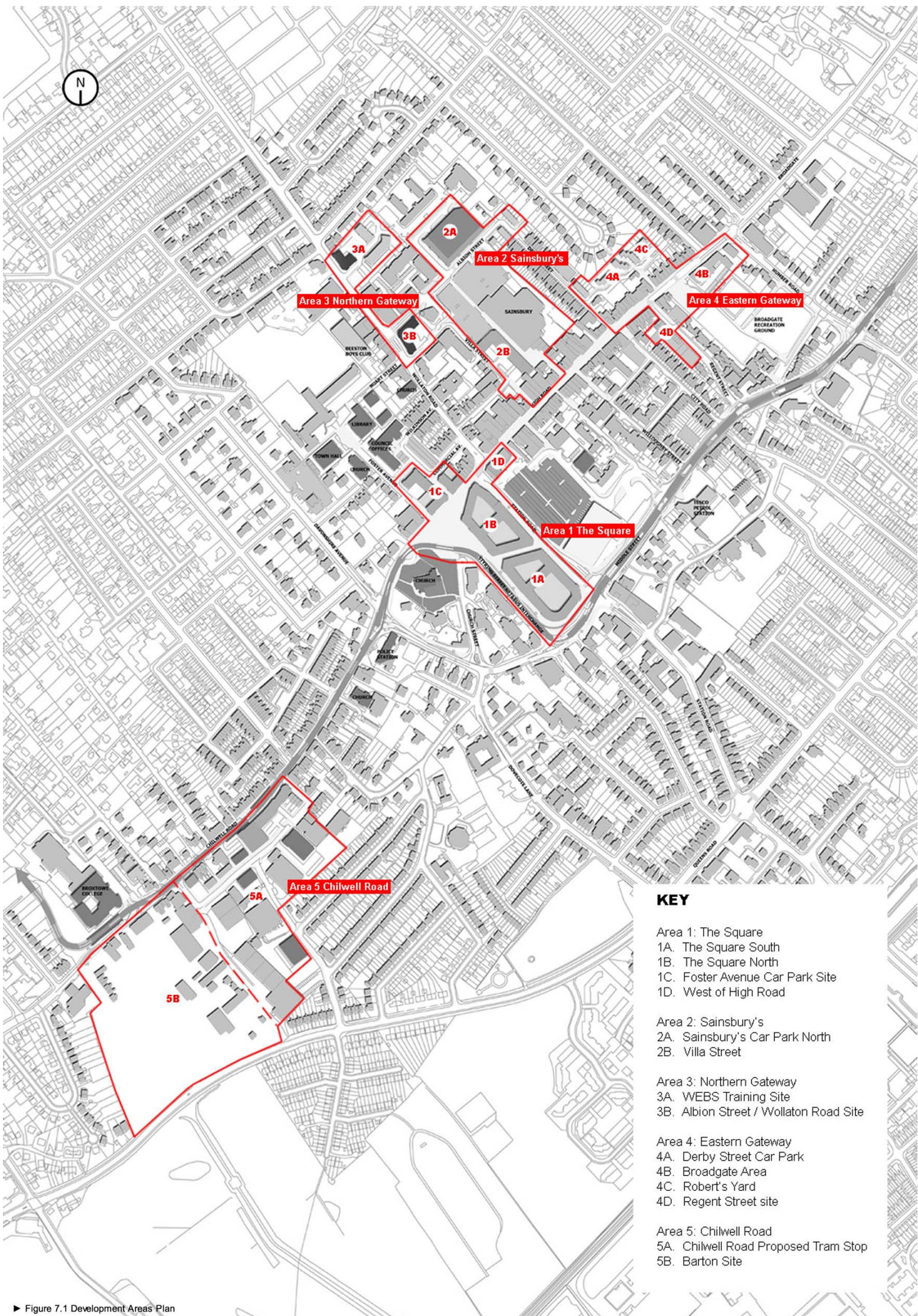




SITE SPECIFIC PROPOSALS





► Figure 7.1 Development Areas Plan

SITE SPECIFIC PROPOSALS

KEY DEVELOPMENT AREAS

- 7.1 Detailed analysis of Beeston Town Centre has identified five key strategic development areas (as shown in Figure 7.1) each having a different character and role in the future development of the town centre. The section below describes these strategic development areas including their site specific proposals. For each of the development sites an illustrative block picture is shown to help visualise the massing and position of the new buildings. Final developments may vary in detailed position from the examples shown, and the drawings are not intended to present their finished appearance and design.

Area 1: The Square

- 7.2 This area is defined by the Square shopping centre, bus station, Styring Street multi-storey car park, St John the Baptist Church and the main public square enclosed by the Square, and High Road between Foster Avenue and Wollaton Road. It provides the heart of the centre but is clearly tired and in need of substantial new investment. Its poor quality does not befit a centre with Beeston's status. Comprehensive renewal of this area would create the opportunity to produce a high quality environment and development that will greatly enhance civic pride, encourage more visitors to the town and reduce the need for local people to visit other shopping destinations. The introduction of the NET and a new bus interchange offers the opportunity to create a landmark retail and public transport hub as well as redesigning the public square that would be the heart of activity for the town centre.
- 7.3 The Square redevelopment is therefore key to the future growth of the centre and creating a much enhanced town centre experience. It would redefine the heart of the centre.
- 7.4 The redevelopment of The Square and the exact mix of land uses should be flexible to enable future development to respond to market demand. The preferred option is that residential apartments are constructed on the upper floors with attractive internal roof gardens. Responding to emerging policy to promote the use of sustainable transport and given the proximity of the development to the Town Centre and public transport hub, car parking would be limited and should be sold / rented separately to the residential units. Some car parking could be provided at the basement level of The Square south to serve both development blocks. This could be accessed from Station Road although further traffic analysis of this would be required when planning permission is sought.
- 7.5 The redevelopment of this area enables the historic town centre link to Church Street to be re-opened, creating a direct access from the Beeston West End residential area into the town centre.



Site 1A: The Square Shopping Centre (South)

- 7.6 The redevelopment of the current multi-storey car park, bus station, fire station and small retail units creates an opportunity to create a significant retail development, which could provide the larger retail units needed to sustain the Town Centre. Residential uses can be incorporated to ensure activity outside of shopping hours and to increase the value and viability of the development.



