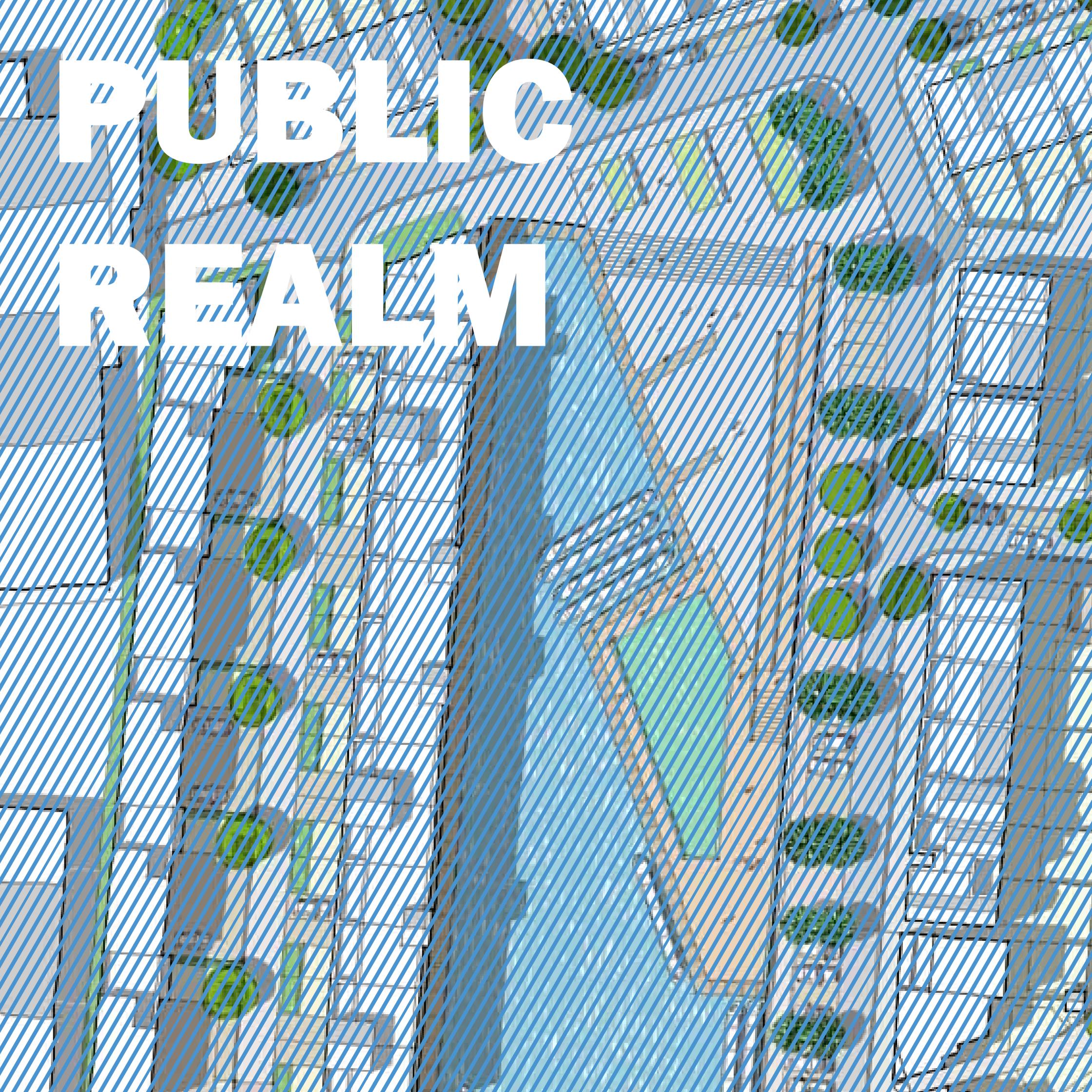


PUBLIC

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PUBLIC REALM

1: LANDSCAPE CONTEXT

— Explaining the landscape and historical context



Left / Location Plan

The redevelopment area which is the subject of this application is situated on the floodplain of the river Trent, to the west of Nottingham City Centre.

The landscape of the Trent floodplain in this area is open and level, and historically was an important riverside meadow landscape. Meadows, bounded by hedgerows and with lines of tall poplar trees remain a characteristic feature of the landscape on the south bank of the river, at West Bridgeford and on the north bank at Colwick Park.

The floodplain on the north side of the river Trent is some 500m wide. To the north rises the range of low hills on which the city of Nottingham was established (situated approximately 1 km distance) and where, immediately to the north of the Trent Lane redevelopment area, lies the district of Sneinton. This is where the closest local shops, schools and other facilities are located.

The tree-covered skyline of the hills and features such as the prominent white windmill at Sneinton are local landmarks visible from the development site.

The meadows east of the city centre were a popular place for leisure during the late 19th and early 20th centuries. Although the Trent Lane speedway stadium of the 1930's has long since disappeared, the Racecourse at Colwick Park, and the Yacht Club at the end of Trent Lane, and the cricket ground at Trent Bridge, and the two football grounds are a legacy from this period.

During the industrial expansion of Nottingham in the mid 20th century an ambitious plan to link Nottingham with the North Sea ports at Hull and Grimsby led to the construction of Trent Depot and the river basin. Much of the land between the basin and Daleside Road was developed for light industry. The resulting low rise, low density area is an unplanned and fragmented collection of sheds, generally set back from plot boundaries, which are typically formed by mesh fencing, walls and signboards.

