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**SITE**

**CONTEXT**







# 2

## SITE CONTEXT

### 1: HISTORY

**Left** / Historic Maps of Nottingham City Centre showing development around the site between 1880 and 1970.

The city of Nottingham was unusual amongst the core cities in that it was constrained by its walls until very late in its history. The common land around the city was protected from development until the Act of Enclosure 1844. After this time the city developed its early suburbs on the higher land including Sneinton. However the low-lying meadows along the River Trent was subject to flooding and remained undeveloped. The Meadows in the meander of the river immediately south of the city was developed towards the end of the 19th century but the rest of the river, including Trent Basin was fields up until the 1930s.

As the historical plan sequence shows, in 1880 the Trent Lane area was fields and market gardens between the Nottingham and Lincoln Railway coming into the city from the east, the Nottingham to Melton Mowbray line which went over Ladybay Bridge and the river. Trent Lane itself is a country lane running through fields, which ends abruptly at the river on what looks like a ferry crossing. To the east of this is the substantial country estate of Colwick Hall.

By 1900 part of the grounds of Colwick Hall had been developed as Nottingham Race Course but before the development of Daleside Road the fields around Trent Lane remained cut off from the city by the railway lines and the only development was a sewage pumping station and the two villas which were probably associated with it.

The area remained undeveloped until 1933 when the council chose the area as the site to develop its inland port. This was part of major infrastructure works including new locks to make the River Trent navigable from Hull. The docks were designed by P.B.Woodger and built between 1928 and 1931. Once opened they resulted in a

ten fold increase in river traffic which peaked at 250,000 tons. The goods included imports of grain, Baltic timber, metal and oil (by Shell) as well as cocoa for the Cadbury's works.

Unfortunately most of the trade was one way – into Nottingham and the port never managed to develop an export trade. It nevertheless became an important inland port through to the 1950s and then as trade declined it struggled on to the late 1970s when it closed. The port included two warehouses, only recently demolished and both 170' long by 50' wide. They were early examples of reinforced concrete structures and so proud was the city of its port that it featured on the cover of the municipal handbook in 1937.

The port was served by a railhead that connected to the Lincoln Line. However the council also built a road link from Meadows Lane – which became Daleside Road. This opened up the area for development. By the 1950s the land between Trent Lane and the Racecourse has been opened up as pleasure grounds. This included a greyhound track and tennis courts (as indicated by the street name Little Tennis Street). In the 1950s and 60s there used to be pleasure boat trips from Trent Bridge to the Pleasure Grounds where families enjoyed a day out on Nottingham's own beach. The Trent River Cruises is all that remains of this history.

The land to the west of the ports was developed as a chemical works and then as Daleside Road was developed as a major route into the city the area was colonized with industry. This is a broad mix of light industrial uses. It remained this way until the designation of Nottingham Waterside around 2000.



Site Buildings Water Greenspace Train Station

# 2 | SITE CONTEXT

## 2: NOTTINGHAM CONTEXT

**Left** / Figure Ground of Nottingham, showing the buildings, green spaces and water. The site is located south east of the city centre, on the north banks of the River Trent.

### The scheme

Trent Basin lies within 2 miles of Nottingham City centre and 1.5 miles south east of Nottingham Train Station. The site sits within an established industrial estate which started to develop along the north banks of the River Trent in the early 21st Century.

The site lies around a water inlet, which was built as a 'Docks and Inland Waterways Depot' and appears on historic maps between the 1930s and 1950s. The basin would have been used to store and transfer goods between the surrounding industrial estates and onto boats, which would transport goods along the river.

The site has seen a decline in industry over the last few years, with warehouses becoming redundant and operation of the Basin ceasing in recent years.

The site was allocated as part of the Waterside Regeneration Zone in 2001, with a view to capitalise on development opportunities around the river Trent. This initiative brought forward the opportunity for redevelopment of the site for residential uses.

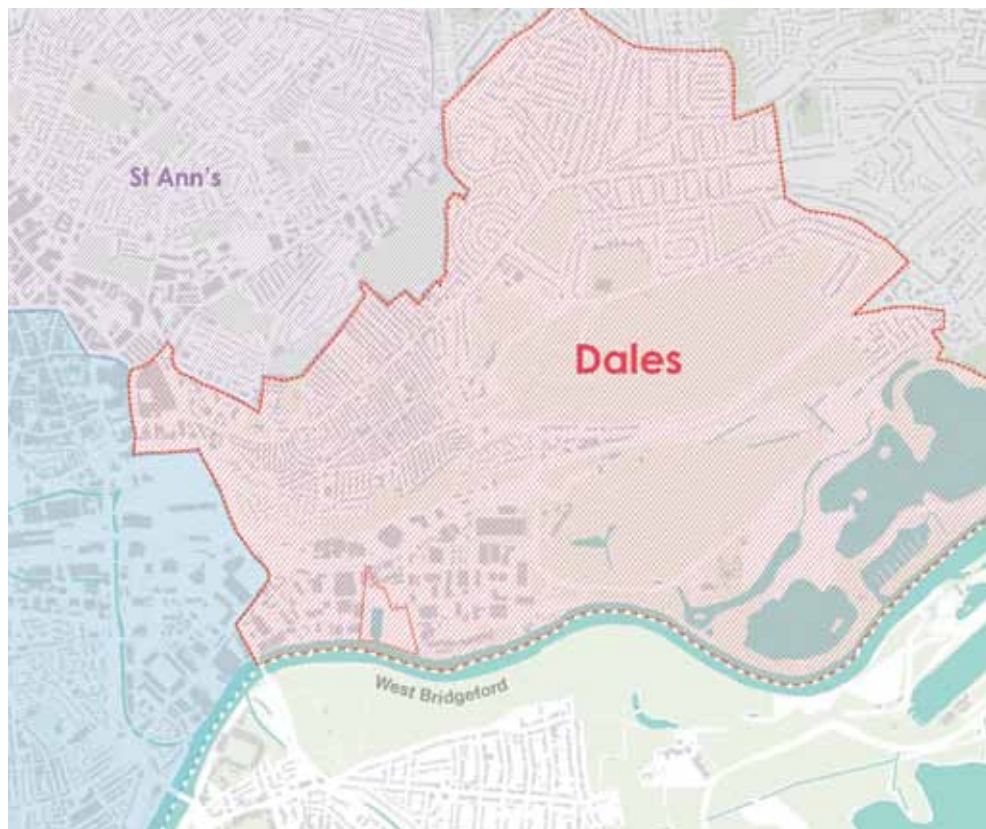
### Socio-economics

The site is located in the Dales Ward, which forms part of Nottingham City Council. 2011 census data highlights that there are 2,241 people living in the neighbourhood at a density of 9.9 people per hectare.

