

# Kimberley Brewery

## Planning Brief



# **Kimberley Brewery: Planning Brief**

This document has been prepared as a response to the potential sale of the Brewery site to provide broad guidelines for any potential development or re-development proposals that may arise from a change in ownership.

Broxtowe Borough Council has prepared this brief in conjunction with Nottingham Regeneration Limited and assisted by Nottinghamshire County Council Conservation & Highway Departments and Nottinghamshire Wildlife Trust.

The document should be read in conjunction with other policy documents currently relevant to planning issues including the Broxtowe Local Plan (adopted 2004), Nottinghamshire Structure Plan (Feb 2006) the Draft East Midlands Regional Plan (Sept 2006) and Government Planning Policy Statements:

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## **General matters relating to the whole site:**

### **Background:**

Greene King plc acquired Hardy and Hanson's Kimberley brewery in 2006 and announced their intention to cease brewing at the site in December 2006. The new owners have indicated they intend to dispose of the site and this planning brief is an initial document to provide broad guidelines for any prospective purchasers about future potential uses and development.

The site covers an area of 6.19 hectares (excluding the Railway cutting north of Hardy Street – a SSSI site of 3.6 hectares). The majority of the site lies within the Kimberley conservation area and consists a mix of 19<sup>th</sup> Century original brewery buildings and residential cottages together with modern additions to the brewery operational buildings. There are no listed buildings on the site. Large parts of the southern area of the site were originally in railway use – the site having been divided by the railway, closed in the 1960's. Much of that land has fallen into disuse and subject to self-set woodland now the subject of a TPO woodland order.

With the exception of those parts in residential use and the land zoned for residential use to the north of the area – the majority of the site was in employment use until the recent closure. Under the Council's planning policy EM2 the intention would be to protect the land for employment purposes unless it can be demonstrated that at least one of three criteria relating to sufficient sites elsewhere, environmental benefits or premises no longer suitable can be met.

An assessment of the commercial potential for re-use of the buildings has been undertaken by Innes England on behalf of Nottingham Regeneration Limited who have been working in partnership with the Council on this planning brief. Details of the assessment are contained in an Appendix to this report. While recognising the difficulty of using the older buildings the report does justify the need to retain some of the buildings in employment/office uses. Elsewhere this brief recognises that some of the criteria within policy EM2 may be met and therefore the Council takes a broad view about the potential to introduce other uses onto the site. This approach is made on the understanding that some enabling alternative developments could assist in bringing forward the re-use and retention of the more interesting buildings on the site and at the same time providing employment opportunities. As a consequence, re-developments may be conditional on provision of other elements of development on the site and the Council expects to enter into agreements under section 106 of the Town & Country Planning Act to achieve that.

### **Development Guidelines:**

This brief first addresses the broad issues about the whole site and the policies and approach that will be required. It then considers the site in a series of separately identifiable areas where broad aspects of potential development can be considered. While each area is dealt with separately this does not mean that development can be carried out independently of other Areas. In particular areas 2, 3, 5, 6 & 7 may require some connectivity and sharing of space – particularly for car parking and access. Other areas may be capable of being treated in isolation subject to the issues relating to section 106 agreements referred to above.

**Relevant Planning Policy:**

Most of the Brewery site is within the Kimberley Conservation Area. The Kimberley Railway Cutting to the north of Hardy Street is both a Site of Importance for Nature Conservation and (within slightly more limited boundaries) a Site of Special Scientific Interest.

The site contains many protected trees within the woodland order on the south side of the site. The land to the northwest of Hardy Close is allocated for residential development, within 'phase 2' - which has yet to be formally released. The following policies are therefore specifically relevant to any development of the site:

- E3 (development within conservation areas);
- E4 (demolition within conservation areas);
- E15 (Sites of Special Scientific Interest);
- E16 (Sites of Importance for Nature Conservation);
- E24 (trees, hedgerows and tree preservation orders);
- H1(n) (new housing sites);
- H2 (phasing of housing).

Various other general Local Plan policies are not specific to the Brewery site but are likely to be relevant. These include:

- E1 (good design);
- E2 (energy-efficient design and layout);
- E19 (other nature conservation resources);
- H3 (housing type and size);
- H5 (affordable housing – subject to the provisions of the new PPS3);
- H6 (density of housing development);
- H7 (land not allocated for housing);
- EM2 (protection of employment land and premises);
- EM3 (expansion/redevelopment of existing employment development);
- T1 (developers' contributions to integrated transport measures);
- T7 (cycling routes and facilities);
- T9 (pedestrian routes and facilities);
- T11 (guidance for parking provision);
- RC4 (developers' contributions to education and community facilities);
- RC6 (open space: requirements for new developments);
- RC9 (contributions for maintenance of open spaces).

**Conservation Issues:**

Almost the whole of the Brewery site lies within the Kimberley Conservation Area and the brewery buildings are a distinctive feature of the area although the conservation area includes other parts of the town to the east. The extent of the present brewery holdings forms a distinctive 'zone' differentiated from the commercial 'zone' to the east.

The designation of the conservation area provides essential control over the demolition of any buildings and the area appraisals that follow make comment about the relative merit of individual buildings. It is essential that the character of the area is retained and that any redevelopment properly reflects the scale and character of buildings around.

The conservation area is currently being reviewed and a draft report covering the brewery area and the relative merits of individual and groups of buildings is in preparation. A copy of the document in its draft form can be provided on request. It is

essential at this stage that any development/redevelopment proposals should include discussions with the Council's conservation advisors.

### **Highway Issues:**

The Brewery site is served from a variety of historical accesses. These generally do not comply with modern standards and a number of the buildings if treated in isolation lack appropriate parking and servicing arrangements.

Any development will require support by a Transport Assessment that demonstrates how the development and its associated traffic can be integrated into the highway network. It will identify the need for any off-site highway works or contributions to the transportation infrastructure, provide capacity and safety assessments where necessary, consider the demand for car parking, provide details of pedestrian, cyclist and public transport provision, and include a draft travel plan that demonstrates how the site can be made accessible to walking, cycling and public transport in order to reduce reliance on the private car.

Satisfactory parking and servicing arrangements must be identified for all proposed uses and re-uses of the site.

### **Ground Contamination:**

The site has a long history of development and any proposed demolition and redevelopment of any parts of the area will require a full contamination survey to accompany any development proposals. Conditions will be applied to any permissions involving redevelopment to ensure that the site is made clear of any identified contamination prior to the commencement of any other works. The Council's Environmental Health Department can provide more detailed advice on the requirements for any study and will be responsible for dealing with issues of contamination.

### **Affordable Housing:**

The main policy on Affordable Housing is contained in Policy H5 of the adopted Local Plan. More recently, following the publication of PPS3, the Council has published interim guidance on that policy which reduces the threshold for provision of affordable houses to sites of 15 dwellings or more (previously 25). A further Supplementary Planning Guidance Document is in preparation that will reduce thresholds for affordable housing on all residential developments - where financial contributions on sites of less than 15 dwellings will be sought on a sliding scale.

### **Interim Transport Policy Statement (ITPS):**

Policy T1 of the Broxtowe Local Plan relates to the provision of contributions towards the improvement of public transport. The details are provided within Appendix 13 of the Local Plan and relate to all developments over threshold sizes contained in the table within that section. With regard to the Brewery site such charges would only generally apply to new development rather than to the re-use of existing buildings where a "reduction" might be negotiated in respect of the traffic generation arising, for example, from previous uses or from the employment benefits of the development.

### **Open Space:**

Any residential development within the site will be required to provide open space in accordance with the Council's policies either on the site or by making a contribution to open space provision nearby. Such provision will also include a financial contribution to future maintenance of those areas. Further guidance on this matter can be found in the

Council's cabinet report of 26<sup>th</sup> July 2005 as updated by an inflation index (2.4% dated July 2006).

### **Subdivision of the site:**

This study contains a series of area appraisals relating to broad subdivisions that can be identified within the site. Following this section a photo appraisal and site areas map of the area identifies those areas and contains numbered photographs that are referred to elsewhere in this document.

### **Site Constraints:**

The site constraints map in the Appendices contains details of the relevant Conservation Area boundary, SSSI and SINC designations and Tree Preservation Orders.

