

# Cheshire West & Chester Council



## Cheshire West and Chester Commercial Property

### Newport Development land Ellesmere Port

#### Services

It is understood that all mains services are available to the site (subject to demand). It is advised that you make your enquiries regarding the services to the site.

#### Terms

The Lease terms will include:

The purchaser is to fence the plot within 8 weeks of the commencement date of the Lease.

The development of the site is to be completed within 12 months of the date of the Lease.

#### Planning

You are advised to consult with the Local Planning Authority at the earliest opportunity. The Ellesmere Port and Neston Borough Local Plan is currently in the process of being replaced by the Cheshire West and Chester Local Plan.

#### Location

The development land is located off Newbridge Road, Ellesmere Port. It is to the east of the town centre and is less than 1 mile from Junction 10 of the M53, from which easy access can be gained to the M56 which links the area to the National Motorway Network. The site can also be accessed from Junction 9 of the M53.

The site lies within a long established industrial area and the town centre, Cheshire Oaks Outlet Village and The Coliseum all lie within 2 miles providing a wide range of commercial, retail and leisure facilities.

#### Description

The site measures 16 acres/6.5 hectares. The site can be sub-divided into plots as suitable.

#### Methods of Disposal

Available by way of 125 year Ground Lease, at a peppercorn on a full repairing and insuring basis. Price available on application.

Visit: [cheshirewestandchester.gov.uk](http://cheshirewestandchester.gov.uk)

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### Planning (Continued)

The new Local Plan will reach Publication Draft stage this Summer, but until it is progressed further, the relevant planning policies are set out in the Ellesmere Port and Neston Borough Local Plan, along with Supplementary Planning Guidance (including the Bridges Road Development Brief which was approved in 1998, guidance relating to the M53 corridor and Designing Out Crime and relevant national planning policy as set out in the National Planning Policy Framework.

The majority of the policies within the Ellesmere Port and Neston Borough Local Plan have been 'saved', which means that they will be applicable until they are replaced by the new Local Plan and other planning policy documents.

The Newport Business Park currently falls within an area covered by the following Local Plan Policies:

- EMP2: Stanlow Special Policy Area;
- ENV10: The Mersey Forest; and
- ENV11: The M53/Shropshire Union Canal Corridor.

### Policy EMP2: Stanlow Special Policy Area

Policy EMP2: Stanlow Special Policy Area states that subject to meeting specified criteria, new industrial or office developments (Use Classes B1 – Office/ Light Industry, B2 – General Industry, B8 – Warehousing) including potentially polluting development, may be permitted. As such, within the site, subject to meeting specific criteria, proposals for the development of the site for office or light industry (B1), general industry (B2) or warehousing (B8) will be looked upon favourably.

The site is in a unique location that may be viewed as a buffer zone between the urban area of Ellesmere Port and the Stanlow refinery. As established in the Bridges Road Development Brief, development that brings the visual impact of the refinery closer to the town will not be permitted. For this reason, light or general industrial or office uses are considered more suitable to this location than heavy industry.

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### Planning (Continued)

#### Policy ENV 10: The Mersey Forest

Policy ENV 10: The Mersey Forest states that:

*Within the area of the Mersey Forest, the borough council will negotiate with developers to secure a contribution to the development of the Mersey Forest.*

*This contribution will:*

- i) Be appropriate to the nature and scale of the proposed development, and*
- ii) Provide for a high quality tree planting scheme on site*

To comply with policy ENV10, it is important that the development of the site includes sufficient provision of suitable, high quality landscaping. This will help soften the impact of any new buildings, and enhance the attractiveness of the site. Existing landscaping on the site should be retained and enhanced.

#### Policy ENV11: The M53/Shropshire Union Canal Corridor

Policy ENV11: The M53/Shropshire Union Canal Corridor states that:

*Within the area of the M53/Shropshire Union Canal Corridor development proposals will be required to make a positive contribution to the visual appearance of the corridor. High standards of building design, materials, external appearance, layout, and landscaping will be required. Development proposals which do not secure a positive net environmental improvement will not be permitted.*

Due to the site's prominent location adjacent to the M53 motorway, and to comply with Policy ENV11, development proposals must include a good standard of design. Structures that resemble large sheds are not considered suitable for this location and the use of appropriate materials to break up blank facades will be important in achieving good design.

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### Planning (Continued)

Regard must be had to views into the site from outside, particularly from the motorway. Views of a well ordered and thriving industrial area can be beneficial in attracting further investment into the town. Unsightly outside storage areas/ service yards should therefore be hidden or highly restricted through the design layout of buildings. The use of the site for general outside storage will not be acceptable. Where vehicles and work machines are stored outside they should be adequately screened from off site observers as they can be unsightly. In accordance with the borough council's Designing Out Crime SPG, these areas should be overlooked by the buildings they serve.