► Existing Fire Station and Multi Storey Car Park

Ground Floor

- 7.7 The indicative Masterplan scheme could provide approximately 50,000 sq ft (5000 sq m) of retail floorspace at ground floor level. It is recommended that two or three large landmark retail stores are included within the development, with approximately four or five smaller retail units. An active frontage is recommended on all sides of the development block.

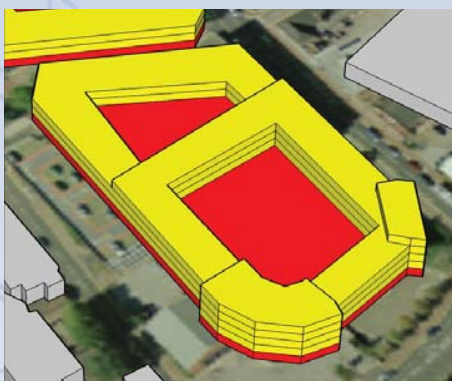


► Ground floor layout

- 7.8 Storage space required for the larger stores is suggested at basement level although if this is not achievable then this would need to be incorporated at first floor level which would have an impact on the amount of residential units proposed.
- 7.9 All units can be connected to an internal servicing area with access located at the southern end of Styring Street. The management of the service yard is vital to avoid disruption to the flow of tram and buses along Styring Street and also noise impact on residents. An alternative option could be to accommodate an access off Station Road into an internal ground floor service yard. This could be incorporated adjacent to the residential car park access.

First, Second and Third Floors

- 7.10 The Masterplan scheme shows that approximately 103,000 sq ft (9,500 sq m) could be made available for residential use on the upper floors. The number of units would depend on the size but approximately 127 two bedroom apartments could be provided across the two and a half floors above retail.



► 3D plan showing land use

Site 1B: The Square Shopping Centre (North)

- 7.11 The aspiration to redevelop the existing shopping centre stems from the appreciation of the added potential in terms of overall value and contribution to the Town Centre. Redevelopment could replace the blank building facades adjacent to the bus station and Station Road with shop frontages and provide new uses on upper floors. The design of this development should replicate that of The Square south development.



► The Square North Shopping Centre

Ground Floor

7.12 The indicative Masterplan scheme could provide approximately 45,000 sq ft (4,100 sq m) of floorspace for A1 and A3 / A4 retailing floorspace, which could be comprised of four or five medium comparison goods stores and 9 or 10 smaller units.

7.13 Servicing for these units is proposed via an internal service yard accessed from Station Road.

The illustrative layout shown alongside depicts the new building intruding into the present public space at The Square, to provide a sense of enclosure from the east. Other shapes and layouts for this area may be equally suitable.

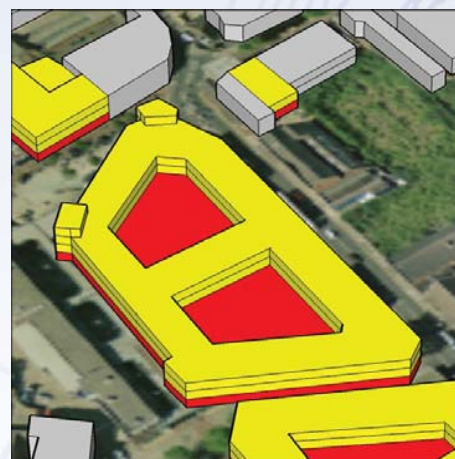


► Ground floor layout

First and second floors

7.14 Approximately 75,000 sq ft (7000 sq m) could be made available for residential use on the upper floors of the development. This is equal to approximately 93 two bedroom apartments over two floors above retail.

7.15 If viable then a greater amount of retail floor space or a suitable leisure use could be provided at first floor level. This would reduce the amount of residential space but should be considered to allow for emerging market demand that may occur over the Area Action Plan period.



► 3D plan showing land use

Town Centre Market

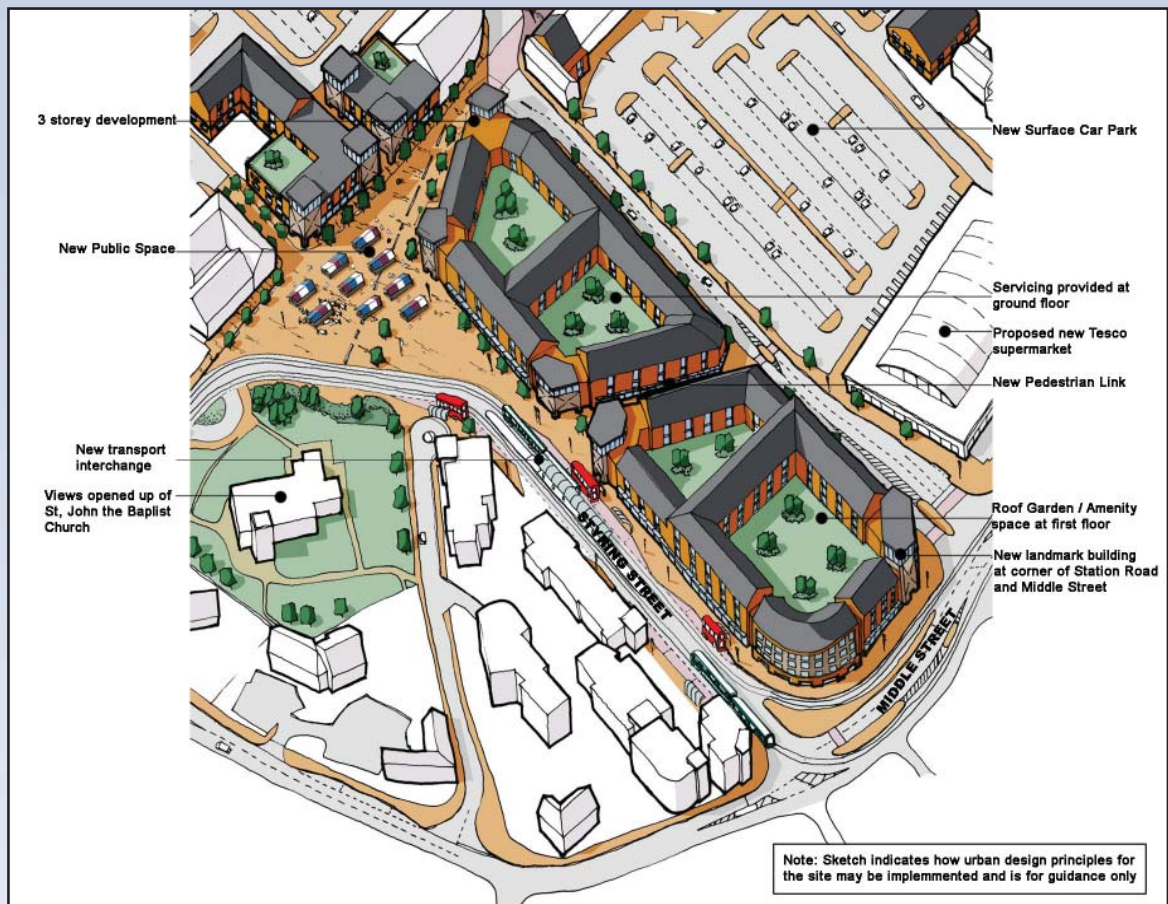
- 7.16 The Town Centre Market could be located to a more prominent location within The Square public space with market trader vehicles allowed temporary access either from Station Road or Church Street.