Planting is generally the result of neglect, with self-sown regeneration of willow, elder and sycamore.

Streetscape materials are typically bitmac and concrete.



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PUBLIC REALM 2: MASTERPLAN



Left / Masterplan with Phase 1 Area

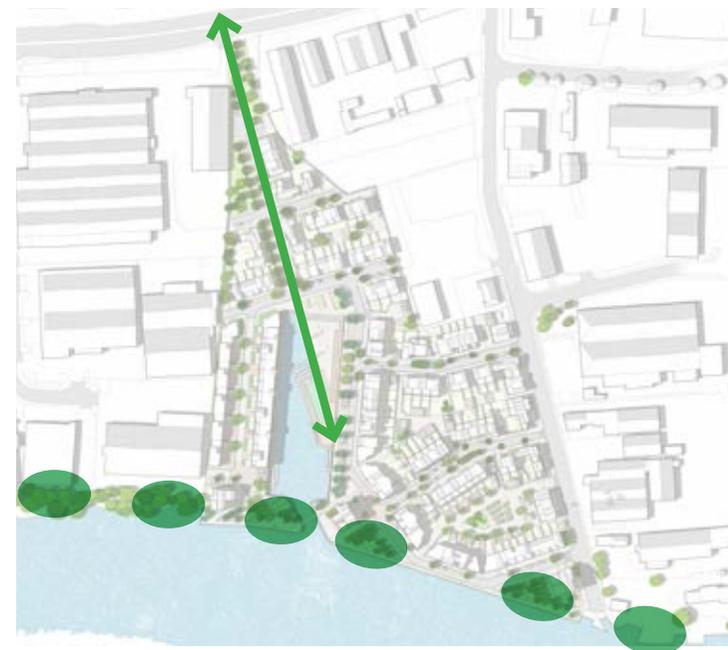
The Masterplan for the Trent Basin redevelopment site sets out to establish a robust urban framework of streets and places, in which building plots will support a wide range of potential uses, so that over time the area will become a good place to live, work and relax.

The following landscape design principles underpin the Masterplan.

A sense of place is to be established with a distinctive identity by reinforcing visual links to the wider landscape, with views to the river corridor from the site and views to the surrounding built environment. The development will incorporate a broader range of spaces for the benefit of residents and the general public.

The River Trent and the Trent Basin will become key features of the public realm, supported by public social and communal spaces, making the site a key development within the wider landscape.

The network of streets reinforces links to Sneinton and the wider landscape, including the city centre. Connections between the existing built environment and the site will be emphasized through axial

