

Operational Filling Station with Redevelopment Potential

FREEHOLD FOR SALE

On the Instructions of MRH (GB) Ltd

CHELMSFORD CM2 9RA

Baddow Road



Location

The site is located on the south side of Baddow Road (B1009) in the Great Baddow area of Chelmsford, a short distance from the A414 and approximately 2½ miles south east of Chelmsford town centre. The site is also close to the A130 which leads to Basildon and the Thames Estuary, approximately 18 miles due south. To the west of the site lie residential properties, whilst the eastern boundary is adjacent to the Beehive public house. The southern boundary is formed by a Council office property, and to the north a further office building and residential accommodation. There are also small-scale commercial and retail facilities within close proximity to the site along Baddow Road and Beehive Lane.

Description

The site comprises a BP petrol filling station, consisting of five pump islands in a four square formation with a one-off fill pump, under a large canopy and connected to a single-storey shop. The site also benefits from a car wash, jet wash, air/water and vacuum facilities.

The site extends to approximately 0.14 hectare (0.35 acre).

Trading

The site is offered subject to a fuel supply agreement. Further details will be released to shortlisted parties.

Year	Fuel /Litres	Shop	Valeting	Other income
2005	2,718,679	£311,007	£42,836	£1,482
2006	3,405,918	£266,775	£27,591	£1,960
2007	3,843,660	£335,836	£25,306	£4,425

Revenues exclude VAT.

Planning

Policy and Planning Officer advice supports the redevelopment of the site for residential purposes or a residential mixed-use scheme with complementary secondary uses such as offices or a small element of retail. There is potential to use the site for commercial or motor trade uses. Please refer to the Planning Commentary for further information.

Environmental Condition & Indemnity

An Environmental Report Summary of the property is included within the **Further Information** section of the website, which outlines the reports carried out on the site. Prospective purchasers will be able to undertake updated Environmental Assessments at their cost, following exchange of contracts, in order to satisfy themselves on the condition of the property. Copies of previous reports will be available for shortlisted parties, subject to assignment from the respective consultants. The successful purchasers will be required to provide an environmental indemnity to the Vendor for all past or future contamination.

Tenure

The site is available freehold with vacant possession, or as a trading entity. If acquired as a trading site, TUPE regulations will apply and wet and dry stock is to be purchased at cost upon completion.

Offers

The preference is for unconditional offers to be submitted. However, conditional offers upon planning will also be considered. All offers must be accompanied by details of funding for the proposed acquisition. Conditional offers must include full supporting information together with site layout plans and details of conditions.

All offers are to be submitted to Mark Frostick no later than **12 noon on Friday 18th July 2008**. Our clients do not bind themselves to accept the highest or any offer received. Prior to submitting any offer, interested parties should refer to the sale contract detailing the conditions of the disposal and other relevant information, found in the **Further Information** section of the website.

All offers are to be set out on the Schedule provided.

Stamp Duty

Stamp duty will apply on the sale of this property.

Legal Costs

Each party to be responsible for their own legal costs incurred in the transaction.

Further Information - www.malthurstpfssites.co.uk

The following further information is available (where applicable) to download:

- Environmental Summary
- Report on Title
- Fuel Supply Agreement Summary/Trading Figures
- Specimen Sale Contract
- Offer Schedule

VAT

Value Added Tax will be charged at the prevailing rate.

Viewing

Strictly by appointment through the sole agent.

Contact:

Mark Frostick
01480 371 456
maf@rapleys.co.uk

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CHELMSFORD CM2 9QZ

Baddow Road

Site and Surroundings

The site comprises an operational BP petrol filling station with 5 pump islands, parking, car wash, vacuum, air and water facilities and a sales building (approximately 60 sq m) providing a small range of convenience goods. The access/egress to the site is from Baddow Road.

To the north of the site is two-storey housing and an office building with car parking. Immediately to the east of the site is a beer garden, which forms parts of The Beehive Public House and to the south and west are two-storey residential housing.

In land use terms, the surrounding area is characterised predominately by residential housing, with some small scale commercial and retail facilities within close proximity to the site (along Baddow Road and Beehive Lane).

Approximately 200 m to the east of the site along Baddow Road, there is an operational Texaco petrol filling station. The associated sales building has a large floor area and includes a bakery and sells hot snacks and drinks, off licence products, fruit and vegetables, newspapers and magazines. There is also an external ATM machine, car parking, air and water and a car wash.

Planning History

The planning history records for the site have been inspected at the Council's offices and attached, at **Appendix 1**, is a schedule of planning decisions. The authorised use for the site is for a petrol filling station and the most recent applications relate to the signage on site.

Planning Policy

The Local Development Framework comprises the 'Core Strategy and Development Control Policies Development Plan Document', which was adopted by the Council in February 2008.

The proposals map, as relating to the Core Strategy, confirms the site is designated within a Housing Policy Area. It is also noted there are a number of housing allocations within the vicinity of the site, including the land immediately adjoining to the south (previously Council offices), which have recently been developed.