### **Commercial Development appraisal:**

The Appendix to this brief contains details of an appraisal prepared by Innes England in respect of the demand for employment space in Kimberley and the potential to re-use some of the core brewery buildings. This study should be read in conjunction with the Area sheets. The need to retain employment uses on the site in accordance with Policy EM2 of the Local Plan will be a key issue in determining acceptable uses elsewhere on the site.

### **Linking developments:**

A critical issue in considering development potential across the whole site will be to ensure that the separately identified areas are not dealt with in isolation. In particular areas 2, 3, 5, 6 & 7 may require some connectivity and sharing of space – for example for car parking and access. It will be essential in preparing any details for re-use or redevelopment that the impact on neighbouring uses and areas are considered. In addition there may be requirements to phase development dependent on the progress of other elements of development on the site.

### **Nature Conservation Issues:**

A substantial area of woodland subject to a Tree Preservation Order covers the southern part of the site. To the north the former railway cutting is both a Site of Special Scientific Interest (SSSI) and a Site of Importance for Nature Conservation (SINC) under the Council's Local Plan Policy E16. These areas are therefore unsuitable for development but represent an opportunity to provide open space in and around the site and on a wider basis to provide connectivity to footpath networks and open spaces in the Kimberley Area and beyond.

A public footpath runs to the western side of the woodland connecting Eastwood Road to Oak Lodge Drive, while a number of informal paths have been created into the woodland itself. The use of the woodland and the potential to link this area to the open space to the west (Hall Om Wong) needs to be explored.

Footpath access is available into the railway cutting to the north, which is used for informal recreation. The Nottinghamshire Wildlife Trust on a management lease from the Brewery currently manages the nature conservation interests of the SSSI site and the longer-term future of the area will need to be addressed. A substantial sum has been invested recently in tree removal and management, safety fencing and safer access and there will be an ongoing maintenance liability for the whole area. The former railway station building directly to the south of Hardy Street represents a

potential to create a community resource associated with the SSSI site and woodland areas and further connectivity between these spaces should be explored.

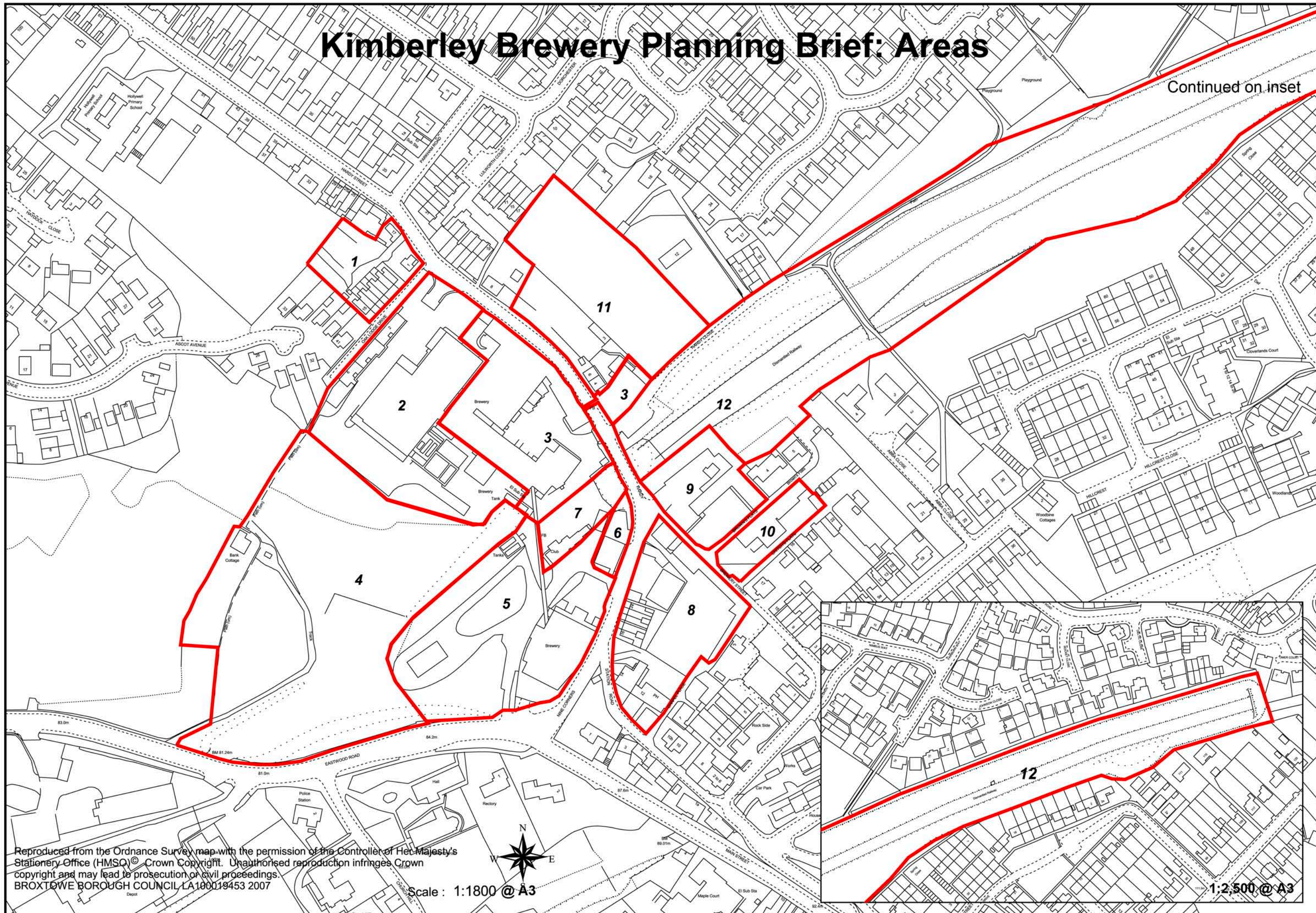
**Web Site:**

Copies of the Broxtowe Local Plan and other policy documents can be viewed on the Council's web site at [www.broxtowe.gov.uk/planning](http://www.broxtowe.gov.uk/planning).



# Kimberley Brewery Planning Brief: Areas

Continued on inset



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BROXTOWE BOROUGH COUNCIL LA100019453 2007

Scale : 1:1800 @ A3

1:2,500 @ A3



# Kimberley Brewery

## photo appraisal & site areas

The letters relate to the associated photographs for each area





## Site Area: 1

**Title:** Residential terrace and dwellings north of Oak Lodge Drive



1a

**Background:** The area consists a group of 7 terraced dwellings and two freestanding cottages to the north of Oak Lodge Drive. Vehicle access is via an unmade access road to the north side (off Hardy Street).



1b

### Conservation Issues:

**Brewery Terrace.** Built by the brewery to house brewery workers and probably dating from the 1870's. Red brick with slate roofs. The buildings exhibit fine detailing in the form of: half-hipped roofs; decorative barge-boards; dentillated and cogged brickwork designs to eaves and string courses; chamfered window and door openings; blue brick banding and lintels; and tall chimneystacks with square section pots. They have a high level of survival of original features such as timber windows and doors; low boundary walls with cast iron railings; and rear outbuildings.

**Brewery Terrace garden plots.** These form part of the original tenants accommodation and have never been divorced from the terrace. The gardens fall outside the current conservation area. They deserve protection from development because of their historic association with Brewery Terrace. The boundary of the conservation area may be extended to include these gardens.

These buildings are in good virtually complete condition, they have benefited from the brewery's management (they have not become disjointed through individual alterations). The land behind is linked to these and development would be inappropriate here on the basis of its effect on the setting of these buildings and the conservation area.

### Highway Issues:

Due to its width and poor level of visibility available onto Hardy Street, it is unlikely that the Highway Authority would be in a position to support further development accessed through the drive adjacent number 17 Hardy Street.

### Relevant Planning Policy:

The site is partly within, and partly adjacent to, the Kimberley Conservation Area. Policies E3 (development within conservation areas) and E4 (demolition within conservation areas) therefore apply.

### Potential Use:

The area will be expected to remain in residential use.

### Development Guidelines:

Although the properties front onto Oak Lodge Drive, gardens are quite small on that frontage. To the rear of the properties are relatively small yards with the access track for vehicles separating the properties from the larger area of communal open space to the

north west, which is currently outside of the Conservation Area. The terraced dwellings have been maintained as a whole and there is no real scope for extension or alteration to these dwellings. The open space to the rear is considered an important amenity for the dwellings and contributes to the setting. There is no opportunity for further development here either from the conservation or highway aspects. The two freestanding dwellings fronting Hardy Street are on relatively small plots and have limited opportunity for extension.