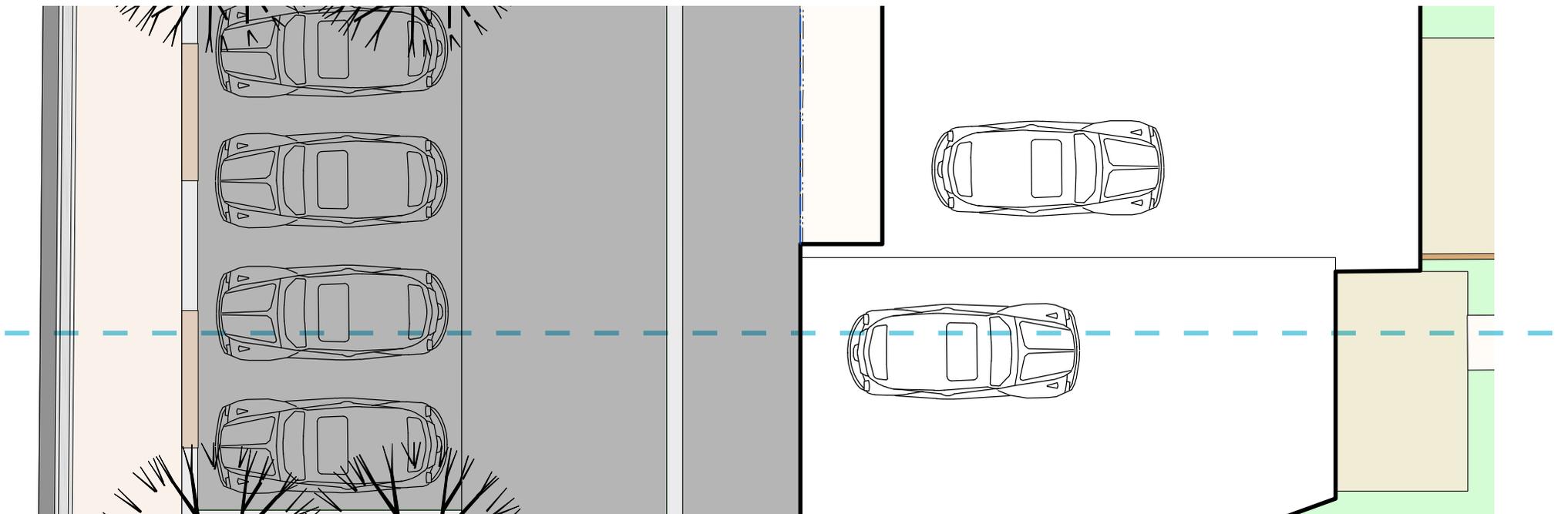
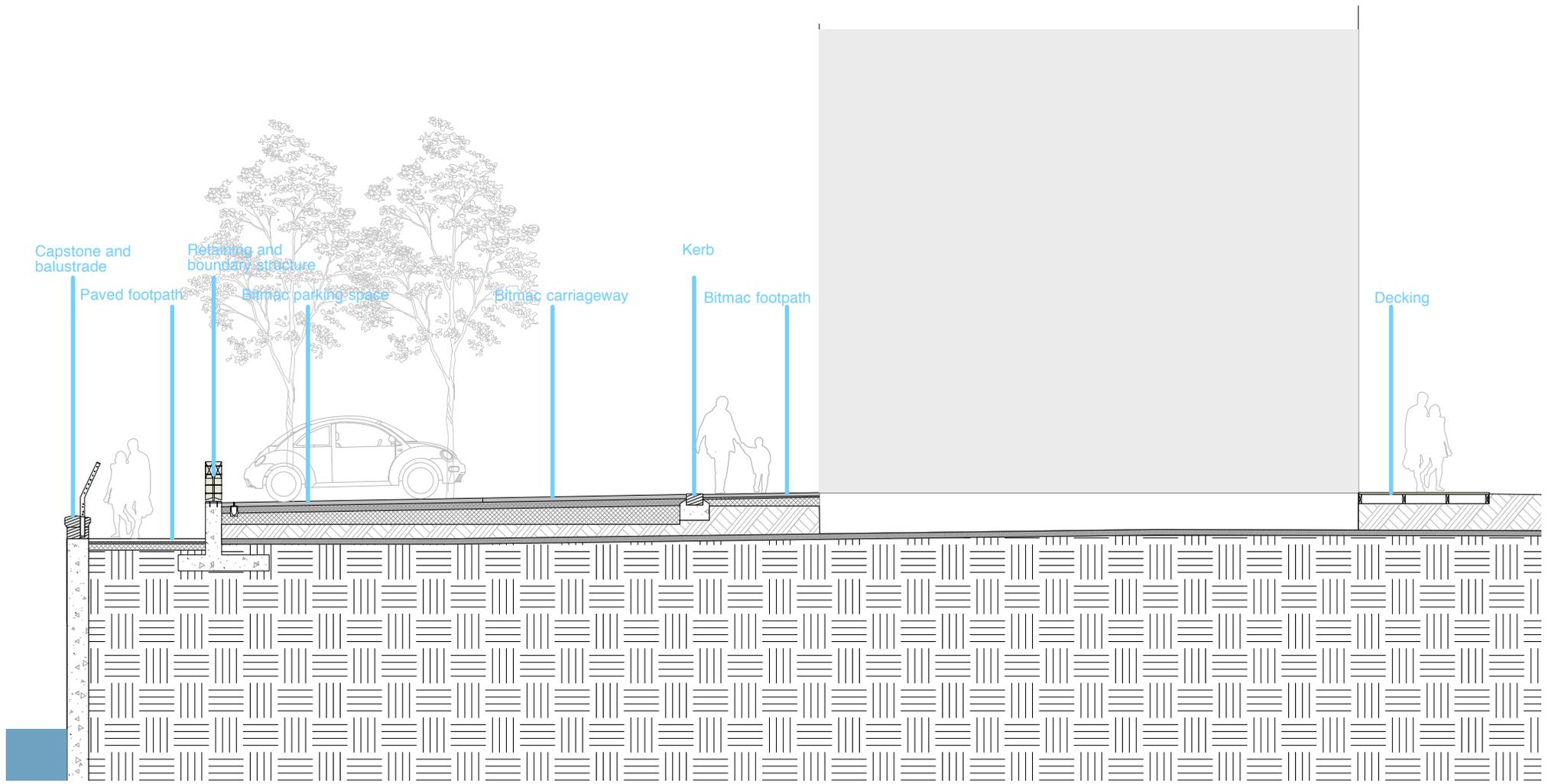


routes from Daleside Road and Trent Lane. A hierarchy of streets is formed through streetscape design and the use of buildings as markers to create legible gateways

The public realm framework of streets and places, are arranged so that areas are overlooked by houses to maximise passive surveillance and promote sense of security. This creates safe, friendly and usable spaces. Views will be created from the private and public domain to the landscape amenity areas of the riverfront and basin.

The riverside landscape will be enhanced through complimentary trees to be planted as informal groups along the North bank of the trent.

Streets will be traffic calmed and made green through appropriate planting, thereby creating attractive and usable places for people to meet, assisting the development of good neighborly relations. Communal garden and courtyard spaces will create the landscape to the rear of properties, allowing for allotments, gardens and shared



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3: BASIN



Above / Precedent images of waterside landscaping

Left / Cross section and plan extract of the landscaping to the basin edge.

