Land at Beeston Business Park, Technology Drive and Sports Ground and Pavilion, Trent Vale Road, Beeston, Nottinghamshire. NG9 1LA

Design & Access Statement

April 2014


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Some of the images within this document represent design development – reference should be made to the planning application drawings for up to date information.
1.0 Introduction

1.1 Development Description

This Planning Statement has been prepared on behalf of M7 Real Estate LLP to support a planning application for the redevelopment of the Beeston Business Park, Beeston Rylands. The Applicant seeks planning permission for the following development:

- Full planning permission for Industrial/offices (Class B1, B2, and B8), health centre (Class D1), social club (Class D2/A4) and general retail (Class A1), new/replacement sports pitches with ancillary sports club buildings, and associated road infrastructure, car parking including a new car park for the Beeston Railway Station.
- Outline planning permission for up to 285 residential units including means of access.

1.2 Planning Application Proposals

This Design & Access Statement is in support of a planning application submitted for these proposals by PlanIT Planning & Development Ltd on behalf of M7 Real Estate Ltd.

1.3 Scope & Content of The D&A

This Design & Access Statement covers the new build development elements and conforms to Government guidelines on which issues should be covered.
2.0 Site Context

2.1 Introduction

The site was purchased by VBR Investments Ltd (VBRi) in December 2012 and proposals for the site are being prepared under the supervision of VBRi’s asset management team at M7 Real Estate Ltd.

M7 Real Estate is a European investor and asset manager of multi-let light industrial real estate and is one of the leading specialists in this sector. They are currently operating throughout the United Kingdom, Denmark and the Netherlands. Formed in 2009, M7 Real Estate is owned by 11 shareholders who are the Directors of the company working with an additional 36 members of staff.

The team is extremely experienced in this sector with a strong and positive market profile and with a portfolio currently consisting of over 260 assets, providing over 17 million sq ft of predominantly light industrial accommodation and with a capital value in excess of £600 million.

Beeston Business Park is a major brownfield site covering an area of some 48.6 acres (19.6 hectares) which has, over the years, been occupied for various industrial and office uses.
2.2 Physical Context

The site has frontage onto Meadow Road and comprises a mixture of differently designed commercial buildings (flat and pitched roofs), constructed of a variety of differing materials and across a range of single to eight storey heights.

The front of the site is dominated by a three storey office building occupied by ATOS which was granted planning permission in 2007 and is the most modern building on the site. This building is close to The Plessey Sports and Social Club. VBRi also own the 9 acre sports field with its pavilion/gym and squash and tennis courts which are accessed from Trent Vale Road and Riverside Road.

Much of the site lies derelict and underutilised, and the brief was to re-vitalise this declining site to produce a modern mixed use scheme with the business park at its heart that would attract new businesses to the borough.

Beeston Railway Station lies adjacent to the main site entrance from Meadow Road. This station lies on the Midland mainline from Nottingham to London and provides an excellent mass transit link to the city centre and beyond. The westbound platform has a direct access to the site down existing steps and an adjacent footpath.

Due to the long history of employment use on the site the surrounding area contains large volumes of residential accommodation. The majority of this is to the south and east of the site and there are new residential developments on the other side of the railway line.
Beeston Business Park

The western edge of the site faces out over the Attenborough Nature Reserve, which includes the Attenborough Gravel Pits Site of Special Scientific Interest (SSSI). The reserve was designated in 1982 mainly for its importance to over-wintering wildfowl.

2.3 Historical Site Usage

The Beeston area has a long history as a key industrial employment centre for the Nottingham Conurbation. The Broxtowe boundary along the river has, for over one hundred years, been a large source of employment for the city. Apart from the Beeston Business Park site itself, the area has housed such names as Boots, and the Humber Group, less than 1km from the site.

The site has been occupied for employment purposes for over one hundred years, being established by the National Telephone Company in 1901. The firm was taken over by Ericsson Manufacturing Ltd in 1903, before changing to Plessey. The site was used as a cabinet making factory for many years afterwards. Many of the tenants are focussed around the IT and communications services, with tenants including SMS, Siemens, and ATOS Origin.

2.4 Existing Site and Topography

The existing site Beeston Business Park is a major brownfield site covering an area of some 48.6 acres (19.6 hectares) which has, over the years, been occupied for various industrial and office uses.

The site has an eclectic mixture of different designed commercial buildings with both flat and pitched roof, and a variety of cladding materials including pre-cast concrete panels, timber, brickwork and metal cladding. There are 680,000 sqft of office and industrial buildings on Beeston Business Park but not all of that is being put to effective use. Not all of the existing space is even fit for purpose. Approximately 200,000 sqft is currently unusable.
Beeston Business Park

Existing Sports Pavilion

Local Housing Victory Road

Existing Tennis Courts

Existing Sports Pitches

Existing Bungalows Trent Vale Road

Derelict Office Building Victory Road
2.5 Planning and Public Consultation

Policy
It is considered that the proposals fully comply with the relevant national, strategic and local planning policies as well as other material considerations. National and local Policies are addressed in more detail in PlanIT’s supporting Planning Statement.

Involvement
Several pre-application meetings have been held with the LPA which has developed the mix of uses and the siting on the site, the LPA officers have been supportive of the proposals and the proposed uses. Further details are in PlanIT’s supporting planning statement.