Design Principles

- 7.17 The development will be expected to:

- provide mixed use development with retail on the ground floor
- create activity on all sides of the building through the provision of active shop frontages
- create a landmark building on the corner of Station Road and Middle Street
- provide development of between 3/4 storeys in height
- provide a new pedestrian street between Styring Street and Station Road to link the proposed transport interchange with the proposed foodstore.
- provide space for a range of retail units sizes between 1200 sq ft – 16 000 sq ft
- provide A3 uses such as café's and restaurants to provide activity at different times of the day
- provide space for the relocation of Wilkinson's, Argos and Somerfield
- ensure that adequate servicing is provided for and well managed
- provide the service core for both sites at the centre of the block hidden by retail units
- facilitate the creation of a tree-lined route on Station Road in order to enhance the public realm and create a high quality approach to the Town Centre
- help create a high quality public transport interchange and high quality public space





Summary of Potential Uses and Outputs

- 51,389 sq ft (4774 sq m) of ground floor retail on The Square South
- 45,231 sq ft (4202 sq m) of ground floor retail on The Square North
- Approximately 219 two bedroom apartments on upper floors
- Town Centre Market in public space

Other Options Considered

- 7.18 Other options that have been considered for The Square include the provision of a leisure use on the upper floors, such as a cinema or bowling alley. Potential operators have been contacted and have not shown an interest in this location due to the proximity of the cinema and bowling alley in Clifton Boulevard. Student accommodation units were also considered for upper floors of the development due to the proximity to Nottingham University and to reduce the need for residential parking spaces. However, a current over supply of student accommodation means that a more flexible approach to residential accommodation needs to be considered.

Site 1C: Foster Avenue Car Park

7.19 The closure of Foster Avenue to traffic at its southern point is proposed as part of the NET Phase 2 project and creates an opportunity to evaluate the development potential of the Foster Avenue Car Park and the buildings fronting The Square. As part of the overall aspirations to create a town centre with high quality public transport links, the closure of some existing car parks was investigated. This includes Foster Avenue Car Park and it was concluded that with the closure of Foster Avenue to the south, the car park could be redeveloped.



► The Square towards Foster Avenue

7.20 The redevelopment of this land would provide an improved frontage for The Square and complement The Square north development and proposed bus and NET interchange.

7.21 This option retains Broxtowe Borough Council's employee car park and redevelops the Foster Avenue public car park and a number of buildings facing The Square with the aim of creating larger units and a mix of uses over three stories. The indicative Masterplan suggests the following uses:

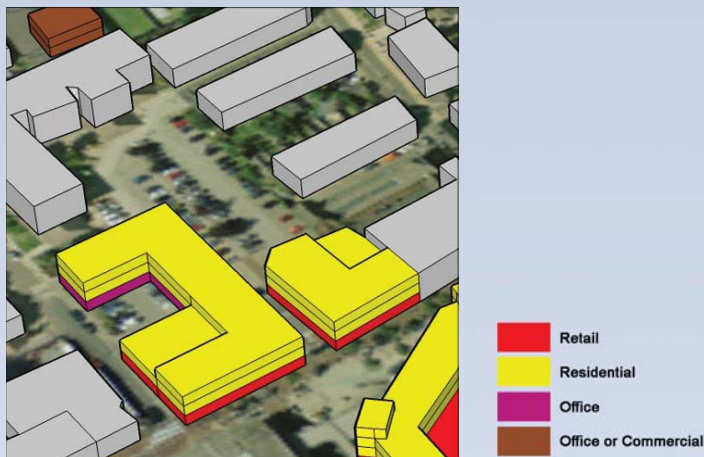


► Proposed Layout

- 16,103 sq ft (1496 sq m) floorspace on the ground floor potential for A1, A2 and / or A3 uses fronting The Square
- 6071 sq ft (564m2) of office use to the rear of the site
- Residential development on first and second floors

7.22 The adjacent HSBC building is brought into the redevelopment opportunity to provide a 3 storey A1 or A2 building that defines the area and enhances the development of The Square North. This will enhance the pedestrian walk way between The Square and Foster Avenue (The Town Hall, Library, Church, School and Council Offices).





► 3D plan showing land use

- 7.23 Access to Foster Avenue Council car park and the proposed development can be achieved from Commercial Avenue. This would also provide access to existing dwellings on Foster Avenue and The Town Hall. However, the preferred option is to remove all public car parking from Foster Avenue during the weekday although the Council car park could be made open to the public on weekends and evenings.
- 7.24 At present Round Hill Primary School car park is accessed from Foster Avenue. To create a better public space around the library and Town Hall it would be beneficial for the school car park to be accessed from Nuart Road. This would require some highway works to provide a new access and car park in the southeast corner of the school land. This could be incorporated with the relocated Beeston Boys Club. The existing school car park could be recreated as a school playing area or open space.

