designs and incorporation of a wildlife friendly Sustainable Urban Drainage Scheme (paragraph 12.40 notes that ‘proposals should maximise opportunities to incorporate sustainable drainage system’ but this is by no means a commitment)</li> <li>-Sowing of ‘Flowering lawn mix’ in short grass/ amenity area (clover/ bird’s – foot trefoil or chamomile to be included in the mix as these species can tolerate close mowing)</li> <li>-Features such as ‘dry stone walls’, habitat stacks, insect boxes, bird feeders could be incorporated in a community /demonstration wildlife garden</li> <li>-Bat and bird boxes, especially house sparrow, swifts etc to be built into the fabric of new buildings</li> <li>-Good habitat connectivity throughout.</li> </ul>	<p>Key opportunities to achieve positive biodiversity gain are now referenced in the SPD at paragraph 12.38, as opportunities to be explored. The SPD now cross reference the emerging Biodiversity SPD which provides more detailed guidance on how biodiversity can/will be retained/secured as part of this development.</p>
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<b>Notts Wildlife Trust</b>	We welcome the principles at 12.38 for riverside biodiversity. In terms of wetland habitat creation and enhancement, we would like to back up the importance of having some relatively quiet refuges for wildlife. These areas should support a range of wetland habitats, such as wet grassland, grading into reedbed, ponds and open water. In addition to otters (referenced at 12.38), such habitats could also benefit water vole, wetland birds such as water rail and bats. We do however question whether the plans have allocated sufficient land to make the creation of a riverside nature area viable. We recommend an area of land at least the size of Ironmongers Pond would be required (4.7ha).	Wetland habitat is not proposed under this SPD but the existing green wooded bank will be protected. The detail of any open space provision will be determined at the development management stage. The SPD now cross reference the emerging Biodiversity SPD which provide more detailed guidance on how biodiversity can/will be retained/secured as part of this development.
<b>Notts Wildlife Trust</b>	The Trent is considered as a primary GI corridor and we recommend the width of GI should be a minimum of 50m. We justify this based on the evidence.	Disagree. Such an extensive walkway would greatly reduce the amount of developable land rendering the Waterside re-development unviable.
<b>Notts Wildlife Trust</b>	As with Eastside development, we are very concerned about the likely piecemeal nature of development at this location, which will make it difficult to secure features such as green roofs and other habitat creation measures across the site. Although we recommended it for the Trent Basin development, having looked at the promotional website it appears no green roofs or any substantial green areas were secured through this development, except for a small number of amenity trees. This does not inspire us with confidence that a green and wildlife friendly scheme will be achieved for the Waterside development, which is situated on a primary green infrastructure corridor.	Due to the complex nature of site ownership in the SPD area it is inevitable that the area will be delivered on a site by site basis. The aim of the SPD is to set out the parameters for a common approach to the site development. The Aligned Core Strategy and emerging LAPP policies against which any new development will be assessed will also support a consistent approach to development.
<b>Notts Wildlife Trust</b>	This is a once in a lifetime, perhaps in several lifetimes, opportunity to enhance almost 1km stretch of Trent Valley corridor so we must ensure that a high quality and truly sustainable (both in terms of social, economic and environmental) development will be carried out, as guided by this SPD.	Comments noted. The SPD supported by the Aligned Core Strategy and emerging LAPP policies aims to secure high quality sustainable development.
<b>Severn Trent Water</b>	Would be very useful to understand the master plan and phasing arrangements to ensure any infrastructure alterations are incorporated at the appropriate time. Could a phasing plan be produced to provide greater certainty around the order of development?	See paragraph 14.1 and 14.2 on phasing. This is felt to be an appropriate level of detail in order to prolong the life of the SPD.

<b>Severn Trent Water</b>	Benefits in separating sewage network from combined system to foul and water system and would encourage all opportunities to do this being bought forward.	Noted. Such detailed drainage matters will be dealt with through the development management process.
<b>Severn Trent Water</b>	Consideration of risk will need to be undertaken when designing the site drainage within areas of flood risk to minimise interaction of watercourse and drainage systems.	Noted. Such detailed drainage matters will be dealt with through the development management process. The Environment Agency are fully engaged in the process.
<b>Nottm Civic Society</b>	Key Views Plan - does not appear to be translated into any safeguarding against taller buildings at the Waterside or main road frontages which might interrupt this long-range but valuable view. Important to maintain visual and psychological connections to the city centre to reinforce the linkages being proposed for more direct ped/cycle routes.	Additional wording added at paragraph 10.6 to reflect comments.
<b>Nottm Civic Society</b>	12.11 needs a proviso to avoid impinging on vista referenced above.	Paragraph 12.11 amended to reflect comments.
<b>Nottm Civic Society</b>	The taller massing indicated as acceptable at focal points along the River should form well-proportioned and well-designed orientation points and not solid walls of taller buildings which preclude connections to the river from devt behind them.	Paragraph 12.13 amended to reflect comments.
<b>Nottm Civic Society</b>	Riverside Path - Option B should be supported by the Council through the SPD process. The Masterplan and Public Realm Plan both illustrate why this location should be the preferred bridge site in urban design terms.	The viability of the bridge will need further consideration therefore, at this stage, therefore it is important to keep all the locational options in the SPD. Support for Option B noted.
<b>City resident</b>	GI should be given priority. Developments must include tree planting and native vegetation (to avoid pests and disease), with mix of age/species plus canopy cover. Look to the long term with areas for larger species.	Noted. Open space provision has been increased as shown on the plans. Key opportunities for biodiversity gain have been added to paragraph 12.38. The SPD now cross references the emerging Biodiversity SPD and Open Space SPD which provide more detailed guidance.