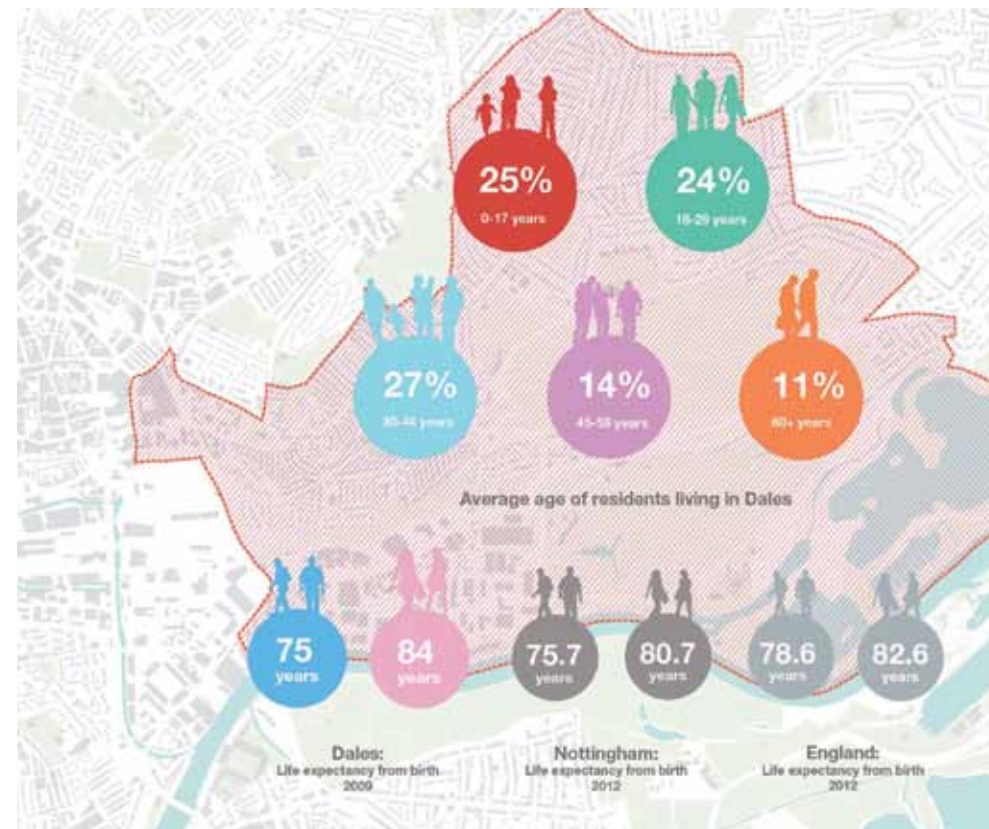
This is in comparison to the wider Dales area which has a population density of 34.3 people per hectare, highlighting how few people live nearby - due to predominantly industrial land uses.

The diagrams on the next page highlight some statistics in the area, including crime, educational attainment and unemployment rates, using Census data and data from the Office of National Statistics.

