

A Major Residential Development And Regeneration Opportunity **National Shipyard No.1**

Mabey Bridge Site, Chepstow, Monmouthshire NP16 5YL



- National Shipyard No.1 comprises the gross area of 16.6 hectares (41.01 acres) plus an adjoining disused quarry of 2.6 hectares (6.42 acres).
- Convenient and sustainable location immediately to the south of Chepstow town centre and the adjoining railway station.
- Excellent road connections to A48, M4/M5 and first Severn Crossing Road Bridge.
- Direct commuter rail links to Cardiff, Birmingham, Cheltenham and via Newport to London Paddington.
- Allocated for mixed-use development in the Monmouthshire Local Development Plan (2011-2021) as a strategic site for 350 new dwellings and employment uses with new riverside walkway and extensive public realm. Potential for increased density.
- 1.2km frontage to River Wye, a World Heritage River, excellent connectivity to the town centre, major retail food store and petrol filling station adjacent.
- Established development framework, extensive technical reports and surveys available.
- Masterplanning and outline application being progressed.

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The name “National Shipyard No.1” is derived from the site’s designation as a strategic facility during World War I. Shipbuilding continued after this period and during World War II it was used for the construction of landing craft and pontoons for the D-Day landings.

The site is also known as “Fairfield Mabey” or “Mabey Bridge” and is part of the Mabey Group. For 50 years it has been the Chepstow production facility fabricating bridges and girders for the UK and global infrastructure market.

Description

The main site extends to a gross area of 16.6 hectares (41.01 acres) situated between the Birmingham to Cardiff main railway line to the west and the River Wye to the east. The railway embankment features mature trees and undergrowth that provides a natural screen to the development site. The eastern side of the site is open to the river where there are panoramic views towards the river cliffs at the town end and open countryside to the south.

Also to the south of the site and within the same ownership, a disused quarry provides a haven for wildlife and flora and it is anticipated this part of the site will eventually provide a public amenity.

The developable area is generally level with a lower part at its northern end. The site currently features numerous commercial buildings, some dating from World War I. In addition, there are areas of hardstanding and several gantry cranes which will remain in use until the business relocates during 2015. Removal of these structures and site clearance will be a matter of discussion with the preferred developer(s).

Eight disused concrete slipways are a significant feature of the site and it is hoped that some, if not, all of these structures can be incorporated within a development scheme.

Brunel House, a substantial three storey Grade II* listed building, occupies a prominent position at the site entrance. Following a fire in 2005 the property was completely refurbished and is currently occupied as office accommodation. The building provides approximately (780 sq m/8,400 Sq ft.) of mainly open plan floor space; it is substantially built of stone with tall multi-pane windows and offers scope for conversion for a variety of alternative uses.

To assist with interested parties appreciation of the site, a fly-through video has been produced and will be available separately through the Savills marketing site. The video demonstrates the setting of the site between the river and town centre.

Location

Chepstow is one of the four key Monmouthshire towns and was originally an historic market town. It is situated strategically on the River Wye; the border of Wales and England.

Chepstow is located within commuting distance to Cardiff (51km / 32 miles), Bristol (29km / 18 miles), Newport (32km / 20 miles), Birmingham (132km / 82 miles) and London (201km / 125 miles).

The NSN1 site is situated immediately south of town centre with a wide range of traditional shops and other facilities. The main High Street is within a 5-minute walk of the site; a Tesco Supermarket and Petrol Filling Station is even closer.

Demographic

The town has a current population of 12,200 within a 2-mile radius of the town centre (2011 Census data) and is expected to grow to 17,143 by 2019.