## Site Area: 2

**Title:** Distribution warehouse and store and associated buildings

### Background:

This area comprises an older brick building to the north western boundary and a substantial recent industrial warehouse (c 1980s) building used for beer storage and distribution. A number of smaller associated functional buildings are connected to the south east corner. The main access to the site is from Hardy Street through a substantial entrance gate with lorry access and turning space to the north west and south of the warehouse.

2a



2b



### Conservation Issues:

**Stables 2a.** Range of buildings erected between 1900 and 1916. Red brick with slate roofs and one and a half storeys. Possibly an extension to an earlier range of stables, laid out on a courtyard pattern, which have been demolished.

2c



Simple design with high survival of original windows, doors and roof covering. This is a well-maintained brick building of considerable merit used for offices at ground floor with residential flat above. This building should be retained as part of any future redevelopment.

**Storage & Distribution buildings 2b.** Large steel-framed structures dating from 1979-81. No issues over the redevelopment of this area. Any development should take its lead from the layout, scale and architecture of the old stables building.

**Buildings 2c.** 20<sup>th</sup> century structures to the south of the old brewery buildings. This shows the potential of the southern elevation of the main building. The removal of the variety of smaller functional buildings that are in this area is supported, but would not necessarily suggest their replacement - rather this area might be good for parking and open space and would allow the older core buildings to be exposed.

### Highway Issues:

The site can be accessed from the existing access point on Hardy Street (Brewery entrance A). However visibility is restricted particular to the right for emerging vehicles, (southwest). Therefore the available visibility will require maximising where possible and which is likely to require the setting back the adjacent boundary wall. Footways will be required into the development, which will require the widening of the entrance and it is likely that the access road will require providing to highway adoption standard if to serve a residential development. The use of this access can be further mitigated by the closure of other accesses that fall well below standard highway requirements.

### Relevant Planning Policy:

The site is within the Kimberley Conservation Area. Policies E3 (development within conservation areas) and E4 (demolition within conservation areas) therefore apply. Residential development will be subject to requirements for affordable housing (Policy H5).

### Potential Use:

Apart from the older stable building (which should be retained) this part of the complex has potential for redevelopment to residential use or employment use.

**Development Guidelines:**

This part of the complex has the greatest potential for residential redevelopment being occupied mainly by larger modern buildings of no architectural merit. The removal of heavy vehicles for this part of the site would benefit traffic movements on Hardy Street. Any redevelopment should retain the old stables block which could be wholly refurbished for residential use. Development of the site would need to be of a high standard and design should reflect the character of the older retained building and core brewery buildings (Area 3) to the east. The access to the site should attempt to retain the existing walls and gates where possible. Development in excess of 15 residential units will require provision for affordable housing in accordance with the Council's policies.

## Site Area: 3

**Title:** Original brewery core buildings

### Background:

A central element of the brewery complex consisting of the Brewery offices, Maltings and associated kilns and the brewhouse tower around a central courtyard. A unique corridor bridge that crosses Hardy Street to additional office and storage/distribution space links these.



### Conservation Issues:

**Maltings 3a.** These buildings date from an 1876 rebuild. Designed by a Mr Bailey (architect) of Newark. Red brick, slate roofs. They comprise two parallel three storey buildings, each about 175ft long by 16ft wide by 50ft high, divided by a narrow court. The walls are three feet thick. Malting ceased in these buildings in the 1970's.

**Brewery Offices 3b.** Dating from the 1890's. Red brick with slate roofs. Windows with stone lintels and mullions.

**Malting and Kilns 3d.** North east face of the malt kilns. Red brick with slate roofs. Architectural features include pilaster strips/blind arcading. The cowls to the top of the pyramidal kiln roofs are missing. Both buildings and the malt kilns range to the front are of considerable conservation interest and will be problematic to convert - these need very careful handling to ensure any new use doesn't destroy their significance.

**Brew-house tower 3f.** This part of the tower is likely to date from the 1890's. The original buildings of 1861, designed by Robert Grace of Burton-upon-Trent, containing the chimneys and the date stone about this tower and lead off to the north west.

3b



3c



3d



3e



### Highway Issues:

Clear parking and servicing arrangements must be identified. For the main Brewery Site, these may be shared in a central hub. The Highway Authority is likely to oppose the reuse of loading bays that are immediately accessible from the adjacent public highway and will be seeking the closure of the existing accesses to vehicular traffic (Brewery entrances B and C).

3f



### Relevant Planning Policy:

The site is within the Kimberley Conservation Area. Policies E3 (development within conservation areas) and E4 (demolition within conservation areas) therefore apply. Residential development in excess of 15 units will be subject to requirements for affordable housing (Policy H5). Part of the site to the north of Hardy Street is adjacent to the Kimberley Railway Cutting Site of Special Scientific Interest and Site of Importance for Nature Conservation and policies E15 (Sites of Special Scientific Interest) and E16 (Site of Importance for Nature Conservation) therefore also apply.

### Potential Use:

The need to retain this important group of older buildings suggests potential for a mixed use of employment, commercial or residential.

**Development Guidelines:**

This is the largest group of buildings on the complex that should be retained. They sit around a central “courtyard” accessed from Hardy Street and include the brewery tower and associated buildings, a maltings and the former brewery offices that are connected via a “bridge” over the road to further office buildings to the north east of Hardy Street. The “bridge” is a unique feature of this site and should be retained - preferably by introducing a common usage of the office buildings to maintain the bridge in use.

The main brewery “tower” is an iconic and important feature within the complex and to the wider area and does represent a development challenge for alternative use. It must be retained. The offices fronting Hardy Street should preferably be retained in employment/office use. The maltings building represents the greatest challenge due to variable floor levels and heights with limited window space. At this stage the authority would welcome more detailed discussion with any prospective developers to ensure that the group of buildings within this area is dealt with as a whole scheme. Conditions or a Section 106 agreement will be required to ensure appropriate phasing of uses/development of this area.



## Site Area: 4

**Title:** Woodland and open area to the South

### Background:

This area consists mainly self-set woodland following redevelopment of the brewery in the 1980s and demolition of former railway land. The woodland is now well established and subject to a TPO woodland order. A public footpath runs along the west side of the site bordering the Council's own open space 4a to the west. A single residential cottage exists on the western edge. A number of 'unofficial' paths covers the site.



### Conservation Issues:

**Footpath 4a.** Through woodland to south of brewery complex.

**Bank Cottage 4b.** Double fronted two-storey cottage dating c.1850-1880. Red brick with slate roof, limestone lintels and corbelled window cills. This is a lovely little building in great condition, retaining a great deal of its original interest. Clearly the building itself must be retained as it is.



**Woodland 4c.** Self-set trees growing on spoil heap.



### Highway Issues:

Access to Bank Cottage is via an unmade private drive from Eastwood Road through the woodland.

### Relevant Planning Policy:

The site is within the Kimberley Conservation Area. Policies E3 (development within conservation areas) and E4 (demolition within conservation areas) therefore apply. The site contains a large number of protected trees and policy E24 (trees, hedgerows and tree preservation orders) therefore also applies.

### Potential Use:

The site should be retained in open space use and Bank Cottage should remain.

### Development Guidelines:

There is no prospect for redevelopment within this site which is woodland covered by a TPO woodland order. Potential exists to link this space to formal open space to the west. The Council would also wish to explore the potential for a 'green corridor' connectivity through to the SSSI (former railway cutting) to the north of Hardy Street (Area 12).

## Site Area: 5

**Title:** Distribution warehouse and former railway land adjacent Nine Corners

### Background:

This area sits to the south west corner of the complex and has important road frontage to Eastwood Road and Nine Corners/Hardy Street. An existing brick built warehouse building fronts the site of limited architectural merit. The two levels of this building can be accessed separately from Eastwood Road and Hardy Street. The remaining part of the site consists mainly open former railway land relating to a station site and borders the woodland to the west.

5a



5b



### Conservation Issues:

**Building 5b/5a.** Northern part erected between 1900 and 1916 with later extension to south (roof structure skylights etc.). This is a key site that deserves a good quality development. The existing buildings are of neutral architectural & historic interest but have a strong relationship to the streetscene at the corner of Eastwood Road and Nine Corners.

