

Report of Area Planning Manager

New Bridge Over Trent, Trent Basin and Surrounding Land

1 Summary

Application No: 24/00107/PFUL3 for planning permission

Application by: Nottingham City Council

Proposal: Construction of a pedestrian bridge and cycle bridge over the River Trent, with connecting ramps and steps, lighting, hard and soft landscaping and wetland/pond area. In addition to the main bridge, a connecting bridge over Trent Basin is proposed which will provide connections to the main bridge and will form part of east-west riverside path on the north bank. Demolition of Unit 5 Poulton Drive. Temporary compound and haul routes on both sides of the river, with connections to the existing adopted highway.

The application is brought to Committee because it is a major application for a prominent site which raises important local issues.

To meet the Council's Performance Targets this application should be determined by 2nd May 2024

2 Recommendations

Delegate the power to the Area Planning Manager to GRANT PLANNING PERMISSION subject to:

1. The resolution of Rushcliffe Borough Council to grant planning permission where the proposed development also falls within the administrative area of that local planning authority.
2. Conditions substantially in the form listed in the draft decision notice at the end of this report, with power to determine the final details of the conditions to be delegated to the Area Planning Manager.

3 Background

- 3.1 The application site comprises 3.09ha of land to the north and south of the River Trent at the point adjacent to the Trent Basin.
- 3.2 The application land on the north side of the river forms part of the on-going Trent Basin development, which is regenerating this substantially vacant/brownfield land with family housing. Phases of the Trent Basin development have been completed to the east of the basin and planning permission for further phases of housing

development to the north and west of the Basin has also been approved (Ref: 21/02550/POUT - pending completion of the S106 Agreement which is currently in the process of negotiation). There are industrial warehouse buildings to the west of the basin that are accessed from Poulton Drive. A warehouse building occupied by Flo Skatepark is included within the application site and has also been identified to be redeveloped as part of the future phases of the Trent Basin development.

- 3.3 On the south side of the river within Rushcliffe Borough Council's administrative area there is the Nottinghamshire Sports Club playing fields, which are used by several sporting organisations including Nottingham Corsairs, Nottinghamshire County Cricket Club and Nottingham Rugby. To the east of the playing fields is The Hook Local Nature Reserve, which is a large area of open space and floodplain. There is a shared footpath and cycle path along the south side of the river. The residential area of Lady Bay is to the south of The Hook Local Nature Reserve.
- 3.4 The City Council, in a joint bid with Derby City Council, was successful in securing £161m of funding from the Department of Transport's Transforming Cities Fund to deliver a programme of transport improvements designed to strengthen connections between major employment sites, upgrade public transport and improve options for people on bike or foot. Included on this programme was a project to design and build a new cycle and pedestrian bridge over the River Trent in the vicinity of the Waterside area.
- 3.5 In December 2020 the City Council commissioned a feasibility study for a bridge crossing at the three locations identified within the Waterside Supplementary Planning Document. The locations on the north bank of the river were Poulton Drive, Trent Basin, and Trent Lane. Having reviewed the constraints of each it is advised that Trent Basin was selected as the preferred option as:
- It offers better connectivity for Waterside residents from the north compared to Poulton Drive.
 - The north landing will become integral with the proposed east to west riverside foot/cycle path and the integrated open area will add social value through a recreational space and potential business opportunities.
 - Its central location provides a connection east over Trent Basin and west along the riverside frontage for proposed residential developments, offering good accessibility for all Waterside residents.
 - It offers better accessibility to the sporting facilities, Lady Bay and West Bridgford areas and 'The Hook' nature reserve on the south side compared to Poulton Drive. This is further enhanced if the corridor between the tree line of the Nottinghamshire Sports club and the Nottingham Forest FC. training pitches is permanently upgraded to a foot/cycle path.
 - The Trent Lane location had significant technical and engineering challenges over and above those at Trent Basin, including conflict with an existing Severn Trent outfall on the north bank, requiring supports within the river, conflict with the Hook Local Nature Reserve (LNR) on the south bank and some locally significant trees and that it would require construction on the south bank impacting further on the LNR.
- 3.6 The applicant team advises that extensive public consultation was carried out prior to the submission of this application, which is recorded in the submitted Statement of Community Involvement. It is advised that an online survey received a total of 1198 responses, with 83% supporting the scheme, 65% supporting the proposed location, and 75% liking the proposed design. It is advised that four face-to-face

consultation events were held at Trent Basin, Lady Bay, and at the City Council and Rushcliffe offices. It is also advised that direct engagement meetings have been held with landowners and leaseholders, river users, disability and accessibility groups, and other statutory consultees.

- 3.7 The application proposal is a cross-boundary development with the centre line of the River Trent being the boundary between the administrative areas of the City Council to the north and Rushcliffe Borough Council to the south. The City Council is the lead delivery authority for the proposed development and are responsible for securing the capital funding and assembling the land agreements necessary to deliver the project. In the instance of a cross-boundary development planning applications are made to both planning authorities and development is only authorised where both authorities have resolved to grant planning permission.

4 Details of the proposal

- 4.1 The proposed development is for the construction of a pedestrian and cycle bridge over the River Trent spanning between the mouth of the Trent Basin and the south bank of the river adjacent to the Nottinghamshire Sports Club playing fields. The proposed bridge would therefore provide a new cycle and pedestrian connection between the Waterside area on the north side and Lady Bay on the south.
- 4.2 It is advised that two main bridge forms were considered. The first, which was a cable-stayed bridge was assessed as only being able to be delivered at the Poulton Drive location and was subsequently discounted due construction constraints, land availability and on-going maintenance costs. The proposed form is therefore a tied 20m high network arch bridge, with twin inclined arches and a deck that is supported by a criss-crossed network of cables. It is advised that this form of bridge was chosen because:
- It allows for offline construction reducing working over water risks and interference with river users.
 - It is more unique than the cable stay form with better aesthetics and forming a potential landmark structure for the region. The arch form and criss-cross hangar arrangement acknowledges Nottingham's heritage, that is the legend of Robin Hood and the association with bicycle making respectively.
 - It has a simpler and more cost-effective maintenance regime and therefore offers best value

The structural elements are proposed to be finished in a grey/off white colour.

- 4.3 A minimum navigational headroom is provided to enable passage of leisure cruise vessels and commonly used single handed sail boats, Whilst it is advised that there are specific less frequently used double-handed sailing boats vessels that already use the river that would no longer be able to pass between the new bridge and Lady Bay Bridge (which is the current navigational limit for these vessels), the proposed navigational headroom is advised to be in excess of the clearance required by the Canals and River Trust.
- 4.4 The main bridge lands to the west of Trent Basin at an elevated landing point where large, amphitheatre style steps are proposed to create a feature where people will be able to pause and enjoy the river and bridge views. To the east another bridge is proposed to span the entrance to Trent Basin, forming a ramp to the main bridge to connect with the northern riverside path. To the west is a longer ramp that runs

along the edge of the river wall also to connect with the northern riverside path. Artwork screening is proposed on these ramped sections to reflect the history of the Trent Lane Depot.

- 4.5 At the south end of the bridge, the bridge deck lands 4.25m above ground level in order to provide the necessary navigation clearances. To the east of the landing, a staircase is proposed to connect with the southern riverside path. To the west of the landing platform, much longer ramps are proposed to connect to the southern riverside path. The area between the river and riverside path is to be reinstated with natural planting.
- 4.6 The construction phase will require the creation of compounds and haul route accesses on both sides of the river. The north bank is to form the main construction compound and will utilise currently derelict Trent Basin land. Construction traffic is proposed to enter and leave the site via Poulton Drive, with a construction compound will be formed in the area to the west of the basin. To provide the space required, the existing warehouse building which currently houses Flo Skate Park is proposed to be demolished. Construction steel is to be brought to site and the bridge is to be erected vertically on the north bank before being craned into position.

5 Consultations and observations of other officers

Adjoining occupiers consulted:

42 neighbouring properties have been individually notified, including:

19 – 29(o), 30 – 60(e) Portside Street
Apartments 1-10 31 Portside Street
3 - 7 Waterfront Mews
6 & 8 Dockside Mews
Nottingham Waste Centre Freeth Street
Units 4 & 6, Poulton Drive

The application has also been advertised by press and site notices.