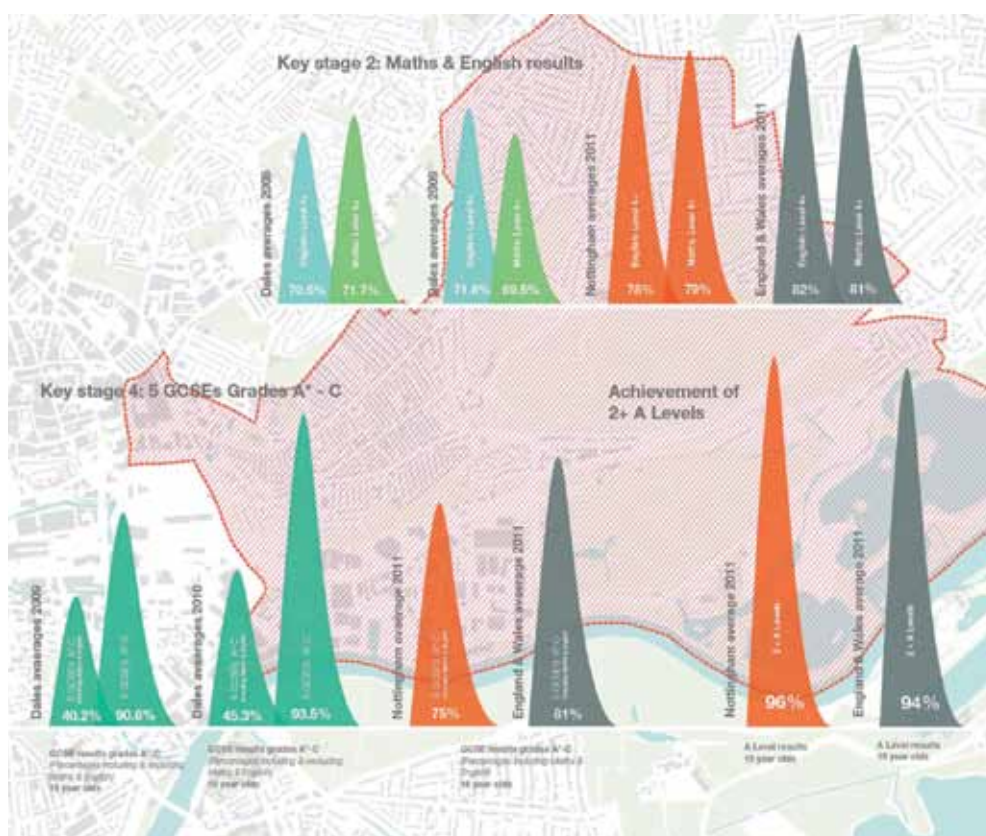




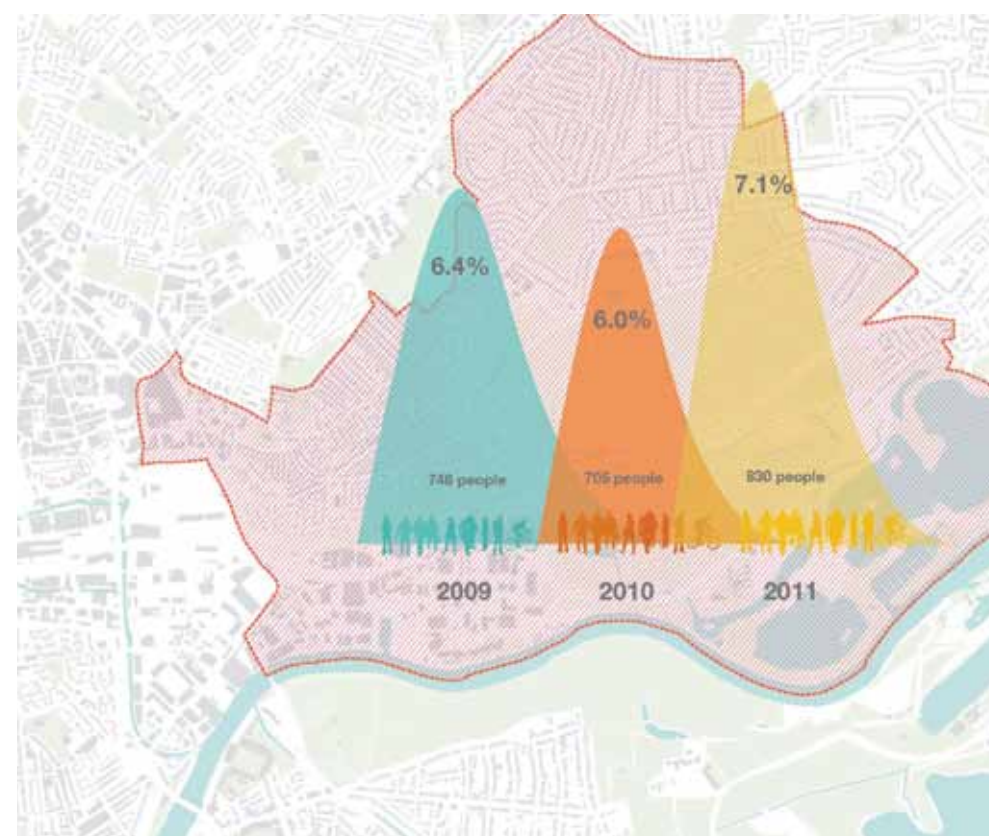
Ward Map



Age and Life Expectancy

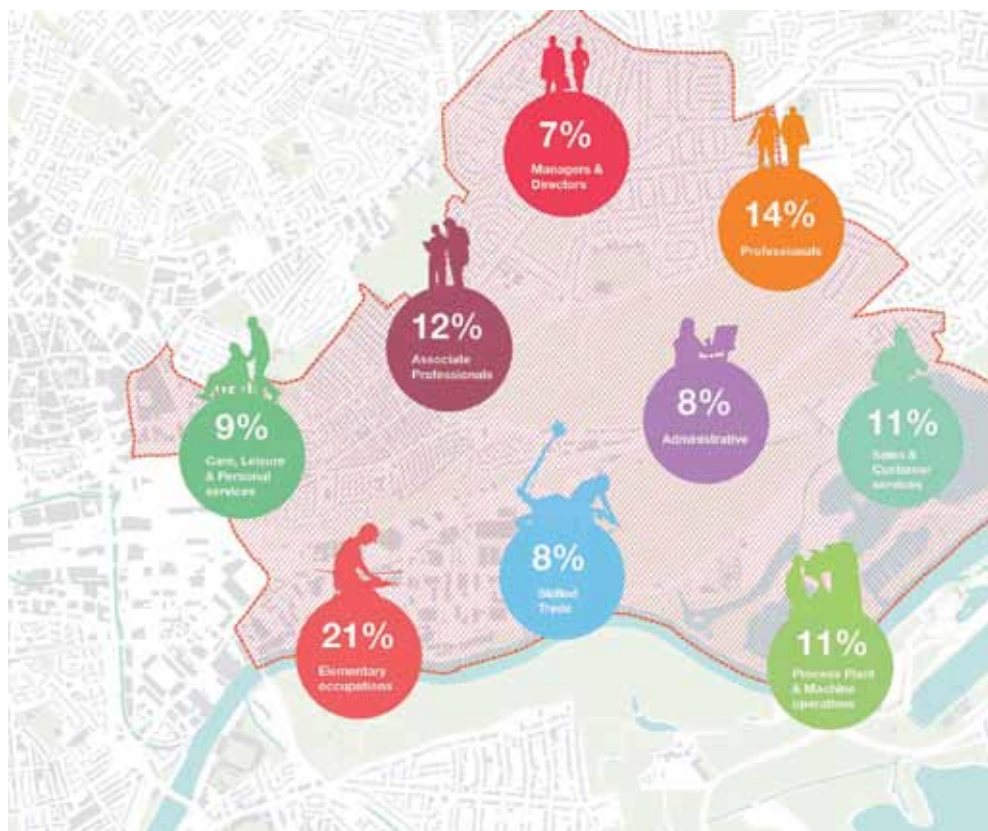


Education Results

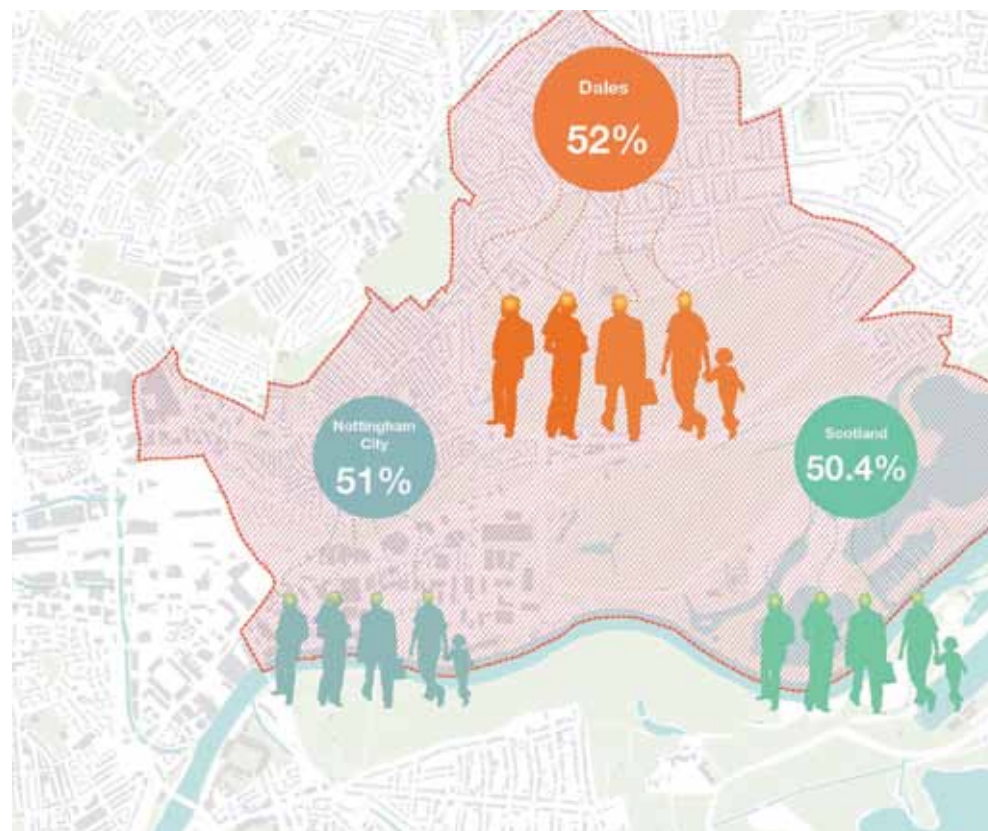


Unemployment

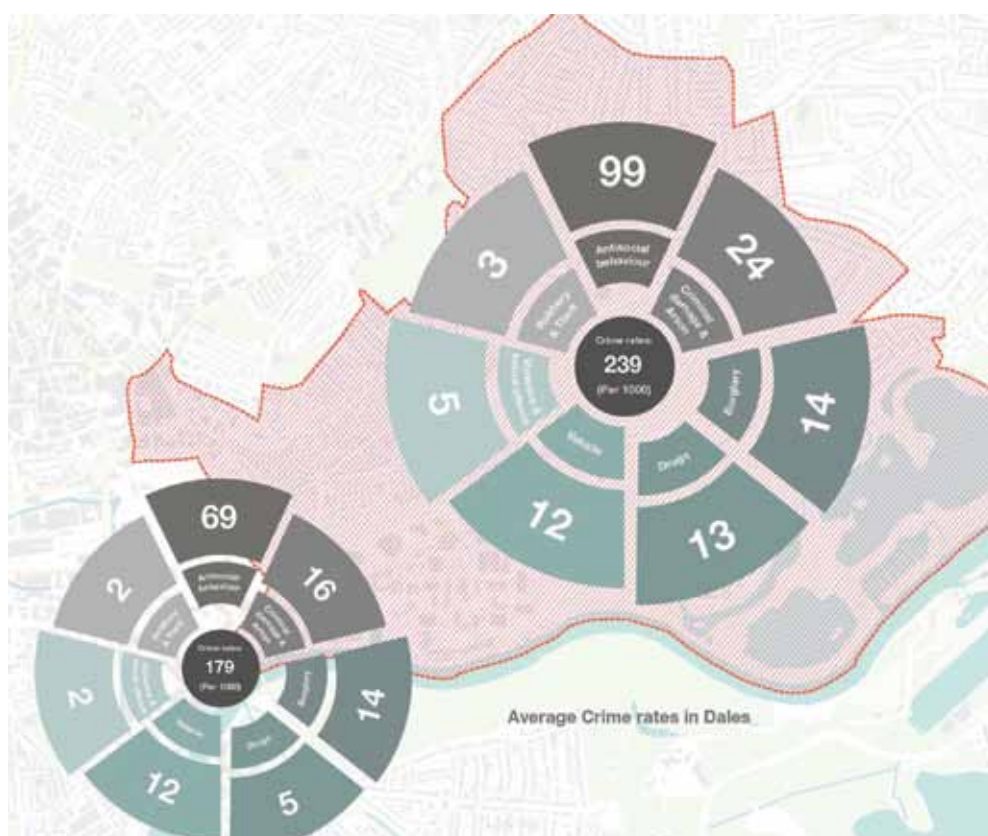