<b>Veolia</b>	Important that the SPD affords greater consideration to the long term waste management arrangements of Nottingham and South Nottinghamshire.	The appropriate re-location of Veolia is considered a pre-requisite of the comprehensive site development. Waste management will be considered at the detailed design stage through the development management process.
<b>Veolia</b>	Loss of facility will cause considerable disruption to both the County Council's waste disposal function and to the waste collection services of Rushcliffe, Broxtowe and Gedling.	The appropriate re-location of Veolia is considered a pre-requisite of the comprehensive site development.
<b>Veolia</b>	The creation of the waterside community within the proposed SPD area requires careful consideration to avoid adversely impacting the operation of this important local facility.	Noted. The appropriate re-location of Veolia is considered a pre-requisite of the comprehensive site development.
<b>Veolia</b>	Waste Core Strategy policy WCS10 - sets out the goals for delivering sustainable waste management over the period until 2031, which itself is consistent with the long standing National policy position and is relevant to the proposed SPD. Policy protects both existing permitted waste management sites and the possibility of their future expansion	The City Council is seeking to relocate the facility in order to address Policy WCS10. The appropriate re-location of Veolia is considered a pre-requisite of the comprehensive site development.
<b>Veolia</b>	We request that the council consider strengthening the wording within the SPD to afford this strategically important waste management facility the safeguarding from incompatible land uses that Policy WCS10 requires, in order to be consistent with development plan policies.	The appropriate re-location of Veolia is considered a pre-requisite of the comprehensive site development.
<b>Veolia</b>	The draft SPD fails to indicate how continued service/no disruption to services will be achieved.	The appropriate re-location of Veolia is considered a pre-requisite of the comprehensive site development.
<b>Veolia</b>	The SPD should provide clarity and provide certainty to landowners and future developers with an indication of the expected timetable for development, the specific phasing of development that is envisaged, or the mechanisms for assisting and compensating landowners in relocating incompatible land uses.	See paragraph 14.1 and 14.2 on phasing. This is felt to be an appropriate level of detail for the SPD.

<b>Environment Agency</b>	SPD should provide further info in terms of our access to flood defence/gates structures. In particular, devt at PA81.	Agreed with the EA that their main infrastructure should be shown. Awaiting information setting out the locations which will then be included in the SPD.
<b>Environment Agency</b>	SPD should recognise that EA require boat access to the River for maintenance purposes.	Noted. Reference added to this at para 12.29.
<b>Environment Agency</b>	Currently make use of ramp access below Lady Bay Bridge.	Noted, this is currently proposed to remain in place.
<b>Environment Agency</b>	SPD should set out the required mitigation measures for future devt, particularly as a large part of area is within flood zone 2 and 3. Development in flood zone 2 will be expected to meet standing advice which states floor levels. Flood zone 3 to incorporate increased mitigation measures. Currently developing local standing advice which we hope you can .incorporated/referenced in the SPD.	Reference added to SPD text at para 11.3.
<b>Notts County Council</b>	12.55 states that the road network improvements will be targeted at key junctions and it is assumed that these junctions are those shown as 'junction improvements' on Proposed Transport and Infrastructure Plan on p45.	Yes, junction improvements are indicated on the Proposed Transport and Infrastructure Plan. Key junctions are referenced in paragraph 12.56.
<b>Notts County Council</b>	Highways - no proposed infrastructure improvements south of River despite expectation that significant additional traffic will be generated across the River from Waterside. TA must consider these impacts.	A Transport Assessment will be required at detailed planning stage and will consider any such impacts. See pa 13.5.
<b>Notts County Council</b>	SPD should explain the cross boundary impacts and the possible need for off-site infrastructure improvements.	A Transport Assessment will identify these.
<b>Notts County Council</b>	Need to ref AQMAs, in both City and County, adj to Waterside and impact increased traffic will have on these.	The City is now covered by a City-wide Air Quality Management Area (AQMA) and the emerging AQMA SPD will address this.
<b>Notts County Council</b>	Proposed junction/traffic signal changes need to include an assessment of transport impacts in County and their AQ impacts on AQMA. .	Noted. This will be included in a Transport Assessment.