The following comments have been received:

Trent Basin Resident: Support. I fully support the bridge. It is an important part of the waterside development vision, enabling pedestrian and cycle access to and from Lady Bay and West Bridgford. It offers an easier way for pedestrians and cyclists to get to Nottingham, which will eventually be through the waterside development and further regeneration leading to the city centre.

Trent Basin Resident: Support. This bridge will be very beneficial in opening up all of Lady Bay and West Bridgford for a great number of people and a greater number of people in years to come. It is an investment in the area. It will allow more people to commute by walking and attract more business to the area.

Trent Basin Resident: Support. It will be a great way to open up access to green areas either side of the river for those both North and South of the river. I believe this would also be of great benefit to those looking to head to Lady Bay / central West Bridgford from North of the river, such as areas like Colwick and Sneinton and on the reverse people South of the river to head to the centre of Nottingham.

Trent Basin Resident: Support. The bridge will be a huge benefit on both sides of the river. It will provide much needed connectivity for the expanding Trent Basin development to the amenities of Lady Bay and beyond - without the jeopardy of the Daleside Rd and the crossings associated with Lady Bay bridge. Similarly, it will allow residents south of the river cycle/pedestrian access into the city and to the Colwick Park green area.

Clearly there may be some potential downsides - The potential risk of anti-social behaviour related to the 'Amphitheatre' landing area which could attract loitering/congregating groups and could not only lead to noise, litter etc. The potential for nuisance associated with noisy 'monkey motor bikes' etc using the bridge and 'joy-riding' within the Trent basin residential area (this already happens along the river path on the South side of the river). Potential parking in the Trent Basin area, particularly during match days at Nottingham Forest and Trent Bridge cricket, enforcement of resident parking restrictions and management of any large numbers of football/cricket fans.

Trent Basin Resident: Objection. Whilst I welcome the level of investment designated to the local area, I believe the money allocated to the bridge could be better spent on a number of struggling services and amenities around Nottingham, which would provide way better value than the building of a very expensive bridge. I understand the bridge funding is coming from a different place, but it just seems so wrong that it's not spent in a way that benefits the people of Nottingham who could really do with extra help.

I understand the potential benefits that green infrastructure improvements can bring to an area but am also apprehensive about the consequences this project might have locally, including antisocial behaviour; parking challenges during sports events; illegal use by people on motorcycles; littering and increased maintenance costs: increased foot traffic will leading to more littering (costs that will be passed on to Trent Basin residents) and; proximity to Lady Bay Bridge, which already provides a crossing point in the area and raises questions about the necessity and cost-effectiveness of the new bridge that does the same job.

Trent Basin Resident: Support. I am hugely in favour of the planning application that covers the bridge and the associated works. However, the bridge design is rather intrusive in terms of scale and will spoil the beautiful view looking down the river. CCTV is a must. The 'triangle' lawn area at the basin today is sadly a congregation point for a lot of anti-social behaviour and am therefore concerned about the steps around the bridge being a congregation point for anti-social behaviour.

Trent Basin Resident: Support. I support the design of the bridge, the position and the landscaping. It will open up Colwick Park and Colwick woods and provide access into town for runners, walkers, and cyclists from Lady Bay, West Bridgford, and beyond. As a runner and cyclist, gaining access to these areas is dangerous and unpleasant via Lady Bay Bridge. When residents discover how great Colwick Park and Colwick Woods are, it will massively improve their perception of no-car-dependent access to public spaces. Access to Lady Bay retail park will also be easier. Likewise, the bridge will hugely improve access to the south side of the river for the new residential areas north of the river, Sneinton and beyond. The building of the bridge will hopefully unlock speedy development of the remainder of the Trent Basin development heading west along the river from 2025 onwards

providing much needed housing and improving a mixed-use area. The bridge is a sign of further much-needed development in Nottingham and beyond at a difficult economic time.

Trent Basin Resident: Support. The bridge has been talked and consulted about for nearly 20 years. The Riverside Regeneration Scheme is very slowly starting to take shape and getting on with this faster will help to make Nottingham great again. It's about time we took advantage of the superb waterside location that we have on our doorstep. Please can the build of the bridge be expedited, as delays to the bridge only mean delays to the development of future phases of Trent Basin future phases, and this isn't good for anybody in Nottingham. Our neighbourhood currently lacks connectivity. The bridge will help to prevent having to walk/cycle along a dual carriageway to get to West Bridgford, Beeston, Nottingham, Wilford and further. This will be a very positive step in Nottingham's infrastructure at a time when some good news is needed. I also think that the authorities should start up a green kayaks scheme where people get to paddle in a kayak for free if they pick up a certain amount of litter from the water/water banks. Lastly, can the lights automatically switch off or dim past a certain hour.

Yacht Club Place Resident: Support. Although not yet as formally organised as our neighbours at Trent Basin Resident's Association, informal discussions among owner-occupiers living at Yacht Club Place strongly support the bridge. We urge the city & its contractors to proceed with all reasonable & safe dispatch. The concerns of our Trent Basin neighbours are sensible. I urge the city to ensure sturdy, adequate environmentally sensible lighting & camera coverage in the area & along the footpath from the bridge to Rufford House to deter crime & disturbance.

Trent Basin Residents Association: Support.

1. The TBRA strongly supports the planning application, which looks great overall and well considered in detail.
2. The residents are very much looking forward to the vastly expanded sustainable, safe, quiet and unpolluted, cycle and foot connectivity it will provide, to The Hook, Holme Pierrepont, Lady Bay, central West Bridgford and Trent Bridge amenities. Plus, connection to Sustrans cycle Route 15
3. It is essential that the bridge has a temporary connecting pathway west to Poulton Drive / Freeth Street immediately from opening. We understand that Blueprint support this, across their future Trent Basin Ph.4 land. It can be accommodated within the 8m construction setback from the riverbank, that the Environment Agency stipulate.
4. Additionally, we understand that there is a wider fully grant funded project to develop and construct permanent foot and cycle routes to feed into the bridge.
5. Post consultation we appreciate that the north bank landing mound, is no longer all 'amphitheatre' in style. We would ask that the developer consider other small adjustments and more mature planting to reduce likelihood of antisocial behaviour, disturbing apartment residents.
6. Lighting must be subdued, given the wildlife sensitivity of the location. The handrail downlighting detail should provide this, we would also ask that lighting on the access ramps and stair is similar, perhaps on a timer to switch off, late evening.

7. We envisage there will be some negatives with the bridge opening, we are prepared to deal with this on a 'wait and see' basis, particularly regarding Nottingham Forest match days, general antisocial behaviour and illegal drug related issues.
8. We would ask that Nottingham City provide and service rubbish bins, these need to be wind and wildlife proof.
9. We would ask that electrical connections are available, for possible future installation of CCTV also seasonal lighting possibly for the summer Riverside Festival and Christmas
10. The name 'Waterside Bridge' is uninspired, especially given that NCC have done nothing to rebrand the 'Nottingham Waterside' area from Trent Bridge Quays to the Yacht Club Place. NCC needs to get proactive on this, or the bridge given another name by public consultation.

City Resident: Support. The proposed cycle/pedestrian bridge will support and enhance existing access to both working individuals and leisure groups in the surrounding area, although cycle pathway provision is limited on the Northern side and needs expansion. As an active cyclist I can only embrace the project with enthusiasm, seemingly both robust and with aesthetic appeal.

City Resident: Objection. This is a complete waste of public taxpayers' money. There are two existing bridges within 1km of this proposed bridge and a cycle lane could be provided at either or both for much less money. This is a bridge to nowhere, the Rushcliffe side of the river is merely a foot/cycle path which is already connected to the City side of the river at Lady Bay and Trent Bridge. To say it will promote sustainable travel is nonsense, it does not go anywhere. There will be irreparable damage to wildlife and ecological habitats along the south bank of the river as a consequence of construction and use of this bridge and the proposed ecological mitigation is both inappropriate (not like for like) and inadequate, also displacing current ecology. There will be increased danger to river users from the inevitable throwing of objects from the bridge as already experienced from other bridges. This has not been adequately considered in the effects of the proposal.

