

BUILDING A BETTER BROOKLANDS

TRAFALGAR BROOKMOUNT PLANS A BUSINESS COMMUNITY



Trafalgar Brookmount Ltd, the property company owned jointly by Trafalgar House Development Holdings and Brookmount plc, is proceeding with its £100 million development plans for Brooklands.

In the context of development potential, Brooklands is a mammoth. The implications for business, employment, municipal revenue, and the general prosperity of the community are vast.

But equally important is the nature of the environment, the capacity of the locality to ingest sizeable injections of new business, the preservation of the stability of the neighbourhood and the avoidance of creating a dual economy where human and physical resources become a battlefield between the new and established interests.

Trafalgar Brookmount is very conscious of its responsibilities in the latter respect. It

is also mindful of its obligations to company shareholders whose investments are within the company's husbandry.

But with a forward-thinking development company such as Trafalgar Brookmount is, there need be no conflict of interest between these two principles. Indeed, there *must not* be such a conflict if the company is to be successful elsewhere.

Brooklands offers the most exciting and promising opportunities to convert a largely unused and derelict parcel of over 200 acres to useful economic activity of mixed uses.

While the future holds great hope in store for Brooklands under Trafalgar Brookmount, it is of the utmost importance that Brooklands' pioneering and heroic past should not be forgotten.

Trafalgar Brookmount's strategic proposals are shown in its current planning applications. They comprise an industrial/business park development of 1.6 million square feet on a site of 118 acres; a retail development including a food superstore of 113,000 square feet on 27 acres; an office development of 400,000 square feet on 36 acres; and a leisure and recreational development on 74 acres.

NEW BUILDING FOR LINK PAPER

Trafalgar Brookmount Ltd is to develop a new 118,000 square foot building at Brooklands for MoDo Paper UK Ltd, formerly known as Link Paper.

Scottish Amicable Life Assurance Society, which already owns over 500,000 sq ft of accommodation at Brooklands, is forward funding the development.

The £2.5 million design-and-build contract on the seven acre site has been awarded to Willett Ltd.

Link Paper Ltd already occupies the 66,000 square foot former VC10 hangar,



the lease on which will be surrendered to Trafalgar Brookmount for redevelopment on completion of the new unit towards the end of this year.

The old hangar is to be dismantled and the structural steelwork will be kept for re-erection as an indoor sports hall elsewhere on the 270 acre site.

Negotiations are at an advanced stage with two other companies for units of 75,000 and 19,000 sq ft in the industrial/warehouse sector.

FILLING THE SHELVES

By far the largest unit trading at Brooklands at present is the 180,000 sq ft Tesco unit, one of the company's five Dry Grocery Distribution Centres in the UK.

Tesco employs 290 people at Brooklands working in shifts round the clock from 10 pm on Sunday evenings to 2 pm on Saturday afternoons. There is a discount concession for employees after one year's service and a profit-sharing scheme after two.

The Centre serves 64 Tesco stores in the South East from Folkestone in Kent across to Southampton and up to and including south London.

35 tractors and twice as many trailers

make an average of 415 deliveries each week, generally between 5 am and 8 pm. They carry some 400,000 cases of dry goods between them, giving an annual total in excess of 20.5 million cases.

Of course, what goes out must first of all come in, so the number of case movements at Brooklands amounts to a



colossal 41 million per annum.

In 1986 the Tesco fleet based at Brooklands covered over 1.6 million miles making a total of 20,000 deliveries.

Tesco occupies a 9.55 acre site at Brooklands. The warehouse measures 167,000 sq ft with an additional 13,000 sq ft of offices. There are 2,600 product lines commanding 11,572 reserved pallet spaces with a 2,864-pallet picking area.

Tesco uses Lancing Bagnall trucks of which 15 control the five-high racking system.

Tesco's other Dry Grocery Distribution Centres are at Winsford in Cheshire, Crick in Northants., Westbury in Wiltshire and Welham Green in Hertfordshire.

SPORTS CARS RETURN TO BROOKLANDS

The Panther Car Company Ltd first entered into production in January 1981 on Byfleet Industrial Estate close to Brooklands. In 1984 it moved into Brooklands itself and now occupies 40,000 sq ft on the site of the famous race track.