Design Principles

- 7.25 The development will be expected to:
- provide mixed use development with retail on the ground floor and residential development above
 - provide development of between 3-4 Storeys
 - provide a pedestrian route that connects The Square to Broxtowe Borough Council Offices. This should have active uses on the ground floor with good overlooking from above
 - provide the opportunity for comprehensive redevelopment including HSBC
 - provide servicing via Commercial Avenue



Summary of Potential Uses & Outputs

- 49 residential apartments
- 16,103 sq ft (1496 sq m) of ground floor retail fronting The Square
- 6071 sq ft (564 sq m) of ground floor office space to the rear of the building

Other Options Considered

- 7.26 Other options for the site such as a multi storey car park were considered with some retail, office and residential frontage. A car park could provide approximately 150 spaces although this was proposed to be accessed from Commercial Avenue. However, access to and from Commercial Avenue could become congested on Wollaton Road and therefore further traffic analysis would be required.

Site 1D: High Road

7.27 The existing block of retail located to the south west of High Road adjacent to Station Road provides a mix of unit sizes and building architecture. Specifically the building currently occupied by Clinton Cards is two stories taller than adjacent buildings. People arriving to Beeston from the north along Station Road are presented with this large out of character building.



► Clinton Cards' Buildings

7.28 Consideration should be given to either redeveloping this building or as a minimum a treatment of the blank façade facing north with either public art or contemporary advertising.



► Proposed Layout



► 3D plan showing land use

■ Retail
■ Residential

Design Principles

7.29 The development will be expected to:

- provide mixed use development with retail on the ground floor and commercial/ office development above
- respect the building line and the height of buildings on High Road. The development should be a maximum of 3 storeys in height
- retain the building on the corner of Station Road and High Road
- reflect the architectural quality of Natwest Building on the opposite corner



Other Options Considered

Other options for the site that were considered were to provide a more comprehensive development that would provide an enclosed perimeter block of development but this would have involved the need to utilise the proposed Tesco's supermarket car park which has received planning permission.

Area 2: Sainsbury's

7.30 There are three potential options for this site that would need to be investigated further as part of a strategic car parking strategy. These options are:

- Retain car parks as existing
- Deck either one or both of the car parks to gain additional town centre car parking
- Construct a multi storey car park wrapped with development on the northern car park site

There is a need to replace car parking lost through the redevelopment of Styring Street multi storey car park and the majority of these spaces could be accommodated through the redevelopment of the Sainsbury's northern car park for a multi storey car park.

Site 2A: Sainsbury's Car Park (North)

7.31 The development of this site for a multi storey car park is the most advanced of the three options for the site and includes an element of development that could front Albion Street. A multi storey car park could provide approximately 500 spaces across 4 storeys. Access to the car park could be from the rear to prevent conflict with pedestrians on Albion Street. Vehicles would be directed to the car park and informed of available spaces through Variable Message Signing (VMS), which can prevent queues.



► Sainsbury's north car park

7.32 The multi storey car park could be screened with commercial / office and residential development fronting Albion Street. Apart from creating an attractive car park this would provide activity at street level and additional security. The height of the development should not exceed that of the adjacent Anglo Scotian Mills building and a suitable distance between the town buildings should be allowed to retain its historic qualities.



► Proposed layout



- 7.33 In order to provide activity at ground floor, there is potential to create office floor space totalling of 8364 sq ft (777 sq m), which can be subdivided. Above ground floor, single aspect residential units would screen the car park and take advantage of the southern aspect.



► 3D plan showing land use

Residential
Office
Car Park

Design Principles

- 7.34 The development will be expected to:

- provide a multi-storey car park with single aspect commercial (on ground floor) and residential development (upper floors) fronting onto Albion Street
- provide development which is in character with Anglo Scotian Mills and respects its architectural detailing including materials and window details
- provide approximately 500 car parking spaces over four / five storeys
- provide access to the car park at the back of the development
- provide a suitable buffer between this development and Anglo Scotian Mills to reduce any overshadowing
- provide balconies for the residential development to make the most of its southern aspect



Summary of Potential Uses & Outputs

- Approximately 500 car parking spaces
- 8364 sq ft (777 sq m) of ground floor office or commercial use
- Approximately 21 residential units over two storeys

Other Options

- 7.35 Due to the size of the site it is potentially a key strategic car park location and this can be maximised by either the development of a multi storey car park on the northern site or decking of the existing car parks. Further car parking options may be brought forward during the AAP period such as Foster Avenue and this may reflect the type of development if any that is implemented on the site. Retail frontage to a multi storey car park has not been suggested because of the distance to other retail units.



► Link from Sainsbury's car park

Site 2B Villa Street Site

- 7.36 This site is bounded by the Royal Oak Public House to the north, Sainsbury's pedestrian link to the east and Villa Street to the west. The southern boundary of the site is the rear of properties fronting High Road. The site includes the redevelopment of The Oaks Medical Centre and adjacent pharmacy which could be relocated within the development site or adjacent to the Dovecote Health Centre off Station Road.



► Proposed layout

- 7.37 A potential redevelopment of this site could provide natural surveillance and enhance the pedestrian link between Sainsbury's and the High Road.



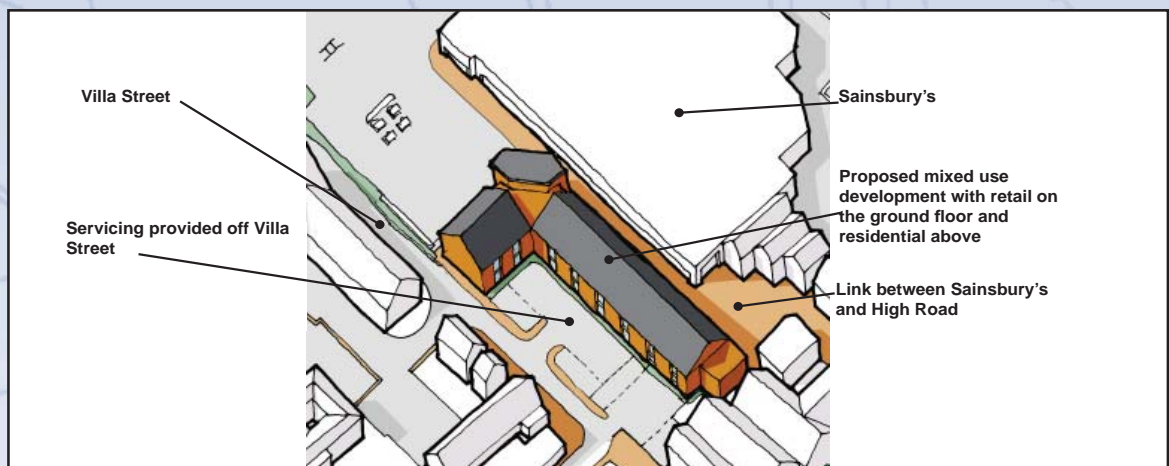
► 3D plan showing land use

Red Retail
Yellow Residential

Design Principles

7.38 The development will be expected to:

- provide a mixed use development with retail on the ground floor fronting onto Sainsbury's pedestrian link with residential above
- provide development of between 2/3 Storeys
- provide access from Villa Street for servicing and limited residential car parking
- provide planting to enhance the rear of the development that fronts Villa Street