West Bridgford Resident: Support. I believe it will provide a very positive addition to Nottingham's transport and recreation. Nottingham has an excellent reputation for sustainable transport provision and this bridge will be a very significant addition to this. For cycle use, the bridge will provide a very welcome provision, greatly improving the safety and pleasure for cyclists who currently have to endure the highly un-cycle-friendly crossings of Lady Bay and Trent Bridges. It will encourage more cycle use with more people taking advantage of the many recent and ongoing improvements for cycles. For pedestrians it will provide enhanced accessibility for Rushcliffe residents to explore the fascinating streets of Sneinton or enjoy the depths of Colwick Woods and wonderful view from its summit, and for City residents to walk the paths along the Trent, across The Hook and around the Water Sports Centre.

West Bridgford Resident: Support. I fully support the plans to build a pedestrian and cycling bridge over the Trent. It will provide a safe, environmentally sustainable crossing, linking the city and especially the new housing by the river, with West Bridgford and Lady Bay. Great for people on the south side to travel into the city, and for those on the north side to access green spaces and sports facilities. So

much better for cyclists than cycle lanes on the existing traffic-choked road bridges! The design also looks great.

West Bridgford Resident: Support. This will provide a valuable link across the river for those walking and cycling.

Central West Bridgford Community Association: Support. It would be no exaggeration to say that this proposal is an answer to the dreams that many of us have had for decades. Although pedestrian and cycle bridges over major waterways are fairly commonplace throughout the world, the fact that this bridge could soon become reality in our neighbourhood feels little short of miraculous. The Central West Bridgford Community Association views this application as a greatly welcome opportunity to meet a number of vital needs:

1. Improve the links between communities north and south of the River Trent. This need is more urgent with the burgeoning of new housing along the north side of the river, where community facilities are currently limited.
2. Improve access for those south of the river to important but relatively neglected cultural resources, such as Greens Mill, and Colwick Park. For those north of the river, access to the National Water Sports Centre - also relatively neglected - would also greatly improve.
3. A safe method for those on foot, cycles, or mobility aids to cross the River Trent. Nearby alternatives, Trent Bridge and Lady Bay Bridge (especially its access at the north end) are intimidating, therefore off-putting, if not downright dangerous.
4. An attractive alternative for active travel for both leisure and commuting purposes.
5. Improved active travel connections leading to the new bridge on either side of the river, enhancing non-car travel across the river and throughout the area.

Meeting these needs - enhancing community links and encouraging a long-term switch to active travel - stands to make genuine progress towards a community life that is healthier and more inclusive, easing of car traffic congestion, and the reduction of harmful emissions that exacerbate global warming. It is a relief to see such essential goals being taken seriously.

There are some concerns inevitably accompanying a construction project like this: Loss of trees and shrubs. Is it really essential for the entire row of trees to be removed along the track running between the two sports grounds on the south side of the river? Replacement plantings are a poor comparison to retaining established trees. Plans to put in plantings to improve green corridors for better biodiversity are most welcome, but will they actually come to fruition, and will best practice as recommended by wildlife experts be followed?

Greatly increased cycling - including motor-assisted cycles and scooters - may cause conflict with pedestrians and more vulnerable active travellers. Improved tracks planned for approaching both sides of the bridge access may help reduce pressure here, but we could find that such conflict needs managing.

We would like to express our appreciation for the smart use of existing infrastructure and the keen eye on future benefits (e.g. extension of cycle track

network) that this application exhibits. The whole might indeed prove to be greater than the sum of its parts.

In conclusion, the Central West Bridgford Community Association whole-heartedly approves of the application to construct this pedestrian and cycle bridge over the Trent. Indeed, we whole-heartedly celebrate it.

Loughborough Resident: Support. Locally this will encourage people to use active travel (walking or cycling) to the benefit of their mental and physical health. It will also encourage more activity in the area, reducing the opportunities for criminals to take advantage of unvisited areas. This bridge will also open up a low traffic route for cyclists wishing to move north or south across the Trent when touring by bicycle.

Ulverston Resident: Support. I very much support this proposed development, which will greatly enhance permeability for pedestrians and cyclists within the City of Nottingham, by providing an additional crossing over a significant natural barrier (i.e. the River Trent).

Nottingham Civic Society Support. Wholeheartedly supports the proposed new foot / cycle bridge over the River Trent at Trent Basin. The bridge would bring much needed connectivity to people living on both sides of the river. It would benefit safer, sustainable, active travel choices for commuters and it would greatly enhance the routes available for leisure cycling, walking and running, contributing to enjoyment of the riverside environment and to health and to well-being generally.

The new bridge would also be an important contribution to the emerging Riverside Regeneration Area, encouraging more inward investment towards delivering brownfield development, within easy reach of the City Centre.

NCS also welcomes the design of the proposed 'bowstring' bridge, as an elegant and valuable addition to the Waterside Regeneration Area, handling the needs of the different bridge and waterside users, whilst achieving the necessary clearance over the river.

The new foot / cycle bridge would make a significant contribution to sustainable development.

Nottingham Local Access Forum: Support. The planned foot-cycle bridge across the River Trent on the east side of Nottingham, connecting the rapidly changing Waterside Regeneration Area, around Trent Basin and between Lady Bay Bridge and Colwick Park on the north bank with the Lady Bay area of West Bridgford on the south bank, will be both a very striking major new landmark for the whole Nottingham and extensive riverside area, and also one of the "crown jewels" of the Greater Nottingham Active Travel network, in the same way as the very popular and very well-connected Wilford Suspension Bridge and Wilford Toll Bridge have done for now many year, further west.

With new, upgraded and extended connections it will be a major boost to walking, cycling, wheeling and running, for both commuting / utility and leisure trips, and give vulnerable road users a much safer and more pleasant route across the Trent than major road crossings like Trent Bridge and Lady Bay Bridge, as well as enhancing the value of the riverside paths system on both banks of the Trent throughout the Nottingham area and beyond and opening many new possibilities for new and longer trips, both linear and circular, opening up new areas for safe public enjoyment without aggravating traffic congestion and consequent air pollution.

With further improved connections, its potential value will continue to increase long after it first opens, not just as a leisure route to and from the many leisure / recreational attractions along the river, and in its vicinity, such as Colwick Park, Holme Pierrepont Water Sports Centre and Country Park, Skylarks Nature Reserve and Cotgrave Country Park, but even more, in terms of commuting / utility trips for people living in the many new and planned major housing developments, especially south of the river, east of West Bridgford, such as between Gamston and Tollerton, and in and around Cotgrave, Radcliffe on Trent and Bingham.

It will also enhance the value of several national and local cycling and walking routes, including Route 15 of the Sustrans National Cycle Network, the Trent Valley Way and the towpath of the Grantham Canal, as well as being a major and very useful addition to the growing walking and cycling network in the Nottingham and West Bridgford areas, in particular, with very significant environmental and public and individual health benefits, as well as being a major boost to the local economy and sustainable tourism in the area.

Pedals: Support. As one of the main organisations involved in the campaign for a new foot-cycle bridge on the east side of the Nottingham area, connecting the Trent Basin and Colwick areas with Lady Bay, West Bridgford, Pedals very much welcomes and supports these dual applications which we are sure will be of great benefit, not just to walkers, cyclists and wheelers, but also to runners, with a greater choice of safe and attractive linear and circular routes, in combination with other safer bridge crossings of the Trent in the West Bridgford and Nottingham area, particularly attractive for many leisure trips.

As well as expressing our strong support we wish to take this opportunity to repeat and emphasise our view of the importance of the new bridge having a series of improved and extended connections on both sides of the Trent, to help exploit fully the potential of this new safe crossing of the river for encouraging Active Travel in general, both for leisure and commuting / utility use, and facilitating new opportunities for trips, in combination not just with the other bridge crossings but also the upgraded and extended riverside paths, together with improved and extended access routes in the wider bridge catchment area.

Planning of these should take full account of the growing use of ebikes, which facilitate both longer trips by bike and cycling in hillier areas, including in particular, older age groups who might otherwise be more likely to stop cycling. The greater leisure cycling opportunities opened up by the completion of the bridge will be particularly important for them, and for families, helping, with training and wider support, to establish enduring Active Travel habits, with very great individual and public health benefits.

Planning of routes means not only upgrading and extending the routes that are of most importance to facilitating access in the short term, coordinated with the opening of the bridge, but also a continuing well-coordinated effort, by the City and County Councils, Rushcliffe Borough Council and National Highways, as well as private developers, to implement a further series of good standard coherent connections, particularly with regard to the many new and planned housing developments in the vicinity, including the Trent Basin area north of the river and, to the south, the Gamston Fields Sustainable Urban Extension developments between Bassingfield and Tollerton, and in the Cotgrave, Radcliffe of Trent areas, and other nearby settlements.