The prototype Panther Solo

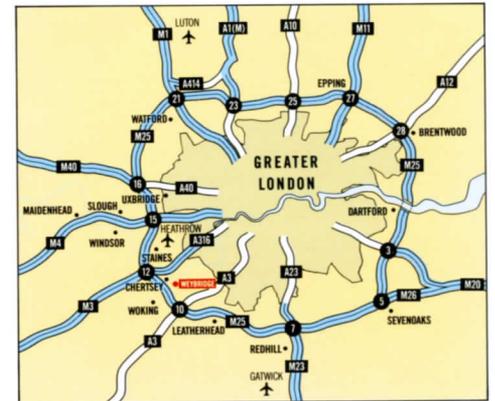
The company's showpiece car is the Panther Kallista described by company Chairman, Young C Kim as: "A 1930s style soft top sports car with Ford engineering and 1980s performance standards." Each Kallista is hand-built following specific orders from the customer. Output is currently over 300 cars per year. 50% of which are sold at a basic price of about £10,000 in the UK with most of the rest exported to Europe. To commemorate the 80th anniversary of Brooklands, Panther is producing a special limited edition of the Kallista with 'Brooklands' monogrammed on the doors.

This year also marks the launch of their new model – the Panther Solo. (Left)

TRAFALGAR BROOKMOUNT LTD

Trafalgar Brookmount Limited is a joint venture company formed between Trafalgar House Developments and Brookmount plc each having impressive track records in all forms of development. The company was formed in May 1984 specifically to purchase and redevelop special projects. At the present time they are involved in a number of other developments.

PRIME DISTRIBUTION AND BUSINESS CENTRE



The ready access to the motorway network and London's major arterial roads make Brooklands an ideal distribution base for the whole of the South East.

Good road communications also serve to increase the catchment area from which high calibre personnel can be drawn, a statistic which will appeal to indigenous, new and relocating companies alike.

FACTS ABOUT THE PROPOSED DEVELOPMENT

- 3 miles from J10 of M25 via the A3 at Weybridge, Surrey.
20 miles from central London.
11 miles from Heathrow airport.
28 miles from Gatwick airport.
- **TOTAL SITE AREA** 270 acres.
- Industrial/warehousing sector of 30.4 acres containing 527,000 sq ft of accommodation occupied by Tesco Stores Ltd, Link Paper Ltd, Cadbury-Schweppes plc, TNT Road Freight (UK) Ltd, Alpine Refrigerated Distribution Ltd and Courages Ltd.
- The above sector of the estate was sold as an investment in August 1986 to Scottish Amicable Life Assurance Society.
- Scottish Amicable also have an option on a further 20 acres within the industrial sector to purchase any building constructed and let by Trafalgar Brookmount. This sector contains a potential for 480,000 sq ft of industrial/warehouse accommodation.
- 118,000 sq ft warehouse facility let to Modo Paper (UK) Ltd.
75,000 sq ft of industrial assembly space

(sale in solicitors' hands).
19,000 sq ft service centre (sale in solicitors' hands).

- A number of other concerns have various tenancies at Brooklands. These include The Panther Car Co. and Air Hanson Ltd.
- Trafalgar Brookmount are proposing major improvements to the local road network to speed access to the A3. A new entrance has been formed from Parvis Road which will reduce traffic pressure on Oyster Lane.
- Trafalgar Brookmount's strategic proposals are shown in its current planning applications as follows:-
 1. Industrial/high technology development of 1.6 million sq ft on a site of 118 acres.
 2. Retail development including food superstore of 113,000 sq ft on 27 acres.
 3. Office development of 400,000 sq ft on 36 acres.
 4. Leisure and recreation development on 74 acres.

55% OF BROOKLANDS TO BE GREEN



"Where blossomed many an incense bearing tree: And here were forests ancient as the hills. Enfolding sunny spots of greenery."

The landscape architects for Brooklands, Charles Funke Landscape Consultants, see the development as one of the most modern and environment conscious they have handled yet. Mr Richard Lawson, the Project Manager in charge of the landscaping, said "Trafalgar Brookmount are giving a very high priority to the landscaping work on Brooklands and have spent £400,000 in this planting season alone. At least 55% of the developed area is going to be verdant, with grassland, lakes, trees, shrubs, both indigenous and ornamental.