Summary of Potential Uses & Output

- 13,843 sq ft (1286 sq m) of ground floor retail
- 17 residential units per upper floor

Other Options Considered

7.39 Other options considered for the site were retail frontage onto Villa Street, however the site does not provide the necessary width to allow frontage on to both Villa Street and the Sainsbury's pedestrian link. No other uses were considered appropriate for this site as the proposed mix of retail and residential is suitable to provide natural surveillance throughout the day and night.



Area 3: Northern Gateway

- 7.40 The northern approach to the Town Centre is currently defined by a mixture of uses and the landmark development of Anglo-Scotian Mills. The masterplan has focussed on a site on the east side of Wollaton Road to demonstrate how it can contribute to creating a high quality approach to the town centre. This will compliment a proposed development that is already committed on the west side of Wollaton Road at this point, consisting of a neighbourhood food store and office unit granted planning permission in February 2007. The retail building for Lidl, which will provide 14612sq ft (1358m2) gross retail floorspace, has a turret feature on its north corner, and will be faced in brick, grey cladding and glazing. 100 car spaces are to be provided. The important corner position within the site is to be occupied by a two-storey office building (400m2 floorspace) which addresses the curve of the corner and is set back to preserve highway visibility.
- 7.41 The Anglo-Scotian Mills development defines the northern edge of the Town Centre shopping boundary, complimented by a refined highway network and clear signage. Uses proposed on the WEBS and Willoughby sites should be low scale and reflect its edge of Town Centre location. Retail proposed for the ground floor should be niche shops similar to those adjacent to Anglo Scotian Mills.

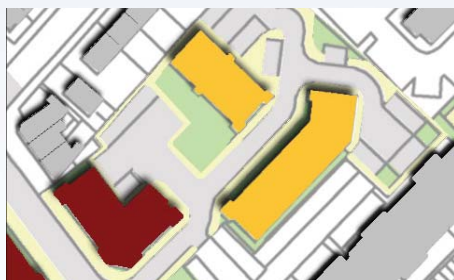
Site 3A: WEBS Training site

- 7.42 It is recommended that the section of the site that fronts Wollaton Road is developed for retail use with either residential or office use on the first floor. Servicing would need to be undertaken from the rear of this block and suitable space provided for this with access from The Poplars. This mix and scale of this development would reflect the developments on the other side of Wollaton Road to the south of the site.



► Existing WEBS training site

- 7.43 The rear section of the site is recommended for residential use only in the form of two or three storey apartment blocks or town houses with associated car parking accessed from The Poplars.



► Proposed layout



► 3D plan showing land use



Design Principles

7.44 The development will be expected to:

- provide a mixed use development with small scale retail on the ground floor fronting Wollaton Road with office or residential above
- provide development of between 2/3 Storeys
- access to be provided from The Poplars
- provide residential apartment blocks at the rear of the site with appropriate car parking



Summary of Potential Uses & Outputs

- 4521 sq ft (420 sq m) of ground floor retail fronting Wollaton Road
- 4521 sq ft (420 sq m) of office space per upper floor OR 6 (two bed) residential units per upper floor fronting Wollaton Road
- 22 to 33 (two bed) residential units over two blocks to the rear of the site depending on whether 2 or 3 storeys

Other Options Considered

7.45 Other options considered were to provide residential accommodation of three stories fronting Wollaton Road with further residential units to the north off the internal road and an office building to the south of the internal road. This option would provide approximately 34 – 40 apartments and 11,500 sq ft (1000m²) of office use over three stories. In addition, a development with commercial or office and ground floor was considered for the block fronting Wollaton Road. However, a retail frontage at ground floor level is considered more appropriate to reflect adjacent uses and to serve the surrounding existing and proposed residential developments as well as providing an attractive and active gateway into the town centre.



Site 3B: Albion Street / Wollaton Road Site

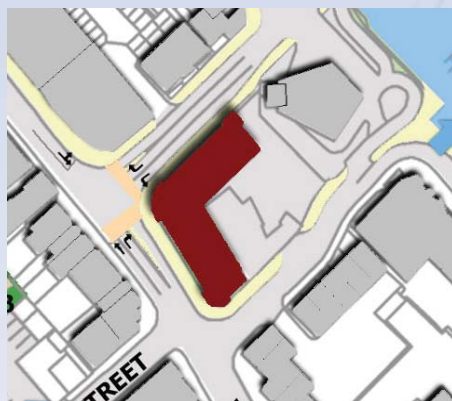
7.46 This land is currently occupied by The Cricketers Public House and Car Park. The existing design is dated and out of character with surrounding buildings. In order to create a more attractive gateway development to the town centre, the following is proposed for the site:

- Retail on ground floor with office or residential use above
- Residential or office car parking access from Cross Street
- Lace Road stopped up as a result of Albion Street two way traffic proposals

7.47 In order to accommodate junction improvement to Albion Street / Wollaton Road junction, a small strip of land may be required from the north and west sides of the site. However, this would be subject to further investigation upon the detailed design for the junction, and the traffic impact assessment for the proposed multi storey car park.