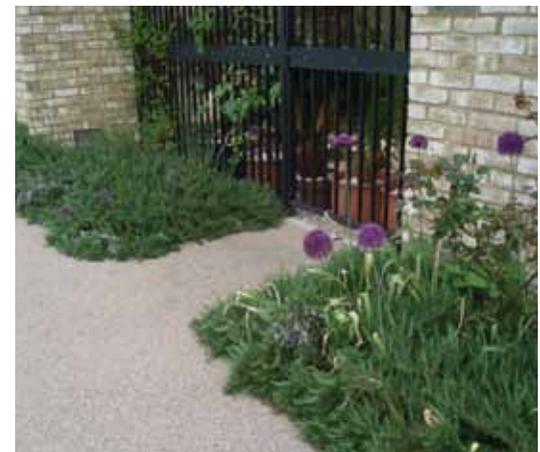
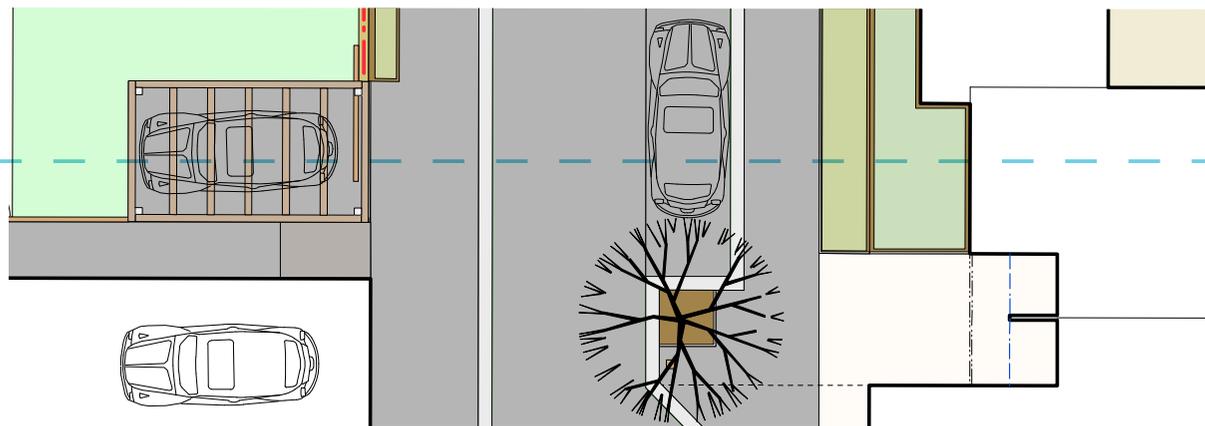
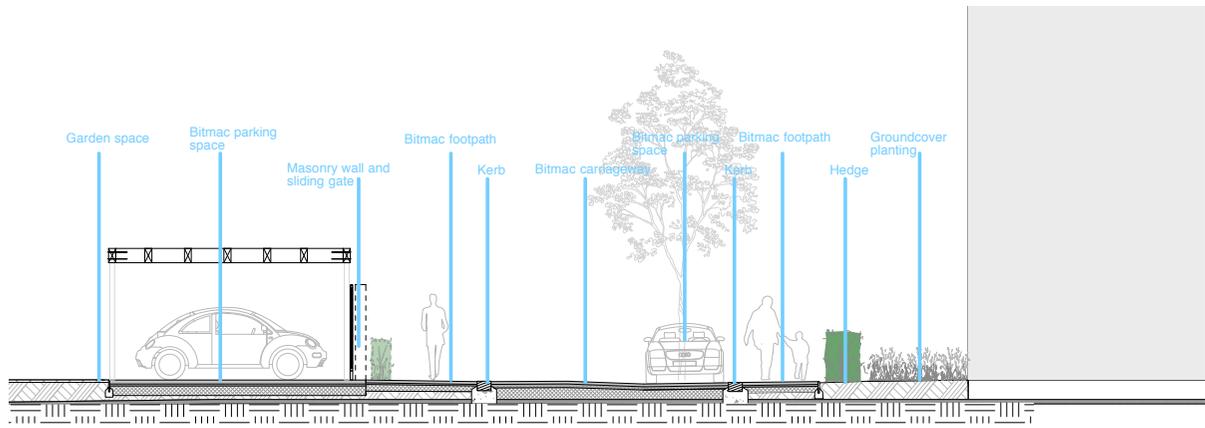
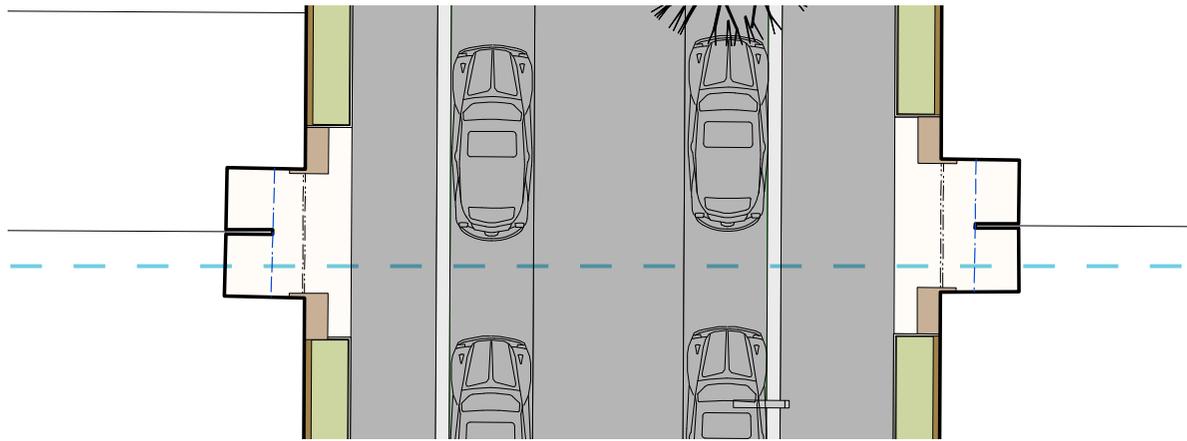
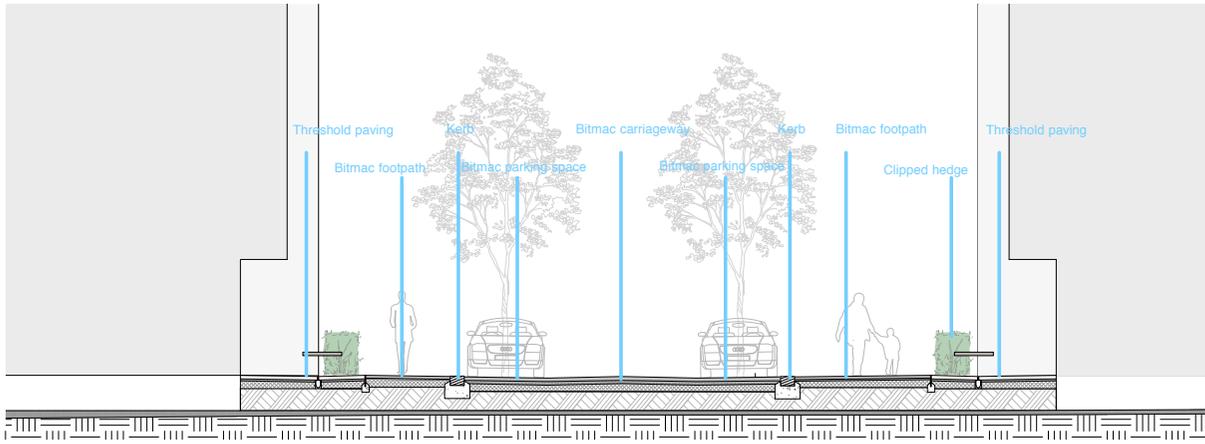
The landscape to the edge of the basin provides part of a continuous walking route that will encompass the whole site in later phases. Parking is provided for residents and visitors at a higher level.