"The idea of having these wide open green areas is not only to provide a better working environment for tenants' employees, but to ensure that the country environment of the area is not only preserved but improved for the benefit of the local population."

The concept for Brooklands has been to create an 'instant' landscape alongside a 'heritage' landscape, planting developed shrubs and trees to give quick results and also trees like oaks which will grow more slowly and endure for a very long time.

Such an area does not come about by itself, as Charles Funke would be quick to



point out. On behalf of Trafalgar Brookmount they have directed the movement of vast amounts of earth – 8,500 cubic metres – in places creating mounds about 2 metres high, laid out to provide the best possible views of the development. They are also in the process of grassing 12,000 sq metres in area, more grass than there has ever been at Brooklands.

"I think that I shall never see a poem as lovely as a tree."

Except for a few ornamental areas, the Brooklands development has been planted with trees and shrubs that are indigenous to Surrey, so that the species at Brooklands reflect the species of the area.

The entrance avenue will be planted with 6-7m high semi-mature trees, forming

columns on each side of the road. This year groups of London Plane trees (26 in all) will be put in at a cost of £700 each.

The industrial area will be surrounded by small mounds, around the entire perimeter planted with indigenous trees and shrubs such as oaks, field maples, alders, hazel, hawthorn, ash, wild cherry, willow, birch, hornbeam and holly. The area will be carefully monitored and husbanded, producing a woodland with hedgerows when the plants have matured. There are also to be two 'feature' areas with London Plane and multi stemmed silver maple trees.

Alongside the planting work, two advanced irrigation systems have been put in to aid the rapid establishment of the plants. This is very necessary – over 20,000 trees and shrubs will have been planted at Brooklands by the time the development is completed.

"The flowers that bloom in the Spring"

The entrance to Brooklands will feature floral displays at the junction with Parvis Road and, as well as having columns of trees, in September the entrance avenue will be planted with bulbs such as daffodils, snowdrops and crocuses which, when in bloom, give the avenue long drifts of colour.

The planting of ornamental species extends beyond the confines of the development itself and will also take place on the roundabout in Parvis Road and the roundabout at the head of the entrance avenue, with a mature box hedge and evergreen shrubs to provide ground cover as well as bulbs. Ornamental plants being put in at Brooklands include junipers, Portuguese laurel, climbing hydrangea and Virginia creeper.

To the east of the entrance avenue, plans are underway for an informal lake with appropriate waterside planting to take place later in the development.



THE SOUTH EAST FACTOR

While location continues to be an essential element of property development, modern business users have other equally important demands.

So says "Developing Business Success", a new publication produced by Trafalgar House Developments aimed at helping the non-property orientated businessman through the considerations and methods of establishing the ideal property base from which to conduct his business.

The guide, produced by THD in conjunction with planning and design group DEGW, is the result of an extensive study on the impact of the South East's new motorway network on business and property.

The study found that changes in the infrastructure of the South East and the polarisation of different types of businesses into defined areas are influencing radically the decisions regarding property considerations by modern business.

Flexibility, suitability and staff appeal, as well as location, are seen as the guidelines for choosing new property.

The 'standard unit' or multiple thereof, speculatively developed with institutional funding and pressures prior to the '80s, is no longer adequate nor desirable in the commercial and industrial property market.

Case studies on a wide range of modern buildings from conception to completion are included in the guide.

Copies of "Developing Business Success" can be obtained from Neil Meadows, Trafalgar Brookmount Ltd, Devonshire House, Mayfair Place, London W1A 3AG.

R FOR ROBERT COMES HOME

The 30 acre Brooklands Museum site, partly refurbished by Gallaher Ltd for Elmbridge Borough Council, now has amongst its exhibits the remains of the Wellington bomber retrieved from Loch Ness in 1985. The aircraft, built by Vickers Armstrong at Brooklands, is being cleaned and preserved by volunteers, preparatory to its restoration and display at the Museum.

Most of the drawings are still extant but it may take up to ten years to fully restore the aircraft. Funds are desperately needed. Further help in this direction would be well received.

