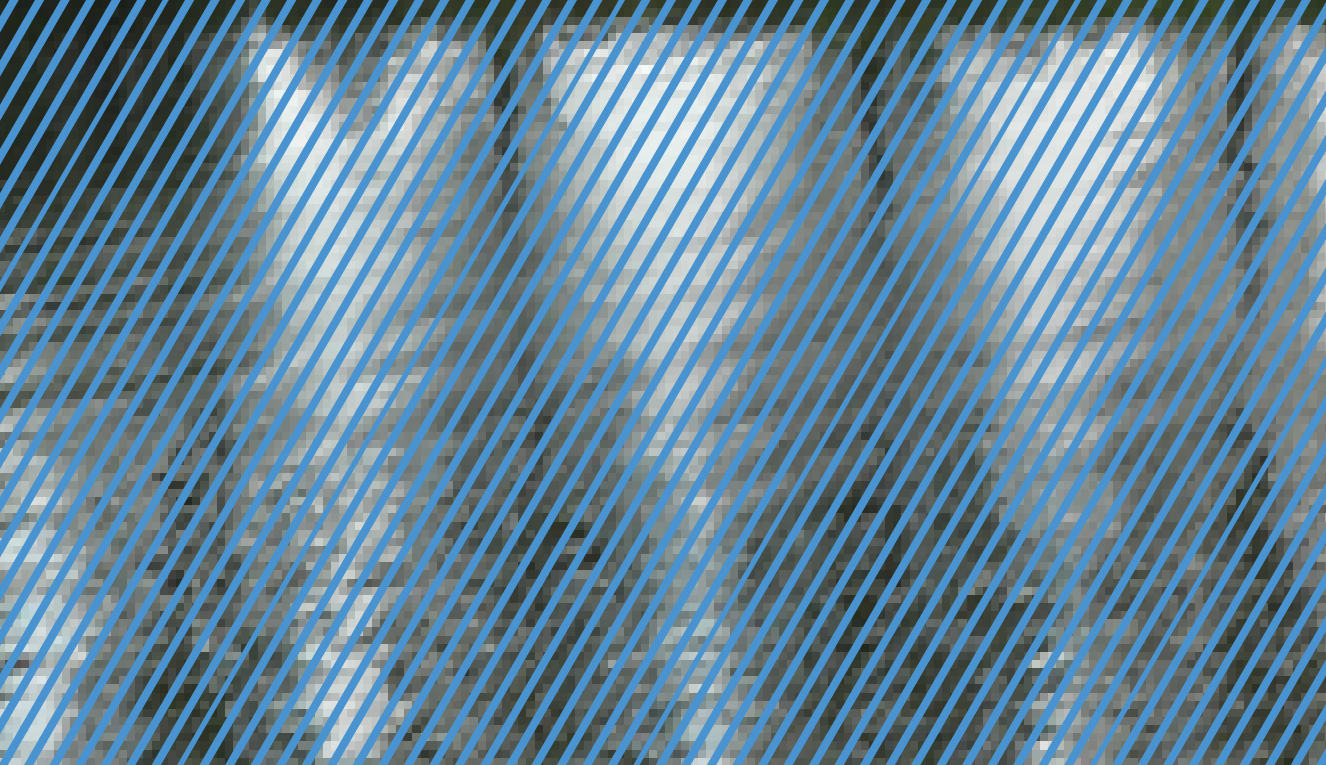


3





THE SITE



3 | SITE

1. THE SITE

— Plan of the site as existing / Access

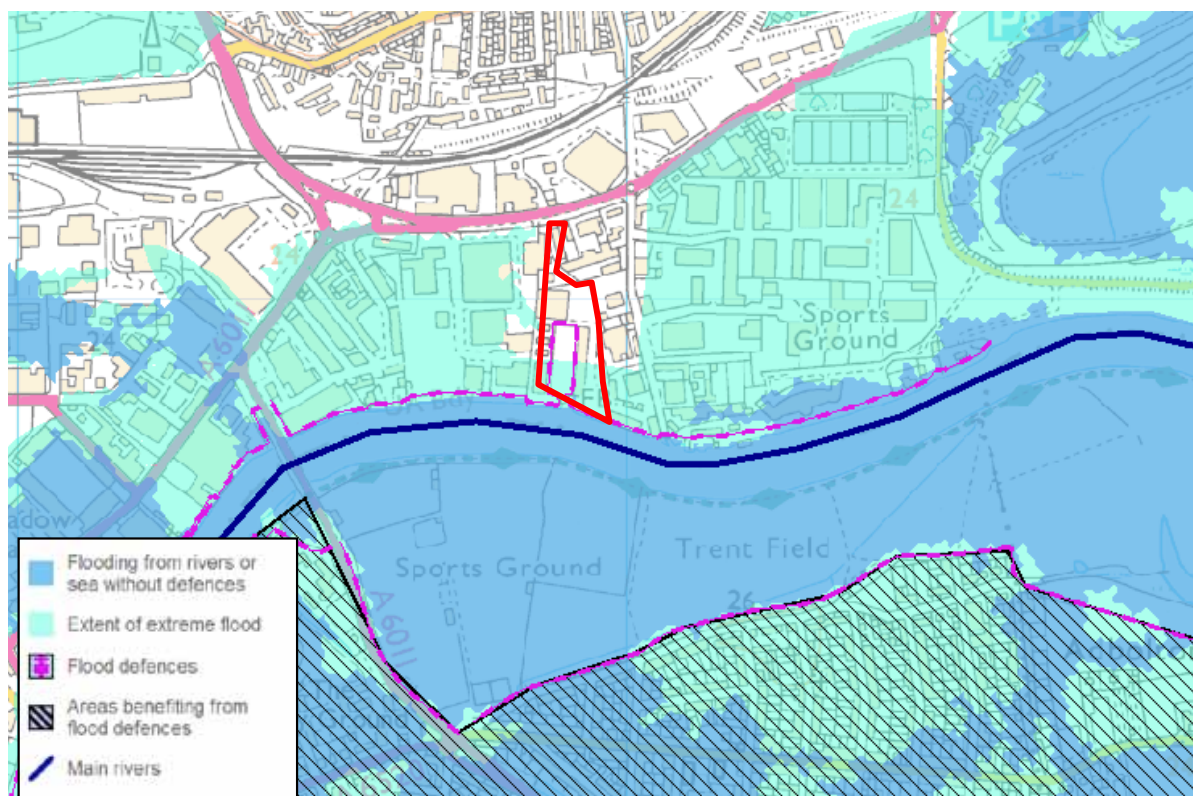
Left / Plan showing features of the site

The Trent Lane site has been cleared in the last 12 months. The site today covers 3.53 ha (3.98 ha including the Basin) and most of it consists of a crushed stone surface following demolition and remediation. The two sections of the site that have not been cleared are a cluster of light industrial units on Trent Lane the demolition of which had to be delayed because of occupier leases. The triangle of space at the northern end of the site linking through to Daleside Road has also been left. This is in a later phase of the development so that the commercial units have been left for the time being. The only other buildings that remain on the site are a pair of semi-detached villas on Trent Lane. These were originally built to serve the sewage pumping station and they stand next to a electricity sub station that will also need to be retained.

The site level has been left at roughly 24.02m AOD which is just be-

low the flood level specified by the Environment Agency at 24.06m AOD. As a result of this the site level will need to be raised as part of the development so that finished floor areas are above this level. This site area is substantially above the levels on much of the rest of the Waterside area. The Trent Basin site was built as a dock with a freeboard of up to 3m depending on the water level in the river. The dock wall is generally constructed from reinforced concrete and runs along the entire river frontage and basin. This wall has been partially repaired but is not in a particularly good condition nor is it attractive to look at.

The main access to the site is from the bottom of Trent Lane. The main vehicle access to the port was taken from this point. There are a second pair of gates to the north of this next to the Villas that was a further access point. Trent Lane is 7.5m wide and lightly trafficked. There are some delivery vehicles serving the adjacent sites and some on street parking. The council's highways department is proposing to introduce yellow lines on the northern part of Trent Lane. This is to control match day parking but will not be restricted to match times. Other than this there is no pedestrian or vehicle access to the site from any of the adjacent sites. There is a walkway along the river from the east that runs alongside River Crescent and through the River Cruises site. There is however no access along the river bank for the rest of the Waterside area.