### Highway Issues:

As part of any redevelopment that will materially increase the level of traffic at any point, it will be necessary to mitigate any potential highway safety implication by removing those accesses that are likely to give rise to highway safety problems and identify those that can be improved to a standard suitable to serve the reuse of the site. This may include the provision of a new access onto Eastwood Road subject to appropriate visibility splays including forward visibility being achievable, the closure of Brewery accesses F and G (fronting Nottingham Road), an acceptable stagger distance being achieved from Nine Corners, and the provision of a ghost island right turn lane protected by refuges. It should be noted that the site rises steeply as you move west from Nine Corners. This may present gradient issues.

Clear parking and serving arrangements must be identified.

The potential to close the vehicular access on Hardy Street to the north side of the building should also be explored. (Brewery entrance E).

### Relevant Planning Policy:

The site is within the Kimberley Conservation Area. Policies E3 (development within conservation areas) and E4 (demolition within conservation areas) therefore apply. The site both includes and is adjacent to a large number of protected trees and policy E24 (trees, hedgerows and tree preservation orders) therefore also applies.

### Potential Use:

The area should be retained in employment use but could be subject to redevelopment of the existing buildings.

**Development Guidelines:**

This part of the site represents a redevelopment opportunity for employment purposes. While residential development may be permitted elsewhere in the complex, this part of the site benefits from a good road frontage with easier access for commercial vehicles. Redevelopment should provide the opportunity for a landmark building on the Nine Corners junction.

## Site Area: 6

**Title:** Commercial building/store – Hardy Street

### Background:

This is a free standing brick building with sliding doors opening to the street and previously in use as a store/workshop.



### Conservation Issues:

**Building.** Large red brick building erected after 1916. Brick detailing to eaves. Pilaster strips and round-arched and circular window openings to end walls. Slate roof.

### Highway Issues:

Direct access is available to Hardy Street. Parking space is limited and depending on proposed uses additional parking could be provided on land to the rear. The potential to close the vehicle access to the south side of the building (Brewery entrance E) should be explored. The Highway Authority is likely to oppose a redevelopment that is reliant on the reuse of the loading bay that is only accessible immediately from Hardy Street.

### Relevant Planning Policy:

The site is within the Kimberley Conservation Area. Policies E3 (development within conservation areas) and E4 (demolition within conservation areas) therefore apply. The site contains protected trees and policy E24 (trees, hedgerows and tree preservation orders) therefore also applies.

### Potential Use:

The building is self-contained with direct frontage to Hardy Street. It has no land associated and should be retained in employment use.

### Development Guidelines:

The building would be capable of beneficial use without further allocation. Any changes to the structure of the building affecting the external appearance would require planning permission. New doors/windows etc should reflect the style of the building and its setting within the conservation area.

## Site Area: 7

**Title:** Former Station building and adjacent land

### Background:

This is the former station building related to the previous railway use and the site consists of the single storey building and land immediately to the north. The northern boundary consists of a substantial retaining wall relating to the main brewery buildings to the north.

7a



### Conservation Issues:

**Midland Railway passenger station.** Dating from 1875-6. Red brick with modern extensions. Roof covering missing and in poor condition. An important building in the historic development of both the brewery and Kimberley itself. Line closed in 1950. Rails removed 1956. This building, the footbridge to the north east and the remaining cuttings describe the orientation of the former line. This building sits on or near the site of Lindley's Mill, a watermill powered by the brook, which formerly flowed here. In 1845 the mill was converted into two cottages. These were demolished c.1875 to make way for the railway.

7b



The old station should be retained and would make a good location and building for some community facilities in association with potential links to the SSSI site to the north.

### Highway Issues:

Access to the site should probably be from the southern access point to Eastwood Road to allow the closer access point to Hardy Street to be closed to vehicles.

### Relevant Planning Policy:

The site is within the Kimberley Conservation Area. Policies E3 (development within conservation areas) and E4 (demolition within conservation areas) therefore apply. The site contains protected trees and policy E24 (trees, hedgerows and tree preservation orders), therefore also applies.

### Potential Use:

The building is of architectural interest relating to railway structure and should be retained. An employment/commercial use would be appropriate. The building, being free standing, would also lend itself to potential community use in the context of broader connectivity to the nearby SSSI site and other open space/footpaths.

### Development Guidelines:

The structure is in need of some repair - but the architectural interest of this railway heritage building justifies its retention. The land immediately to the north has limited development potential other than for open uses/car parking and may be affected by infrastructure. A sensitive restoration of this building is considered to be appropriate.





**Site Area: 8**

**Title:** Public House, car park, residential and store buildings north of Station Road

**Background:**

A group of buildings in mixed use, bordered by Station Road, Hardy Street, Brewery Street and Chapel Place. Consists of Nelson & Railway Public House and car park to north, a residential terrace together with commercial buildings fronting Hardy Street. The largest building is a more recent construction of an industrial unit set back from the road with a substantial forecourt.

8a



8b

The public house has recently introduced hotel accommodation by conversion of the adjacent property. There is desire on behalf of the public house to access the car park from Station Road instead of the current access further along Hardy Street. (see below)



8c

**Conservation Issues:**

**Corner Building 8a.** Dating from the 1890's rebuild of Hanson's brewery. Red brick with plain tile, half-hipped roof. Original windows and roof lights.

**Clinton Terrace 8b.** Probably dating from the 1870's. Three storey red brick with slate roofs. Total survival of timber windows.

**Gap site 8c:** Has a negative contribution to the area

8d



This is a difficult area that has considerable highway restrictions. There are conservation issues regarding how the access will be achieved as well as the obvious issue of retaining the key buildings.

**Highway Issues:**

Particular attention will be required in the vicinity of Brown's Flats and the Brewery Street/Hardy Street junction to identify improvements that will overcome existing potential conflicts with adjacent accesses and pedestrians including the Public House access.

In discussions with the owners a new access has been suggested for the Nelson & Railway PH from the end of Station Road. Under no circumstances would the Highway Authority support an entrance in this location. There would be no inter-visibility between vehicles exiting Station Road and vehicles turning right into the public house from Hardy Street due to the acute junction angle, lack of footway, the awkward gradient and the boundary wall. Vehicles emerging from the public house would have no visibility of vehicles approaching the Hardy Street junction from Station Road. There is also insufficient space for two vehicles to pass at this point. Furthermore Station Road is a one-way street and traffic travelling in the opposing direction would not be expected. Vehicles entering the site from Hardy Street would also be committing a traffic offence when they cross the give-way line and enter the one-way street in the wrong direction. The Highway Authority is also likely to oppose a redevelopment that is reliant on the reuse of the loading bay that is only accessible immediately from Hardy Street (Building reference 8a).

**Relevant Planning Policy:**

The site is partly within, and partly adjacent to, the Kimberley Conservation Area. Policies E3 (development within conservation areas) and E4 (demolition within conservation areas) therefore apply.

**Potential Use:**

This is a mixed use area and the public house and residential uses should remain. The commercial buildings on Hardy Street could be reused for employment/commercial purposes. There may be potential for removal of the more recent industrial building and re-development of the site together with part of the pub car park. Mixed use residential/employment would be appropriate.

**Development Guidelines:**

The key issues for this site relate to access for the differing elements. The Highway Authority have ruled out any potential to access the car park from Station Road as this would prejudice highway safety at the end of the one-way street from traffic emerging onto Hardy Street.

The existing terrace dwellings should be retained. There is no opportunity for extension to those buildings.

Any redevelopment of the modern industrial unit should respect the street scene and re-align closer to the road if redeveloped for residential use. Employment uses would need to demonstrate access/loading and parking requirements to determine the most appropriate alignment. Design should reflect the local character.

The building at the junction of Brewery Street and Hardy Street defines the width of Brewery Street at this point and is an important part of the character of the street. It should be retained as this has a positive contribution to the area.

Any re-development proposals on part of the public house car park will need to demonstrate that sufficient parking remains to serve the pub and hotel. The close proximity of residential uses will also need to be addressed.