Public Consultation
The presentation boards are included in this D&A statement in the appendix.
This section includes a detailed summary of the resident/stakeholder feedback received in relation to these proposals. Consultation was undertaken within the month of February 2014 with the local residents; the consultation took the form a 1 day exhibition at the Beeston Business Centre which was manned by representatives from the Applicant and the project technical team.

The Consultation process.
The consultation event was held on the 18th February 2014 and was advertised through the local Newspaper media (The Nottingham Post and the Beeston Express); invitation letters were also sent to approximately 500 properties in the vicinity of the application site and the existing site tenants. Posters advertising the event were also displayed at the Beeston Library, supermarket notice boards, the rail station and on the site frontage. Copies of the invitation letter, the publicity poster are included below.
The purpose of the exhibition was to raise awareness of the planning application proposals. The exhibition was held on site between the hours of 2pm and 7.30pm on the 18th February 2014. A number of information boards were displayed to explain the background to the application, the history of the site, and details of the proposed development. Members of the project team were on hand to answer questions and to respond to comments raised. A copy of the exhibition boards are included below.

All of the displayed material was also made available to view online via the PlanIT Planning and Development website to ensure that those who were unable to attend the event had the opportunity to comment. Those who participated in the public consultation were invited to complete a feedback form either on the day of attendance or by email/post. Participants were also able to comment online via the consultation website. A copy of the feedback form is included below.

Consultation Feedback.

173 people attended the consultation event and signed the visitor book. This was an excellent attendance rate. 156 feedback forms were returned to the Applicant which represents a 90% response rate; 103 comment forms were completed on the day of the consultation event and another 53 comment forms were returned either through the post, by email, or via the consultation website.

The feedback forms revealed total support from 65 (42%) respondents and partial support (34%) from 53 respondents. 18 of the respondents were not supportive (11%). A further 20 respondents (13%) were undecided on their views of the proposed development.

- Relocation of the Plessey Social Club. 71 in support, 45 object and 40 undecided.
- Good support for local the retail offer within the proposals.

The following generic issues were raised by those who expressed concern about the proposals:

- Concern about traffic levels which would be generated by the scheme and the ability
of local roads to cope with that additional traffic.

- Concern about the number of houses which are being proposed.
- Concern (mainly from residents in Trent Vale Road) about the proposed location of the sports club building and the relocation of the Plessey Social Club into that building.
- Concern (mainly from residents in Trent Vale Road) about the height of the sports club building.
- Concerns about potential contamination levels on site.

Those respondents who were supportive of the scheme commented:

- Fantastic project which needs to be done.
- New housing needed.
- The update and modernisation of the area should be encouraged and welcomed.
- Support for the sports club as a destination for children.
- Support for the retention of the social club.

The respondents who were not totally supportive raised the following comments:

- Need for facilities other than sport related for young adults.
- The social club should be kept on the Beeston Business Park and potentially refurbished.
- Late night noise from the social club is a concern.
- There is a need for apartments within the housing proposals.
- Flooding in South Road is a concern.
- Tennis courts would be a good addition to the sports facilities.
- Opportunity for more tree planting.
The Applicants Response to the consultation feedback.

The Applicant has considered the feedback from the local community. A number of significant changes have been made to the scheme to address specifically the concerns about the potential for the relocated Plessey Club to cause become a local nuisance. The proposals have been amended in a way which relocates the Plessey Club into a new building next to the proposed rail station car park.

The scheme has also been changed to address the issues raised in respect of the location and design of the new sports club building. That building has now been designed as a single storey pavilion (previously 2 storey) and has been repositioned on site so that it is closer and orientated to the allotments.

In respect of flooding and traffic impact, these matters have been assessed through modelling work. The Applicant is satisfied that both technical issues can be addressed satisfactorily through the provision of a new signalised junction at Technology Drive/ Meadow Road and by the raising of finished floor levels on the South Road development parcel.
The site is relatively flat with a slight fall of 1.75m over a distance of 750m.

3.0 Site Analysis

3.1 Constraints

Main site
Railway line - potential noise disruption.
One main vehicular access - vehicular queuing times.
Lack of permeability - site currently a secure site.
Residential Adjacency - easterly edge has residential properties adjoining the site boundary.
Flood plain - parts of the site shown as flood zone 3 On Environment Agencies Plan.
Existing buildings - Buildings on the southern part of the site and ATOS building near the main entrance to be retained.
Public Footpath - there is a public footpath crossing just south of the ATOS building and connecting the residential with the train station.
Nature Reserve—south-eastern edge adjoins nature reserve.

Leisure Site
Overhead Cable— due to the fact that the site is equidistant between the two pylons the swing path sterilises part of the site for construction or floodlighting.
Adjacent neighbours—Proximity of sports and buildings to existing neighbours
Flood Defences—The southern part of the site has a grass burn that is part of the flood defences, this can not be interrupted.
Existing parking—there are existing parking spaces along Trent Vale Road.
3.2 Opportunities

Main site

Railway line - connection to Nottingham City centre or away to destinations e.g London.

Vehicular access - Control of vehicular movements into surrounding small residential streets

Permeability - opportunity to better connect the Ryland's with the railway station and the Beeston Town Centre.