Vickers had been building aircraft at Brooklands since 1915. When a subsidiary company, the Airship Guarantee Company, received a government contract to build the airship



R.100, they employed an outstanding engineer named Barnes N Wallis to design the structure. Wallis's team produced the revolutionary geodetic system of construction, a lightweight system which distributed stress points throughout the structure, overcoming to a large extent the age-old shortcoming of the chain – ie, it being only as strong as its weakest link.

The prototype Vickers Type 271, forerunner of the Wellington I, made its maiden flight from Brooklands on June 15, 1936, with J "Mutt" Summers at the

controls. The first production Wellington I was flown at Brooklands on December 23, 1937, and the initial production target of one aircraft per day, every day, was reached by September 1939.

By September 1940, Vickers' three factories were turning out 134 Wellingtons per month. In the same month, Brooklands was attacked and seriously damaged by a formation of fourteen enemy aircraft. Production was re-established at small factories throughout the district with Brooklands as the assembly centre and by May 1941 the peak output had again been reached. In all, 11,461 Wellingtons of various marques were built up to October 1945.

R for Robert sank gently to the bed of Loch Ness on New Year's Eve 1940 and lay there forgotten until its detection in 1976. Over the ensuing years prior to its recovery in 1985, the almost perfectly preserved remains were scavenged by persons unknown.

BROOKLANDS MUSEUM

The Elmbridge Borough Council with the help of Gallaher are restoring 30 acres of the original Brooklands race track site around the old clubhouse in order to establish a museum for both motoring and aviation enthusiasts.

An archive and photographic collection is housed in the clubhouse which has been built up from various sources, private donations and long term loans of material not being amongst the least.

Further information may be obtained from the museum's curator, Mrs Morag Barton, at the following address.

Brooklands Museum, The Clubhouse, Brooklands Road, Weybridge, Surrey KT13 0QN.

FAMOUS 'BROOKLANDERS' OF THE PAST

The men, women and machines that frequented Brooklands in its heyday have passed into folklore.

Amongst the motoring personalities are Percy Lambert, the first person to cover over 100 miles in an hour, Sir Henry (Tim) Birkin of Bentley fame and Kay Petre, the outstanding woman driver. The five outstanding drivers were J G Parry Thomas, Sir H O D Segrave, Sir Malcolm Campbell, John Cobb and Cap G E T Eyston. All five were holders of the World Land Speed Record at various times.

In 1908, Brooklands produced the first Englishman to design and fly his own 'plane. This was Sir Alliott Verdon Roe,

founder of Avro which produced the famous Lancaster bomber.

Sir Thomas Sopwith, founder of the aircraft company bearing his name, had as chief test pilot Harry Hawker, whose attempted west to east Atlantic crossing in May 1919 ended in mid-ocean. Hawker was also a racing driver. He was later to join with Sopwith and Sigrist to form the Hawker Aircraft Company, later still to become Hawker Siddeley.

The prototype Hawker Hurricane first flew at Brooklands in November 1935. Hawker's chief test pilot and subsequently a director of the company was P W S (George) Bulman.

Vickers' chief test pilot was J (Mutt) Summers. A variation of the First World War bomber, the Vickers Vimy, was flown by Alcock and Brown on their historic first non-stop west to east Atlantic flight in 1919.

The Vickers Wellesley, first aircraft to use Barnes Wallis' geodetic construction design and forerunner to the Wellington, set up a long-distance formation flight record from Ismailia to Darwin. The Wellington became known as The Wimpey by aircrew after the J Wellington Wimpey character in Popeye the Sailor.

Continuity at Brooklands was maintained by the production of civil aircraft by Vickers, subsequently BAC and British Aerospace. Examples are the Viscount, Vanguard, VC10, BAC 1-11 and parts of Concorde.



Museum co-ordinator, Morag Barton, seen here with the tail section of the recovered Loch Ness Wellington.



The control tower (above) has guided many a variety of flying machine, from Tiger Moths to VC10s, safely into and out of Brooklands. It is currently undergoing restoration work by Trafalgar Brookmount.



The 'building' above will also be restored. It may not look like much at the moment, but it is in fact the first airline ticket office in the UK! Keith Prowse were the first booking agents.

Letting and Sales enquiries – FREEFONE 100 and ask for BROOKLANDS.

Further information from The Editor, Brooklands News,
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