## Site Area: 9

**Title:** Part of former Hanson Brewery buildings east of former railway cutting

### Background:

A group of buildings consisting a workshop, storage and office accommodation from the former Hansons Brewery. These are in a courtyard setting fronting Hardy Street and bordered by the SSSI former railway cutting to the west and north, Brewery Street to the south and Brown's flats to the east. A two storey landmark building fronts the site onto Hardy Street with more traditional brick built industrial buildings forming the remainder of the courtyard. The building adjacent the SSSI is three storey with two of these at levels below the existing site facing down into the cutting.



### Conservation Issues:

**Building.** Part of Hanson's brewery and dates from at least the 1870's. Red brick with slate roofs. This building might be part of the original Hanson's brewery of 1847.

### Highway Issues:

Access should be taken from the existing access point on Hardy Street (Brewery entrance D). However some amendments are likely to be required to remove the existing point of potential vehicular conflict with Brewery Street in or to allow the reuse of site area 10.

### Relevant Planning Policy:

The site is within the Kimberley Conservation Area. Policies E3 (development within conservation areas) and E4 (demolition within conservation areas) therefore apply. The site is adjacent to the Kimberley Railway Cutting Site of Special Scientific Interest and Site of Importance for Nature Conservation and policies E15 (Sites of Special Scientific Interest) and E16 (Sites of Importance for Nature Conservation) therefore also apply.

### Potential Use:

The buildings may be appropriate for employment/office purposes although the multiple floor levels may make this less attractive. The Innes England report in the appendix raises some doubt as to the viability of this group of buildings for commercial use. Alternative uses will only be considered when the potential for employment use has been thoroughly investigated and proved not to be viable.

### Development Guidelines:

The buildings are in need of refurbishment but represent an appropriate group for the creation of smaller workshop units. Access will be from the existing location. Any alteration to the building will need to reflect the current character and scale of the group. More details about the potential for this area are contained in the Innes England report.



## **Site Area: 10**

**Title:** Garage Warehouse former Hanson Brewery adjacent Brown's Flats & Critch's Flats

### **Background:**

A former warehouse/storage building associated with the former Hanson's Brewery.

10



### **Conservation Issues:**

**Distribution buildings.** Erected between 1900 and 1916. Red brick/limestone walls, slate/asbestos roofs.

This site lies outside the conservation area but any development would need to respect the character of the adjacent site, which does lie within the conservation area.

### **Highway Issues:**

Particular attention will be required in the vicinity of Brown's Flats and the Brewery Street, Hardy Street junction to identify improvements that will overcome existing potential conflicts with adjacent accesses and pedestrians including the Public House access. Brown's Flats and Critch's Flats are private streets. This site is likely to include the widening of Brewery Street on the north eastern side to allow sufficient width for two-way traffic and the introduction of a footway.

### **Relevant Planning Policy:**

The site is on the edge of the Kimberley Conservation Area. Policy E3 (which relates to development in the vicinity of a conservation area) therefore applies.

### **Potential Use:**

The site would be appropriate for employment/storage within the existing buildings or residential re-development.

### **Development Guidelines:**

The existing building on the site could be used for employment/storage purposes. Demolition of the current building would be acceptable and in view of the location adjacent the narrow residential streets of Brown's flats and Critch's Flats would best be used for residential development. Such development would need to address the relationship of the site to the adjacent narrow roads, affording the potential to widen these where appropriate. Further discussion will be required with the Highway Authority and any private owners to resolve these issues. Design should pay attention to the setting of the adjacent conservation area.

Residential development in excess of 15 units will require provision for affordable housing in accordance with the Council's policies.

**Site Area: 11****Title:** Open Land North of Hardy Street**Background:**

The site is an open area of land to the north of Hardy Street and with potential access from Hardy Close.

**Conservation Issues:**

The majority of the site lies outside the Conservation Area with only its southern part fronting Hardy Street within the conservation area. Future development will need to address the street scene to Hardy Street.

**Highway Issues:**

Residential development must be served from roads designed to highway adoption standard. This is likely to include the making up of Hardy Close to serve the adjacent available land to the northwest and to protect existing access arrangements. It will be acceptable for blocks of flats/apartments and commercial buildings to be served from private accesses, parking courts, and servicing arrangements subject to satisfactory details. These should include provision for existing residential properties that currently lack independent facilities.

**Relevant Planning Policy:**

The site is allocated for residential development by policy H1(n). It is proposed for development in 'phase 2' by policy H2. (A decision on whether to release 'phase 2' sites is likely to be made in summer 2007.) The site is partly within, and partly adjacent to, the Kimberley Conservation Area. Policies E3 (development within conservation areas) and E4 (demolition within conservation areas) therefore apply. The site is adjacent to the Kimberley Railway Cutting Site of Special Scientific Interest and Site of Importance for Nature Conservation and policies E15 (Sites of Special Scientific Interest) and E16 (Sites of Importance for Nature Conservation) therefore also apply. The site contains protected trees and policy E24 (trees, hedgerows and tree preservation orders) is therefore also relevant.

**Potential Use:**

Residential

**Development Guidelines:**

The site is allocated for residential development in the adopted Broxtowe Local Plan and development will need to comply with appropriate policies in the plan.

Development in excess of 15 dwellings will require the provision of affordable housing in accordance with the Council's policies.

Design will need to address, in particular, the street scene and frontage to Hardy Street where relevant and the broad setting of the adjacent conservation area.

## **Site Area: 12**

**Title:** Former Railway Cutting North of Hardy Street

### **Background:**

This is the site of a former railway cutting. There is limited pedestrian access to the site from the north. The site is a SSSI and also identified as a Site of Importance for Nature Conservation (SINC).

12



### **Conservation Issues:**

The adjacent buildings for Area 9 face into the cutting and any re-use of those buildings will need to address the issue of the impact on the setting of the area.

### **Highway Issues:**

No highway access is proposed to this site. There is potential to improve pedestrian access to this site from Hardy Close.

### **Relevant Planning Policy:**

The site is partly within, and partly adjacent to, the Kimberley Conservation Area. Policy E3 (development within conservation areas) therefore applies. The site includes part of the Kimberley Railway Cutting Site of Special Scientific Interest and Site of Importance for Nature Conservation and policies E15 (Sites of Special Scientific Interest) and E16 (Sites of Importance for Nature Conservation) therefore also apply.

### **Potential Use:**

Nature conservation area - public access paths.