Residential Adjacency - opportunity to blend new residential with existing residential and address the employment use relationship with the residential.

Existing buildings - Buildings on the southern part of the site to be retained and ATOS building near the main entrance, there is an opportunity to incorporate these buildings more successfully into a vibrant and busy business park.

Public Footpath - there is a public footpath crossing just south of the ATOS building and connecting the residential with the train station this can be enhanced and utilised.

Leisure Site

Site shape - Flat rectangular site ideal for pitches.

Improved pitch layouts to maximise the use of the site.

Improved changing Facilities– new team size change facilities.

New leisure facilities - including improved squash courts with dedicated change and potential for family facilities.

Road access - good road access to 3 sides of the site.

Untidy site - The site currently is in a state of disrepair and is poorly maintained.

Existing parking - There are existing parking spaces along Trent Vale Road that could be better utilised.
4.0 Design Evolution

Following meeting with LPA and other stake holders the proposals have evolved these are not all the incarnations of the scheme but pick up the poignant developments in the proposals.

Scheme 1
Residential area located adjacent to the existing residential properties to provide a buffer to existing residential properties from proposed employment use.
Employment and residential traffic separated at main entrance to the site.
New employment was located adjacent to retained employment to form a business park but left ATOS isolated.
Large area for retail and leisure, potential uses considered were a supermarket, bowling alley and fitness centre. Concern was raised by the LPA over the amount of area and the conflict of uses with the town centre.
Site frontage not addressed.

Scheme 2
Retail reduced and moved to form frontage to the site.
Commercial units rationalised and increased to provide more employment. ATOS building now linked with the retained employment at the rear of the site.
Commercial footprints rationalised to more viable footprints.
Car park off Technology Drive dedicated to the train station.
Landscape buffer added to provide additional screening between the employment and residential uses.
Scheme 3
Further development of the employment areas and rationalisation of road infrastructure and service areas.
Second office/Business centre added.
Public right of way reinforced as pedestrian link to train station.
Pitch layouts added.
Residential street layout amended to reflect a more market orientated layout.
Retails units indicated to form gateway to the site.
Motortrade units added at front off site
Service area and parking areas added to all units.

Scheme 4
Residential development brought through to the site frontage.
Commercial layout adapted to provide potential for phased delivery.
Additional residential area shown on South Road.
Detailed design of the pavilion building influences leisure site layout.
Pitch layout amended.
Scheme 4 is the proposal that was presented at the public consultation.
5.0 Scheme Design

5.1 Introduction

This section will present the final proposals, due to the nature of the application the general masterplan will be presented first with site wide solutions. This will then be followed by sections on the specific building types which form the detailed application.

- Motortrade
- Retails
- Medical Centre
- Business Centre
- Light Industrial
- Leisure Pavilion
- Social Club
5.2 Uses

Following the final consultation with the LPA and feedback from the public consultation the layout was frozen in March 2014.

The make up of the new business park will be as follows:

- 24,000 sqm of retained industrial/office space.
- 6,503 sqm of new Business Centre/offices (2 x buildings, each 3,251 sqm)
- 9,755 sqm of new multi-let light industrial units.
- A ‘local Retail Zone’ which will include a 418 sqm convenience food store, 418 sqm of local retail,
- 650 sqm unit for Motortrade operators (B2 class) and a
- 464 sqm health centre.
- New Social Club with better community facilities
- New Housing. Part of the site has been identified for a new housing project. This area will be developed with up to 285 new homes. This is an opportunity to use a brownfield site for a housing project at a time when the Council is having to consider greenfield locations to accommodate the Borough’s housing needs.
- New Leisure facilities. We will replace the existing sports facilities with a new modern complex. The new facilities will be on the existing location off Trent Vale Road and will comprise a sports pavilion with changing rooms for indoor and outdoor sports, 3 x squash courts, new sports pitches including a 3G football turf pitch and a children’s play area. The new facilities will be built for the local community.
5.3 Layout

Key layout principles are

Linking all the employment elements to form a unified business park.
Grouping of office and business centre units together
Clear and simple layout of business park to make it easy to navigate.
Motortrade and Retail to form site frontage and be accessible by wider local community
New residential linked to existing residential area and brought to front of site to give identity
Separated commercial and residential traffic within the site
Pedestrian links and permeability increased.
Increased parking capacity at the railway station.
Landscape buffer between employment and residential with open space area included.
New social club with better community facilities.
New managed sports facilities.
Leisure Pavilion located away from residential properties and set back from Trent Vale road.
5.4 Scale and Massing

Generally the buildings across the site similar to those they are replacing or those retained on the site. In response to the public consultation the Sports pavilion has been reduced to a single storey building. Please see elevation drawings for details, however heights/massing are as follows:-

The Light industrial/Trade counter units are single storey with an internal clear height of 7m, the single pitched roof rises to 9m high.

The Motortrade buildings have the same parameters as the light industrial units with an internal clear height of 7m.

The leisure pavilion is a single storey building with the squash courts have an internal clear height of 5m making the external height 5.5m high and the remainder of the building is 4m high.

