

Operational Filling Station with Redevelopment Potential

LONG LEASEHOLD

On the Instructions of MRH (GB) Ltd

MANCHESTER M18 7EE

Thornbury Way, Hyde Road, Gorton



Location

The site is located in the Gorton area of Manchester on the A57 Hyde Road approximately 1 mile from Bellevue and approximately 3 miles to the east of Manchester city centre. The site can be accessed from both directions. It is situated in close proximity to a Somerfield foodstore and a KFC drive-thru restaurant. A Tesco Extra is currently under construction approximately 100 metres away. There is also significant residential accommodation in the area.

Description

The site comprises a Total petrol filling station, consisting of four pump islands in a four square formation under a large canopy and a single storey shop. The site also contains an open parking area to the rear.

The site extends to approximately 0.32 hectare (0.80 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	4,192,342	£588,422	£6,779	£7,432
2006	3,626,108	£718,715	£7,615	£6,332
2007	3,816,591	£651,148	£8,498	£7,141

Revenues exclude VAT.

Planning

Officers have indicated the site would be suitable for mixed-use (residential/retail) development. Any redevelopment will be subject to the provisions of the lease.

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 currently let on a long ground lease for 99 years from 3/1/1985 at a current passing rental of £9,750 per annum. The lease is subject to 10 yearly rent reviews and the 2005 rent review is outstanding. The council have served notice on the rent review and also retain certain rights over redevelopment of the site. A copy of the lease, deed of variation and licence to assign are available from the **Further Information** section of the website. 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.malthurtpfssites.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:

Paul Mather
0161 817 6227
pm@rapleys.co.uk

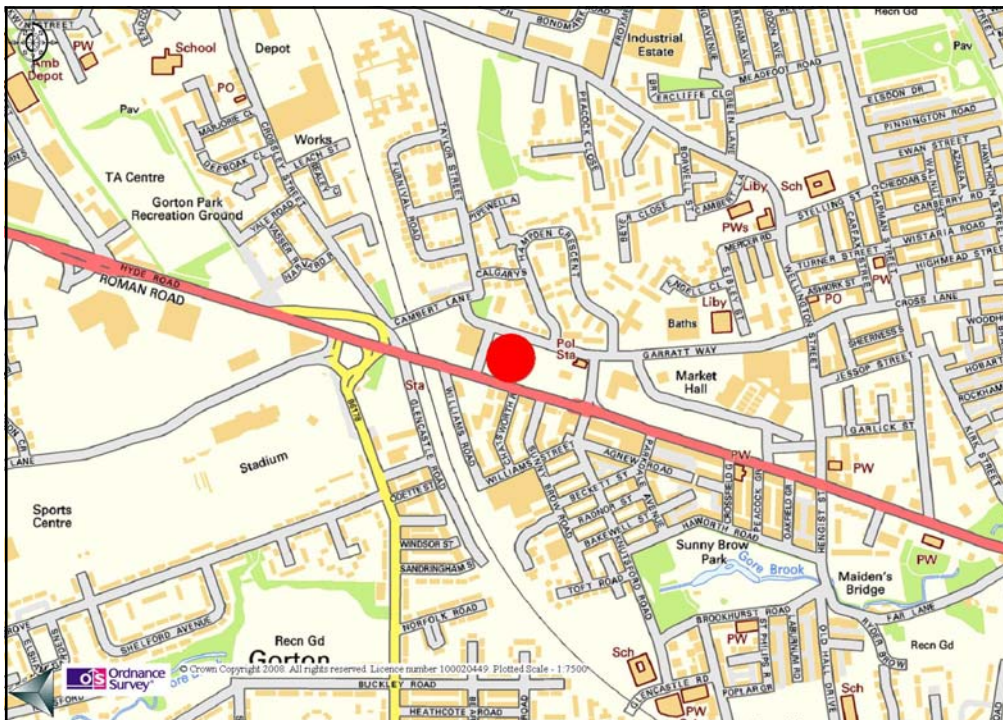
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Site and Surroundings

The site consists of an operational Texaco Filling Station, located on the northbound carriageway of the A57 (Hyde Road). Access is provided onto the site from at two points, Hyde Road and Thornbury Way. Hyde Road is one of the main vehicular routes into Manchester City Centre, and as such is also a major bus route.

The site is bound to the north and south by residential development. Immediately to the west of the site is a Somerfield Store, and to the east lies a KFC fast food outlet.

Planning History

The planning history for the site has been reviewed using Manchester City Council's online facility. These records indicate that an application for the redevelopment of the (then vacant) site for use as a petrol filling station and shop, was approved on 2 February 1983. A further application for the erection of a petrol filling station, shop and carwash was submitted, and approved by the Council on 6 February 1985. Since the aforementioned planning approvals, which demonstrate the established use of the site as a filling station for the last twenty years, further applications have been submitted seeking improvements to the petrol filling station. The detail of the planning history for the site is attached at **Appendix 1**.

To date, alternative uses have not been tested by a planning application.