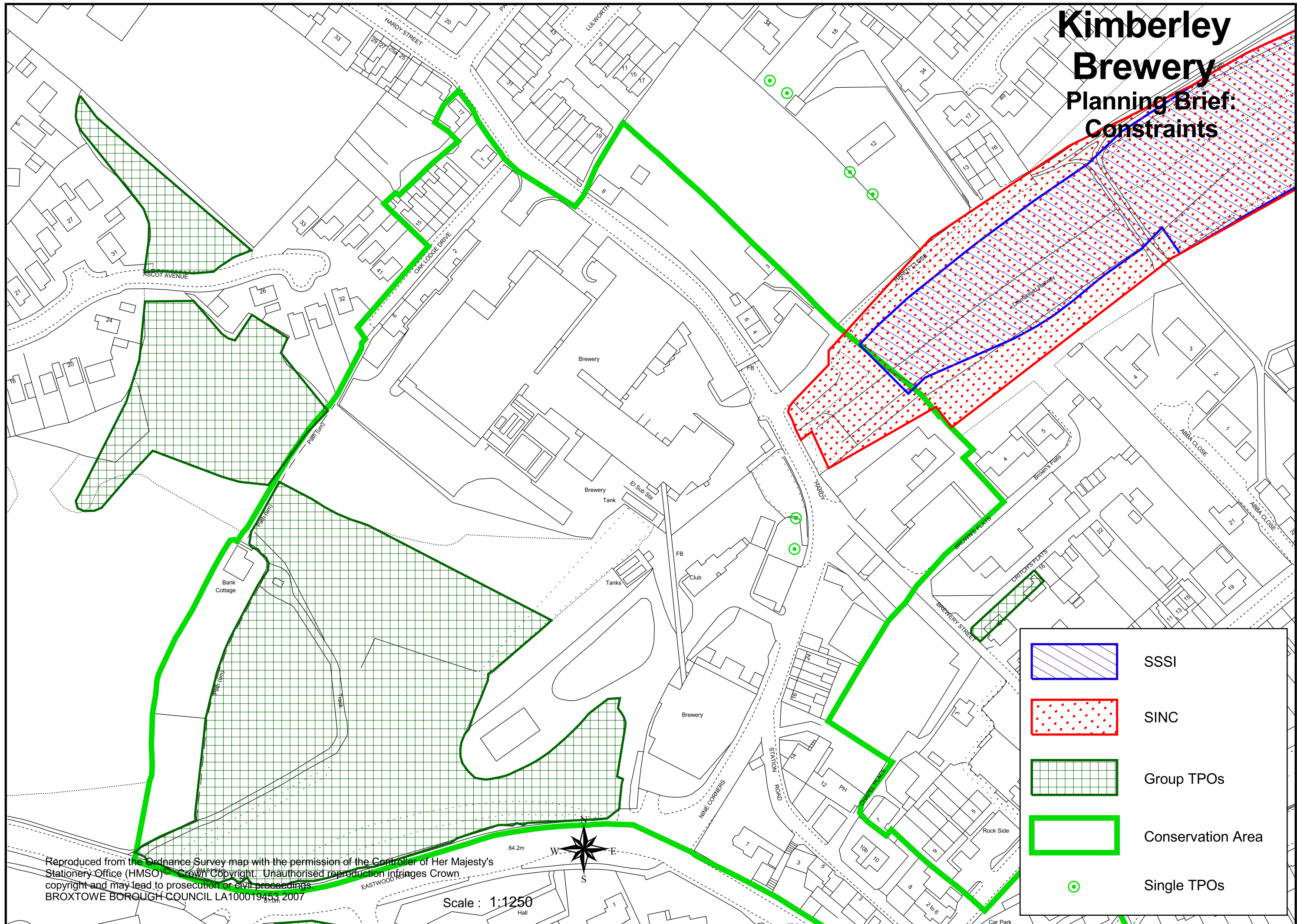
### **Development Guidelines:**

No development is proposed within this protected area. There is however scope to improve the quality and safety of pedestrian access to the site and the potential to link this area to wider footpath networks/open space in the Kimberley area.

Contribution to the improvement and maintenance of the area will be sought from any new residential schemes within the brewery complex.

# Kimberley Brewery

## Planning Brief: Constraints



Report

on

**THE DEMAND FOR  
SMALL EMPLOYMENT  
SPACE IN KIMBERLEY**

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**Date: 9 February 2007**

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## **APPENDICES**

### **A COMPETING SUPPLY**

## **1. INTRODUCTION**

This report has been commissioned by Nottingham Regeneration Limited (NRL) following the closure of the Hardy and Hanson's Brewery in Kimberley. The site will be sold for redevelopment likely to include elements of residential and new build offices.

Broxtowe Borough Council and Greater Nottingham Partnership have a preference to see the site developed retaining some employment use. NRL's consultations with these two parties have highlighted the potential for incubation and managed/non-managed employment accommodation to be located in some of the more problematic buildings at the site. These relate to Areas 3 and 9 on the Area plan and Photo Appraisal.

The report considers the demand for small employment space in an area including Kimberley with specific reference to incubator, managed and non-managed options. By doing so the report also considers similar competing schemes in the area.

The report makes reference in brief to the feasibility of the proposals taking into consideration the site and the existing condition and potential for conversion of the buildings.

Recommendations are made in relation to the types of employment space and size of accommodation most likely to be suitable for this type of product and location.

The report is an initial appraisal of demand and Innes England would welcome the opportunity of conducting a comprehensive feasibility study into the proposals if appropriate.



## 2. LOCATION

In terms of an historical context, Kimberley grew substantially in the early 19<sup>th</sup> Century resulting from the mining, lace making and brewing industries. Notably these industries have all been subject to decline, and indeed the Hardy and Hanson's Brewery was considered to be the leading employer for the town and most of the surrounding area.

Kimberley is a small town immediately west of the M1 and is part of the county of Nottinghamshire. The town is approximately 6.9 miles west of Nottingham and 16.2 miles east of Derby. The town is under the jurisdiction of Broxtowe Borough Council and falls within the ward of Kimberley and Cossall.

Kimberley has good road links being approximately 2 miles west of Junction 26 M1 accessed via the A610 dual carriageway.

The population of Kimberley is circa 6,042. The tables below gives a breakdown of the working age population of the Kimberley and Cossall ward taking into account those that are both economically active and economically inactive. The figures are taken from the 2001 census obtained from NOMIS.

Population	Total	Kimberley/Cossall %	GB %
Working Age Population	4,349	63.5	61.5
Economically Active	3,502	80.5	76
Employed	3,338	76.7	71.6
Economically Inactive	851	19.5	24

The town has a small retail offer in terms of a small high street (Main Street), which is dominated by a Sainsbury's supermarket. There is a good mix of housing including traditional terrace housing, some council housing as well as substantial new build development at the northern part of the town near to Main Road.



### 3. THE SITE

The Hardy and Hanson's Brewery is made up of two constituent parts lying east and west of Hardy Street in Kimberley. Originally two separate breweries, Hardy's Brewery and Hanson's Brewery, these two businesses amalgamated in the 1930s. The two sites combined provide a range of buildings of differing ages, the oldest dating back to the 1860's.

The whole site now falls within a conservation area and therefore any redevelopment will be restricted to those policies accordingly. The site is allocated within the local plan under policies E3 and E4, which deal with redevelopment in conservation areas.

The immediate surrounding land uses are residential most of which form housing built to serve the brewery.

Whilst undertaking our inspection of the site we were advised by the Estates Officer at Greene King that spot listing of some buildings on the site was likely to take place in the near future.

We have provided a brief description of the buildings identified by NRL below as well as an estimate of the gross external area assessed using PRO-MAP™:-

#### **Area 3: Main Brewery Building – circa 13,000 sqft**

This is the main brewing house and one of the oldest parts of the site. The accommodation is arranged over five floors having two substantial brick built chimneys at the top and approximately 5 separate crane hoists serving each floor, in wooden casements attached to the building.

Internally the accommodation has a number of mezzanine platforms. It is very difficult to ascertain the efficiency of the accommodation given this is fully fitted as a brewery, suffice to say the accommodation is in poor condition and much of the existing stairwells will need complete replacement to conform to modern day health and safety. There are no lifts serving this property.

The main brewing house links to a three storey property immediately to the west of similar construction and is fitted for brewing purposes. The condition is similar to that of the main building.

**Area 3: The Maltings – circa 20,000 sqft**

These comprise the 2 former malt houses running parallel to each other and which links with the main brewery buildings at their Southern point and with the main offices at their Northern point. We were unable to gain access to these premises at the time of our inspection, however from our external inspection, and from discussions with the Estates Manager at Greene King, we were able to ascertain:-

The building comprises three floors (ground, first and second) and has basements, which were used for the storage of beer. Hardy and Hanson's Brewery had considered converting the ground, first and second floors into office accommodation prior to the closure of the brewery. The main restrictions in relation to these proposals were the floor to ceiling heights of the ground and second floors. In this sense the ground floor height measured only 1.8m and consequently the floor would have to be lowered into the basement to increase the height. Similarly on the second floor the roof joists supporting the beams were too low however could be heightened to circa 2.1m in order to make the accommodation useable.

We believe the Maltings buildings link through to the main offices fronting Hardy Street, which again are of a similar age and construction and form the Northern perimeter of the site. The buildings were used for drying malt and hops and comprise workshop type accommodation having ground floor stores and first floor drying floors. At the top there are substantial chimneys, which were required to aid the ventilation process.

**Area 9: – circa 17,000 sqft**

Area 9 is a complex of workshop, storage and office accommodation with its own access off Hardy Street. The buildings are generally arranged in a U-shaped configuration and are of brick construction with pitch tile roofs. At the front of the site there is a two storey building previously used as offices which has not been utilised for at least 30-40 years, and is in need of substantial refurbishment.

The accommodation to the North East and South East perimeters are single storey and would suit conversion to small workshop, creative accommodation and or office space. The final link of these buildings which connects with the offices to the front of the site (as previously discussed) is three stories, the other two levels being below that of the rest of the site, the lowest floor leading onto what use to be a station platform. Access to this accommodation could be problematic given there are no lifts serving these premises and there seemed to be no access to the lower floors from the platform.