The bold line of three storey properties will continue to define the edge of the waterfront to the East of the basin. The landscape between the buildings and the basin will provide a continuous walking route around the basin and wider site. The footpath will encompass the basin at the existing level of the wall top. Parking will be provided at the level of the properties, divided from the walking route with a precast retaining structure and timber-clad street furniture which ensures pedestrian safety.

The landscape meets the edge of the basin with an existing wall structure which will remain in place. New precast concrete capstones with steel and wire balustrades will continue around the basin, providing a continuous and distinctive character to the waterfront.

Within the Phase 1 area of the basin edge, the landscape will primarily function as a space for walking and parking, which will prove

essential in later phases when the landscape will become more animated as the basin infrastructure develops. A formal row of Norway Maple (*Acer platanoides*) will be planted at intervals between parking spaces, creating a softer transition between the buildings and basin. These deciduous trees will grow to a large size with a relaxed form which will provide shelter and greenery in summer whilst allowing light through over winter. At street level the hard landscaping will consist of bitmac to provide a durable and long lasting surface, whilst the footpath will continue the character of blockwork around the basin. Paved thresholds to the properties provide a space that forms a trim around the base of the buildings and a space that residents can personalize. The level change between street level and the walking route will incorporate a precast retaining unit to avoid surcharging the existing wall. Pedestrian safety will be ensured by implementing low steel structures clad in timber which will be fixed along the kerb line and prevent the possibility of cars travelling over the edge.