The Business centre/Office is 2-storey and has different a ground floor, floor to floor height of 4.5m and a first floor with a clear headroom of 3.6m making the over all building 8.3m. These buildings have been set back from the main road so as to give better separation from the proposed residential units.

The Retail Units are single storey with a clear internal height of 3.6m making an over all building height of 4.5m. They have been arranged to make a small retail court.

The Health Centre has a floor to floor height similar to an office building of 3.9m and so is approximately 8m high.
Beeston Business Park

Residential

The proposed layout principles aim to create a neighbourhood that is legible, using buildings, routes and landscape to contribute to a high quality public realm that is memorable and has distinct identity and a real sense of place. The layout will provide a mix of family housing with a density approximately 40 per hectare.

Built form has been proposed along routes though and around the site to help define them and to provide active frontage to create engagement and a sense of safety and security. The scale and massing of the built form reinforces a street hierarchy whereby the main routes are the most well defined with a continuous building line and lower order streets and private drives etc. can be more loosely defined.

Feature buildings are proposed to respond to key views into and through the site to aid orientation and to animate journeys through and around the site. Feature buildings might be realised with an increase in height, a change of material or a strong form and mass.

Landscaping is also key to providing a legible public realm and a clear distinction between public and private space which improves security and encourages maintenance of areas by defining ownership. Clarity also encourages use of public spaces and amenities. Where possible existing residential properties that backs on to the site will be backed onto to form secure boundaries to their gardens.

The proposed layout principles also establish clear views to and from the site which help to root the development within its local context. Picking up the existing street patterns and pedestrian routes is also key to this.

A clear and legible road hierarchy with clearly apparent road priorities and clear views coupled with consideration of the existing infrastructure and surrounding junctions will help to maximise road safety.
5.5 Phasing

Phasing is key to this development. It is important to be able to retain as many as possible of the current occupiers on the site. To achieve this some of the new employment buildings will need to be the built first and firms relocated to allow demolition of other areas for development.

It is proposed that the business centre and some of the light industrial buildings be built first, along with the leisure facilities (phase 1A). This will unlock the area shown in red (phase 1b) for the retail and first phase of residential to be developed. The remaining residential and commercial units will then be developed to complete the site.

5.6 Highways and Access

The Beeston site is well served by public transportation, and can be considered, not only in terms of national planning strategy, but also locally, as a highly sustainable location.

The site is well served by all modes of public transportation. The most important transport node is the adjacent Beeston station, which provides a link to the national rail network, with direct trains stopping every hour en route between London and Nottingham. The westbound station platform has direct access to the main site entrance on Technology Drive, and is of huge benefit in enabling the site to be able to make a positive contribution to the city’s environmental vision for the 21st century.

Beeston town centres is less than 800m from the site, and to its southerly edge lies Beeston Bus Station. Buses run regularly from Nottingham City Centre, as well as surrounding towns and villages to the station, with many of the major routes running along Queens Road less than 200m from the site. It should also be noted that the NET line 2 tram will run directly through Beeston town centre, further improving public transport access to the site.
The area is well served by existing National Cycle routes, with one running along the nearby Queens Road, before going directly past Beeston Station under the Meadows Road flyover, and another running alongside the nearby River Trent.

The site currently has several existing access points. For reasons of site security, most of these are kept locked, with access being maintained for emergency vehicles and any abnormal deliveries as and when required. The main entrance is along Technology Drive, with the section from Meadow Road to the main site security barrier being an adopted highway and the only vehicular access point to the site.

A number of entrance road layouts were considered for the site entrance, and the existing one identified as the only deliverable option for a continuously occupied site.

A study of accident data demonstrated that there are no particular safety concerns on the highway network surrounding the site that would warrant mitigation as part of the proposed scheme.

The site will be served via the existing access but will provide a scheme to upgrade the junction to signals. The capacity assessments have indicated that the proposed access arrangements operate well within capacity and can serve the proposed development.

In addition to this, a tracking assessment has been undertaken using a maximum legal articulated vehicle. This demonstrated that the design vehicle can access and egress the site without any conflicts.

The total level of parking on site will be provided in accordance with the relevant design standards and the number of spaces will be finalised at the detailed design stage. Cycle
parking will be provided within the curtilage of each dwelling and at cycle storage points for individual employment units.

The proposals will result in a net reduction of 143 and 5 two-way vehicle trips during the AM and PM peak hour periods respectively. The proposed scheme therefore represents a less intensive use than the previously consented use.

5.7 Flooding

The existing Beeston Business Park and sports field to the south are shown to be located within Flood Zone 3 on the Environment Agency Flood Map for Planning. This is the area considered to be at high risk of river flooding from the nearby River Trent where there is a 1 in 100 year return period of flooding or greater in any year.

The application site is afforded protection from river flooding by the presence of the Environment Agency constructed Greater Nottingham River Trent Flood Alleviation Scheme. The defences present, including sections of wall, earth bunds and sluice gates provide protection to the application site up to a 1 in 100 year return period standard. This effectively removes the application site from the high risk floodplain. As such the development is considered appropriate for its location given the protection from flooding provided and as a result will not increase the risk of river flooding elsewhere.

The application site (sports field) is at residual risk of river flooding when accounting for the effects of climate change and should the flood defences be overtopped, breached or fall into disrepair whereby flood water is able to bypass the defences. The business park is not at residual risk of river flooding as the site is situated on higher ground than that which would be affected.