### Other relevant policies

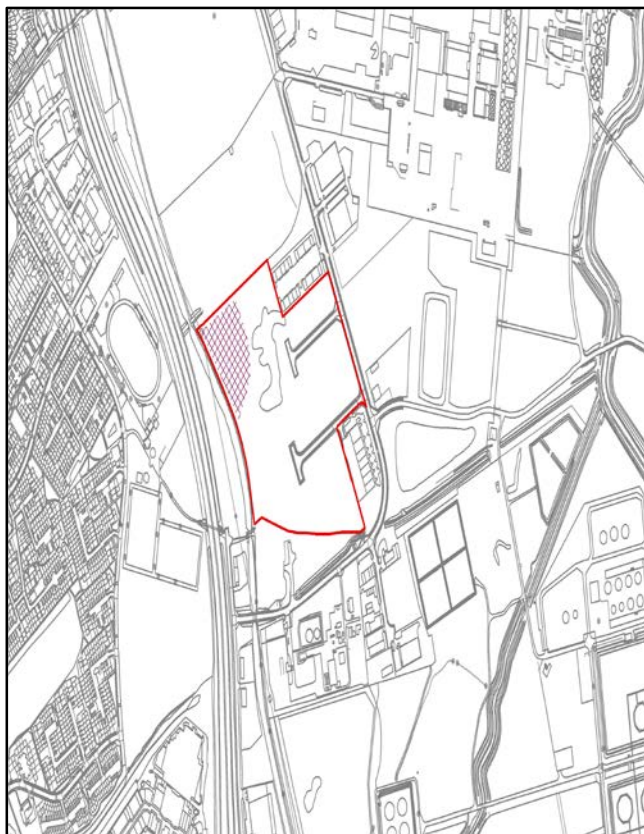
Any planning applications for the site should also pay due regard to the following local plan policies:

- GEN1 General development criteria
- GEN4 Noise
- GEN5 Crime prevention
- GEN6 Access for everyone
- GEN12 Overhead power lines
- EMP6 Established industrial areas
- ENV5 Ecological interest
- ENV9 Landscape and habitat features
- HAZ2 Development in the vicinity of hazardous installations
- HAZ4 Contaminated land
- TRANS1 Access to developments
- TRANS2 Highway network
- TRANS3 Freight network
- TRANS4 Provision for cyclists
- TRANS6 Car parking standards



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### Other relevant policies (Continued)

Development proposals should also seek to reduce opportunities for criminal activity. Advice on this is provided in the borough council's Designing Out Crime Supplementary Planning Guidance (SPG). This includes guidance on secure boundary treatment, provision of clear signage, minimal access points etc.

The development proposals should also take account of any other relevant planning policies and guidance.

It is important that discussions are undertaken with the Development Management team at an early stage, to ensure that any proposals comply with all relevant planning policies and other requirements.

The current and emerging Local Plan policies can be viewed on the Council's website

[http://www.cheshirewestandchester.gov.uk/your\\_council/policies\\_and\\_performance/council\\_plans\\_and\\_strategies/planning\\_policy.aspx](http://www.cheshirewestandchester.gov.uk/your_council/policies_and_performance/council_plans_and_strategies/planning_policy.aspx)

### Ground Investigations

The site is brownfield, reclaimed in the early 1990s. Historically the Burmah Oil Refinery occupied most of the site, and the former Ellesmere Port and Neston Borough Council reclaimed the site using a Derelict Land Grant. It is understood that the site is now suitable for industrial use.

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On written request interested parties can undertake their own ground investigations. The Council shall require that the site is reinstated and that an indemnity form is completed prior to any access to the plot(s) being permitted.

### Great Crested Newts

Newport Business Park has a small population of Great Crested Newts and has had historical Natural England GCN licences granted on the site. The GCN Mitigation Reserve for the development of the whole site is already established and currently managed and monitored by the Council.

### Viewing

By appointment only. Please contact Property Services on 01244 977170 or 01244 977171 or email [property.services@cheshirewestandchester.gov.uk](mailto:property.services@cheshirewestandchester.gov.uk)

The development which included infrastructure and the Council's Quay One development, has been funded by the Council and the Northwest Development Agency and the European regional development Fund.



Supported by



Subject to Contract

Cheshire West and Chester Council takes no responsibility for any error, misstatement or omission in these details. Measurements are approximate and for guidance only. These particulars do not constitute an offer of any form of contract. These particulars are produced in good faith and all details are believed to be correct. It will be necessary for interested parties to satisfy themselves as to the accuracy of the information provided.

The Code of Practice for Commercial Leases in England and Wales strongly recommends you seek professional advice from a qualified surveyor, solicitor or licensed conveyancer before agreeing