The expanded connections should also take account of the need to improve substandard sections of important national and regional routes nearby such as the Trent Valley Way, Route 15 of the Sustrans National Cycle Network, especially the very poor Private Road section on Holme Lane past Holme Pierrepont Hall) and the Grantham Canal towpath.

The most important connections we would like to see in the short term, coordinated with the opening of the bridge are, on the north bank, the completion of the riverside path between Colwick Park and Meadow Lane Lock, building on the very useful work already completed recently by the City Council upgrading a series of paths in Colwick Park and between there and Trent Lane.

Also, a high priority on the north bank should be the creation of a safer and more direct high standard link to connect to Daleside Road (A612) and the rest of the Eastern Cycle Corridor, including a much better standard toucan crossing than the present very cramped and generally substandard one located a little west of the Trent Lane roundabout.

On the south bank the main priorities should be the upgrading the riverside path (part of both the Trent Valley Way and Sustrans NCN Route 15) between Lady Bay Bridge and Holme Pierrepont Water Sports Centre and Country Park, with better links and from Adbolton Lane and the connecting Sustrans NCN15 Route to and from Radcliffe on Trent (all with 20mph speed limits), as well as the much improved cycle path on Regatta Way, opened by the County Council and Via-East Midlands Ltd. in August 2022.

As well as upgrading all of the south bank riverside path between Lady Bay Bridge and The Hook, perhaps in a firm resin bound smooth and well-drained surface, to blend in better with the more rural surroundings, accesses to and from the south bank landing would benefit greatly from providing a more direct legal access to and from near the west end of Holme Road, Lady Bay, along the alignment across the edge of the Sports Ground which is now planned to be used as a haul route to and from the south bank construction compound, to the west of the Skate Park area.

We would also like to emphasise that the new foot-cycle bridge should be followed by improvements for cyclists on existing road bridges across the Trent, especially Lady Bay Bridge and Trent Bridge but also Clifton Bridge which has some cycling provision but of very poor standard.

On the south bank a further useful connection would be to upgrade and legalise all of the present unofficial route between the north side of the Holme Pierrepont Water Sports Centre and Radcliffe on Trent, with connections to the Cotgrave Greenway and Grantham Canal towpath, as well as existing and planned new housing developments in the area.

On all routes, both on the immediate bridge approach routes and further afield, maintenance is a crucial issue, as well as maintenance of the bridge itself, and arrangements for maintenance responsibilities must be clearly set out. In this regard it should be noted that maintenance of the riverside path on the south bank of the Trent, between The Hook and Lady Bay Bridge, has been generally very poor ever since this section of the path (part of Sustrans National Cycle Network Route 15) was first tarmacked in the 1990s, and its effective width has been greatly narrowed, largely because of insufficient action to remove the large accumulation of fallen leaves each autumn.

This neglect has made it easy for the surface to become very rough in parts, and for plants to grow in the resultant rotten leaves. Now that this already well-used section of path is to be the main route to and from the south bank landing of the new bridge it is imperative both that the surface is renewed (and made flood-proof) as well as that far more regular and effective maintenance arrangements are put in place.

A final point we would like to raise is the very understandable fears that of some people living in the vicinity of the bridge may have about security, both on the bridge and on its immediate approaches, as well as in the wider vicinity. These concerns, we agree, need to be very carefully addressed, e.g by the use of CCTV as well as the proposed indicative handrail lighting proposals such as show in Figure 18 of the Combined Design and Access Statement and Planning Statement, and discussed on page 28 of that document. It would also encourage use of the bridge after dark to have some lighting on the south bank approach paths, carefully installed and designed to take account of the impact on wildlife, especially given the status of The Hook as a Local Nature Reserve. Everyone should feel safe when using the bridge and its approaches after dark, as well as during daylight hours.

Nottingham Friends of the Earth: Support. As an organisation that campaigns against air pollution that damages health and fossil fuel emissions that contribute to the climate crisis, we very much support the application for a new pedestrian and cycle bridge over the River Trent, connecting the Trent Basin and Colwick areas with Lady Bay and West Bridgford, Friends of the Earth very much welcomes the application that will facilitate and encourage more active journeys for both work and leisure. Active journeys along dedicated routes such as the bridge not only reduce harmful pollutants such as PM2.5, which we regard as Nottingham's secret killer (see our report: <https://nottfoe.gn.apc.org/SecretKiller.pdf>); they also place travellers away from the pollutants on the road used by vehicles. Having said that, the best outcomes from the planned bridge will be achieved by improving and extending connections on both sides of the Trent, to existing and new active travel routes.

Additional consultation letters sent to:

Policy: No objection. The Nottingham element of the site is located within the Waterside Regeneration Zone and Land and Planning Policies Local Plan part 2 (LAPP) site allocation SR73 (Waterside - Daleside Road, Trent Lane Basin). The whole site falls partly within Flood Zone 2 and partly within Flood Zone 3. The Waterside SPD is also a material consideration in determining the proposal.

The proposal would be in accordance with the Waterside SPD, which identifies that the river provides for amenity walking along its banks and indicates the Trent Basin and Trent Lane as a potential location for a new bridge. The development would support the wider regeneration aims of the SPD as well as its ambition for sustainable transport infrastructure, and changes to the transport network both within and outside Waterside in accordance with the Core Strategy's hierarchical approach.

The bridge crossing proposal would assist the aims of transformational development to create a new riverside community set out in the development principles for the LAPP site allocation SR73.

The majority of the whole site area falls into Flood Zone 2 (medium risk), with a small proportion of the area within Flood Zone 3 (high risk). A Flood Risk Assessment (FRA) was submitted alongside the application and the findings of the assessment that the proposal is at an acceptable level of flood risk, subject to implementation of the recommended flood mitigation strategies are accepted. The proposal therefore accords with LAPP Policy CC3 (Water)

The proposal would be in accordance with LAPP Policy RE8: (Waterside) which supports improvements to canal side routes to provide a continuous footpath and cycleway along the north bank of the River Trent and the potential for improved/new cycle and pedestrian crossings over the River Trent.

Policy DE2 (Context and Place Making) supports proposals that contribute towards the creation of an attractive, safe and inclusive pedestrian environment and wider public realm, that provides good accessibility, especially for people with disabilities, reinstating or introducing new pedestrian and cycle linkages where appropriate. The policy also promotes the maximisation of opportunities for sustainable transport.

The submitted application would also comply with LAPP Policy EN5 (Development Adjacent to Waterways) through the maintenance, enhancement and or creation of suitable and safe public connections to, along and adjacent to waterway(s) for walking, cycling and maintenance, whilst also realising the potential of the proximity of waterways in order to maximise the regeneration benefits of the site.

Submitted details within the application have demonstrated that significant ecological impacts are avoided and mitigated against, in accordance with LAPP Policy EN6 (Biodiversity).

The bridge crossing proposal would link to cycle routes safeguarded under LAPP Policy TR3 (Cycling).

Highways: No objection subject to a condition requiring the submission of a construction traffic management plan, plus other highway informatives.

Rushcliffe Borough Council: Are currently consulting on the application for the bridge within Rushcliffe, as such we are unable to comment at present.

Nottinghamshire County Council Highways: The Highway Authority has no objections in principle to the proposal, however in order to determine the highway related implications a Transport Assessment needs to be submitted. The scope of the TA needs to be agreed with the Highway Authority to ensure that all areas of interest are covered. If a TA is not submitted, then the Highway Authority considers that the applicant has yet to demonstrate what the likely pedestrian/cycle movements and routes associated with bridge are going to be. Subsequently we consider that there is insufficient information in order to determine the likely highway network capacity or highway safety implications associated with the proposal.

- Likely potential numbers of cyclists/pedestrians that would be using the bridge.
- Likely pedestrian/cycle routes to and from the south side of the bridge in order to determine which junctions could potentially be impacted and require an assessment. Also, an assessment of the suitability of the routes for use by pedestrians/cyclists.

- Whether improvements to the pedestrian/cycle links between the bridge and likely destinations (such as West Bridgford town centre) are proposed.
- Whether the proposal is likely to remove car-based commuting journeys from the local highway network due to the provision of the bridge.
- Whether the proposal is likely to increase car-based leisure journeys/on-street parking in Lady Bay due to the provision of the bridge.