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4: STREET



Above / Precedent images of street landscaping

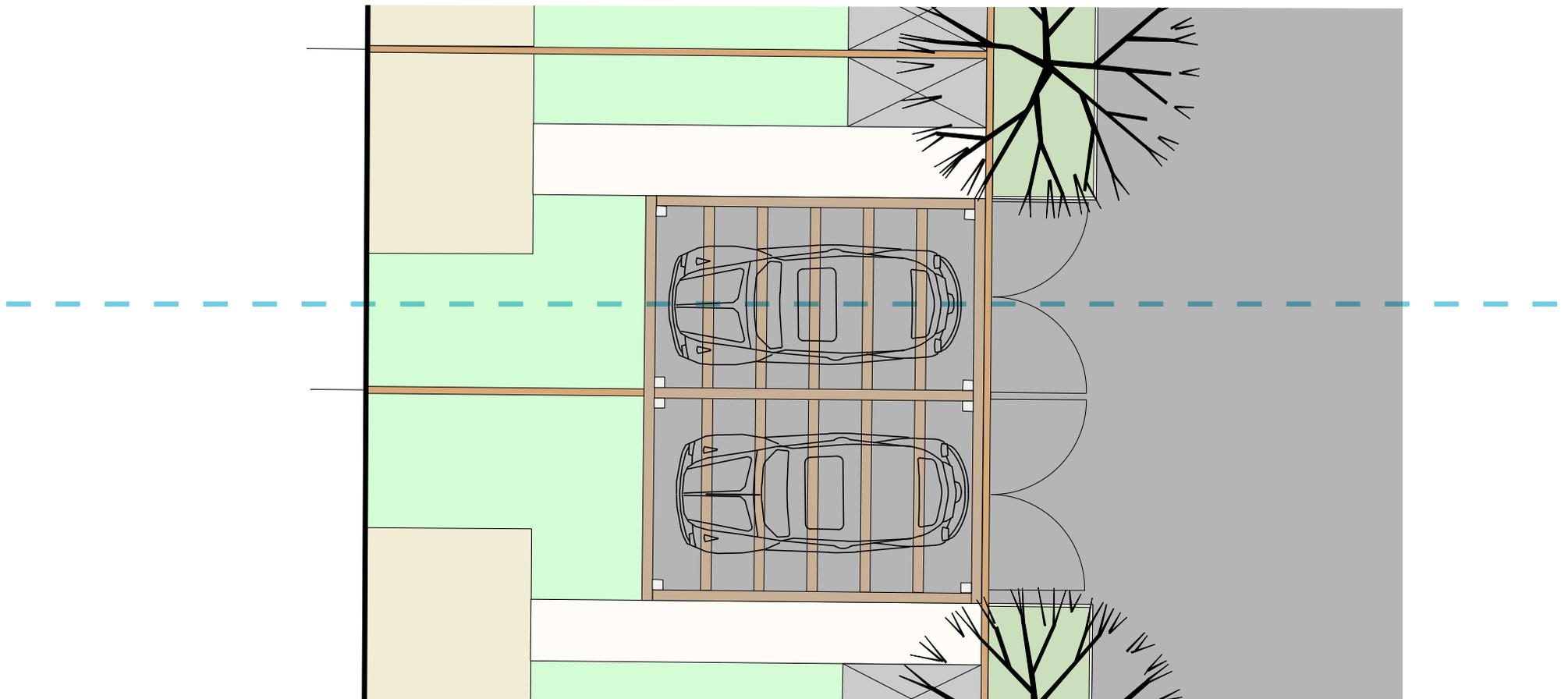
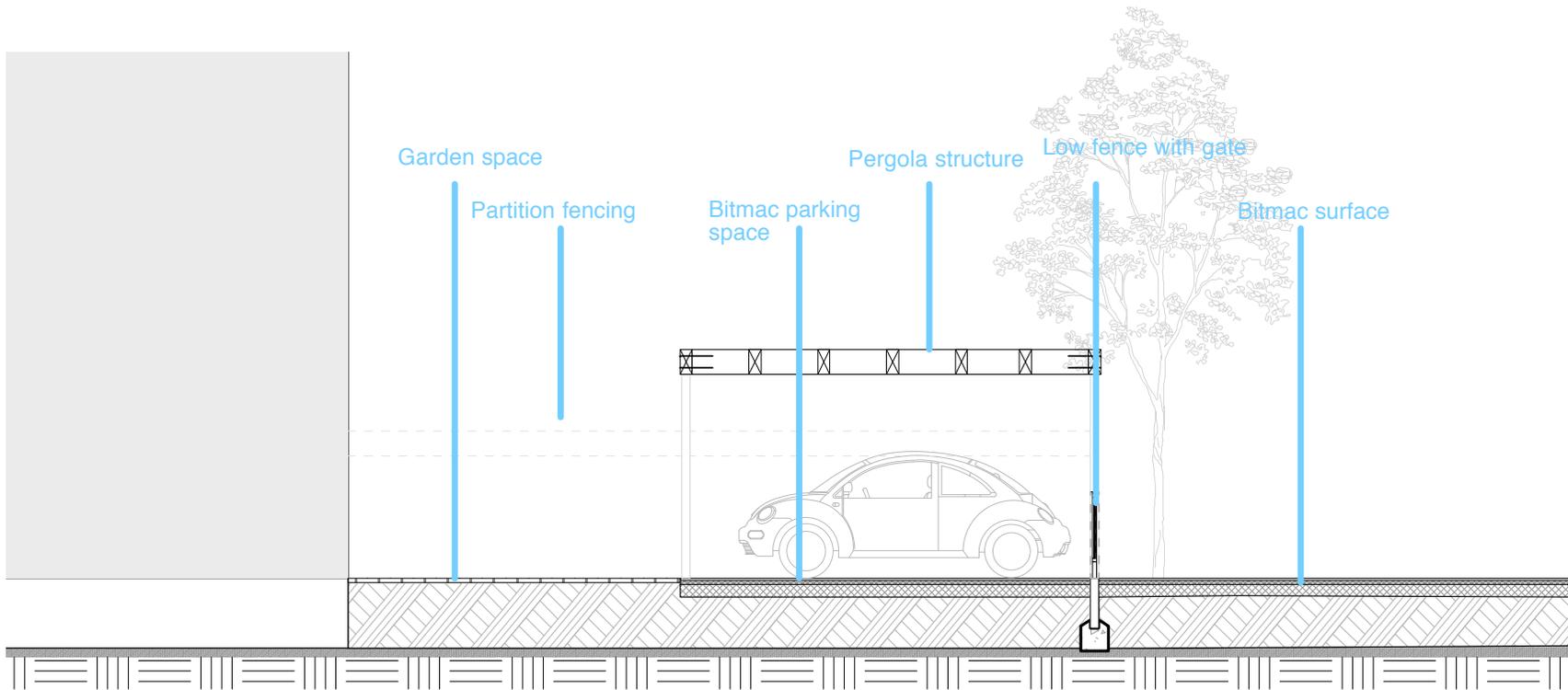
Left / Cross sections and plan extracts through two areas within the streets.