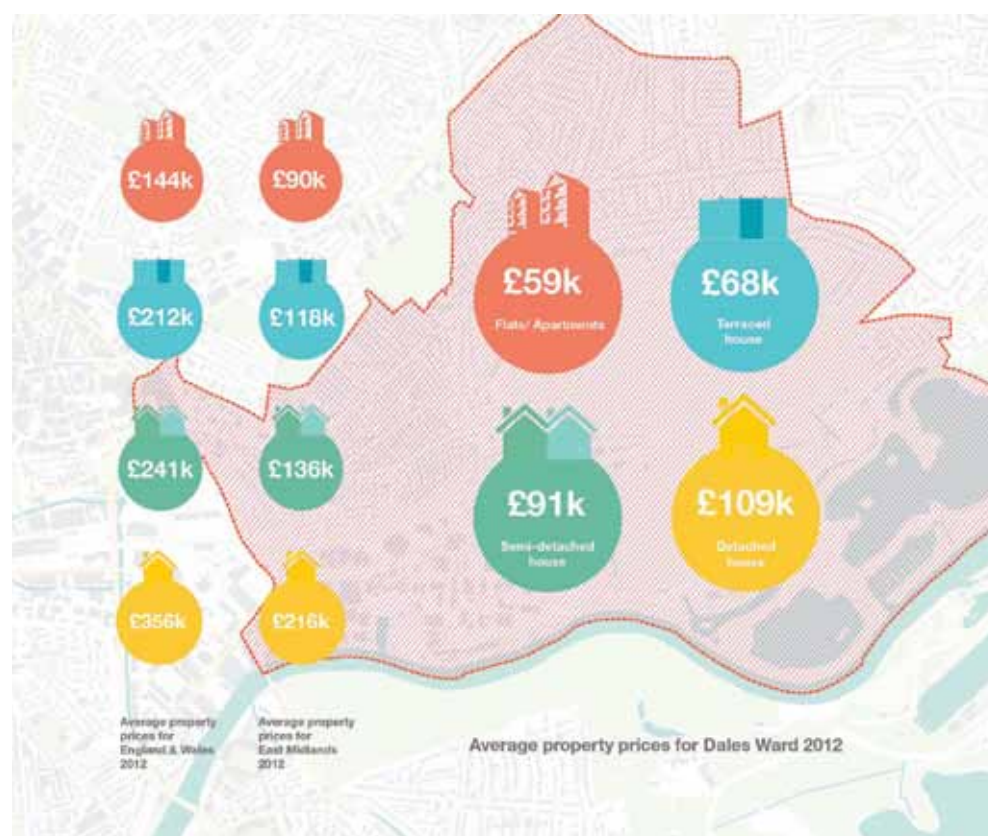
## Occupations



## Mental Wellbeing

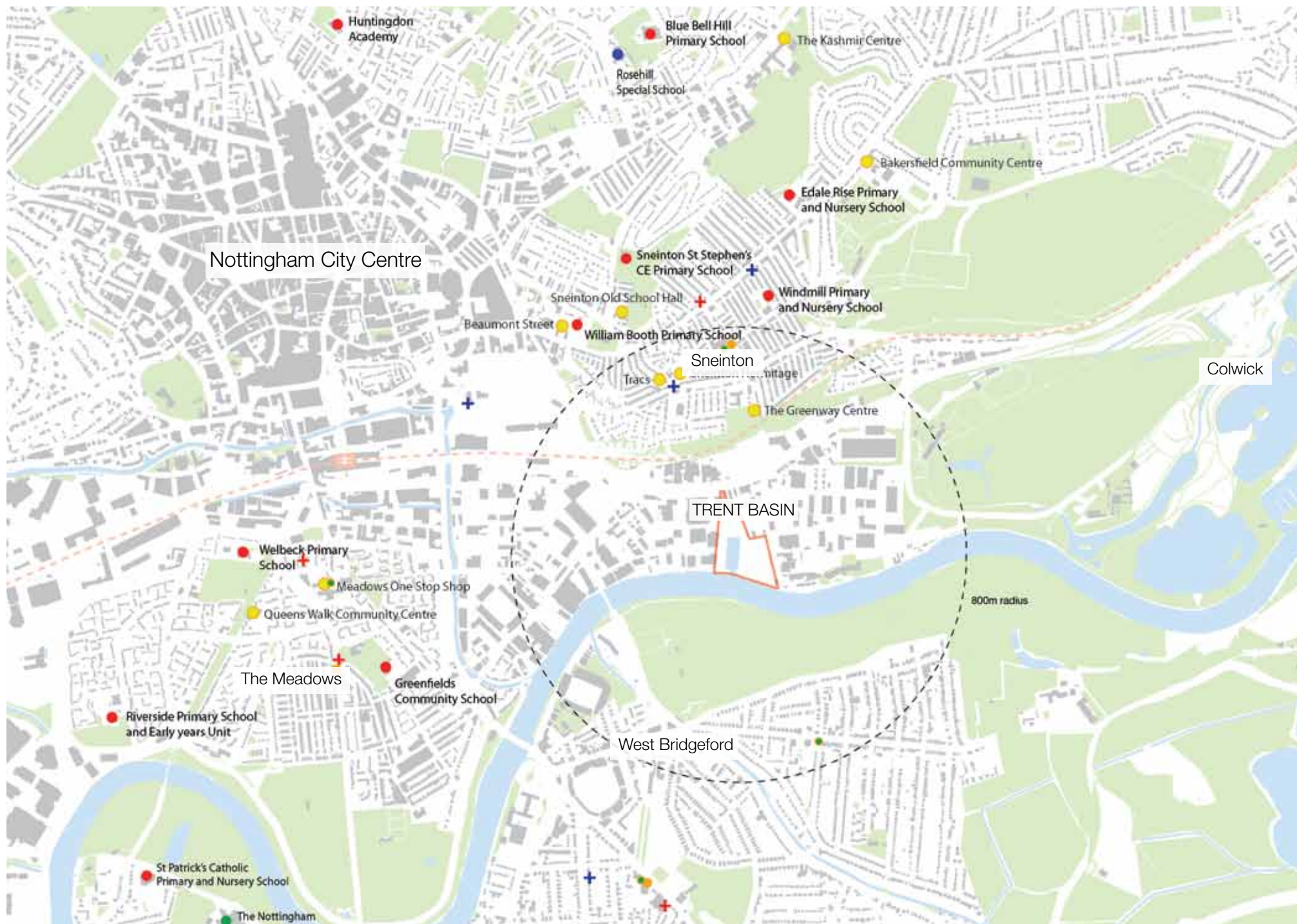


### Crime Rates with England and Wales Average



## Average Property Prices





● Primary 
 ● Secondary 
 ● Specialist 
 ● Community Centre 
 ● Library 
 ● Post Office 
 + Doctors 
 + Dentists



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## 3: LOCAL CONTEXT

**Left** / Local amenities around the site. The closest amenities are located in the neighbourhood of Sneinton to the north of the scheme.