3

SITE 1. THE SITE CONT

— Views / Vegetation



Above / View towards site from other side of the Trent. (Warehouses have subsequently been demolished)

Left / Land-ownership of surrounding sites

There is very limited vegetation on the site. There are a few small, self seeded trees amongst the retained industrial buildings on Trent Lane, a couple within the grounds of the villas and sub station and a few more in the retained triangle of buildings in the northern part of the site. These trees are a mix of cherry, sycamore, hawthorn and on young poplar tree. None of these trees are considered worthy of retention and all will be cleared once the demolition of the site is completed. The planting as part of the scheme will more than mitigate for the lost of this vegetation.

The site surroundings are mostly in light industrial use. To the north of the River Cruise site is a site that has been acquired by a house-builder and which is partially cleared. To the north of this is a variety of warehouse and industrial uses and the site to the west of Trent Lane next to the villas is used for open car storage. This is owned by a housing association and may also be brought forward for development at some point. The Frontage on Daleside Road is in Council

ownership and includes a mix of showroom and commercial uses that are likely to remain for the foreseeable future. To the north of the Daleside Road roundabout is the Eastpoint site which was granted planning consent for a large retail store in 2010, however at present it seems unlikely that this will come forward for development. To the west of the site is another large industrial site extending to Poulton Road. This is in the ownership of a developer and may also be brought forward for development in the future.

To the south of the river lies the flood meadows of the river, parts of which are used as sports pitches. These afford excellent views from the site. Beyond this are substantial residential properties, which have views towards the site. To the north the nearest neighbourhood is Sneinton although this is cut off from the site by the railway line.

However level crossings have recently been replaced by footbridges making the railway less of a barrier.