Elsewhere within the Core Strategy, policies confirm the following:

- New housing will be encouraged on previously developed land and buildings. The urban areas of Chelmsford are identified as the main focus for new development (policy CP2), and
- The Council will actively seek to maintain high and stable levels of economic and employment growth by supporting high-value businesses, premium retailing and small to medium sized commercial activities (policy CP22).

Officers View

The planning history search revealed two requests for pre-application advice sought in 2005. The following key points emerging from the Council's response are relevant:

- Officers raised no objection in principle to the loss of the petrol filling station as there is another similar facility in close proximity;
- A food store (approximately 300 sq m) was not supported by Officers in this location;
- Officers suggested the redevelopment of the site should focus on residential uses perhaps with complementary secondary uses or as part of a mixed-use scheme;
- Additional advice was provided on affordable housing (for 15 units plus 35% should be affordable housing) and car parking (generally provision should be 1.5 per unit).

Further, a pre-application submission was made to the Council in March 2008, relating to a mixed use scheme, to include a retail unit of 418 sq m at ground floor and 10 residential units above (split over two floors). The Council's formal response to this submission indicates that the loss of the filling station is acceptable, on the basis that there is another filling station within the immediate vicinity (albeit some justification in this regard may be required). In relation to the proposed uses, the Council state that retail use on the site is unlikely to be supported, albeit residential uses are considered acceptable - indeed, the Council confirm scope for the use of the entire site for residential purposes.

The Council's response to the pre-application submission made earlier this year indicates that residential use of the site is acceptable. Retail use, however, would not be supported by Officers in this location. In general terms, Officers confirm that the design of the building should reflect the context of its surroundings, and in particular the linear street pattern.

Planning Discussion

It is not considered there will be an objection to the loss of the petrol filling station, given the close proximity of the Texaco filling station and the lack of policy protection.

The site is located within an existing built up area which is predominately characterised by two-storey residential housing. There are a number of housing allocations within the vicinity of the site, including land immediately adjoining to the south where a two/three-storey residential development has recently been completed. The principle of residential development has previously been supported by Officers in pre-application enquiries.

Given the existing commercial operation on the site and in the immediate area, there may be potential for commercial and motor trade uses.

Conclusion and Recommendations

On the basis of a review of planning history and policy, it is not considered there would be any objection to the loss of the petrol filling station in this location and this is confirmed by Officers.

Policy and Officer advice supports the redevelopment of the site for residential purposes or a residential mixed-use scheme with complementary secondary uses such as offices or a small element of retail. There is potential to use the site for commercial or motor trade uses, albeit consideration would need to be given to adjacent uses and the amenity of surrounding residential properties. The redevelopment of the site for retail and, in particular, a food store would not be supported by Officers in this location due to policy objection and, in particular, the application of the sequential approach. However, this issue may be overcome with evidence to address the tests of PPS6.

Appendices

1. Schedule of Planning History

APPENDIX 1 – PLANNING HISTORY

REF	DESCRIPTION	DECISION	DATE
71.55 (W.191)	Proposed petrol filling station	Refused	26/04/1955
247.56 (X544)	Provision of new pavement, costings in place of existing	Approved	26/06/1956
379.56 (X764)	Installation of petrol pumps	Approved	23/10/1956
48.61 (DD.523)	Installation of petrol pumps	Approved	27/06/1961
A13/61 (EE490)	Erection of an illuminated pole sign	Approved	26/09/1961
48.61 (DD523 (b))	Amended plans	Approved	23/01/1962
A15.68 (XX.765)	Erection of a sign internally illuminated	Refused	17/12/1968
A.7.69 (YY.333)	Erection of internally illuminated sign	Approved	20/05/1969
795.68 (XX747)	Installation of underground storage tank and erection of canopy over existing pumps	Approved	11/03/1969
A.21.69 (ZZ.641)	Internal illuminated sign	Approved	16/12/1969
946.70 (AB 1394)	Mods to front elevation	Approved	03/11/1970
A.17.70 (AB 133)	Creation of illuminated signs and fascia	Approved	03/11/1970
1855.78	Detailed – remove existing canopy, pump islands and pumps. Erect 4 no. round canopies, install 4. no. high line self service pumps, construct office at rear together with ancillary works	Approved	20/02/1979
1637.83	Full car wash	Refused	14/12/1983
146.84	Full car wash	Refused	14/03/1984
1005.84	Full car wash	Approved	18/07/1984
842.88	Full installation of unleaded petrol and diesel with new pumps. Provision of car wash, extension at rear	Approved	29/11/1988
842.88.1	Full provision of car wash – revision of position granted under 842.88	Approved	10/04/1989
646.91	Full new forecourt canopy	Approved	01/07/1991
92/05372/FUL	Extension and alteration to shop, alteration to workshop including installation of jet wash, new petroleum pumps, underground tanks and erection of new floodlights.	Approved	29/09/1992
92/05373/ADV	Mobil filling station, various illuminated legends and signs	Approved	04/12/1992
97/05749/ADV	Illuminated and non-illuminated signs	Approved	03/03/1997

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