<b>Notts County Council</b>	Support new non-motorised River crossing to support sustainable transport choices. No funding so should consider taking financial contributions from developers on the Waterside site so that this opportunity is not missed.	Support noted. Text amended at paragraph 13.5: "New and enhanced cycling and walking infrastructure will also be required in order to achieve the aim of creating a sustainable community."
<b>Notts County Council</b>	Concern at level of detail given to approaches to waste facility relocation in the SPD. Para 9.34 states that the City Council would 'seek' to facilitate any 'necessary relocations' without providing any further detail as to how. Rather than providing a generic aspirational comment, the County Council would expect that a document such as this SPD would provide further detail as to the City Council's approach to waste facility relocation. 9.34 should state that the City Council 'will facilitate any necessary relocations' and to provide detail as to how this would be achieved. A clearer commitment such as this could be supported by detail as to whether the City Council would be by providing an assessment of suitable available land, how the City Council might acquire a suitable alternative site, or otherwise. Such detail should include statement that the aforementioned relocation would be achieved through the LPA working in collaboration with the landowner and proposed developer.	Alternative locations for the waste management facility are currently being explored. The appropriate re-location of Veolia is considered a pre-requisite of the comprehensive site development.
<b>Notts County Council</b>	Proposed Joint Waste Local Plan - whilst the SPD cannot itself allocate sites for waste management processes - the proposed Joint Waste Local Plan may provide an opportunity to do this if it is necessary to help safeguard a future site for waste management in the City. In addition the issues regarding land ownership in bringing a site forward should be facilitated through both the County Council and the City Council to ensure any complex issues can be adequately addressed.	Comments noted. The appropriate re-location of Veolia is considered a pre-requisite of the comprehensive site development.
<b>Notts County Council</b>	Concerns over Veolia facility and long-term waste contract with them. An essential part of County's waste management infrastructure and fully refurbished in 2006. Loss of facility would cause considerable disruption to County/LPAs. Centrally located to area it serves. Alternative locations likely to result in significantly longer distances which will increase costs.	The appropriate re-location of Veolia is considered a pre-requisite of the comprehensive site development.

<b>Notts County Council</b>	Expected that the SPD would provide much greater detail on matters such as the proposed timescale for redevelopment and how the relocation of existing business would be facilitated by the City Council or prospective developers.	See paragraph 14.1 and 14.2 on phasing. This is considered to be an appropriate level of detail for the SPD. In appropriate cases the Council will seek to facilitate the relocation of displaced businesses to an alternative site within the city. Employment Land is allocated in the emerging Local Plan to cater for the employment needs of the City.
<b>Notts County Council</b>	With ref to LAPP para 3.189 - it was anticipated that the SPD for Waterside would set out an envisaged timetable for development including details of proposed phasing to minimise impacts on existing businesses until their relocation had been secured.	See paragraph 14.1 and 14.2 on phasing. This is considered to be an appropriate level of detail for the SPD.
<b>Notts County Council</b>	It is estimated that it would take a minimum of eighteen months to identify, acquire and develop an alternative site as this will require detailed site investigation and appraisal, planning and environmental approvals prior to the construction and commission a new waste transfer facility. From an operational perspective it is imperative that there is no disruption to local authority waste collection and disposal services during this period.	The appropriate re-location of Veolia is considered a pre-requisite of the comprehensive site development. The County Council will be involved in this process.
<b>Notts County Council</b>	The County Council as Waste Disposal Authority requests that additional text is included within the SPD to set out a clear timetable of proposed development and how this will be phased across the respective allocation areas within Waterside. This should also provide an assessment of suitable employment land that could accommodate existing businesses that are being forced to relocate.	See paragraph 14.1 and 14.2 on phasing. This is felt to be an appropriate level of detail in order to prolong the life of the SPD. In appropriate cases the Council will seek to facilitate the relocation of displaced businesses to an alternative site within the city. Employment land proposals to be allocated in the emerging Local Plan to cater for the employment needs of the City.
<b>Elevate Property Ltd</b>	PA81 - if the number of residential units are to be achieved as allocated (280-320) densities need to be increased.	The range/densities has been based on recent development within the Waterside area and masterplanning assumptions.

<b>Elevate Property Ltd</b>	If the wider allocation is to also be fulfilled then a greater density of development needs to be explored in more detail.	The aim of the SPD is to create a sustainable mixed community that is also attractive to families and will retain families in the City. Densities are based on existing permissions and masterplanning.
<b>Elevate Property Ltd</b>	Reference should also be made to the Framework and the advice that is contained therein with section 11 of the NPPF that seeks to ensure that the best use is made of previously-developed land. Reference to this has not been made at this stage and it is considered that this should be acknowledged, particularly the advice in paragraphs 117, 118, 119, 122 and 123.	Reference to reflect this has been added into the SPD text at para 9.3
<b>Elevate Property Ltd</b>	In paragraphs 12.11 and 12.12, it states that development along Meadow Lane should be restricted to 4-5 storeys. However, it is considered that flexibility over this needs to be exercised to ensure the best use is made of this previously developed site.	It is considered that paragraph 12.14 provides this flexibility as it states that "a variety of heights is expected".
<b>Elevate Property Ltd</b>	The SPD should look at the site as a whole and allow flexibility over the delivery of residential units as too much emphasis is placed on the delivery of family housing that will limit the delivery of housing numbers that are sought.	A corporate priority for the City, as contained in the Housing Strategy, is to meet an identified shortfall in family housing. Density assumptions therefore reflect this.
<b>Elevate Property Ltd</b>	In addition, the SPD should also be flexible to account for market conditions and viability, which is again set out in the Framework and should form part of the SPD guidance as a whole.	The site viability was assessed as part of the preparation of this SPD. It is recognised that market conditions and viability will change over the lifetime of the SPD. Therefore, this needs to be considered in more detail at the Development Management stage.