#### **4. THE DEMAND AND SUPPLY ASSESSMENT**

This section of the report considers:

- (a) Current market evidence derived from our own records and discussions held with various third parties (listed below).
- (b) An audit of existing supply in a defined geographical area which is mainly derived by consideration of likely acceptable drive times\*.

\*The geographical area considered in this sense was M1 Junctions J.25-J.27, the A610 corridor between Eastwood and Nottingham (just west of the City Centre). In essence the area was chosen by virtue of consideration towards reasonable drive times.

##### **4.1 PROFILE OF CURRENT AND RECENT DEMAND**

This section has been compiled by analyses of market evidence derived from our own experience as one of Nottingham's largest commercial agents including analysis of our requirements database and "deals" done. Further to this we have discussed demand with various centre owners of competing supply, including the proprietor of Eastwood Business Centre, Nottingham Business Ventures, Nottingham Business Link, The Erewash Partnership, Nottingham City Council's Economic Development Department and F.E.B.A (First Enterprise Business Agency).

Unfortunately there is very little in terms of data held by third parties specifically recording demand for this type of accommodation and in this geographical location. Our own data is shown below, however before considering this there are some useful comments made by the third parties to consider.

F.E.B.A is a business support service specifically targeting start-up businesses. Unfortunately they do not contain data relating to the demand for the type of accommodation being considered. However they were able to comment they deal with approximately 700 enquiries each year from new start-ups. Of these they helped 150 companies. Of the 150, between 70 – 80 of these require accommodation, and of this circa 80% require accommodation for no more than 1 – 2 people. The accommodation required is usually in managed/incubator space,



predominantly on the periphery of the City Centre, but within close proximity to arterial routes with accessibility to Nottingham City Centre being fairly important. Their thoughts in relation to Kimberley were that whilst it was just out of the search area for businesses they usually deal with, if the product was priced appropriately, this is likely to be of consideration for some of their customers. This is mainly due to the fact that Kimberley, whilst more remote, is nonetheless accessible to the M1 and A610.

Nottingham City Council's Economic Development Team have also offered to supply data for the number of enquiries registered on their property database, [www.visionnottingham.com](http://www.visionnottingham.com), for those enquiries that have searched for managed serviced accommodation over the last 12 months. The main caveat is that the data is recorded by an enquirer conducting a search for property on the website. The enquirer could make multiple searches over a period of time and each of these searches will be recorded as a new search, even if the search criteria remains the same. The data was not ready prior to issuing the report however can be forwarded as a supplementary item once received and reviewed.

We also had discussions with Nottingham Business Ventures (NBV) regarding their accommodation at Mercury House, Shipstones Brewery. NBV have taken a Head Lease of part of the property and converted approximately 3,000 sq ft net internal area into incubator office accommodation, specifically targeting start-up businesses with the aim of providing a support structure for new businesses via a system called Incubation. Incubation provides a subsidised rent and support services such as marketing, mentor services, a centre manager, training courses and advice forums. The Incubation typically lasts for 2 years with a stepped rent system. When businesses come to the end of their Incubation period, this does not necessarily mean they have to relocate. The business can stay where they are and continue to pay a market rent. The Incubation process attracts funding and indeed NBV need it in order to offer the Incubation service. NBV has been set up at Mercury House for 3 years, has helped 60 businesses, with 40 moving on. It has helped to create approximately 150 jobs. It also offers a virtual office for new start-ups that need a virtual business address but who are not ready to move into business premises. To this end NBV support about 300 businesses.

NBV believes the Hardy and Hanson's Brewery site would be ideal for another such centre and would be happy to discuss the prospects of setting up a centre at this site. This is discussed further in our recommendations.

Innes England records all their requirements for property. In this sense we are able to assess the level of enquiries received for office and industrial accommodation for the varying sizes as listed below. Unfortunately the data is not specifically related to serviced/managed offices or industrial. The data relates to office and industrial enquires received over a 12 month period for the size brackets shown. The enquirers were those that registered an interest for Derby, Nottingham and the M1 Corridor. There is also a chance of some duplication, as invariably some parties will register for several different size brackets.

<b>Offices</b>	<b>Number of Enquiries</b>
0 – 500 sqft	209
501 – 1,000 sqft	244
1,001 – 2,000 sqft	585
2,001 – 4,000 sqft	337
4,001 – 6,000 sqft	249
<b>TOTAL</b>	<b>1,624</b>

<b>Industrial</b>	<b>Number of Enquiries</b>
0 – 500 sqft	178
501 – 1,000 sqft	130
1,001 – 2,000 sqft	196
2,001 – 4,000 sqft	251
4,001 – 6,000 sqft	206
<b>TOTAL</b>	<b>961</b>

- In terms of office enquires, 64% are for accommodation of less than 2,000 sq ft.
- 52% of industrial enquires are for 2,000 sq ft or less.
- In each case the number of enquiries for larger accommodation continues to decline.

Neither Broxtowe Borough Councils nor Erewash Borough Council's Economic Development Departments or indeed Estate Departments log number of enquiries for property.

## **4.2. SUPPLY OF COMPETING SITES**

This section considers the supply of competing space in the area. In this respect we have split the competing supply into two categories:- (which are referenced as such in the table of competing sites in Appendix B).

1. Existing incubator managed and non-managed options for office/industrial space, by virtue of which offer flexible lease terms for minimum commitments from monthly – 3 monthly.
2. Existing commercial space of a size that could be considered as competing stock by virtue of the short term nature of lease terms available, but which do not necessarily market themselves as serviced business centres.

There are a number of new build sites that provide conventional office and industrial accommodation, however for the purposes of this report we do not consider these to be in direct competition, as the owners of such accommodation are unlikely to accept short-term leases, and are less keen to accept start-up companies without suitable surety.

In respect of the competing sites we note that there is a good supply in the locality of industrial accommodation and some serviced managed office accommodation. Mercury House at Shipstones Business Centre is the only incubator accommodation providing “Incubation”.

There are a total of 6 serviced type office centres (including craft workshops), and 6 industrial estates 3 of which offer accommodation on short flexible lease terms.

The typical size for offices ranges between 85-500 sq ft. In terms of the industrial accommodation this is between 240-2,500 sq ft.

The prices for serviced offices range from £40 per sq ft inclusive to £65 per sq ft inclusive (the latter being for Innovate at J.27 i.e. new build). These tend to be fully inclusive charges, except for telephone and IT expenses.

The craft workshop accommodation is available on an exclusive basis ranging between £3-£6 per sq ft. and similarly the industrial accommodation £4.50-£5.70 per sq ft. The prices achieved for the industrial accommodation are very good and represent the high demand. In comparison, new build industrial units of circa 5,000sqft at Blenheim Park (Wilson Bowden development) are marketed at £6.25 per sqft.

Erewash Partnership and Broxtowe Borough Council who own most of the sites included in this report confirm high levels of demand for serviced office, creative space and industrial accommodation.

Both however advised that key to success is the quality of the accommodation. This is characterised by comments made by Erewash Partnership in relation to their industrial accommodation at Rope Walk Industrial Estate where they enjoy high occupancy rates, but conversely have a high turnover of tenants, as the accommodation is much older and in varying states of repair.

In contrast the industrial accommodation owned and run by Broxtowe Borough Council is less management intensive and it has high rates of occupancy but is modern.

The Partnership is currently searching for additional accommodation to provide serviced offices and creative accommodation. Whilst they have been offered older accommodation they have stressed the accommodation must meet modern day requirements and have rejected older options, which require refurbishment.

These views are backed up by the high occupancy rates experienced by Broxtowe whose turnover rates are low. In addition to this Mercury House also see tenants remain for a typical period of 3 years. This accommodation is modern, open plan and flexible.