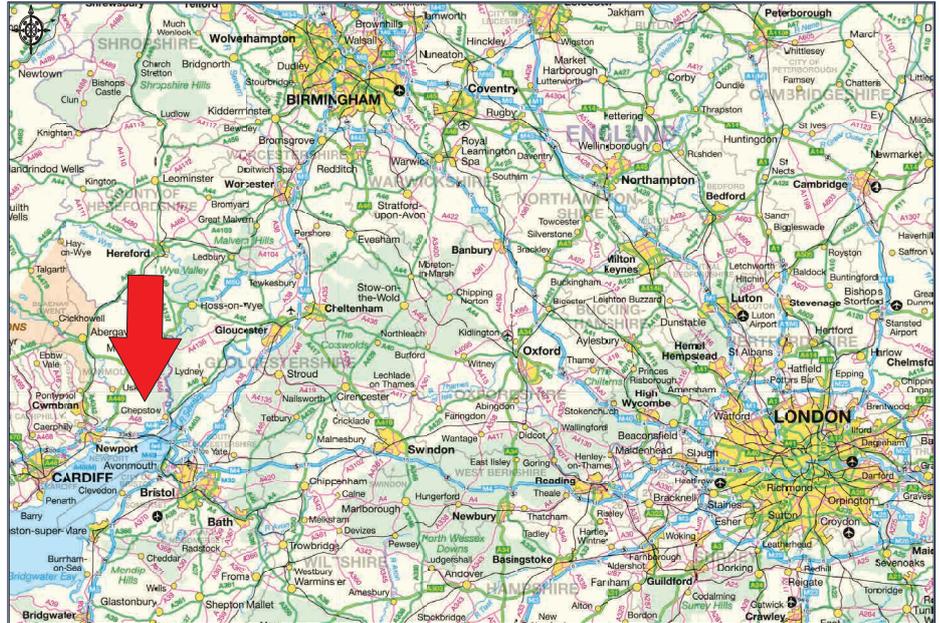
Within a 2–3 mile search area radius of the town centre, the socioeconomic breakdown reflects a higher than average weighting towards higher and lower managerial, administrative and professional occupation. Within these categories, the groups that are over-represented are new self-employed and higher supervisory occupations. Those categorised as “never worked” and “long-term employed” are significantly under-represented within the search areas against the index average (CAI data).

Accessibility

The main access to the site is via a wide arch stone bridge supporting the railway. An agreement is in place with Network Rail to lower the road surface by up to 2 metres to facilitate construction traffic and for the benefit of future occupiers of the development site.

At the northern end of the site, a public footpath provides a direct connection to lower Chepstow town where there are a variety of restaurants, bars and other facilities. There is a provision for a secondary emergency access road under the A48 and Rail bridges connecting lower Chepstow Town and the development site.

There are three other points of access/egress to the site, two of which are currently closed. The first is via a tall archway leading to a large area of playing fields forming part of the Garden City housing estate. The second via another archway leads to an area of woodland and the third provides access to the quarry and via a footpath to the Welsh Coastal Path.



In summary, the site is extremely well connected to the town centre and the re-development will enable the area to reconnect with the heart of the town isolated from public access for over 150 years.

Planning

The site is allocated in the Monmouthshire LDP 2011-2021 (February 2014) as a strategic site referred to as "Chepstow – Land at Fairfield Mabey". LDP Policy SAH3 relates specifically to this site and the proposed allocation makes provision for 350 new dwellings during the plan period (see also LDP Policy S3) and 2.8 hectares/ 6.9 acres of serviced land for Use Class B1 Industrial and Business Development. Policy SAH3 also sets out policy requirements relating to traffic flow, pedestrian access, provision of a riverside walkway and cycling track and appropriate ecological mitigation and drainage measures.

Preparation of the outline planning application is underway. A comprehensive team of consultants have been appointed and will be co-ordinated by Savills Planning Team in Cardiff. This includes Arup on engineering & technical matters, JBA on flooding, Biodiversity By Design on biodiversity and ecology, Vectos on movement and transportation and Roberts Limbrick on masterplanning and urban design.

There is regular and ongoing pre-application dialogue with Monmouthshire County Council and key consultees including Natural Resources Wales. There have also been detailed discussions about the development framework with senior officers at the Council, and it is clear there is general support for the volume and style of development being proposed. The target date for the Outline Planning application, which will include an environmental impact assessment, is early October 2014.

For further information relating to Planning, please contact Tim Gent, Head of Planning in Savills Cardiff, 12 Windsor Place, Cardiff, CF10 3BY or tgent@savills.com or 02920 368905.

Supporting Information

The disposal of the shipyard site has been considered and planned over several years and, in preparation for the sale, a considerable amount of technical, legal and background information has been assembled. This will be made available during the final bidding process. Parties who submit an expression of interest will be expected to understand and appreciate the aspirations of this brief indeed it will be a prerequisite during the shortlisting process.

Recipients of these particulars who are capable of undertaking a project of this



Expressions Of Interest/Selection Of A Preferred Developer

nature are invited to provide an initial written expression of interest that will include examples of similar bespoke schemes undertaken elsewhere in the UK or abroad. The expression of interest should also contain the developer's overview of the development opportunity as a whole or in phases, with an indication of the housing density and any other land uses they would wish to include with their scheme proposals.

Expressions of interest must be received by **12 noon on Friday 10th October**. Developer proposals must be authorised and signed at Chief Executive or Regional Director level.

Expressions of interest will be considered by the vendor and its advisors and following a shortlisting process (which may involve interviews), a small number of preferred parties will be invited to submit a financial

proposal. At this stage a package of technical, legal and planning information will be made available for developers to complete their due diligence against an agreed tender deadline (targeted for early 2015.)