<b>Elevate Property Ltd</b>	The wider townscape should be acknowledged with the SPD and what effect this will have on future development of the site, particularly along Meadow Lane where the site fronts the road and Notts County Football Ground on the opposite side of the road. In this regard, it is considered that the gateway to the development should be continued along Meadow Lane to provide a robust urban edge, in response to the industrial character of the area and to provide a suitable buffer between the residential environment and the 22m high brick elevation of the Notts County football stadium opposite.	Height of buildings along Meadow Lane are proposed to be 4-5 storeys to provide a robust urban edge. In addition, there is flexibility in the SPD, see paragraph 12.14 which allows for focal buildings, gateways, and landmarks and a variety of heights.
<b>Elevate Property Ltd</b>	LAPP policy RE8 states that ‘other forms of residential accommodation formats are acceptable above active frontages on Meadow Lane and Daleside Road delivered as part of mixed use schemes.’ It is considered that the SPD should be reflective of this and what is said within the Framework as stated.	Height of buildings along Meadow Lane are proposed to be 4-5 storeys to provide a robust urban edge. In addition, there is flexibility in the SPD, see paragraph 12.14 which allows for focal buildings, gateways, and landmarks and a variety of heights.
<b>Elevate Property Ltd</b>	The SPD needs to be more explicit on uses along Meadow Lane and reflect the circumstances of Meadow Lane.	The SPD states commercial use with residential above.
<b>Elevate Property Ltd</b>	Should not preclude the delivery of family housing across the remainder of the Waterside allocation (away from Meadow Lane) where family housing would be more appropriate given the wider site context.	The SPD encourages the delivery of family housing across the whole Waterside and emerging LAPP policies and allocations promote the delivery of family housing generally.
<b>Elevate Property Ltd</b>	The delivery of further residential development as part of the land identified as PA81 should be looked at flexibly so greater height of development can be achieved along Meadow Lane to reflect the adjoining site that is being implemented and the football ground opposite.	Generally 4-5 storeys at this location is considered appropriate and there is flexibility in the SPD, see paragraph 12.14 which allows for focal buildings, gateways, and landmarks and a variety of heights.

<b>Canal and River Trust</b>	The Trust supports the aims of the Waterside SPD in setting out a vision for this area, identifying constraints and opportunities and seeking to establish a framework to help guide the type, form and phasing of development within the waterside area. In particular, we support the vision of creating a healthy, safe, vibrant and attractive riverside setting and celebrating the navigation heritage of the river (and also the canal).	Support noted.
<b>Canal and River Trust</b>	The Trust is already looking to develop the Nottingham & Beeston Canal within the city centre as an important destination in its own right, as well as providing a sustainable link connecting the city centre to the River Trent. The Trust's aims of improving connectivity between the river and the city centre and encouraging more people to utilise the riverside as a leisure and recreational resource can contribute significantly towards achieving the aims of the draft Waterside SPD.	Comments noted.
<b>Canal and River Trust</b>	The regeneration of the riverside can help to greatly enhance the role that the Nottingham & Beeston Canal can play as a gateway into the city, by improving the overall environment and creating a distinct sense of place where the canal and river join. Currently, the riverside area around Meadow Lane Lock suffers from anti-social behaviour and regeneration of this area would provide the opportunity to address these issues and create an environment that will encourage greater use of the canal towpath by pedestrians and cyclists.	Support noted.
<b>Canal and River Trust</b>	The proposed creation of a new riverside path is an important aspiration which can contribute significantly to enhancing the role of the river and canal as multi-functional resources, helping to unlock more of their potential as assets that can benefit local communities in a range of ways. A new riverside path can provide improved access to the river and should be designed to form an open space that will complement and improve the role of the river as a green/blue corridor, bringing ecological and biodiversity benefits and enhancements as well as leisure and recreation opportunities for both the local community and visitors to enjoy and to use to benefit and improve their overall health and wellbeing.	Support noted.