► Albion Street / Wollaton Road Site



► Indicative junction layout and ground floor plan



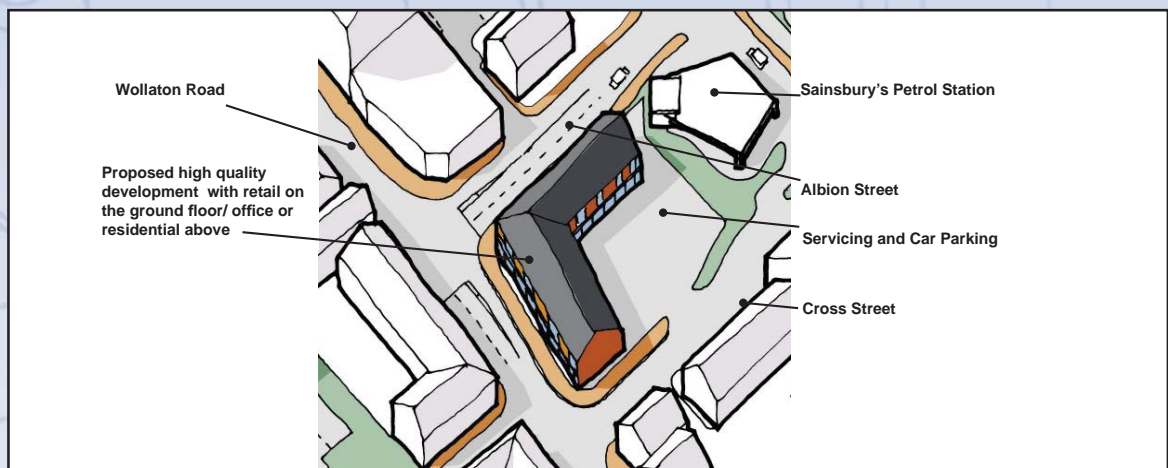
► 3D plan showing land use



Design Principles

7.48 The development will be expected to:

- provide a mixed use development with small scale retail on the ground floor fronting Wollaton Road with office or residential above
- provide development of between 2/3 Storeys
- access to be provided from Cross Street



Summary of Potential Uses & Outputs

- 6276 sq ft (583m²) of ground floor retail
- 6276 sq ft (583m²) of office space per upper floor OR 8 residential units per upper floor

Other Options Considered

7.49 Other options considered were based upon an alternative highway layout that would reduce the development potential of the site. In addition, consideration was given to ground floor office uses on this site with residential above but it is suggested that retail would create a more active frontage appropriate with this location.



Area 4: Eastern Gateway

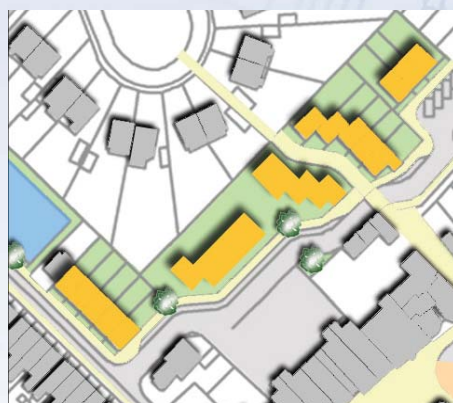
- 7.50 The eastern end of Beeston Town Centre currently has some of the lowest returns in terms of rental levels and is not viewed as a key retail destination. The recent improvements to the east end of High Road and the entrance to Broadgate Recreation Ground has appeared to increase the footfall in this area and define the eastern gateway.
- 7.51 There are limited development opportunities within this area with the key focus being on further public realm improvements.

Site 4A: Derby Street (south) Car Park Site

- 7.52 It is recommended that Derby Street shopper's car park is redeveloped for residential use with access from Derby Street via Albion Street. It is also recommended that the adjacent Robert's Yard is developed for residential housing.
- 7.53 Initial investigations into a replacement car parking location for spaces lost from the redevelopment of Derby Street car park has been carried out. The Hofton and Son site fronting Regent Street would make a suitable off street car park location of approximately 50 spaces. If a development agreement could be achieved between Broxtowe Borough Council (as the landowner of Derby Street Car Park) and Hofton and Son's then it could be possible to develop the Regent Street site for car parking and Derby Street Car Park for residential development.



► Existing Derby Street Car Park Site



► Proposed layout



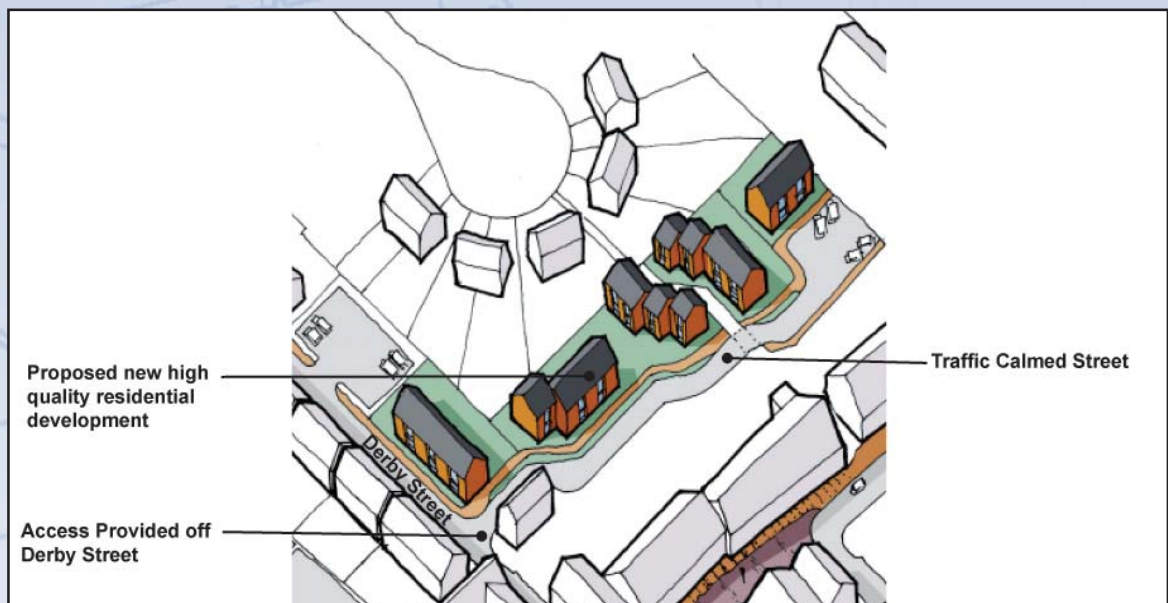
► 3D plan showing land use

 Residential


Design Principles

7.54 The development will be expected to:

- provide high quality residential development
- provide development of between 2/3 Storeys
- access to be provided from Derby Street



Summary of Potential Uses & Outputs

- 15 townhouses on Derby Street car park site
- 8 townhouses on Robert's Yard site

Other Options Considered

7.55 Other options for the site considered retaining the Derby Street car park with access from Derby Street via Albion Street. However, this would involve the removal of on street residents car parking on Derby Street and would pose difficulties with traffic management and capacity along Albion Street and Derby Street due to the likely turnover of spaces.