Protection to proposed buildings against the residual risk of river flooding will be provided in accordance with Environment Agency guidance through incorporating appropriate finished floor levels.
Access for pedestrians to and from the application site can be provided on land outside the high risk floodplain area due to the presence of the defences. When factoring in climate change, the sports pitch area is shown to be at risk of flooding. However it is considered that the lifetime of the pavilion development would not extend over a length of time envisaged to be affected by the results of climate change as detailed within the NPPF.

It is recommended that future operators of the sports pitches and pavilion building site sign up to the Environment Agency flood warning service that is available to this location and consider the production of a flood evacuation management procedure to follow in times of expected high risk flooding.

Future residents of the residential dwellings located on South Road would also be advised to sign up to the Environment Agency free flood warning service to be aware of expected high river levels and any flood defence breach (considered to be an unlikely occurrence as the defences will be maintained).

There are no other forms of flooding considered to pose a significant risk to the application site and the proposed development. The requirement to provide raised finished floor levels accounting for the residual risk of river flooding will also provide protection against surface water runoff.

Surface water runoff will be drained from the business park site via discharge connections to the Severn Trent Water sewer system to the north east of the business park and to the minor watercourse to the south west of the business park. The proposed re-development of the business park will result in a decrease in the runoff generated and discharged from the site, in accordance with Environment Agency guidance, which will ensure there is no increase in flood risk elsewhere. The proposed drainage strategy will incorporate the use of sustainable drainage systems that will assist in reducing the pressure on the existing sewer system capacity and provide an improvement to the existing situation. On the sports field area it is proposed that surface water runoff that would be generated be drained via natural infiltration methods (soakaways).
5.8 Technical Reports

A significant amount of technical work has been completed so that we can make sure that our proposals take account of the constraints which restrict development.

Here are the type of issues which we have considered. Full copies of our technical assessment have been submitted with our planning application for scrutiny by Broxtowe Borough Council and other organisations such as the Environment Agency.

- Flood Risk Assessment. See section 5.7 Flooding

- Drainage Strategy. A scheme to drain surface water has been designed. This will result in a 20% reduction in surface water run-off into local watercourses compared to existing run-off rates.

- Transport Assessment. See section 5.6 Highways and Access

- Noise Impact. The impact of noise from road traffic movements, fixed plant and machinery, and train movements have been assessed. Existing noise levels have been recorded from different positions within, and on the edge of the site. The methodology for assessing noise levels and the results have been agreed with the Council’s Environmental Health Officer. The results show that noise levels at the nearest residential development are unlikely to give rise to complaints on grounds of nuisance.

- Ecology. An arboricultural survey has been completed, which looks at the condition of 26 individual trees, 25 groups of trees and one woodland area. These trees are located either within or directly adjacent to Beeston Business Park. Trees with the highest retention value have been identified through the survey work. A separate survey has also been
completed of the existing buildings to identify whether they are being used by bats. External inspections of the buildings which are proposed for demolition were completed on 13th September 2013. A dusk emergence transect survey was also completed. No evidence of roosting bats was identified and low levels of bat foraging were recorded. Foraging behaviour was recorded on the edges of the site. As a precautionary measure, a second survey will be completed in advance of demolition work.
6.0 Detailed Scheme Design

6.1 Motortrade Unit

Two new Motortrade units are proposed adjacent to the principal entrance to the Business Park off Meadow Road and Technology Drive. The units have a similar elevation treatment to the Light Industrial units that are proposed as part of the overall development, and form a Central Hub for Motortrade businesses.

The proposed units are single storey with a high roof creating 7m clear internal height with shop trade counters to the front and a shared carpark for customers accessed off Technology Drive.

Materials are a combination of brick at low level for durability, with a high level cladding and glazing with a Gull Wing mono pitch roof profile feature to match the other proposed industrial business uses on the Business Park.

Aluminium curtain walling located at the corners of the units articulate the entrance from both the carpark and pavement sides, with additional high sided doors to the loading area providing access for vehicles from the main carpark.
Motortrade Units
6.2 Retail

A zone of single storey retail buildings is proposed to the rear of the existing ATOS building, consisting of a mixture of different sized units containing a single 4500 sqft convenience store, together with 4 smaller outlets which in total comprise an additional 4500sqft of retail space.

The retail units have a shared landscaped car park which is accessed directly off Technology Drive.

Materials are generally of brick to reinforce the general palette of materials proposed for the Business Park, whilst also emphasising the smaller scale of the retail buildings. Simple articulation of bays reduce the scale and massing of the walls, with the convenience store entrance highlighted with a projecting canopy.

The emphasis on the elevations is focused on the glazed shopfronts, which are located to the corner of the larger unit, to relate to both the street and the car park elevation, whilst the smaller units, which have the flexibility of being able to be combined or subdivided to match market demands, have proposed shopfronts that are towards Technology Drive, but which are accessed from the car park.