### Neighbouring Areas

Due to the nature of the site, which sits within an industrial estate, the scheme is unusual in that it is not within a typical residential neighbourhood.

To the north of the site lies the neighbourhood of Sneinton with its selection of community centres, religious buildings and doctors surgeries and dentists. The neighbourhood can be accessed by walking north up Trent Lane then under the railway bridge onto Trent Road.

The neighbourhood of Lady Bay lies south of the site across the river. Although geographically this neighbourhood seems very close, the area can only be accessed by heading back onto Daleside road and crossing the river at Lady Bay bridge, which is located west of the site.

### Amenities

The closest amenities are mainly located in the Sneinton neighbourhood, and these include facilities such as a GP surgery, library and several Primary Schools, all within 1km of the site.

There is also an open space for children and young people located 500m from the site, and Colwick Country Park and two Local Nature

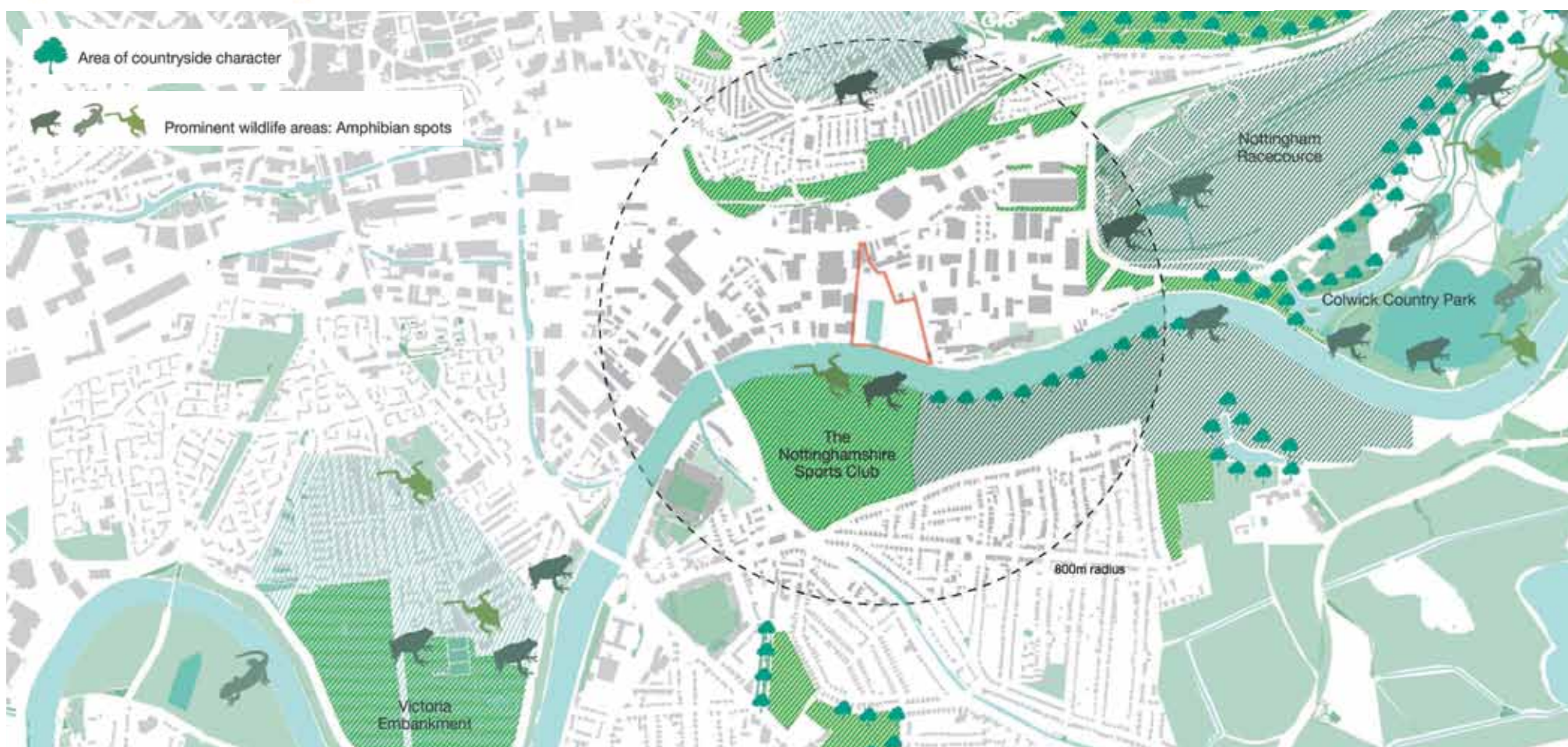
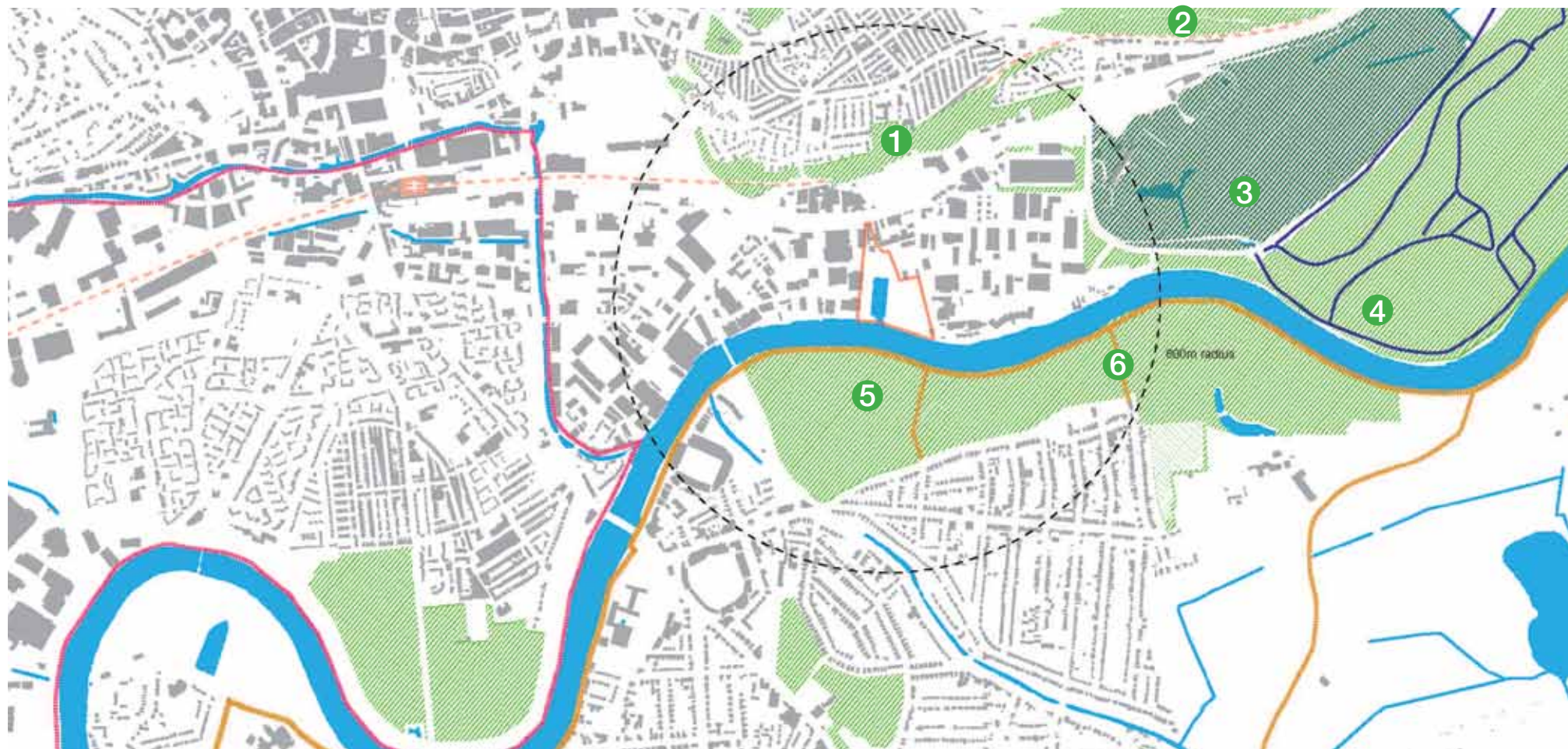
Reserves at Colwick Woods and the Hook, are all situated within 1.6 km walk of the site.