## **5.0 CONCLUSIONS & RECOMMENDATIONS**

We would conclude the following:-

- There is no managed or incubator accommodation in Kimberley. There is however a small supply of serviced offices in the area, and there is a healthy supply of small modern industrial units in the area owned by Broxtowe Borough Council and The Erewash Partnership.
- There is good demand for small modern industrial workshops (500-2,500 sq ft) taking into consideration the high occupancy rates.
- The size of office accommodation likely to be in greatest demand will be 100-2000sqft.
- The level of enquiries from the Innes England database support the largest source of demand is from the smaller size range of the market.
- Those industrial and offices that are of better quality tend to retain their tenants for a longer period.
- NBV have been able to achieve job creation for some 150 in an area of 3,000 sq ft. There is significantly more accommodation at this site albeit the location is arguably not as good.
- There appears to be a good level of demand for creative accommodation in the area given the success of the D H Lawrence Centre in Eastwood.
- Whilst there have been arguments to suggest the location is not as good as Nottingham and therefore may suffer, Pleasley Vale Mills at Pleasley (J.29, M1) is a good example of a successful managed and non managed business space. The centre, despite being located in a remote location, has a current occupancy rate of 74.02%. The product is priced to reflect the condition. In this sense the refurbished office accommodation is more favourable than the older unrefurbished stock and lets quicker, and the workshop accommodation on the ground floors lets faster than the less popular accommodation on the upper floors. There is obviously demand for accommodation in more remote locations and sometimes the extent to which this is apparent is not known until there is the availability of the product, albeit it would have to be appropriately priced.

- The setting is attractive being close to protected woodland and also the historical buildings provide an appealing setting for a business environment, similar to Pleasley Vale Mills.
- The outside circulation space is very poor and will impinge on loading and unloading as well as the provision for parking.
- The costs of converting the accommodation are likely to be exceptionally high.

Having taken all our findings into consideration we would make the following recommendations:

1. Workshop and creative type accommodation is only likely to be appealing if provided on the ground floor. Creative accommodation may be suitable on upper floors if suitably serviced i.e. with service lifts.
2. If workshops are to be provided they must be suitable in terms of providing suitably high loading doors and internal eaves heights i.e. minimum 3m. The ability to provide this must be considered given the protected nature of the buildings.
3. Given the configuration of the existing buildings we would recommend that if converted, most were utilised for either managed/non-managed offices or incubator accommodation, offering Incubation.
4. In respect of the offices, and with the advice and experience of NBV, we would recommend consideration towards providing self contained non-managed office units, serviced offices and incubator office accommodation. In terms of proportions, this is difficult to ascertain without having undertaken a comprehensive study, however we would have thought initially converting a total of 10-15,000 sq ft (i.e. 3-5,000 sq ft for each component element), with suites available from 100 sq ft plus.
5. We would recommend further consultation with NBV to analyse the type of tenants that take accommodation at Mercury House, taking into consideration how many are reliant on public transport, private transport, proximity to local amenities and proximity to a main centre etc.
6. The office accommodation will need to have a modern specification with good levels of parking. Given the location of the site, and the potential size that could be converted (50,000 sqft gross external area) this is a lot of offices to come to the market at any one time.

Therefore it will need to appeal to those outside the immediate locality, meaning tenants being reliant on private transport. For your information other office business parks along the M1 corridor can provide circa 4 car parking spaces per 1,000 sqft. In our example above this mean the Brewery needing over 150 car parking spaces.

7. We would recommend that consideration be given towards a phasing approach of developing the site, starting with the existing office accommodation, which may help reduce risk and overheads.
8. Consideration should be given towards utilising Area 3: offices fronting Hardy Street which was used as the main offices to the brewery and which are in reasonable condition and unlikely to be sold off separately for any other use than office accommodation.
9. The buildings in Area 9 are unlikely to be appropriate given the very restricted site density coupled with the problems with access to the levels below ground floor.
10. Finally the report does not take into account the feasibility regarding the physical costs relating to the conversion of these buildings, albeit it is obvious this will be considerable. The report also avoids any comments relating to the likely costs of contamination, however during our inspection we noted several sources which although are in no way conclusive are worthy of noting:- These include the dismantling of the railway as mentioned in NRL's report. In addition is the demolition of the old buildings, which used to be located where, the more recent Area 2: distribution warehouse stands. The rubble and waste material from this demolition, we are led to believe, may have been disposed of into the woods to the Southern end of the site. Finally the chemicals used in the brewing process may have affected the structural integrity of the buildings.

## **APPENDIX A**

Offices							
Property Type	Address	Brief Description	Age	Size Range	Prices £	Current Availability	Ownership
1	Eastwood Business Centre, Mansfield Road, Eastwood	13 offices divided into two buildings available from 85 sq ft/ 350 sq ft. Shared meeting room, kitchen facilities. Large free 24 hr car parking opposite, short-term commitment.	Existing	85sqft – 350sqft	£75-£125 per week inclusive  (c. £45 per sqft)	2 rooms of 120 and 300 sqft	Private
1	Craft Workshop, Mansfield Road, Eastwood (DH Lawrence Centre)	19 units in converted range of small Victorian buildings. Various sizes of accommodation between 150-500sqft. Targeted at small craft orientated businesses. 19 units, 4 of which have been converted from a row of terrace Grade 2 listed buildings.	Existing	150-500sqft	Ranging from £3.00 per sq ft - £6.00 per sq ft exclusive	Unit 18a – 363 sq ft, £1,100 per annum exclusive of service charge.  Unit 18c – 224 sq ft, £1,300 per annum exclusive.	Public
1	The Old Police Station Ilkeston	Managed by Erewash Partnership. 18 affordable managed offices ranging in size. Variety of shared services including onsite parking, conference rooms, reception, bathrooms and kitchens.	Existing	500-2,000 sqft	From £1.80 per sq ft	Fully Let	Public
1	Strelley Hall, Strelley, Nottinghamshire	Located 4 miles North West Nottingham, totalling 15,000 sqft providing serviced office accommodation with suites of between 200-2,000 sqft.	Existing	200-2,000 sqft	TBC	Circa 3,000 sqft	Private
1	Mercury House, c/o Nottinghamshire Business Venture, Shipstones Business Centre, Northgate, Nottingham	Offices, hot desk, conference rooms for hire, virtual office services.	Existing /Modern	Single suites + Estimated from 100 sqft	From £200 pcm	Fully let	Public
1	Innovate Office, Lakeview Drive, Sherwood Park, Nottinghamshire	Tailor made workspace solutions, single work stations available, virtual freehold offices facilities, meeting rooms.	New	From 190sqft	From £60-£65 per sqft	8,000sqft remaining (70% occupancy)	Private

Key – Property Type:-

- Existing incubator managed and non-managed options for office/industrial space, by virtue of which offer flexible lease terms for minimum commitments from monthly – 3 monthly.
- Existing commercial space of a size that could be considered as competing stock by virtue of the short term nature of lease terms available, but which do not necessarily market themselves as serviced business centres.



Title: Schedule of Competing Supply for Hardy and Hanson Brewery  
 Client: Nottingham Regeneration Limited

Industrial							
Property Type	Address	Brief Description	Age	Size Range	Prices £	Current Availability	Ownership
1	Rope Walk Industrial Estate, Ilkeston	Older industrial units with some offices. Development comprises 40 units totalling 23,000 sq ft. Easy in, easy out leases with only initial six months commitment.	Existing	240 - 2,237 sq ft	From £2,500 per annum	5 Units of 240 sqft / 365 sqft / 447sqft / 1982sqft / 2237sqft	Public
1	Enterprise Court, Mansfield Industrial Estate Ilkeston	Modern industrial units, including small workshops of approximately 1,000 sq ft. Targeted at start ups and new enterprises. Flexible payment terms.	Existing / Modern	1,000sqft	£5.52 per sqft	Fully let	Public
2	High Hazels Court, Coombe Row, Moor Green	Modern Steel portal frame industrial units	Existing	785 – 2,220 sq ft.	Circa £4.50 per sq ft	Unit 5 - 1,500 sq ft Unit 8 – 1,280 sq ft	Public
2	Station Road, Kimberley	Comprises two units of 560 sq ft each, steel frame construction.	Existing	560sqft	£5.70 per sqft	Fully let	Public
2	Beggarlee Park, Newthorpe	Site comprises of six units of 480 sq ft and one of 430 sq ft. Modern industrial units with large service yard.	Existing / Modern	430-480sqft	£5.60 per sqft	Fully let	Public
2	Mushroom Farm Court, Meadow Bank Way, Eastwood	Site comprises seven units of 860 sq ft each. Modern industrial units with large service yard.	Existing / Modern	860sqft		Fully let	Public

Key – Property Type:-

- Existing incubator managed and non-managed options for office/industrial space, by virtue of which offer flexible lease terms for minimum commitments from monthly – 3 monthly.
- Existing commercial space of a size that could be considered as competing stock by virtue of the short term nature of lease terms available, but which do not necessarily market themselves as serviced business centres.