The street gives priority to residents and pedestrians alike and reduces the impact of traffic passing through the space. Hedges and paved thresholds integrate the property entrances within the streets.

This will be the first route from Trent Lane through to the basin and functions as a shared surface space. The narrow carriage way of 3.4m with passing spaces at intervals keeps traffic slow, combined with the low 6mm rise of the kerbs which allows for more freedom of movement for pedestrians. Consistent planting of Prunus and Buxus hedging will be clipped to 1m high and form a trim of greenery to the properties to be maintained by the home owners. The street will be adopted by the local authority who will maintain the social space at the centre of the street. The alcoved entrances to the properties will be a paved threshold which will provide a small space for residents to personalize as they wish, along with a small timber seat to help encourage social interaction among residents.

The entrances to the street will be kept narrow with 3m radii kerb lines which will emphasise the priority given to pedestrians whilst allowing vehicular movement and access. The character of the buildings will extend into the site through masonry walls enclosing the gardens. Timber pergola structures will provide shelter for the bin stores and the parking spaces for residents.

Visitor parking is provided in parallel bays along the street with Norway Maple (*Acer platanoides*) trees planted informally along the street. The trees will provide shelter and greenery at a high level with an informal and outward reaching character. The central zone of the street will be defined by a social space consisting of blockwork paving, a loose gravel surface and an informal arrangement of bollards and shrub planting. The trees in this space will be 'Fairview' and 'Drumondii' varieties of *Acer* which will provide an interesting change in foliage colour with tones of yellow-green and red. 2m footpaths form part of the continuous walking route through and around the site.



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5: REAR COURT



Above / Precedent images of rear courts

Left / Cross section and plan extract of the rear courtyards and garden space.

Garden space to the rear of the properties incorporates sheltered parking and cycle storage. The roads and footpaths into this space are gated access, restricted to residents only.

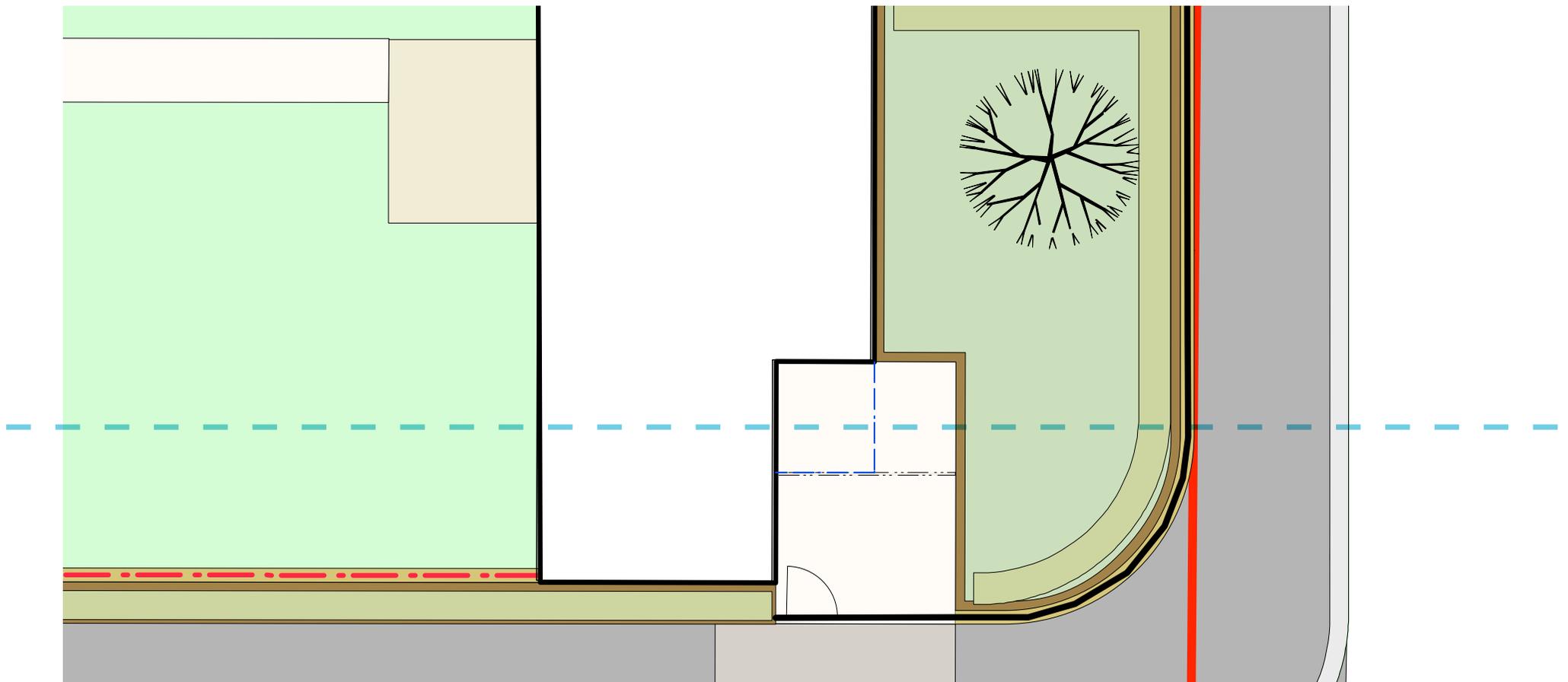
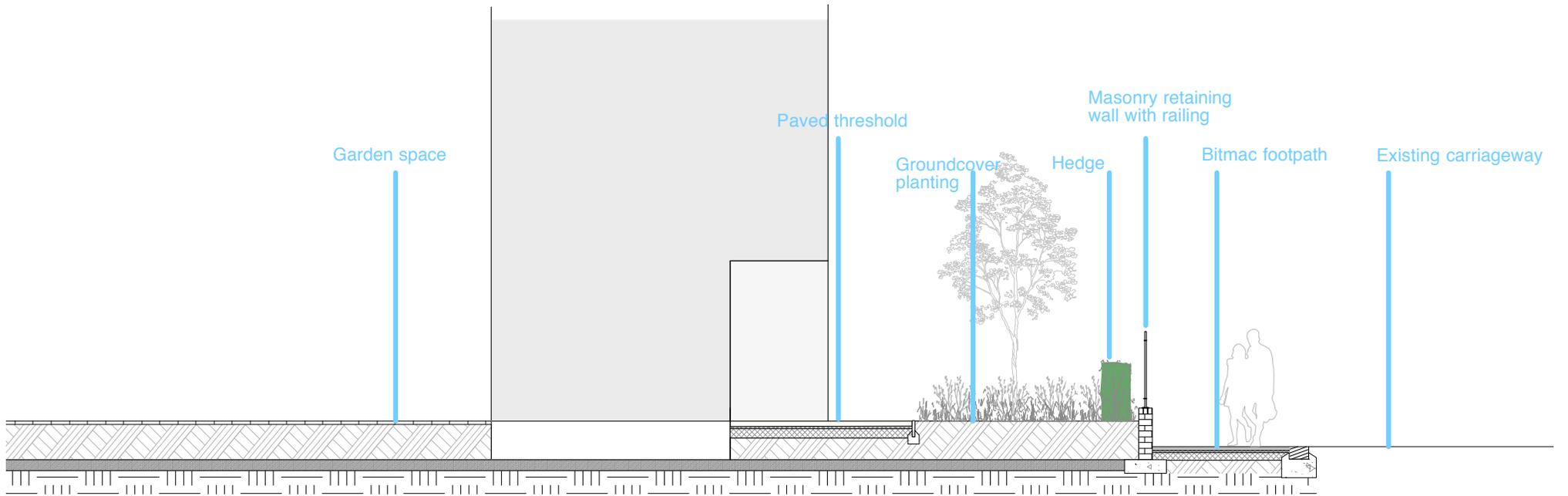
In later phases this space will be developed into a social and communal recreational space for the residents of the surrounding properties. Within phase 1 the roadways and footpaths providing access to the space will be constructed to allow residents to securely park their vehicles within their garden space. A partition structure of narrow steel columns clad in timber will form the gated entrances that will appear less imposing as standard high fencing.