Planning Policy

The development plan consists of the Manchester Unitary Development Plan (UDP), which was adopted in July 1995. Manchester City Council have begun work on a Local Development Framework, which will eventually replace the UDP as the development plan for the city. Initial preparatory work has commenced on the Core Strategy, with adoption of the document anticipated in 2010. The LDF is therefore at an early stage, and is not a relevant consideration for this report.

The proposals map for the UDP confirms that the site is not allocated for a specific land use. However, the site is located within the Gorton District (Shopping) Centre.

In general terms, policies within the UDP generally seek to ensure the efficient use and reuse of land and buildings, and that development is compatible with nearby uses.

Elsewhere, the adopted UDP confirms:

- That there are no specific policies seeking to retain petrol filling stations;
- Within Gorton District Centre, further shopping development is permitted subject to detailed design and amenity considerations (policy G09);
- That policy G09 is in place to maximise the development opportunities available on sites fronting Hyde Road close by the District Centre, and to improve the links between the north and south of Hyde Road;
- That the city will provide 16,000 new dwellings on currently vacant sites and those coming forward for development;
- That jobs will be maximised wherever possible by identifying a good range of sites for new factories and offices, especially to bring back into use vacant land; providing premises for small firms and also encouraging new businesses; and
- In terms of commercial provision, Manchester City Council will encourage new shopping development to serve local shopping needs.

In addition, it should be noted that the sites directly to the east and west of Gorton Filling Station are allocated for industrial, commercial or retail development within Policy G06 of the UDP (Sites for New Shops/ Sites for Economic Development). The policy states that these sites are capable of accommodating increased commercial activity and extensions to Gorton District Centre. The site directly to the north is allocated for new housing under Policy G05a of the UDP (Taylor Street).

Further, Hyde Road, which makes up the southern boundary of the site is allocated within the UDP as an Environmental Improvement Corridor/City Council Road Proposal/Potential Bus Priority Route.

Officers View

Telephone discussions have been held with Carl Glennon, Planning Officer at Manchester City Council who has confirmed the site's location within the boundary of Gorton District Centre. He suggests that issues such as contamination may make it difficult to develop the site for residential, given the past use of the site, whilst acknowledging that such constraints could be overcome with appropriate mitigation.

Due to the location of the site and the close proximity of surrounding units, the most suitable use would appear to be retail, in Mr Glennon's view. A fully detailed Retail Statement would be required with any application for redevelopment of the site, and any use would need to be compatible with its surroundings, i.e. the development would need to compliment the existing uses, rather than undermine them.

Telephone discussions have also been held with Richard Humphreys of New East Manchester Ltd (an Urban Regeneration Company). He suggested that due to the major development of the area, 'mixed-use' would be the most appropriate use for the site, in order to compliment the surrounding uses. This follows analysis of the report and plan produced for the area by GVA Grimley.

Planning Discussion

Due to the site's prominent location on Hyde Road, retail/mixed-use on the site could be acceptable in principle. Any proposal, as noted above, would need to include a detailed retail study in order to demonstrate need and also outline how the sequential test has been met.

Through discussions with New East Manchester, residential could also be an acceptable use for the site as part of a mixed use development scheme, possibly including a retail element at ground floor level, with residential above. Amenity issues, in terms of adjoining uses, would need to be taken into consideration in this instance (including retail and residential uses).

The redevelopment of the site would be beneficial to the surrounding area and compliment the work already underway regarding the redevelopment of Gorton District Centre (with completion and opening expected in summer 2008). Planning permission for redevelopment of Gorton Market was gained in March 2006 for:

- Tesco Extra Superstore (8,198 sq m);
- Retail Units (two storey) (1,672 sq m);
- Petrol Filling Station (associated with Tesco);
- New Market Hall;
- New Road Junctions and one road closure, and Associated parking.

As there is no specific policy seeking to retain such uses, it can be argued that the loss of the petrol filling station is acceptable in policy terms.

Conclusion and Recommendations

The loss of the petrol filling station is likely to be acceptable, especially with the opening of a petrol filling station associated with the new Tesco Extra Superstore. Alternative uses on the site will be considered having regard to need and also the surrounding uses. In addition, the Manchester UDP states that Gorton District Centre is an important focus for shopping and related services and needs to be properly developed in the future.

In summary, retail or mixed use (residential/ retail) is likely to be acceptable on the site, due to its location and close proximity to the new Gorton District Centre redevelopment.

Appendices

1. Schedule of Planning History

APPENDIX 1 – PLANNING HISTORY

REF	DESCRIPTION	DECISION	DATE
18513	Erection of a Petrol Filling Station and shop	Approved	02/02/1983
23251	Erection of a Petrol Filling Station, shop and carwash	Approved	06/02/1985
26112	Advertisement Consent	Approved	23/04/1986
067742/AOH/ NORTH2/03	Advertisement Hoardings Consent	Refused	04/06/2003
069720/ AO/2003/N2	Advertisement Hoardings Consent	Refused	15/03/2004
078251/ FO/2006/N2	Erection of 3 jet wash booths	Refused	27/03/2006

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