Servicing is generally to the rear of the units, with an external paved access to the rear of the ATOS building providing access to the rear of the smaller retail units.
Local Retail Units
Convenience Retail Unit
6.3 Medical Centre

The proposed Medical Centre is a new 2 storey building with a direct public access located on the south east corner, intended to provide a new regional GP surgery and Health Centre serving the wider Beeston community outside of the Business park. The new double height entrance provides a connection to both the main street and pavement for pedestrian access and the car park serving the medical centre, together with a new pedestrian footpath linking back to Technology Drive to the north.

Proposed GP and Day treatment facilities are located at ground level, with the main reception and waiting room. Full height glazed curtain walling to the corner of the building with an overhanging canopy emphasise the entrance and internal circulation, giving clear articulation to the internal circulation and facilities that would be available at the Centre.

Intensive treatment and additional staff and bookable accommodation is proposed at first floor, together with additional waiting facilities and recovery rooms for day patients.

The proposed materials to the elevations are a combination of self coloured render with accents of contrasting cladding using a combination of timber and aluminium panels. This continues the general palette of materials proposed for the Business Park development, but additional emphasise on higher quality reception spaces and greater emphasis on the entrance with the use of additional Brise Soleil to the South elevation, help to identify this building as a more community focused building providing additional facilities for the wider Beeston area.
6.4 Business Centre

The Proposed Business centre consists of 2 new 2 storey buildings that are mirrored either side of a tree lined boulevard to generate a gateway to the site and a new focal point off Technology Drive.

Principal entrances are located opposite each other and either side of the boulevard, and are clearly articulated with an overhanging roof and colonnade structure to a 2 storey glazed entrance screen providing access to reception spaces located at ground level.

Proposed office accommodation is located at ground and first floor, with the option for the space to be open plan or sub divided subject to market requirements. The design of the layout allows for flexibility of use, whilst the proposed building would also contain small workshop spaces that are located to the rear. This would provide additional options for different business types, both in terms of size and access, together with options for different frontages and combinations of office space and workshop space available.

A simple principle of 2 storey brick bays is used as the primary device for the elevations to provide continuity between the requirements of the workshop units to the rear, together with the glazing requirements to provide natural ventilation to the office space. In this way the elevation can be easily adapted to accommodate different changes in the ground floor configuration to accommodate fewer or greater workshops depending on market demand, whilst also maintaining the integrity of the elevation concept.

Accents of self coloured render highlight the vertical circulation, and both continue the proposed palette of materials for the Business Park development generally, whilst also visually relating to the adjacent Medical Centre.
Business Centre
Business Centre
6.5 Light Industrial

The light Industrial units have been designed to accommodate a wide range and flexible mixture of different sized units within a coherent architectural design that is easily adaptable to different demands and user requirements.

With sizes indicated ranging from 2500 sqft—5000 sqft, these units would provide a large range of flexible business space with high bay 7m clear internal dimensions that would be suitable for a large range of potential users.

Proposed materials are a combination of brick at low level for durability, with a high level cladding and glazing with a Gull Wing roof profile feature to match the roofs proposed for the motortrade business uses on the Business Park. The standard section allows for the development of multiple units in terraces with added flexibility for single users to take up to 20,000 sqft if required, with the roof profile forming a striking visual outline that can be used as a single depth mono pith, or equally as back to back units to mirror the roof profile. To create gables of paired wings.

Aluminium glazing located adjacent to high bay loading doors create options for tenants shop fronts, with access to potential trade counter accommodation or alternatively, office space required to support the main business operations.
Light Industrial Unit
Light Industrial Unit
Light Industrial Unit
Light Industrial Unit
Light Industrial Unit
Light Industrial Unit
6.6 Leisure Pavilion

The proposed leisure pavilion is a single storey changing and reception building to provide support facilities for the existing outdoor sports pitches that are located within the Business Park.

The building has been designed to meet FA standards for outdoor football changing and will provide new changing and showering facilities for players and referees alike. In addition to this there is new dry sports change with 3 squash courts, together with meeting space that would also be available for the local community.

The proposed Pavilion would also contain a social and function space to provide refreshments and an enclosed viewing gallery for spectators to watch sports on the main pitches.

The proposed materials include self coloured render to the main walls and soffits of the entrance canopy, which continues the general selected palette of materials that are utilised within the Business Park development. This would be contrasted by the larger scale of the squash courts which would be completed in coloured cladding panels to provide a strong visual landmark, and be seen as a new community focal point for sports and leisure.
Sports Pavilion
Sports Pavilion
6.7 Social Club

The proposed Social club is a 2 storey building which would be a replacement for the Plessy Club as part of the development of The Business Park.

The building has been designed to accommodate a large double height multi use space on ground floor, with reception, bar servery and kitchen accommodation to provide support to host a variety of events and activities. On the first floor there is located additional changing rooms and flexible studio space for further activities and clubs. Both ground and first floor can be run independently, which would allow use by various community groups at the same time, and also allow for closing off parts of the building to reduce running costs at certain times when the full building is not in use.

The main entrance is located to the corner of the building to address both the street and public car park. This theme has been developed on a number of the proposals throughout the development scheme which enables a continuity of design across the different building types, ensures activity at street level, and helps all users to navigate around the Business Park by using the strong corners of the buildings as visual landmarks.