Site 4B: Broadgate

- 7.56 It is proposed to retain the east end of High Road adjacent to Broadgate Park in its existing form although refurbishment of some units would enhance the attractiveness of the area and attract more shoppers.



► Zebra crossing on High Road

Other Options Considered

- 7.57 Other options were considered for the Broadgate area of High Road such as a multi storey car park located to the east of Broadgate Park main entrance, with retail and residential frontage onto High Road. It was considered that this type of development could impede on the adjacent green space and overly dominate the character of the area.
- 7.58 An office development was considered for the site to the corner of Humber Road and High Road which is opposite Broadgate House office development. Other options such as a retail block on the corner of Regent Street and High Road were considered but not taken forward to avoid a negative visual and environmental impact on Broadgate Park.



Area 5: Chilwell Road

- 7.59 The Chilwell Road area is included in the AAP because it has a significant economic impact on Beeston. The land south of Chilwell Road and north of Queens Road is traditionally a major employment area although that is now in need of regeneration to redevelop vacant sites and provide the employment uses now in demand.
- 7.60 There are two key development areas, one in the ownership of Barton and the other of mixed ownership adjacent to the proposed Chilwell Road NET stop. The development proposals are focused around creating improved traffic management in the area and intensifying employment uses.
- 7.61 The highway proposals offer an opportunity to manage HGV movements in the area and reduce their impact on the east end of Chilwell Road and hence prevent conflict with the running of NET.

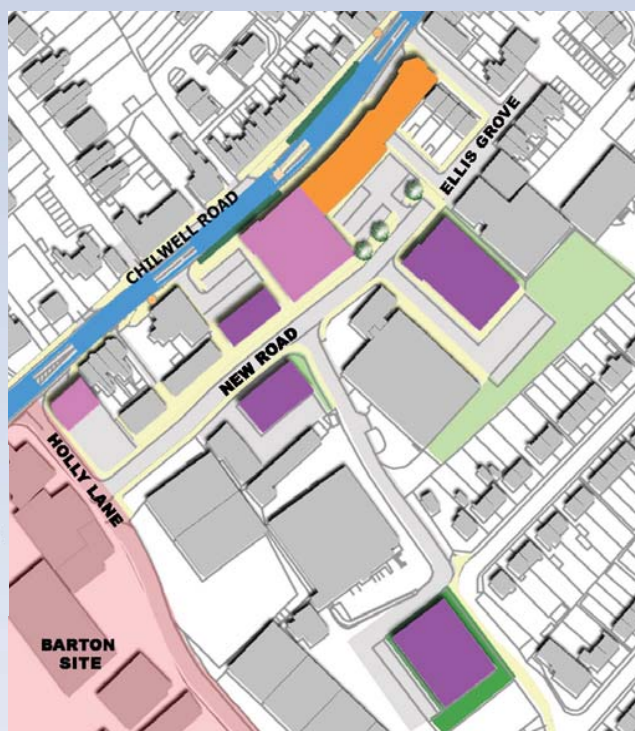
Site 5A: Chilwell Road Tram Stop Site

- 7.62 This development opportunity has come forward as a result of the NET Phase 2 proposals and the demolition of properties fronting Chilwell Road. The development option put forward extends on the NET Phase 2 proposals and creates a larger development opportunity that incorporates land to the south. The potential uses are:
- 8300 sq ft (780m²) retail floorspace fronting Chilwell High Road
 - Office or residential use above retail
 - A two or three storey office block fronting Chilwell High Road with access from Holly Lane
 - Two or three storey building to the south of the above development use for employment uses and potentially leased to Broxtowe College
- 7.63 A small public car park to replace on street spaces lost as a result of the NET route is shown adjacent to the development fronting Chilwell Road. The development proposal includes the stopping up of Ellis Grove at its western access to create Ellis Grove as a predominantly residential street and increase development potential.
- 7.64 Wilmot Lane is relocated to the west of the proposed NET westbound stop. It is recommended that the development site and adjacent uses to the south are accessed from Holly Lane via a new east-west access road created from existing highway infrastructure and in line with aspirations for redevelopment of the Myford Site leading to improved traffic management on Chilwell Road.



7.65 The new east / west link road is proposed to cut through one existing Myford building and creates the opportunity for this to be redeveloped and relocated to the south of the Myford site.

7.66 The diagram below shows how the Myford site development fits into the wider context. The primary use on site would be for employment although there is the opportunity to enhance the existing educational / industrial training use.



► Proposed layout

Design Principles

- 7.67 The development will be expected to:
- provide high quality retail /residential frontage onto Chilwell Road
 - provide employment use as part of the proposed mix of uses on the remainder of the site
 - rationalise number of access points onto Chilwell Road
 - close Wilmot Lane and provide a new east-west access road off Holly Lane into the Myford site and the rear of Chilwell Road tram stop development
 - Ellis Grove to provide residential and local business access
 - ensure requirements of NET are accommodated including the provision for public off street car parking
 - provide development of between 2/3 Storeys

Summary of Potential Uses & Outputs

- 8300 sq ft (780m²) ground floor retail fronting Chilwell High Road
- 8300 sq ft (780m²) of office use OR 13 (two bed) residential units OR 31 student accommodation units per upper floor
- 9000 sq ft (863m²) of office use per floor in additional block fronting Chilwell Road
- Redevelopment of Myford buildings to the rear of the site for employment educational use



Other Options Considered

- 7.68 Other options considered were the proposals put forward by NET that involved access maintained to Ellis Grove and Wilmot Lane with a car park accessed from Wilmot Lane. Consultation with the NET team has also ensured that the proposed new alignment for the Chilwell Road tram stop is suitable.