<b>Canal and River Trust</b>	Development within the waterside area should aim to secure a high degree of connectivity between the riverside and the surrounding walking and cycling network, and a key feature should be the continuation of the riverside walk onto the Nottingham & Beeston Canal towpath, to offer a sustainable and traffic-free link for pedestrians and cyclists to access the city centre. We therefore welcome the acknowledgement within the SPD of the importance of the canal towpath in contributing to the value of the proposed riverside path.	Support noted.
<b>Canal and River Trust</b>	It is important to consider accessibility for other activities such as canoeing and paddle-boarding (the canal and river are already well used by both). Overall, regeneration of the waterside and establishment of a high quality riverside path linking to the canal towpath provides an opportunity to facilitate increased opportunities for people to pursue more active lifestyles and to participate in sport and recreation. As such, it can achieve a significant positive contribution towards improving the health and wellbeing of the local community. It is therefore important to ensure that it will be able to cater for a wide range of users and that it is designed to take account of the differing needs of groups using it to gain access to the riverside or to the river itself.	Comments noted. Access to the river and canal is promoted as part of the SPD, for health and wellbeing. LAPP policies also encourage this. This will be considered as the development proposals evolve and at detailed design stage as part of the development management process.
<b>Canal and River Trust</b>	The Trust considers that it is important to take account of the needs of boaters using the river, and to consider opportunities for providing moorings along the river. As well as creating a distinctive sense of place, regeneration of the waterside should also aim to encourage it to be seen as a destination for boaters on the river, attracting more people to the city via the river, which would bring benefits to the visitor economy. As Navigation Authority for the river, the Trust should be included in any future discussions around the potential provision and location of new visitor moorings.	Comments noted. The Trust is recognised as a key stakeholder and will be involved in the promotion of the river uses including any proposed new moorings.
<b>Canal and River Trust</b>	We note that the potential for new river crossings is briefly referred to in the draft SPD. As Navigation Authority for the river, the Trust should be included in any future discussions on the location of potential new river crossings at an early stage.	Comments noted. The Trust is recognised as a key stakeholder and will be involved in the promotion of the river uses including any new river crossings.

<b>Canal and River Trust</b>	We would therefore like the opportunity for further involvement and engagement with the Council over the evolution of this document.	Comments noted. The Trust is recognised as a key stakeholder and will be involved in the future.
<b>Nottingham Local Access Forum</b>	The Forum supports the following key outcomes included in section 5 - a new Riverside Path; new streets and routes; new high quality open space and public realm; green infrastructure. The market assessment by David Lock Associates, in the Forum's view, provides sound advice on the need to provide green spaces, including access to the river frontage, routes through the site along green corridors, a walkable neighbourhood that prioritises people over cars, and spaces that include play areas along the linear waterfront green space (para 9.41).	Support noted.
<b>Nottingham Local Access Forum</b>	Turning to the Development Concepts. set out in section 12, the Forum agrees with most of these. We particularly support the public realm improvements set out in para 12.5 including the creation of a new Riverside Path, and associated green infrastructure, connecting the Nottingham and Beeston canal and Victoria Embankment through to Colwick Park. It should be made clear that this should be designated as a Public Right of Way and clearly integrated with the rest of the rights of way network. Permissive path status would not be appropriate for such an important route. It presents an important opportunity to improve rights of way in this area for the benefit of the wider community and not simply for the new development.	Noted. The intention is to adopt this path as a Public Right of Way, as stated in the SPD at para 12.31.

<b>Nottingham Local Access Forum</b>	It is very useful to see the feasibility of achieving the path, set out in Appendix 2. The best way of achieving its phased completion should be fully explored. The guidance states the need to connect Waterside with new and enhanced pedestrian and cycle links to the city centre, leisure attractions, and employment areas. The area, although close to the city centre, is isolated from it and other surrounding areas by significant boundaries in the form of major roads and the River Trent. Improving connectivity for pedestrians and cyclists is a priority, which will be partly met by the riverside path. Addressing the alienating nature of Meadow Lane and Daleside Road is extremely important. Although pleased to see that the need to establish a pedestrian friendly character on these roads is included in para 12.5, this will require very careful planning and appropriate priority and funding. The opportunity to do the latter through section 106 agreements should be fully explored.	Appropriate Section 106 contributions will be sought towards streetscape improvements etc, as part of the development management process.
<b>Nottingham Local Access Forum</b>	Bus services close to Waterside are very poor and will need improving if the area is to be sustainable and attractive to a wide range of residents. Safe waiting areas and pedestrian links to them will be crucial in this respect.	Improvements to public transport will be promoted as part of development of Waterside and secured at detailed planning stage.
<b>Nottingham Local Access Forum</b>	Safe walking and cycling routes throughout the development will be important and appropriately designed roads should give pedestrians and cyclists priority. We fully support the detailed comments on pages 42-44 set out in the comments of Pedals.	Support noted.
<b>Nottingham Local Access Forum</b>	Feasibility work on the bridge has clearly established that the best overall site for a new crossing is the Trent Basin location, shown as Option B.	Support noted for Option B.
<b>Trent Basin Residents Assoc</b>	Key outcomes - add further bullet point, 'transport, including sustainable infrastructure necessary to deliver development'.	Additional bullet point added.
<b>Trent Basin Residents Assoc</b>	Approved schemes - update to current position.	Approved Schemes Plan amended.