It is envisaged that, subject to the transaction structure, the preferred developer will take the lead on the outline planning submission or, if it is sufficiently advanced, submit a reserved or formal planning application for an initial phase of development.

The provision of infrastructure and site clearance will be options to be considered at the final bid stage and it is possible that developers, enablers and other parties may be brought together to finalise a mutually acceptable development solution.



Important Note

At the initial expressions of interest it will not be appropriate for developers to undertake discussions with the local planning authority and all enquiries relating to planning matters must be directed to Tim Gent (Savills).

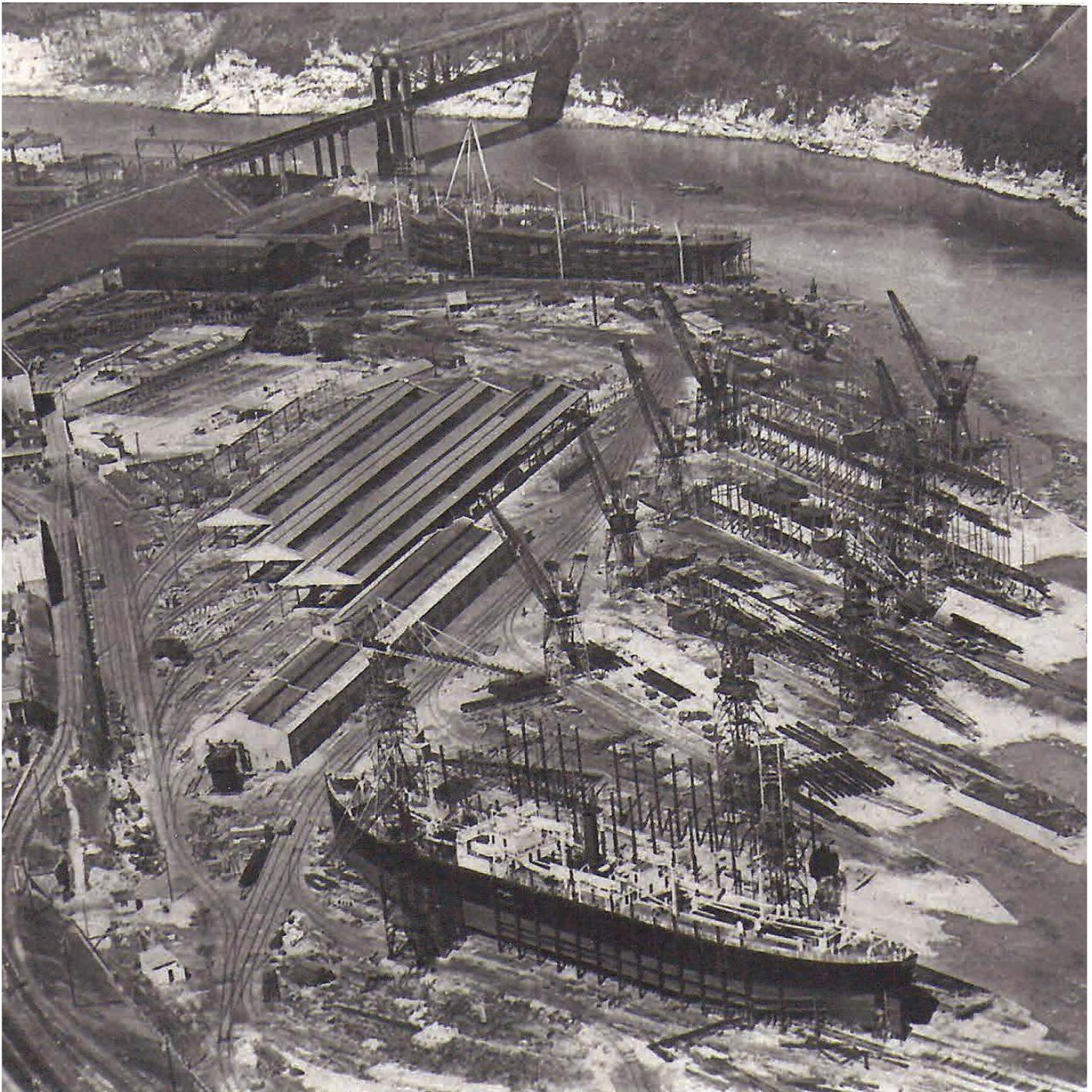
Tenure

Freehold with vacant possession on completion.

VAT

The vendors have elected to charge VAT on the disposal.

Historic Image Circa 1920





Further Information

Savills Development Teams in Birmingham and Cardiff have an involvement with this site and can assist with all enquiries. Please contact:

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