The application documentation makes no reference to the links being improved. In order to ensure that the route is viable and attractive for potential users of the bridge, we would expect that improvement works to the southern path would form part of the overall bridge scheme. This should be looked at as part of the TA.

Nottinghamshire County Council as Highway Authority will not take any maintenance liability for the bridge.

The Highway Authority considers that the highway implications related to construction can be dealt with by way of a condition relating to the updating of the Construction Management Plan as well as through the Traffic Regulation Order process.

Environment Agency: Support with conditions. The Environment Agency supports proposals which encourage sustainable methods of transport and given its location this development would improve access to the primary blue infrastructure asset in the city of Nottingham.

Canal & River Trust: No objection. The Canal & River Trust does not own the River Trent along this stretch but we are the Navigation Authority and therefore responsible for ensuring that boat traffic can safely navigate this part of the river. In this capacity the Trust has been involved in discussions with the applicant over the design of the bridge to ensure that it achieves adequate clearance over the waterspace and to understand how construction operations are likely to affect river users.

The applicant has signed up to the Trust's Code of Practice for Works Affecting the Canal & River Trust and through this, our engineers are liaising with the applicant to ensure that any risks to navigational safety are identified and appropriately managed. The application documents reflect the discussions that we have had to date, and we are satisfied that we can continue to manage matters relevant to us outside the planning application process. We therefore have no objection to the proposal.

We recommend that any planning permission includes a suitably worded planning condition requiring the submission of a Construction Environmental Management Plan (CEMP) which identifies arrangements for minimising adverse impacts from material and or contaminated run-off entering the river during construction operations as this may pose risks to waterway users.

Flood Risk Management: No comments or objections in relation to this application.

Biodiversity: Bat surveys were completed outside of the suitable timeframes for survey and the Report suggests that further survey is completed during peak activity season. Suggest this be a pre-commencement condition i.e. before any vegetation clearance is undertaken. Additionally, the Bat report suggests a

sensitive lighting plan be developed and submitted, this should follow the recommendations set out in the report and should be submitted prior to any lighting being fitted.

The survey report for otter and water vole was completed in 2021 which makes it nearly 3 years out of date, this should be updated and submitted as a pre-commencement condition. Survey results are only valid for 2 seasons/years before they need to be updated.

The BNG survey shows a loss in watercourse units and it is advised that mitigation/compensation for this loss in habitat is sought out but due to the application being submitted prior to mandatory BNG it is not something that can be enforced. The trading summary for area habitats is showing an error, this is due to the lack of urban trees and sparsely vegetated land in the post development plan. Is there a way these habitats could be included in some way in the final design in the form of street trees and a gravel landscaped area with ruderal vegetation? The habitats which will be created on and off site should be detailed in a landscape plan and management should be outlined in a habitat management and monitoring plan for the site including details of responsibility of management and methods of management.

City Archaeologist: No objection. I would recommend that a standard condition is used requiring a programme of archaeological works. Although the nature of the archaeological works will be informed by the results of geotechnical investigation, I would envisage that some fieldwork will be required and so a condition requiring a programme of archaeological works will cover all that is required.

6 Relevant policies and guidance

Aligned Core Strategies (ACS)

Policy A: Presumption in Favour of Sustainable Development

Policy 1: Climate Change

Policy 7: Regeneration

Policy 10: Design and Enhancing Local Identity

Policy 14: Managing Travel Demand

Policy 17: Biodiversity

Land and Planning Policies Development Plan Document - Local Plan Part 2 (LAPP)

Policy CC3: Water

Policy DE1: Building Design and Use

Policy DE2: Context and Place Making

Policy EN6: Biodiversity

Policy RE1: Facilitating Regeneration

Policy RE8: Waterside

Policy SA1 - Site Allocations (SR73 Waterside - Daleside Road, Trent Lane Basin)

Policy TR1: Parking and Travel Planning

Waterside Supplementary Planning Document (June 2109)

Provides a vision for the development of a sustainable residential community of distinctive character and high quality urban design, embracing the opportunities

provided by its unique location. Focussed on delivering a large proportion of high quality family housing, open space, convenient access and services, the area will retain and attract families back into the city. States that the new neighbourhood will be strongly connected to the city centre, nearby recreation areas and the adjoining existing communities.

Notes that the river provides an amenity for walking and cycling along its banks, but that it also restricts pedestrian and cycling movements as they are limited to the existing crossing points. States that options have been looked at to provide a new walking and cycling bridge or explore options to improve facilities on existing bridges and identifies three location options for a potential new potential pedestrian and cycle river crossing, with the application site being one of these options.

NPPF (2023)

The NPPF advises that there is a presumption in favour of sustainable development and that applications for sustainable development should be approved where possible. Paragraph 131 notes that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve, and that good design is a key aspect of sustainable development.

Paragraph 135 of the NPPF states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

7. Appraisal of proposed development

Note: This appraisal addresses matters relating to that part of the proposed development within the City Council boundary and does not seek to address matters related to the assessment of that part of the proposed development within the boundary of Rushcliffe Borough Council and which are to be assessed by that

local planning authority.

Main Issues

- (i) Land use and regeneration
- (ii) Layout, design, and impact upon the amenity of local residents and area to the north of the river
- (iii) Biodiversity impact
- (iv) Flooding impact
- (iv) Access and highways

Issue (i): Land use and regeneration (ACS Policy 7 and LAPP Policies RE1, RE8, and SA1)

- 7.1 ACS Policy 7 states that the Waterside Regeneration Zone will be the location of new mixed use neighbourhoods at Trent Basin and Meadow Lane, with appropriate local supporting facilities and strong links to surrounding communities and the riverside. It seeks improved green infrastructure, including a continuous footpath and cycleway along the north bank of the River Trent, pedestrian and cycle access across the river, to the city centre and surrounding communities.
- 7.2 LAPP Policy RE1 seeks to ensure that development proposals facilitate regeneration and makes the best use of land. LAPP Policy RE8 relates directly to the Waterside Regeneration Zone. Policy RE8e) identifies a strategic aim to improve linkages between the area and the core of the City Centre and adjoining neighbourhoods, and also noting the potential for improved/new cycle and pedestrian crossings over the River Trent. Policy RE8f) identifies a further strategic aim to exploit opportunities to create or enhance public spaces and green infrastructure provision, especially related to the River Trent.
- 7.3 The Waterside SPD seeks to ensure that the Waterside realises its full potential, with increasing the delivery of housing being a key priority. The new sustainable community in Waterside is expected to make a significant contribution to meeting the city's housing needs. The SPD notes that although the area is close to the city centre, the highways and traffic makes Waterside feel isolated, and that although the river provides an amenity for walking and cycling along its banks, it also restricts pedestrian and cycling movements as they are limited to the existing crossing points.
- 7.4 The proposed development would significantly improve the opportunity for north-south accessibility over the river. It would be of particular benefit to existing and future residents of the Trent Basin and Waterside developments in general, providing pedestrian and cycle access to the south side of the river and its large areas of open space and recreation. It would also allow for safer pedestrian and cycle access into the city from the south as an alternative the vehicle dominated Trent and Lady Bay bridge crossings. It should also be seen as an important development in the sequence of bridge crossings over the river, extending the opportunity for the public enjoyment of the riverside environment as well as providing the incentive for the further development of the Waterside area, including the implementation of further sections of the riverside path along its northern edge.
- 7.5 It is therefore considered that the proposed development accords with ACS Policy 7, LAPP Policies RE1, RE8, SA1 (allocated site SR73) and the Waterside Nottingham Supplementary Planning Document.