The closest primary school to the site is the Windmill Academy in Sneinton, which is 1km away. The closest secondary school is the Nottingham Academy in Sneinton, which is 1.2km away. This may be an issue for families who would like to bring up young children in the area, however as discussed later in this document, the brief envisions that the scheme will attract families with older children or children who are living with parents.

Although there are a lack of large, fresh-food retailers close by to the site, with the nearest being small mini-markets in Sneinton, there is a large Morrisons supermarket a short drive away, off the A52 in West Bridgeford.

For non-food retail, the Lady Bay retail park is located within 600m of our site. Also to note, the Eastpoint Retail park (situated across Daleside Road) has planning consent for up to 3,588sq m of A1 retail uses. This implies that in the future there will be a number of new retail and shopping units, providing more opportunities for shopping within a short walk from our site.







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### 4: GREEN SPACE

**Left top/** Greenspace surrounding the site.

**Bottom:** Wildlife corridors around the site showing wildlife hotspots

#### Greenspace

Visual amenity of green space is excellent for the site which has good views across the river. The map, however, also shows that the north banks of the river, where the site lies, is less well connected to green space. There is no open, public connection between the Colwick Park Public Right of Way footpath to the footpath along Victoria Embankment.

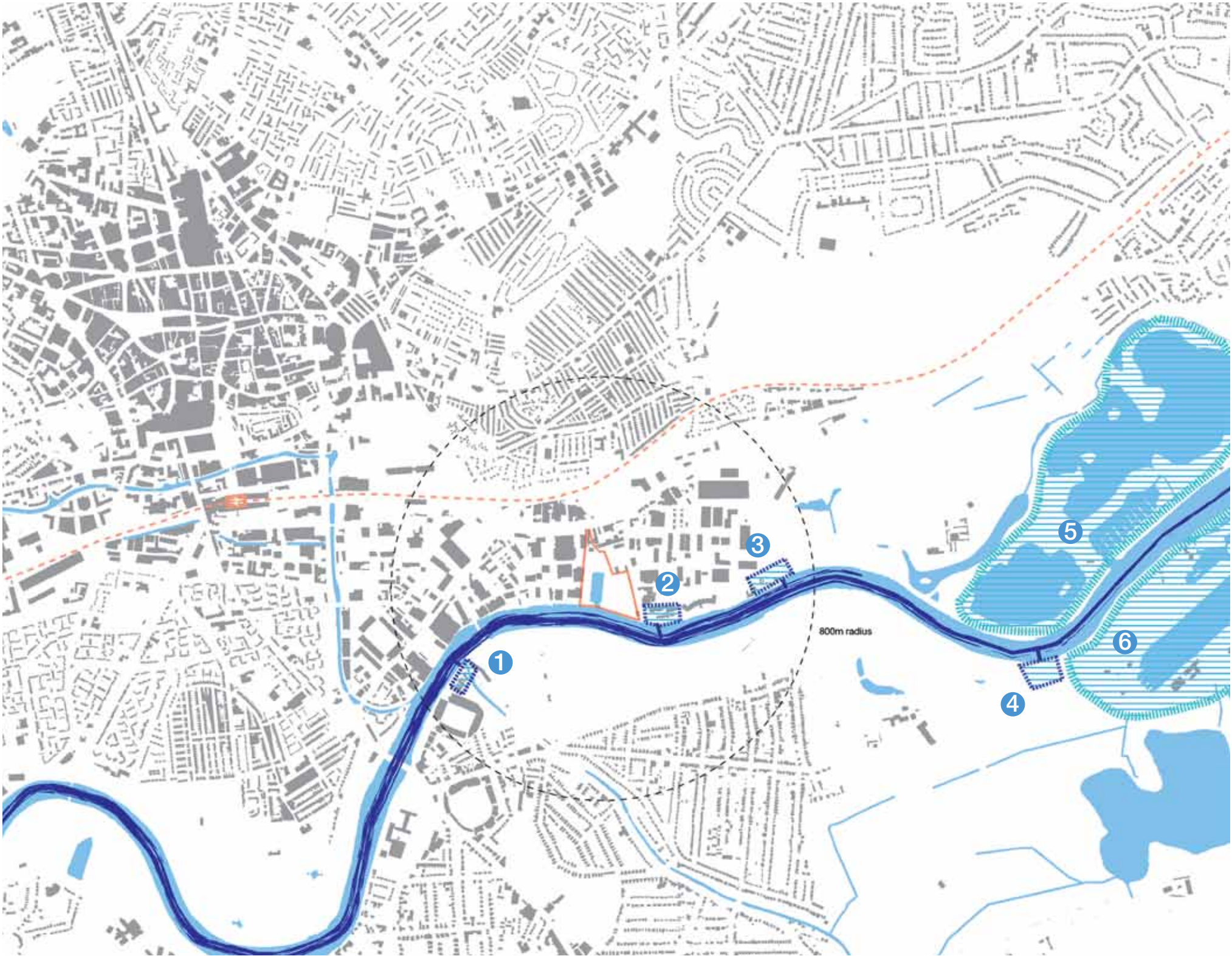
In comparison, the south bank has a continuous cycle and footpath along the river, which is well used and makes excellent use of the bank. From the site, this can be accessed by crossing the river at Lady Bay Bridge, where a cycle and footbride was constructed adjacent to the vehicle bridge in 2009.

West of the site, Victoria Embankment is connected to the canal system as part of the **Big Track**, a 10 mile cycling and footpath network around the centre of Nottingham.

There are also plans for the construction of a new foot and cycle bridge eastwards from Raceource Road to connect east and west parts of Colwick Park to a stretch of riverside on the City/ Gelding boundary. This would further benefit access to green space from the site by foot and cycle.

- 1 Sneinton - open space
- 2 Colwick Woods
- 3 Colwick Racecourse
- 4 Colwick County Park
- 5 The Nottinghamshire Sports Club
- 6 The Hook open space







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## SITE CONTEXT

### 5: WATER SPACE

**Left** / Waterspace surrounding the site.

#### Waterspace

The River Trent is also a significant amenity for the scheme. There are a number of river related activity spots along the river and incorporating the basin into our scheme will mean our development is also connected to the river.


The map highlights where these activity spots are along the river.