The proposed materials are mainly facing brick, in line with the selected palette of materials that have been proposed for the Business Park generally. However elevations have been simplified with the focus on windows and transparency which highlight the internal functions to generate activity on the façade. Each space is therefore expressed by large windows on the outside, which gives the visitor the ability to see clearly all the internal activities of the main function space and studios upon arrival.
7.0 Conclusion

Our proposals will bring benefits to the area in a number of ways.

- **Job Creation.** We wish to retain employment uses on the majority of the site. Some of the existing buildings will remain, the older buildings will be removed and replaced with modern commercial units.
- The proposals will be £30 million investment in the site and will create circa 850 new jobs as well as contributing significantly to the Councils public purse through the payment of New Homes Bonus to the value of c £2m.
- The development will provide a high quality development that is sensitive to the site’s location and its surroundings.
- **New much needed housing**
- **Improved leisure and sport facility, properly maintained and run.**
- **Removal of derelict and unsightly buildings**
- **New local convenience shopping**
- **Improved parking at the railway station**
- **Improved site permeability**
8.0 Appendix
TO THE OWNER/OCUPPIER

Ref: BEESTON BUSINESS PARK, STATION ROAD, BEESTON

We act for the owners of the Beeston Business Park who wish to unveil plans for the redevelopment of their site for a mix of employment, small scale retail and residential development. The proposals also include plans for the enhancement of sports facilities at Trent Vale Road.

We would welcome your attendance at a Public Consultation Event which will take place at The Beeston Business Centre on Tuesday 18th February between 2.00pm and 7.30pm. We do hope that you will be able to join us at this event which will be an opportunity for us to explain the proposals. A formal planning application will be submitted to Broxtowe Borough Council in due course.

Directions to the Business Centre will be provided at the security gate on Technology Drive.

Kind regards

Yours faithfully,

John Williams BA (Hons) MRTPI
PlanIT Planning & Development Ltd
http://www.planitplanningdevelopment.co.uk

Letter to Residence

Public Consultation Comment Form
Public Consultation Board

Beeston Business Park

Welcome

Welcome to this event which has been arranged to display proposals for the redevelopment of Beeston Business Park, Technology Drive, Beeston Rylands.

Today’s Exhibition

Today’s exhibition presents our plans and ideas for redeveloping Beeston Business Park with a mixed-use scheme which will create new jobs, provide local housing and new sports/community facilities. This is your opportunity to comment on the proposals before planning applications are submitted to Broxtowe Council.

Please look at the material on display; these are major redevelopment proposals in your area and the landowner has representatives from the project team here to try to answer any questions which you wish to raise with us.

Your feedback is important. Forms are available at the end of the room for you to leave your comments.

Site Ownership

The site was purchased by YBR Investments Ltd (YBR) in December 2012 and proposals for the site are being prepared under the supervision of YBR’s asset management team at M7 Real Estate Ltd.

M7 Real Estate is a European investor and asset manager of multi-let light industrial real estate and is one of the leading specialists in this sector. They are currently operating throughout the United Kingdom, Denmark and the Netherlands. Formed in 2009, M7 Real Estate is owned by 11 shareholders who are the Directors of the company working with an additional 34 members of staff.

The team is extremely experienced in this sector with a strong and positive market profile and with a portfolio currently consisting of over 240 assets, providing over 17 million sq ft of predominantly light industrial accommodation and with a capital value in excess of £400 million.

For further information on M7 Real Estate please see the company website at www.m7re.co.uk.

Background and Context
Beeston Business Park

Beeston Business Park is a major brownfield site covering an area of some 48.6 acres (~19.6 hectares) which has, over the years, been occupied for various industrial and office uses.

In March 2012, Beeston Business Park became part of the extension of the enterprise zone in Nottingham.

The site has frontage onto Meadow Road and comprises a mixture of differently designed commercial buildings (flats and pitched roofs), constructed of a variety of differing materials and across a range of single to eight storey heights.

The front of the site is dominated by a three storey office building occupied by ATOS which was granted planning permission in 2007 and is the most modern building on the site. This building is close to The Pleasley Sports and Social Club. BBP also own the 9 acres sports field with its pavilion/gym and squash courts which are accessed from Trent Vale Road and Riverside Road.
Public Consultation Board

Beeston Business Park

Why we need to plan for change

There are 680,000 sqft of office and industrial buildings on Beeston Business Park but not all of this is being put to effective use. Not all of the existing space is even fit for purpose. Approximately 200,000 sqft is currently unusable. The site needs modernising and our proposals will deliver these changes.

What we intend to do

We wish to redevelop Beeston Business Park as soon as practically possible. Our plans will see some buildings retained and some buildings will be demolished and replaced with a mixture of new buildings and new land uses. The plans will bring new jobs, new homes and new community facilities.

A planning application will be submitted to Broxtowe Borough Council in March this year. We have held a number of meetings with Officers at the Council to prepare our planning application.

The information on the next boards will explain our proposals for the site and how you can provide us with your comments.
Public Consultation Board

Opportunities and Constraints

Beeston Business Park

A significant amount of technical work has been completed so that we can make sure that our proposals take account of the constraints, which restrict development. Some of those technical reports are on display today.

- **Flood Risk Assessment.** This assessment details how the Nottingham Left Bank flood defences will protect the new development from flooding. It assumes a ‘worst case’ scenario and a flood event which replicates levels of flooding experienced over a 100 year period (with an adjustment for climate change). The proposals are designed so that the new development will be flood defensible.

