

Development Opportunity

FREEHOLD FOR SALE

On the Instructions of MRH (GB) Ltd

NORWICH NR1 2JA

Martineau Lane



Location

The site is located approximately ½ mile north west of the junction of the A146 and the A47, the main Norwich by-pass. Norwich city centre lies 1½ miles to the north west of the property. The site is situated to the rear of the Martineau Lane Service Station which forms the western boundary of the site, whilst the eastern boundary fronts Europa Way. The Bracondale Industrial Estate on Europa Way also surrounds both the northern and southern boundaries of the site.

Description

The site comprises undeveloped land set behind a landscaped bund which separates the service station from the Bracondale Industrial Estate to the rear on Europa Way.

The site extends to approximately 0.11 hectare (0.27 acre).

Planning

The site may be suitable for industrial or employment uses reflecting the predominantly industrial nature of adjacent properties. 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 obtain 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.

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
- 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

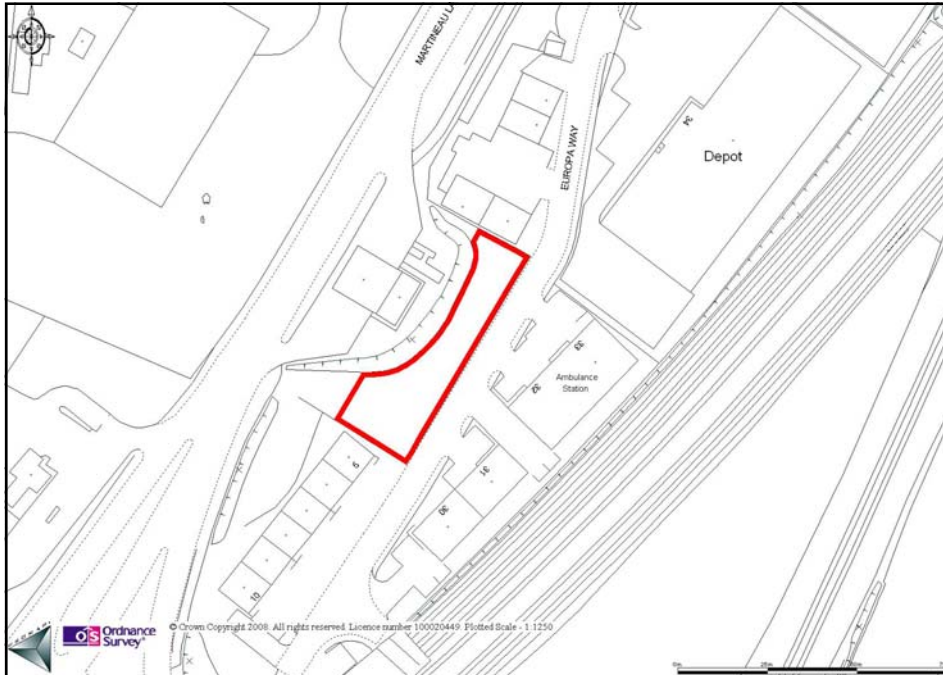
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Martineau Lane



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Martineau Lane

Site and Surroundings

The site currently comprises surplus land to the rear of Martineau Lane Service Station. The main service station site is located on the south eastern side of the A1054 primary distributor road, close to the interchange with the A146. Existing access/egress from the service station is from the west bound carriageway. However, access to the subject site, to the rear of the service station, may benefit from the existing Europa Way, which abuts its south eastern boundary. The service station site is heavily screened by trees to the rear, along the north western boundary of the site, thereby, limiting the potential area for development.

Immediately adjacent to the south of the site is Europa Way, a commercial development site that is designated within the Local Plan Proposals Map as a "Prime Employment Area". There are a number of single storey light industrial type uses along Europa Way. To the west of the site, beyond the junction with the A146, lies a residential estate forming the outer limits of Lakenham, a suburb to the south of Norwich. Opposite the filling station is the County Hall, surrounded by an expanse of open space containing recreational facilities, including tennis courts and a bowling green. This land is designated as urban green space and local policy resist its loss.