Issue (ii): Layout, design, and impact upon the amenity of local residents and the area (ACS Policy 10 and LAPP Policies DE1 and DE2)

- 7.6 The main bridge has a span of 87m across the River Trent and, to comply with Environment Agency requirements to reduce flooding impact, does not have any supports within the river. Abutments will be formed on both sides of the river.
- 7.7 It is noted that the form of the bridge has been selected in part due to the limitations of the required span, but also as a reflection of the city's historical links. Whilst it is clear that the design is not intended as a literal interpretation of the suggested connections to bicycle and lace making or Robin Hood, it is nevertheless recognised that these connections have influenced the direction of the design. Consequently, it is considered that the resultant tied 'network arch' design will provide the individual and elegant form that the applicant has set out to achieve and will act as a positive landmark on this section of the river. It's proposed grey/off white colour finish is also considered to be appropriate in the context of its location and design.
- 7.8 The usable width of the bridge is 4m and will provide sufficient space for users to pause and take in the river views. The parapet sides to the bridge and ramps will be 1.4m high and will have handrail lighting. The bridge deck and ramps will have a combined waterproofing and surfacing system which will be slip resistant and light grey in colour.
- 7.9 The main bridge lands to the west of Trent Basin at an elevated landing point, where large amphitheatre style steps will provide a feature where people can also pause to enjoy the river, bridge, and basin views. A scheme of planting, seating and litter bins will be integrated within the amphitheatre steps to soften and break up the length of seating opportunities to minimise the potential for large congregations and antisocial behaviour.
- 7.10 Although not shown on the visualisations and still not defined in detail, the applicant proposes to include artwork screening to the ramp sides which will reflect the history of the former Trent Lane Depot that previously occupied this point on the river. Scheme information boards are also to be provided to explain the history of the Trent Basin area and its importance in Nottingham's water based trade. It is considered that these details will provide visual and social interest at this point and is to be encouraged.
- 7.11 As a result of providing navigation clearances for river vessels underneath the bridge, the southern end of the bridge lands 4.25m above ground level and subsequently requires a longer flight of steps and much longer ramp to link with the riverside footpath on this side of the river, within the boundary of Rushcliffe Borough Council.
- 7.12 It is noted that several of the local resident responses refer to the potential for antisocial behaviour associated with the use of the bridge, including littering and potential use by motorcycles. By virtue of the introduction of a new pedestrian and cycle route, it would not be possible to conclude that the proposed bridge would enhance community safety in accordance with LAPP Policy DE1c). However, it is considered that benefits to residents of Trent Basin and other recent residential developments in the area including convenient access to the open space areas to

the south of the river, and contribution that it would make to the ongoing development and regeneration of Trent Basin and Waterside area in accordance with LAPP Policy DE1d) and e) would be significant. These benefits are recognised in the number of responses in support of the proposed development, including the Trent Basin Residents Association. Community safety associated to the use of the proposed bridge is an aspect that will require future monitoring and it is advised that provision is being made in the structure of the bridge for the installation of cctv should this be deemed necessary.

- 7.13 The local resident responses also refer to parking challenges and increased foot traffic during sports events. These issues are also recognised and it is accepted that increased traffic enforcement may be necessary at times of large sporting events and where local policing would also be expected to manage fan movement and behaviour before and after such events.
- 7.14 It is therefore considered that the proposed development accords with ACS Policies 8 and 10 and LAPP Policies DE1 and DE2.

Issue (iii) Biodiversity impact (ACS Policy 17 and LAPP Policy EN6)

- 7.15 The submitted Biodiversity Net Gain (BNG) report concludes that the proposed development would result in an overall 10.85% net gain in habitat units and a 27.16% net gain in hedgerow units at the site. Whilst the report notes that there would be a 3.86% net loss in watercourse units, compensatory wetland habitat is proposed through a series of wetland/pond areas to the south-east of the site within The Hook Local Nature Reserve, providing appropriate biodiversity benefits.
- 7.16 The response of the Biodiversity Officer is noted and planning conditions to require further pre-commencement survey work and appropriate mitigation where necessary are recommended. The Biodiversity Officers further recommendations relating to sensitive lighting is a further proposed planning condition. The recommendation regarding the need for detailed landscape and habitat management and monitoring plans are to be passed to Rushcliffe Borough Council where these proposals fall within the boundary of that local planning authority.
- 7.17 There is a noted loss of a small cluster of young to middle age willow trees that have grown immediately adjacent to the basin wall where the bridge would land on the northern side. In association with an overall loss of 8 individual and 5 tree groups of trees, including those within the application site to the south of the river, the development proposes that a scheme of planting of at least 35 new semi-mature and ornamental trees be planted in mitigation for the overall loss. It is recognised that the replacements would be planted to the south of the river, with future tree provision to the north of the river to be provided as part of the ongoing Trent Basin development.
- 7.18 Subject to planning conditions it is therefore considered that the proposed development accords with ACS Policy 17 and LAPP Policy EN6.

Issue (iv) Flooding impact (ACS Policy 1 and LAPP Policy CC3)

- 7.19 The application site is located across Flood Zones 2 and 3 and a Flood Risk Assessment (FRA) report has been submitted. The report demonstrates that the proposed development is at an acceptable level of flood risk, subject to the recommended flood mitigation strategies being implemented. There is noted to be

no increase to peak flood levels within the floodplain and thus no increased risk to offsite land.

- 7.20 The responses of the Environment Agency and Flood Risk Management team are noted and planning conditions are proposed in accordance with the response of the Environment Agency. Subject to planning conditions it is therefore considered that the proposed development accords with ACS Policy 1 and LAPP Policy CC3.

Issue (v) Access and highways (ACS Policy 14 and LAPP Policy TR1)

- 7.21 The provision of the proposed pedestrian bridge and cycle bridge will support in making cycling and walking more attractive by providing better cycle facilities and a new route into and across the city. It will also form connections to other sustainable transport routes including the Eastern Cycle Corridor along Daleside Road and the Sneinton Greenway. These projects support the City Council in delivering its sustainable transport objectives and will benefit citizens and businesses on both sides of the river.
- 7.22 By enhancing connections between communities, green spaces and the riverside path, the proposed pedestrian bridge and cycle bridge will make it easier for people living, working and visiting this area to travel in a more sustainable way.
- 7.23 Whilst the nearby Lady Bay Bridge makes provision for use by pedestrians and cyclists, there are recognised deficiencies relating to the quality of this provision. Potential for the improvement of Lady Bay Bridge is an identified option in the Waterside SPD and there is ambition that further development within the Waterside area will provide the opportunity to improve the infrastructure and connections on and around Lady Bay Bridge.
- 7.24 The construction phase will require the creation of compounds and haul route accesses on both sides of the river. The north bank will form the main construction compound and will utilise currently derelict land that forms part of the future phases of the Trent Basin housing development. Construction traffic is proposed to enter and leave the site via Poulton Drive and a construction compound will be formed in the area to the west of the basin. To provide the space required, the existing warehouse building which currently houses Flo Skate Park is proposed to be demolished in order to provide the space required to assemble and erect the bridge using cranes on the north bank.
- 7.25 The comments of Nottinghamshire County Council Highways are noted and are advised as being addressed in association with the planning application made to Rushcliffe Borough Council. The response of the City Council's Highways team having no objection subject to a planning condition to ensure the appropriate management of construction traffic is also noted. Subject to this condition it is therefore considered that the proposed development accords with ACS Policy 14 and LAPP Policy TR1.

8 Financial Implications

None.

9 Legal Implications

The issues raised in this report are primarily ones of planning judgement. Should legal considerations arise these will be addressed at the meeting. In addition to the need for planning permission the scheme for the construction of the bridge will need separate authorisation from the Secretary of State under s106 of the Highways Act 1980

10 Equality and Diversity Implications

The provision of Disability Discrimination Act (DDA) compliant accessible development.

11 Risk Management Issues

None.

12 Strategic Priorities

- Develop and improve the city's transport infrastructure programme to reduce CO2 emissions including improvements to encourage cycling and walking (Carbon Neutral by 2028).
- Increase opportunities for people in the city to become more physically active (Living Well in our Communities).
- Use available government funding, such as Transforming Cities and Levelling Up, to further improve roads, increase sustainable travel (including the cycle network), and further expand access to Electrical Vehicle charging (Keep Nottingham Moving).

13 Crime and Disorder Act implications

None.

14 Value for money

None.