- **Drainage Strategy.** A scheme to drain surface water has been designed. This will result in a 20% reduction in surface water run-off into local watercourses compared to existing run-off rates.

- **Transport Assessment.** We have undertaken a detailed assessment of the existing circulation of the current Beeston Business Park in comparison with the traffic generation associated with the proposed redevelopment of the site. This assessment confirmed that the proposed development would result in a reduction in peak hour vehicle movements compared to the existing situation. These calculations have been submitted to Nottinghamshire County Council for review following which the scope of additional work will be agreed.

A Transport Assessment report will be produced which will examine in detail the opportunities for sustainable travel to the site as well as the site access arrangements for pedestrians, cyclists and vehicles. Traffic lights at the Technology Drive-Meadow Road junction will be proposed. A Travel Plan will also be produced for the development which will include targets and measures to encourage residents, employees and visitors to the site to travel by sustainable modes.

- **Noise Impact.** The impact of noise from road traffic movements, fixed plant and machinery, and train movements have been assessed. Existing noise levels have been recorded from different positions within and on the edge of the site. The methodology for assessing noise levels and the results have been agreed with the Council’s Environmental Health Officer. The results show that noise levels at the nearest residential development are unlikely to give rise to complaints on grounds of nuisance.

- **Ecology.** An arboricultural survey has been completed, which looks at the condition of 78 individual trees, 25 groups of trees and one woodland area. The trees are located either within or directly adjacent to Beeston Business Park. Tress with the highest retention value have been identified through the survey work. A separate survey has also been completed of the existing buildings to identify whether they are being used by bats. External inspections of the buildings which are proposed for demolition were completed on 11th September 2013. A desk emergence insect survey was also completed. No evidence of roosting bats was identified and low levels of bat foraging were recorded. Foraging behaviour was recorded on the edges of the site. As a precautionary measure, a second survey will be completed in advance of demolition work.
Our Proposals

Beeston Business Park

Our proposals will bring benefits to the area in a number of ways. These are summarised on this Board:

- Job Creation: We wish to retain employment uses on the majority of the site. Some of the existing buildings will remain, the older buildings will be removed and replaced with modern commercial units. The new business park will be a mix of warehouses, industrial/office space, local convenience retail uses and a health centre.

The mix up of the new business park will be as follows:

- 259,600 sqft of retained industrial/office space.
- 70,000 sqft of new Business Centres/offices (2 x buildings, each 35,000 sqft)
- 105,000 sqft of new multi-light industrial units.
- A new Retail Zone which will include a 4,350 sqft convenience foodstore, 4300 sqft of local retail, 16,000 sqft unit for motor trade operators and a 4,000 sqft health centre.
- New Housing. Part of the site has been identified for a new housing project. This area will be developed with around 200-250 new homes. This is an opportunity to use a brownfield site for a housing project at a time when the Council is having to consider greenfield locations to accommodate the Borough’s housing needs.

- New Community facilities. We will replace the existing sports and community hall facilities with a new modern complex. The new facilities will be on the existing location off Trent Valley Road and will comprise a community hall, a sports pavilion with changing rooms for indoor and outdoor sports, 3 x squash courts, new sports pitches including a 3G football turf pitch and a children’s play area. The new facilities will be built for the local community and will replace the existing sporting and social club that are on the site. Discussions will be held with the Council and the existing club management to work on plans for the transfer and administration of the new facilities.

The Council have also identified the need for additional car parking at Beeston rail station. An area of land within the site has been earmarked for a new station car park. This will be built by the developers for the Council and will provide in the region of 60 spaces for users of the rail station.
Beeston Business Park

Public Consultation Board

Implementation

Beeston Business Park

The scheme will be built in different stages. Here you will find a phasing plan and a timeline for completing the construction stages.

<table>
<thead>
<tr>
<th>Key Event</th>
<th>Target Date</th>
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<tbody>
<tr>
<td>Final pre-planning application meeting with Beeston Borough Council</td>
<td>February 2014</td>
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<tr>
<td>Public Consultation</td>
<td>February 2014</td>
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<tr>
<td>Submission of Detailed &amp; Outline Planning Application</td>
<td>March 2014</td>
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<tr>
<td>Anticipated approval of Planning Application</td>
<td>June 2014</td>
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<tr>
<td>Commencement of demolition programme</td>
<td>Q2 2014</td>
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<tr>
<td>Commencement of Leisure Zone construction</td>
<td>Q3 2014</td>
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<tr>
<td>Commencement of Commercial Zone construction</td>
<td>Q3 2014</td>
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<tr>
<td>Commencement of Residential Zone construction</td>
<td>Q3 2015</td>
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<tr>
<td>Practical Completion of phase one Commercial Zone buildings</td>
<td>Q1 2015</td>
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<tr>
<td>Practical Completion of Leisure Zone buildings</td>
<td>Q1 2015</td>
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<tr>
<td>Completion of demolition programme</td>
<td>Q2 2015</td>
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<tr>
<td>Practical Completion of Commercial Zone</td>
<td>Q4 2016</td>
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<tr>
<td>Practical Completion of Residential Zone</td>
<td>Q4 2019</td>
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How you can comment.