Planning History

There is no specific planning history associated specifically with the subject site. However, a review of the planning history records, for the entire service station site (to include land to the rear), on the Council's website, and confirmed verbally by the Local Authority, indicates that the last planning application submitted on the site was in 2005, for which planning permission was granted for the increase in the height of the existing canopy. In 2003, planning permission was approved for a new tanker standing area and drainage facilities. Records identify that planning permission was granted for the original build of the service station in 1993. A schedule of planning history obtained is below at **Appendix 1**.

Planning Policy

The development plan consists of the City of Norwich Replacement Local Plan, adopted in November 2004. The remainder of this section refers to those relevant policies within the plan that were saved beyond November 2007.

The proposals map of the adopted plan confirms that the site is not allocated for a specific land use, albeit it falls within the "urban area". However, as indicated above, the site is immediately adjacent to a prime employment area.

In general terms, the adopted local plan confirms the following:

- Small scale business/employment development will be permitted within appropriate areas of the city, providing criteria regarding environmental and residential character and amenity are met (policy EMP1);
 - Proposals for office development would be assessed in accordance with the sequential test and locational criteria (policy EMP16);
 - Whilst general retail policy is restrictive, allowance is made for smaller food stores of up to 1200 sq m, providing the need for a convenience store is demonstrated and that it is consistent with the sequential approach and criteria (policy SHO2);
 - The sequential approach is taken towards retail provision, with preference given to identified centres, providing the criteria is met relating to the vitality and viability of existing centres (policy SHO3), and
- Proposals for new housing are acceptable within the urban area, and will be assessed against usual design criteria.

For the Greater Norwich area, the emerging Core Strategy 'Preferred Options' document is due for public consultation in late 2008. As such, the LDF Core Strategy, in its current form, is in the very early stages of production and therefore its provisions carry little weight.

Officers View

Telephone discussions have been held with Liz Franklin (Development Control Officer).

Ms Franklin confirmed that the trees, on the rear boundary of the service station site, form woodland that is protected by a Tree Preservation Order, and advised that any redevelopment would therefore be limited. She further advised that the site was a 'stand alone site' in policy terms as it is not designated in a specific land allocation. Therefore, it may be possible to redevelop the site for a number of purposes, although she advised that the most likely solution would be for commercial development due to the sites proximity to the adjacent employment designated land. She further recommends that any proposal should seek in-depth pre-application advice from Senior Officers regarding the principle of a change of use.

Planning Discussion

Alternative uses for the site are discussed below in general planning terms, albeit it is acknowledged that the size and location of the site is such that any redevelopment may be limited.

As the site is not designated for a specific land use, its redevelopment for various uses would be acceptable in principle subject to justification and development control considerations. However, with the sites position immediately adjacent to the prime employment area, commercial/employment uses, including offices, may be the most suitable use, as confirmed by officers, providing that it is demonstrated that the sequential test is met and the proposed scheme is acceptable in terms of design and amenity.

Given the location of the site, immediately surrounded by commercial/industrial development and the service station, residential development is less likely to receive a positive response from the Council. This is especially pertinent with regard to amenity issues, in terms of future occupiers, and in particular the relationship between the residential use and adjoining commercial buildings.

Retail development for a small convenience store may be appropriate, provided they also meet the sequential test and criteria relating to design, scale, amenity, vitality and viability.

Conclusion and Recommendations

In planning policy terms, a redevelopment scheme on land to the rear of the existing service station is likely to be constrained by the extent of the significantly visual and protected trees. However, within the developable area of the site, in general terms, commercial use of the site is likely to be most acceptable in planning terms, given the adjacent land uses, with scope for retail use in principle (albeit such a use may be harder to secure in design and amenity terms).

Appendices

1. Schedule of Planning History

APPENDIX 1 – PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION	DATE
4/1993/0582	Redevelopment of site to provide petrol filling station ancillary shop and customer parking.	Approved	09/1993
4/1993/05841	Four internally illuminated petrol pump signs.	Approved	09/1993
4/2003/0612	New tanker standing area and drainage.	Approved	14/08/2003
4/05/00592/F	Increase in height of existing canopy.	Approved with conditions	26/07/2005

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