15 List of background papers other than published works or those disclosing confidential or exempt information

1. Application No: 24/00107/PFUL3 - link to online case file:

<http://publicaccess.nottinghamcity.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=S7O8ZVLY01B00>

16 Published documents referred to in compiling this report

Aligned Core Strategies – Local Plan Part 1 (2014)

Land and Planning Policies – Local Plan Part 2 (2020)

NPPF (2021)

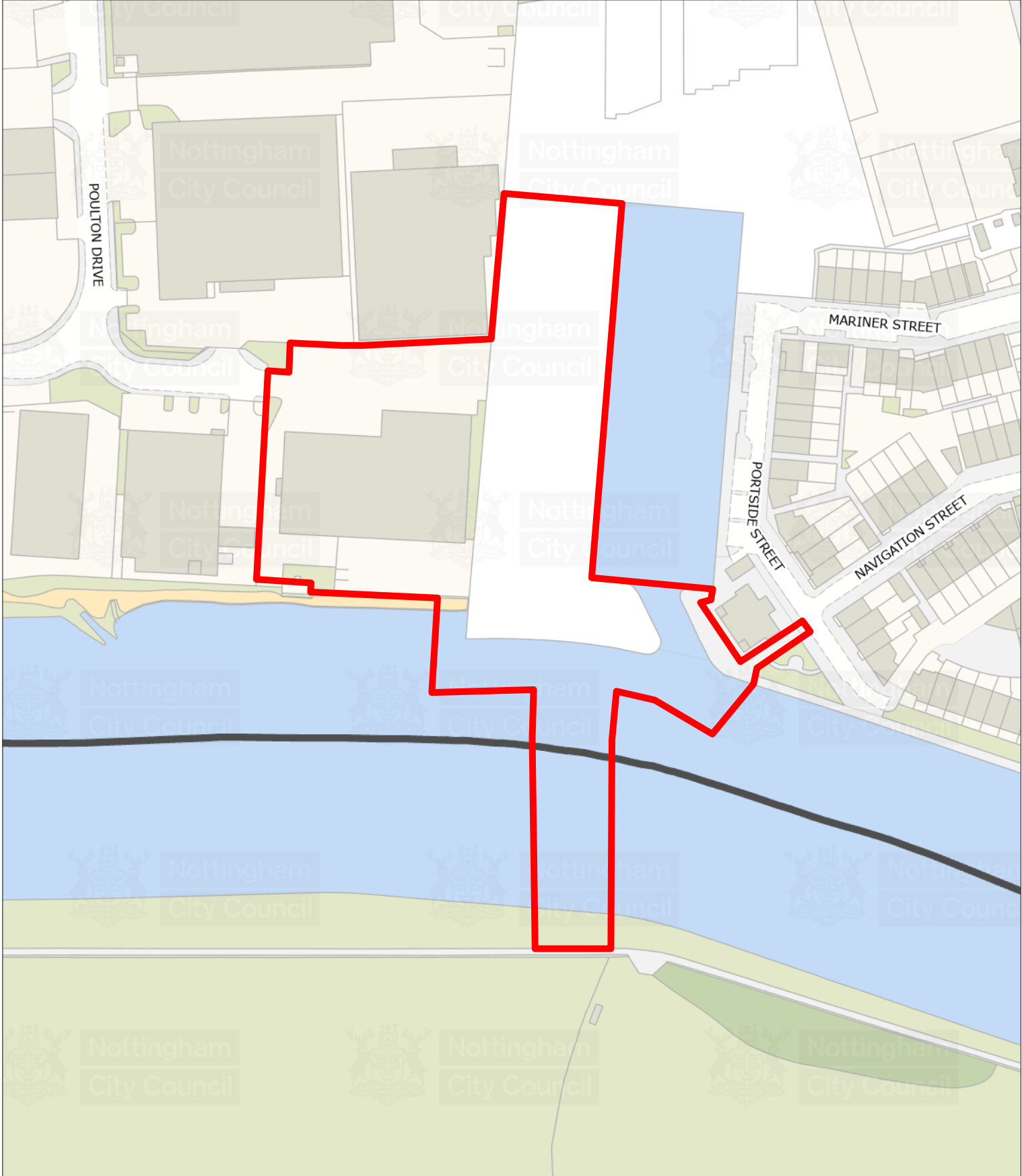
Waterside Nottingham Supplementary Planning Document (2019)

Contact Officer:

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Your Ref:

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Date of decision:

**TOWN AND COUNTRY PLANNING ACT 1990
APPLICATION FOR PLANNING PERMISSION**

Application No: 24/00107/PFUL3
Application by: Nottingham City Council
Location: New Bridge Over Trent, Trent Basin And Surrounding Land, Portside Street
Proposal: Construction of a pedestrian bridge and cycle bridge over the River Trent, with connecting ramps and steps, lighting, hard and soft landscaping and wetland/pond area. In addition to the main bridge, a connecting bridge over Trent Basin is proposed which will provide connections to the main bridge and will form part of east-west riverside path on the north bank. Demolition of Unit 5 Poulton Drive. Temporary compound and haul routes on both sides of the river, with connections to the existing adopted highway.

Nottingham City Council as Local Planning Authority hereby **GRANTS PLANNING PERMISSION** for the development described in the above application subject to the following conditions:-

Time limit
1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission. <i>Reason: In accordance with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</i>
Pre-commencement conditions (The conditions in this section require further matters to be submitted to the local planning authority for approval before starting work)



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Continued...

2. No development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:

- (i) all previous uses
- (ii) potential contaminants associated with those uses
- (iii) a conceptual model of the site indicating sources, pathways and receptors
- (iv) potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 180 of the National Planning Policy Framework and Policy IN2 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (January 2020).

3. No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority. The documents making up the CEMP shall encompass any works that are being proposed within the floodplain and not just those within 8m of the watercourse or a flood defence.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 180 of the National Planning Policy Framework and Policy IN2 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (January 2020).



4. No development shall commence, including works of demolition, until a Construction Management Plan has been submitted to and approved by the Local Planning Authority. The approved Construction Management Plan shall provide for:
1. Details of temporary site entrances for construction traffic purposes.
 2. Provision to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period.
 3. Adequate precaution to prevent the deposit of mud and other similar debris on the adjacent public highways.
 4. A routing agreement associated with each phase of construction. All vehicles associated with the development shall access the site in accordance with the approved routing agreement.

The Construction Management Plan shall be implemented in accordance with the approved details.

Reason: In the interests of highway safety and the amenity of surrounding occupants and in accordance with Policy 10 of the Aligned Core Strategies and Policy DE1 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (2020).

5. No development shall commence until a repeat Water Vole Survey, and a plan detailing the protection of water vole, a protected species under Schedule 5 of the Wildlife and Countryside Act (1981) as amended and Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006, and its associated habitat, has been submitted to the Local Planning Authority. The plan must consider the whole duration of the development, from the construction phase through to development completion. Any change to operational responsibilities, including management, shall be submitted to and approved in writing by the local planning authority. The water vole protection plan shall be carried out in accordance with a timetable for implementation as approved.

The scheme shall include the following elements:

- (i) Mitigation measures based on a repeat Water Vole Survey, which has been undertaken at an appropriate time of year by a professional ecologist / suitably qualified person;
- (ii) Details of how the permanent and temporary activities shall avoid harming/ killing water vole and avoid causing damage to their resting places; and
- (iii) Any enhancement works to support water vole colonisation at the development site.

Reason: To protect the water vole and its habitat within the development site. This approach is supported by paragraphs 180 and 186 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused.

6. No vegetation clearance is shall be undertaken until, a further bat survey has been completed during peak activity season. No development shall commence until the results of the further survey shall have been submitted to and approved by the Local Planning Authority.

Reason: In the interest of ensuring that the development of the site has regard to protected species and in accordance with Policy EN6 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (January 2020), and the Biodiversity Supplementary Planning Document (February 2020).

7. The development hereby permitted must not be commenced until such time as a scheme to provide compensatory floodplain storage has been submitted to, and approved in writing by, the Local Planning Authority.

(i) The scheme shall provide 951m³ of new storage within the River Trent floodplain at the Hook nature reserve

(ii) The scheme shall provide additional biodiversity and habitat benefits.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: In order to ensure that an appropriate amount of compensatory floodplain storage is provided and therefore to ensure that there is no increased risk of flooding elsewhere in accordance with Policy CC3 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (January 2020).

8. No development shall commence until a site-specific piling risk assessment has been submitted to and approved by the Local Planning Authority. Piling or any other foundation designs using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority and development shall be carried out in accordance with the approved details.

Reason: To ensure that any proposed penetrative foundation solutions do not harm groundwater resources in accordance with paragraph 180 of the National Planning Policy Framework and Policy CC3 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (2020)

9. A) No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To ensure that any archaeological remains of significance are safeguarded in accordance with Policy HE1 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (2020).



10. The approved bridge structure shall not be installed until the following details have been submitted to and approved by the Local Planning Authority:

- (i) details of the final proposed colour finish
- (ii) details of the artwork screening to the northern ramp sides

Reason: In order to ensure an appropriate quality of finish to the approved development and in accordance with Policy 10 of the Aligned Core Strategy and Policy DE1 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (2020).