<b>Trent Basin Residents Assoc</b>	Makes sense to take boundary up to the railway line as per Sneinton N'hood Plan.	The boundary has been determined by the consideration of the developable land. It is not considered appropriate to change this. The SPD does not prevent such land coming forward for development.
<b>Trent Basin Residents Assoc</b>	12.5 Add 'further and improved ped/cycle crossing facilities along Daleside Rd' to list of improvements.	A reference to this has been added at paragraph 12.48.
<b>Trent Basin Residents Assoc</b>	Would like to see addition of urban plaza at the bottom of Trent Lane. Please include on Plan/in text.	Plan amended and now shown as an aspiration/focal point in the SPD.
<b>Trent Basin Residents Assoc</b>	12.37 Allotments need to be a definite provision otherwise there is no chance of being provided.	The SPD will not define the location of allotments as they will not be a requirement of the SPD, but they can be secured under emerging LAPP Policy EN4.
<b>Trent Basin Residents Assoc</b>	Accessibility for all road users - max parking controls and lack of sustainable transport alternatives has led to parking pressures. If this approach perpetuates across Waterside, it will lead to a failure in NCC's objectives for Waterside.	1.5 spaces per dwelling is proposed for this area and has been agreed with Highways colleagues. Public transport will continue to be improved and the Riverside Path will offer a direct pedestrian and cycle link to the city centre.
<b>Trent Basin Residents Assoc</b>	12.48-9 junction upgrading to a fully trafficked signalled junction is a must have.	A Transport Assessment will consider improvements required as part of development.
<b>Trent Basin Residents Assoc</b>	12.51 update bus refs.	Updated
<b>Trent Basin Residents Assoc</b>	12.52 update to reflect bus lanes open to ultra-low emissions vehicles.	Updated.

<b>Trent Basin Residents Assoc</b>	12.56 strengthen to reflect difficulties in using existing junction. Needs to be signal controlled. Remaining junctions all signalled and linked.	A Transport Assessment will consider improvements required as part of any proposed development.
<b>Trent Basin Residents Assoc</b>	Make Trent Lane a 20mph road, as per other resi roads - and important for a school.	Potential speed restrictions will be explored as the development progresses.
<b>Trent Basin Residents Assoc</b>	Support River crossing option B. A & C not viable. Show B in a positive manner by deleting A and C, or omitt the plan from SPD to leave as ambiguous as the text (12.58).	Support for Option B noted. However, the viability of a new bridge will need further consideration therefore, at this stage, it is important to keep all the locational options in the SPD.
<b>Trent Basin Residents Assoc</b>	S106 should include infrastructure improvements such as Trent Lane footpaths and the 'urban plaza'.	A reference to new walking infrastructure has been added to paragraph 13.5 and urban plazas added into paragraph 13.7 as an example of other areas of public open space.
<b>Owner of Moreland House/resident</b>	Owner of Moreland House (Porsche/MOT garage). Taken years to build up my business and have been there for 10 years. Appears my property will no longer exist if devt goes ahead. Do not see anything in proposals to indicate how you plan to relocate my business and home to one location and guarantee continuity of my business in a prime position in Nottm. Please clarify what help is available for my circumstances.	In appropriate cases the Council will seek to facilitate the relocation of displaced businesses to an alternative site within the city. A range of employment land is allocated in the emerging Local Plan to cater for the employment needs of the City.
<b>Resident (West Bridgford)</b>	Concerns about Park Yacht Club development - wholly out of proportion with the surrounding environment. The contrast with the low-rise Trent Basin development is too stark and completely change the outlook. If the larger Waterside area progresses in the same way, it will spoil what is potentially a huge improvement to the area and would be a disaster.	Comments noted. Development at Waterside is envisaged to be predominatly 2-3 storeys. Paragraph 12.13 amended to reflect comments.
<b>Director of G&amp;R Nelfi ltd, 2/4 Moreland St</b>	Would like to be kept updated on progress and what will happen to my property on Moreland St I have owned for 17 years.	The Council will work with land and property owners as a detailed design evolves. In appropriate cases the Council will seek to facilitate the relocation of

		displaced businesses to an alternative site within the city
<b>Resident (Hucknall)</b>	Supports the regeneration of the Waterside.	Support noted.
<b>Tenant of Moreland Court</b>	Tenant for 20 years and very concerned about the impact on my music studio business. It is unclear what the outcome of the plans will be and I am worried about the future. Please provide clarification on where I stand.	The Council will work with tenants and seek to assist in the relocation process, if possible and appropriate.
<b>Meadows resident/former tenant</b>	The remaining houses on Moreland St, and shops on Meadow Lane should be kept in situ as they were left there after previous demolition as a reminder of our history.	Under the Aligned Core Strategy and emerging LAPP policies there is a presumption in favour of protecting buildings with heritage value and this will be assessed at the detailed planning stage.
<b>Resident (City)</b>	Development of the Waterside should not be seen as inevitable just because Blueprint have started a community in the industrial estate and NCC own a 50% share of Blueprint. Who wants to get rid of the industrial area? It has a very diverse mix of businesses and activity. We should be celebrating its diversity and investing in its economic potential. Losing the industrial estate is not in the best interest of the City and creating another Lady Bay for professionals seems less than wise.	Objection noted. The sites within the SPD area have been allocated in the Local Plan since 2005, and are proposed for residential uses in the emerging Local Plan. Therefore, the principal of development, as detailed in the SPD, is already established.
<b>Resident (City)</b>	Who in the Council are promoting this development? Have they any links to Blueprint? How much extra land will Blueprint be able to acquire over and above the whole of the Trent Basin?	The sites within the SPD area have been allocated in the Local Plan since 2005, and are proposed for residential/mixed uses in the emerging Local Plan. Therefore, the principal of development, as detailed in the SPD, is already established. As yet there is no preferred developer/partner.