Site 5B: Barton Ownership (and surrounding sites)

- 7.69 The Barton site is subject to a separate detailed Masterplan being prepared by David Lock Associates on behalf of the landowner (Barton Transport). The landowner is due to submit a planning application in 2007 for redevelopment of the site and potentially some adjacent land outside of their ownership. The Area Action Plan defines the following principles that should be applied to the redevelopment of the site, as follows:

Design Principles

- 7.70 The development will be expected to conform to policy and redevelop the site for employment and office uses. Additional uses such as retail, residential and leisure should only be considered if there is evidence that these uses are required to make development viable.
- 7.71 The design of the site should also adopt the following principles:
- consideration of vehicle access and prevention of through traffic from Queen's Road to Chilwell Road
 - northern section of the site accessed from Holly Lane and Bridge Avenue
 - southern section of site accessed from Barton Lane off Queens Road West
 - integration between the site and the proposed NET Phase 2 extension along Chilwell Road
 - integration with the immediate surrounding area including Broxtowe College
 - community green space to be provided within site

Summary of Potential Outputs

7.72 The following table summarises the development potential that could be implemented through the Masterplan. This assumes that each site is developed to its maximum potential and that a split is made between office and residential use on upper floors where proposed.

7.73 The total floor areas and number of dwellings are indicative only and depend upon the final design of the development and type of dwellings.

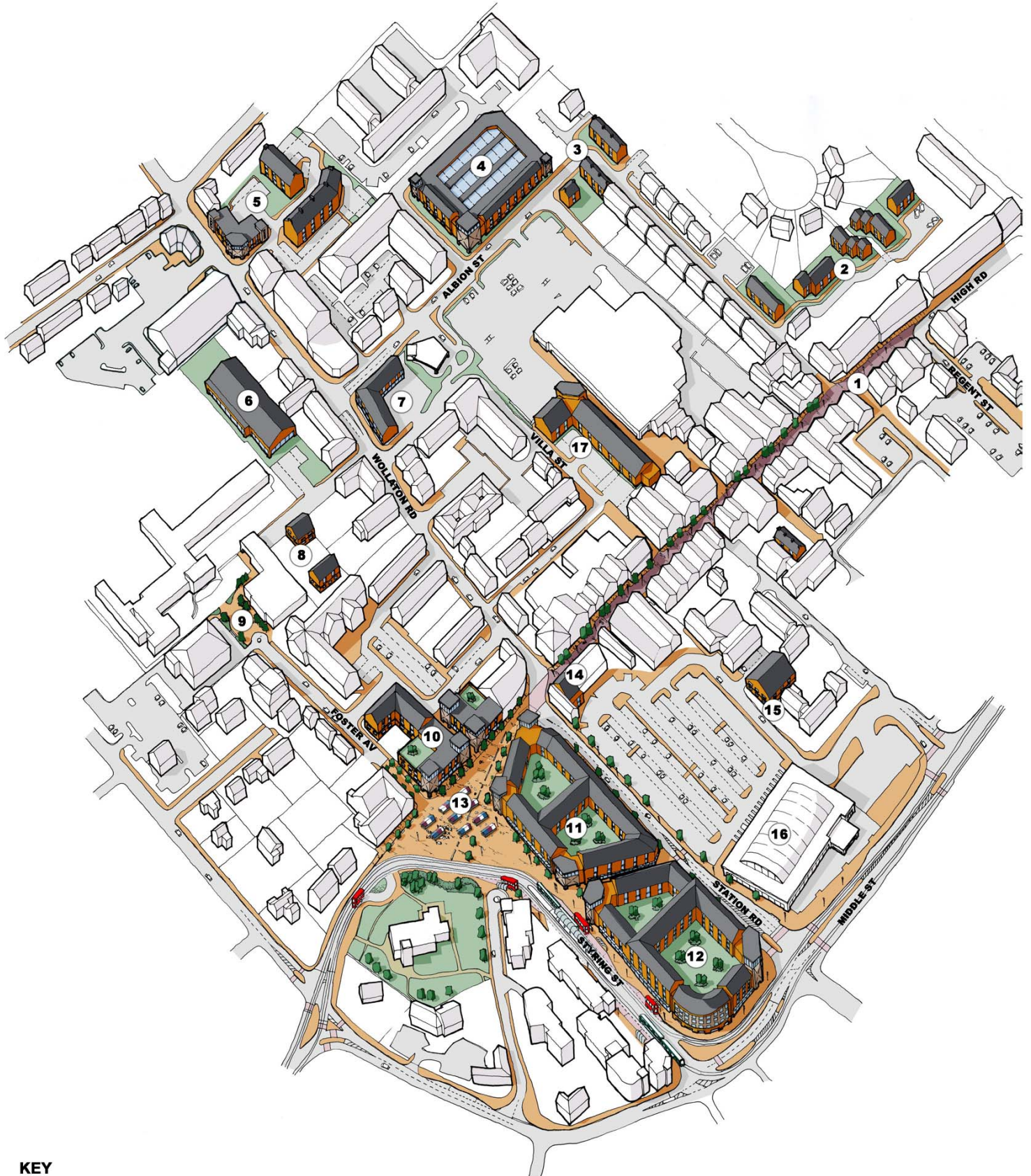
Development Site	Retail (sqm)	Office (sqm)	Residential Apartments	Townhouses
Derby Street (south) car park				15
Robert's Yard (next to Derby St CP)				8
WEBS Training	420	420	39	
Proposed Multi Storey		777	21	
Derby Street / Albion St				12
Albion St / Wollaton	583	583	8	
Villa Street / Sainsbury's	1286		34	
Foster Avenue	1496	564	49	
The Square North and South	8976		219	
City Road / Old Market				8
Total	12761	2344	371	43

The summary excludes the Chilwell Road area.

7.74 Figure 7.2 shows the key opportunities within central area.



BEESTON MASTERPLAN - CENTRAL AREA



KEY

1. Extension of High Road Pedestrianisation from Derby Street to Regent Street
2. Proposed residential on Robert's Yard and Derby Street Car Park
3. Proposed Residential and opening up of Derby Street at Albion Street
4. Proposed Multi-Storey Car Park
5. Proposed Retail / Office / Residential development
6. Relocated Boys Club as part of Tesco development
7. Proposed Retail / Office / Residential development
8. Proposed office / Commercial development and new access to school car park
9. Proposed public space in key civic area
10. Proposed retail and residential development with access to Foster Avenue via Commercial Avenue
11. Retail and residential landmark development with frontage onto each side
12. Retail and residential landmark development with frontage onto each side
13. Improved public space adjacent to proposed tram and bus interchange
14. Improvement or redevelopment of existing building
15. Proposed commercial / office development
16. Proposed Tesco store and car park
17. Proposed retail and residential