11. The approved bridge structure shall not be installed until a sensitive lighting plan has been submitted to and approved by the Local Planning Authority. The sensitive lighting plan shall follow the recommendations set out in the approved Nocturnal Bat Survey report (October 2022 - or such other report approved under Condition 6 which replaces it).

Reason: In the interest of ensuring that the development of the site has regard to protected species and in accordance with Policy EN6 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (January 2020), and the Biodiversity Supplementary Planning Document (February 2020).

12. The approved bridge structure shall not be installed until a detailed landscaping scheme for the development indicating the type, height, species and location of proposed planting (trees and shrubs), has been submitted to and approved by the Local Planning Authority. The submitted scheme shall incorporate native species and shall demonstrate opportunities for enhancement of biodiversity, ensuring net gain.

Reason: In accordance with Policies DE1 and EN6 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (January 2020), and the Biodiversity Supplementary Planning Document (February 2020).

Pre-occupation conditions

(The conditions in this section must be complied with before the development is occupied)

13. Prior to development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete in accordance with paragraph 180 of the National Planning Policy Framework and Policy IN2 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (January 2020).

Regulatory/ongoing conditions

(Conditions relating to the subsequent use of the development and other regulatory matters)

14. The development shall be carried out in accordance with the submitted flood risk assessment (BWB, ref. RTF-BWB-ZZ-XX-RP-YE-0002_FRA, November 2023) and the following mitigation measures it details:

- (i) The minimum soffit height on the main span of the bridge over the River Trent shall be no lower than 25.445 metres Above Ordnance Datum (mAOD)
- (ii) The minimum soffit height on the smaller connecting bridge over Trent Basin shall be no lower than 24.29 mAOD.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To ensure the two bridges remain safe during periods of flooding and therefore in accordance with Policy CC3 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (2020)

15. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall thereafter be implemented as approved.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in accordance with paragraph 184 of the National Planning Policy Framework and Policy IN2 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (January 2020).

16. No drainage systems for the infiltration of surface water to the ground (including infiltration SUDS or Soakaway) are permitted other than with the written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in accordance with paragraph 180 of the National Planning Policy Framework and Policy IN2 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (January 2020).

17. The approved landscaping scheme shall be carried out in the first planting and seeding seasons following the occupation or the completion of the development whichever is the sooner, and any trees which die, are removed, or become seriously damaged or diseased within a period of five years shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In accordance with Policies DE1 and EN6 of the Land and Planning Policies Development Plan Document - Local Plan Part 2 (January 2020), and the Biodiversity Supplementary Planning Document (February 2020).

Standard condition- scope of permission

S1. Except as may be modified by the conditions listed above, the development shall be carried out in complete accordance with the details described in the forms, drawings and other



documents comprising the application as validated by the council on 1 February 2024.

Reason: To determine the scope of this permission.

Informatives

1. The reason for this decision, and a summary of the policies the local planning authority has had regard to are set out in the committee report, enclosed herewith and forming part of this decision.

2. This permission is valid only for the purposes of Part III of the Town & Country Planning Act 1990. It does not remove the need to obtain any other consents that may be necessary, nor does it imply that such other consents will necessarily be forthcoming. It does not override any restrictions contained in the deeds to the property or the rights of neighbours. You are advised to check what other restrictions there are and what other consents may be needed, for example from the landowner, statutory bodies and neighbours. This permission is not an approval under the Building Regulations.

3. HIGHWAYS

LICENCES

1. The Highways Network Management team at Loxley House must be notified regarding when the works will be carried out as disturbance to the highway MAY be occurring and licences will be required. Please contact them via highway.approvals@nottinghamcity.gov.uk. All costs shall be borne by the applicant.

PREVENTION OF MUD ON THE HIGHWAY

2. It is an offence under Section 148 and S151 of the Highways Act 1980 to deposit mud on the public highway, and as such you should undertake every effort to prevent it occurring.

SECTION 278 AGREEMENT

3. In order to carry out the off-site highway works required, you will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which the applicant has no control. In order to undertake works you will need to enter into an agreement under Section 278 of the Act. The applicant must contact the Technical Services Team via email at highway.agreements@nottinghamcity.gov.uk to instigate the process. It is strongly recommended that you make contact at the earliest opportunity to allow time for the process to be completed.

All associated costs will be borne by the developer. We reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway.

SECTION 38 ROAD ADOPTION

4. Section 38 - road adoption If the applicant is to pursue an adopted highway, a S38 agreement is to be entered into and necessary technical details and processes followed to achieve the access and other estate roads as suitable for adoption. Vehicle tracking and other technical assessment details are necessary. The applicant is to contact highway.management@nottinghamcity.gov.uk to pursue further.

COMMUTED SUMS



5. The Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. All trees to be planted on highway will be subject to commuted sum payments for their maintenance. The commuted sum for a street tree is c.£1,500 per tree. Trees that will have a dual purpose as use for drainage will incur greater costs.

For further information regarding the collection of commuted sums the applicant should contact Highway Technical Services & Systems via highway.management@nottinghamcity.gov.uk.

STREET TREES

6. The applicant is to contact Alex.Begg@nottinghamcity.gov.uk to pursue tree species and placement alongside the S278 works.

TRAFFIC REGULATION ORDERS (TROs)

7. Prior to occupation of the consented development, it is necessary to amend and introduce Traffic Regulation Orders. This is a separate legal process and the Order can be made on behalf of the developer by Nottingham City Council at the applicant's expense. It is strongly recommended that you make contact at the earliest opportunity to allow time for the process to be completed; please contact Highways Network Management via highway.approvals@nottinghamcity.gov.uk to instigate the process. For TRO advice and further information the applicant is advised to contact: traffic.management@nottinghamcity.gov.uk.

CYCLE PARKING

8. If the applicant requires information on cycle parking including stands and cycle maps please contact the email address requesting support: CyclingTeam@nottinghamcity.gov.uk. All associated costs for cycle storage and promotional material at the applicant's expense.

SUSTAINABLE TRANSPORT

9. For details of sustainable transport the applicant is to contact Tim Bellenger tim.bellenger@nottinghamcity.gov.uk

Where a condition specified in this decision notice requires any further details to be submitted for approval, please note that an application fee will be payable at the time such details are submitted to the City Council. A form is available from the City Council for this purpose.

Your attention is drawn to the rights of appeal set out on the attached sheet.

RIGHTS OF APPEAL

Application No: 24/00107/PFUL3

If the applicant is aggrieved by the decision of the City Council to impose conditions on the grant of permission for the proposed development, then he or she can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

Any appeal must be submitted within six months of the date of this notice. You can obtain an appeal form from the Planning Inspectorate website at <https://www.gov.uk/appeal-planning-decision>.

The Inspectorate will publish details of your appeal on the internet (on the Appeals area of the Planning Portal). This may include a copy of the original planning application form and relevant supporting documents supplied to the local authority by you or your agent, together with the completed appeal form and information you submit to the Planning Inspectorate. Please ensure that you only provide information, including personal information belonging to you that you are happy will be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission to do so. More detailed information about data protection and privacy matters is available on the Planning Portal.

The Secretary of State can allow a longer period for giving notice of an appeal, but will not normally be prepared to use this power unless there are special circumstances which excuse the delay.

The Secretary of State need not consider an appeal if the City Council could not for legal reasons have granted permission or approved the proposals without the conditions it imposed.

In practice, the Secretary of State does not refuse to consider appeals solely because the City Council based its decision on a direction given by him.

PURCHASE NOTICES

If either the City Council or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. This procedure is set out in Part VI of the Town and Country Planning Act 1990.

COMPENSATION

In certain limited circumstances, a claim may be made against the City Council for compensation where permission is refused or granted subject to conditions by the Secretary of State. The circumstances in which compensation is payable are set out in Section 114 of the Town & Country Planning Act 1990.

STREET NAMING AND NUMBERING

Nottingham City Council has a statutory responsibility for agreeing and registering addresses. If the development will create one or more new addresses or streets (for example a new build or conversion) please contact address.management@nottinghamcity.gov.uk as soon as possible, quoting your planning application reference. Any addresses assigned outside of this process will not be officially recognised and may result in difficulties with service delivery.



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Nottingham
A city we're all proud of

DRAFT ONLY

Not for issue