<b>Resident (City)</b>	Was there a public consultation regarding the redevelopment of the Trent Basin? Please point me to it.	Yes. The planning applications for the development at Trent Basin had a public statutory consultation period. Site allocations in the adopted Local Plan, and emerging Local Plan, have also been consulted at the various stages of preparation.
<b>Resident (City)</b>	There is a need for jobs in the area and this needs to be considered. You are removing most of the industrial area which means local jobs, and job opportunities and services are lost.	In appropriate cases the Council will seek to facilitate the relocation of displaced businesses to an alternative site within the city. A range of employment land is allocated in the emerging Local Plan to cater for the employment needs of the City.
<b>Resident (City)</b>	Instead of building a school on the edge of busy roads, an industrial area and near the incinerator, why not use the former Trent Bridge School site for a new much needed school? Relocate the residents to the Waterside and use this pleasant, historic environment. The Riverside Path would allow relatively safe travel to school. This would be a better for the children.	Highway safety issues will be dealt with at the planning application stage. There will be an appropriate buffer between uses. The Waterside is the locational preference for the school and funding is being pursued on this basis. There were no locationally preferable sites in the locality.
<b>Resident (City)</b>	The Mundella building could be saved for educational use too, as intended by Jesse Boot. This change of use was not in any development plan so why are the Council/Blueprint changing its use to luxury apartments and stealing yet another building magnificent educational/community resource from the children of the Meadows?	This is beyond the scope of this consultation as it is outside of the SPD boundary.
<b>Resident (City)</b>	Build the new school in the Old Meadows and serve the established community and families moving into new housing instead of sending them over London Rd to school.	The Waterside is the locational preference for the school and funding is being pursued on this basis. There are not considered to be any locationally preferable sites in the locality.

<b>Resident (City)</b>	Exactly who put together the SPD? Which design studio/architects?	The draft SPD has been produced by City Council including officers from the Planning Policy, Regeneration, and Development Management Teams.
<b>Resident (City)</b>	It may have been a foolish move to allow this established industrial area to be redeveloped for housing. Are not industrial areas adjacent to the conurbations needed? Just because waterside areas are lusted over by planners does not mean it is wise to change the use.	The sites within the SPD area have been allocated in the Local Plan since 2005, and are proposed for residential/mixed uses in the emerging Local Plan. Therefore, the principal of development, as detailed in the SPD, is already established. A range of employment land is allocated in the emerging Local Plan to cater for the employment needs of the City.
<b>Resident (City)</b>	NCC see the Waterside as a prime development opportunity but NCC need to look beyond the interests of the developers and keep this clearly defined industrial area, investing in jobs for local people.	It is intended to relocate businesses from the Waterside to other appropriate sites within the City as far as practicable. Employment land proposals to be allocated in the emerging Local Plan to cater for the employment needs of the City.
<b>Resident (City)</b>	Populating an area that lies in the shadows of the incinerator?	The relocation of the incinerator is a pre-requisite of the comprehensive development of the Waterside.
<b>Resident (City)</b>	Area is not and unlikely ever to be a Lady Bay but get the impression that is what the developers are trying to make it.	Comments noted.
<b>Resident (City)</b>	One large business in the SPD area told me they are already know they will face a compulsory purchase order.	No CPOs have been presented to businesses within the Waterside. The Council is seeking to deliver development in the Waterside by agreement and will only consider using its CPO powers where site assembly issues are hindering development.

<b>Resident (City)</b>	Many of the smaller companies I have spoken to knew nothing of this Consultation as they are renting their premises. Another longstanding business showed me a letter dated 27th January 2016 from D Alvey at the City Council Development Department. This letter was the last thing they received from the Council and was totally unaware of this current consultation.	700 consultation letters were sent out at the beginning of the consultation period. These included all addresses within the Waterside SPD area, addresses immediately surrounding the SPD boundary, and registered landowners (where details could be obtained from Land Registry information). Consultation emails to anyone we had contact details for associated with the Waterside. There were 20 site notices displayed within the SPD area and its immediate surroundings, as well as web site information and press coverage of the consultation.
<b>Resident (City)</b>	If the Council push ahead with this there are some older buildings which need to be considered as valuable to the industrial heritage of Nottingham, and will punctuate any over-riding housing scheme.	There is a presumption in favour of protecting buildings with heritage value and this will be assessed at the detailed planning stage. The Edwardian houses/offices on Trent Lane are proposed to be retained and are shown in grey on the Master Plan (see p31 of draft).
<b>Resident (City)</b>	Surely we must keep some of the character of the area and keep it mixed use. What employment opportunities will the area continue to provide? Some industrial units could be saved, those with the turrets on Meadows Lane opposite the Listed Cattle Market Station. A community centre hub could be made of the house now used by Wilmot Dixon. And the older terraced housing that has survived (Moreland St) could be saved and used as shops/accommodation for any housing development. Flattening the whole area would be a sad indictment to the insensitivity of this development proposal. Need to ensure Blueprint are not overruling common sense.	The principle of residential development of this area has been established through the local plan process. In appropriate cases the Council will seek to facilitate the relocation of displaced businesses to an alternative site within the city. A range of employment land is allocated in the emerging Local Plan to cater for the employment needs of the City. The SPD recognises the importance of place making and the contribution heritage assets can make. Developers are required to