The garden spaces will be turfed areas with bitmac parking spaces under the cover of timber pergolas. Decking provides a multifunctional space open to the residents interpretation, with a path leading to the parking space and cycle store.

Individual gardens are partitioned by timber fencing at 1.8m high with a trellis top, allowing some visibility through and the opportunity for climbing plants. Low 1m high fencing at the bottom of each garden will screen the parked cars whilst allowing visibility through to the courtyard which will help to encourage interaction between residents. The timber pergolas at 2.5m high allow ample room for vehicles whilst also providing the opportunity for climbing plants to screen the vehicles should residents wish to.

Planters at the end of each garden provide a transition between private garden space and the semi-private courtyard space. Ground cover planting provides a trim between the fencing and bitmac surface with Norway Maples (*Acer platanoides*) providing shelter and enclosure for both gardens and the courtyard space.

Between the completion of phase 1 and the construction of phase 2, the space beyond the rear courtyards will be used for activities such as communal allotments and garden spaces.



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6: TRENT LANE



Above / Precedent images to show relationship between properties and street

Left / Cross section and plan extract of interface between site and Trent Lane

Retaining masonry walls and railings form private spaces between properties and Trent Lane along this frontage. The high buildings form a definitive line between the street and development with a 600mm change between street level and building entrance.

The radii of the kerb line is followed by the retaining walls which create a raised planting bed at the same level as the building entrances. The boundary is softened by evergreen Buxus hedging and ground-cover planting which will die back over winter. A paved threshold space is provided to the entrance of the property which provides the opportunity for residents to personalise should they wish to.

The masonry walls continue the character of the architecture and lead into the site and along the street from Trent Lane. Their low height of 500mm is complimented by railings to a height of 1.8m which provides gated access to the private spaces at the front of the properties.

These spaces provide a visually attractive transition between the buildings and the existing street whilst providing usable space for the residents. Residents are expected to maintain the planting provided for the benefit of the wider community. Small Crab Apple (Malus) fruit trees give an intermediate scale between buildings and landscape and hold the potential for a communal or individual fruit harvesting event each year.

The paved thresholds provide functional space, giving opportunity for seating and social interaction with a slot drain to manage excess water. Where vehicular access is required to the integrated garages, the threshold spaces meet Trent Lane at street level with a small flight of steps leading to the doorway of the property.