- 1 The **Nottingham Kayak Club** caters for flatwater canoeing and kayaking from beginner to international competition standard. The club organises a number of coaching courses, recreation trips and activities during the year. In the winter, club members can participate in swimming pool and gym sessions.
- 2 **Princess River Cruises** provides daytime and evening cruises.
- 3 The Nottingham Unit **Sea Cadet Corps** has been an important part of the Nottingham community since 1940. It continues to be one of the most consistently good units in the country and strives to improve the training delivered to the cadets from day to day. The members often participate in community events for fundraising and recruitment purposes.





- 4 **Nottingham Sailing Club** is located on the River Trent near West Bridgford and the National Water Sports Centre. It has over 250 members. Members enjoy a variety of racing, cruising, training and social activities.
- 5 **Colwick County Park and Marina** is located east of the site on the north banks of the river. Originally a country house and parkland estate, the current Hall dates back to the 18th Century. There are a number of large fishing lakes created as a result of mineral extraction during the 20th century.
- 6 The **National Watersports Centre**, caters for a variety of activities, including canoeing, sailing, water-skiing and rowing. The National site was built in 1986 and is fed from the river Trent.





 Isochrone:  
10 minute walk

**Transport Infrastructure**

 Tram NET	 Bus route	 Railway
 Next Phases	 Bus stops	



**Road hierarchy**

 Primary road	 Secondary road
 Tertiary road	 Cul-de-sac



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### 6: ROAD HIERARCHY

**Left** / The public transport network and a diagram showing the road hierarchy around the site

#### Connections

The area is well connected to the road network, Daleside Road (A612) connects Colwick to Nottingham City Centre. The main access into the first Phases of the scheme will be off Trent Lane, and at present this road is somewhat untidy and feels unsafe. The 10 minute walk isochrone highlights that there is no crossing over the river, close to the site, so at present people will have to walk to back up to Daleside Road and westwards to cross at Lady Bay Bridge.

#### Public Transport

There are a number of bus stops on Daleside Road providing public transport into the city centre and out towards Colwick. The most direct route, the CL2 Bus stops close to our site on Daleside Road and takes passengers towards Old Market Square: this route is planning to convert to fully electric buses over the next couple of years. The scheme is also located close to Nottingham Train Station, which is within a 20-25 minute walk from the site.

#### Road Hierarchy

The map on the previous page shows the road hierarchy in the area. At present there are a lack of connections within the site itself. This will be due to the industrial setting of the site. In contrast, the residential neighbourhoods to the north and south, Sneinton and Lady Bay respectively, show a more connected network with secondary roads feeding into tertiary roads, which are mostly linear streets with housing.