		respond to context and important buildings will be retained.
<b>Resident (City)</b>	The restoration of Trent Bridge school would need the execution of CPOs like those being presented to businesses in the Waterside.	CPOs are not being presented to businesses within the Waterside. The Council is seeking to deliver development in the Waterside by agreement and will only consider using its CPO powers where site assembly issues are hindering development.
<b>Blueprint</b>	SPD Boundary – we consider there would be merit in extending the north east boundary of the SPD to include the north side of Daleside Road up to the railway line. This is an extensive area with development potential the redevelopment of which could affect the character of the Waterside area. It also includes a crucial access route through to the Sneinton neighbourhood which passes under the railway line. Similarly there could also be merit in incorporating the Cattle Market area within the boundary. This also represents a significant development opportunity the redevelopment of which will affect the wider Waterside and also crucially redevelopment here presents an opportunity to better connect the Waterside to the City.	The boundary of the SPD has been determined by the consideration of the developable land. It is not considered appropriate to change this. The SPD does not prevent such sites from coming forward independently.
<b>Blueprint</b>	Connectivity Roads – connectivity of Waterside to the City Centre and City facilities, to Sneinton and also to West Bridgford represents a huge challenge. The Plan would benefit from more robust proposals in relation to addressing key junctions and connections. In particular routes from Sneinton to Trent Lane across Daleside Road and the Lady Bay bridge junction (especially routes	Such issues will be considered in detail through the development management process. Key junctions to improve are identified in the SPD and there are a range of Aligned Core Strategy and emerging LAPP policies to promote this.

	across the river and pedestrian routes east/west on the south side of Meadow Lane).	
<b>Blueprint</b>	Connectivity over the Trent – the proposed new river crossings as shown in the plan are problematic. The “Trent Lane” crossing no longer works because development now nearing completion negates the opportunity to create a suitable bridge “landing” on the north side. The other option highlighted is hugely problematic given the complexity of accommodating a bridge across the neck of the Basin, the Riverside walkway and the Trent bridge landing.	Comments noted.
<b>Blueprint</b>	Retail facilities – we have some difficulty accepting that there shouldn’t be any further retail facilities. Eastpoint retail park is a car dominated scheme which much better serves passing traffic from Daleside Road and doesn’t really work as a local neighbourhood centre for Waterside. Exemplar regeneration projects in Northern Europe (Malmo/Vauban/Eastern Harbour Amsterdam etc) are characterised by a diverse range of provision often quite small scale, run by independents and embracing a wide range of activities.	The SPD provides for the opportunity for retail along the road frontage on Daleside Road / Meadow Lane with residential use above. Retail to serve local need is proposed and considered appropriate so as not to detrimentally impact on the surrounding retail areas.
<b>Blueprint</b>	Public Realm – we are enthusiastic about the Riverside walkway but are not entirely convinced by the overall public realm strategy. There needs to be a hierarchy of spaces evenly distributed across the project especially as the area is meant to be predominantly targeted at family housing. There would be merit in creating a “place” at the end of Trent Lane.	Comments noted. New space to be included on the "Public Realm Plan" at the end of Trent Lane.
<b>Blueprint</b>	Road infrastructure – we have concerns that proposed major new road infrastructure could inadvertently and contrary to the “spirit” of the document result in a solution that prioritises efficient movement of cars over safe and easy pedestrian and cycle movement. There is merit in redesigning Kilpin Way (and its proposed extension westwards) so that it includes a “kink” in order to slow traffic and create more of a street than a road. Width and enclosure will also be important for similar reasons.	Kilpin Way will be designed to include a "kink". Detailed design of any road infrastructure will be considered as part of the development management process.

<b>Blueprint</b>	Massing and development phasing - We have concerns that piecemeal development could result, unless carefully controlled, in projects that focus exclusively on optimising the benefits of that particular project to the detriment of other projects. Large buildings on the riverside that block access to views and light to areas located to the rear is an obvious risk.	Comments noted. Development is envisaged to be predominantly 2-3 storeys. Paragraph 12.13 amended to reflect comments.
<b>Blueprint</b>	In our plans for Trent Basin we are considering options for car sharing and electric car charging – emerging trends with the potential for exponential growth. Some further thinking/commentary around these issues could be merited.	A reference has been added to car sharing/electric car charging within the SPD at para 12.57. The emerging Air Quality Management SPD will promote such uses, as well as emerging LAPP policies.
<b>Blueprint</b>	Low energy/low carbon --- is there merit in setting a minimal renewable energy requirement?	A renewable energy requirement cannot be set that would conflict with that contained in the emerging LAPP. Renewable energy is promoted under policy CC1.