

AKH/kjh/480/34/1

10 July 2013

Mr S Weaver
Havant Borough Council
Civic Offices
Civic Centre Road
HAVANT
Hampshire
PO9 2AX

Dear Steve

RE: HAVANT - TRADE PARK, SOLENT ROAD RESERVED MATTERS APPLICATION FOR PHASE TWO

As you are aware, I act on behalf of Hargreaves Properties Limited and have been instructed to submit a single reserved matters application in respect of Phase 2 of the commercial development at Trade Park, relating to the outline consent of the hybrid planning permission LPA ref: APP/12/00491 granted 29 January 2013. This granted permission for:

"Outline planning permission for Phase 2 comprising demolition of existing buildings and construction of up to 3,608sqm (GIA) of Class B1c (light industry) and/or Class B2 (general industrial) and/or Class B8 use (storage and distribution), to include ancillary trade counters and B1a use (offices), with associated access and car parking".

Condition (B) 3 of the outline planning permission allows for reserved matters to be submitted to the Local Planning Authority (before 29 January 2016) in respect of:

- i. The scale of the development;
- ii. The appearance of the development, and
- iii. The landscaping of the site.

This application seeks approval of all these reserved matters. Matters of layout and access have been approved as part of the outline application and are not therefore subject to further consideration, except where the reserved matters details seek minor amendments to layout (specifically, car parking, discussed further below).

It should also be noted that subsequent submissions will be provided, as necessary, to secure the discharge of the various conditions attached to the outline planning permission.

In support of this outline application the following documentation is provided:

- i. Completed reserved matters application forms;
- ii. Site location plan ref: 146-300 101 Rev A;
- iii. Site survey plan ref: ACAD MAPPING P680;
- iv. Site plan and section ref: 1224-PL01;
- v. Unit 3 ground floor plan and roof plan ref: 1224-PL02;
- vi. Unit 3 elevation to Solent Road and section ref: 1224-PL03;
- vii. Unit 3 rear and side elevations ref: 1224-PL04;
- viii. Unit 4 ground floor plan ref 1224-PL05;
- ix. Unit 4 front elevation and section ref: 1224-PL06;
- x. Unit 4 rear and side elevations and roof plans ref: 1224-PL07;
- xi. Unit 3 plans, section and elevations ref: 1224-PL08;
- xii. Unit 4 plans, section and elevations ref: 1224-PL09;
- xiii. Units 3 & 4 street elevations ref: 1224-PL10;
- xiv. Phase 2 Units 3 and 4 landscaping plan ref: 146-300 100 Rev C, and
- xv. Levels Plan 146-3–102 Rev A.

Additionally, a cheque in the sum of £19, 164 is provided (issued under separate cover) being the relevant fee.

The following commentary provides further explanation of the proposals.

Scale of Development

Essentially, the proposed scale and height of Units 3 and 4 remains as per the details submitted as part of the outline application (Site Plan HA SR TP 01 Rev S – subsequently amended by Rev T – and Parameter Plan ref: HA SR TP 02 Rev A), which showed the units extending to a maximum height of 8 metres, with a combined floor area of 3,608 sqm (GIA).

In this respect, the reserved matters plans and elevation drawings confirm the following:

- Unit 3 = Floor area – 2,441 sqm (GIA), height – less than 8000 mm
- Unit 4 = Floor area – 1,167 sqm (GIA), height – circa 6730 mm

Clearly, the height of Unit 4 is below the maximum height sought in the outline application whilst Unit 3 is no greater. The floor areas relative to each unit differ slightly to the outline application (with Unit 3 becoming slightly smaller, whilst Unit 4 increases marginally to compensate), but together do not exceed the total permitted under the outline permission for Phase 2. (The marginal variation in floor area is the consequence of a refinement in the setting out of the development in the south east corner of the site to suit adopted highway boundaries).

Unit 3, located to the front of the site comprises the larger of the units, taking advantage of its roadside frontage, whilst remaining respectful of the site's wider setting. It remains below the height of Unit 2, approved as part of Phase 1 of the development.

Unit 4 will be almost entirely obscured from Solent Road by Unit 3.

Appearance of the Development

Both Units will be of a modular construction, based on a regular grid, that enables their subdivision into smaller units of varying sizes, whilst maintaining a uniform and consistent appearance, in terms of the proportions of glazing, panelling, and size of loading doors and entrances. The modular system allows for flexibility to meet future tenant requirements, in terms of unit size, whilst retaining a strong cohesive appearance to the buildings.

In this respect, the reserved matters application stipulates the proposed subdivision of the units offering a mix of unit sizes within each Unit, for which consent is sought. However, should alternative sizes be necessary in response to the marketing of the site/future tenant requirements this may require changes to the arrangement of entrance/glazed/solid modules. (As previously agreed with you, it is anticipated this can be addressed through a non material amendment application to the reserved matters approval, noting that the overall approach to the elevational treatment of the units will not change).

The Units will have a consistent appearance in terms of the materials used and adopted colour scheme. The principal elevational treatment of both Units is based on vertically clad 'pilasters' of dark grey cladding surmounting a low level brick plinth with intermediate walling of either lighter coloured horizontal panels or full height curtain walling. The horizontal panels match a high level band of panelling below the gutter line and panels located over loading doors to receive tenant signage. Glazing is returned to the north-east corner of Unit 3 to add visual interest adjacent to the prominent landscaped corner at the junction of Solent Road and Brockhampton Lane. Secondary elevations repeat the darker vertical cladding with lighter high level band. Blue coloured loading doors are proposed to both units with the blue colour repeated in the flashing below the top band to give a colour highlight. Escape doors will be coloured green. Materials generally reflect Phase 1 to visually unify the two phases.

Unit 3 will support 6 units each offering large glazed entrances with feature canopied entrance doors and full height glazed modules adjacent together with solid wall panels in between. All loading doors will be located to the rear of the units. As such, Unit 3 will offer a modern, high quality active frontage onto Solent Road, with all the servicing of the unit at the rear. This, together with the proposed landscaping (see below) and removal of the existing derelict palisade fence will greatly enhance the appearance of this site from Solent Road.

Whilst Unit 4 (which supports a further 6 units) will be almost entirely obscured from public view, it will nonetheless present a similarly high quality appearance.

Signage areas are provided for all units (above the glazed entrances to Unit 3 and above the loading doors to both units thereby ensuring a consistent, orderly and uniform appearance).

Landscaping of the Site

Drawing ref: 146-300 100 Rev B confirms the landscaping proposed within the site boundary (which is in addition to the margin currently provided on the public highway, including existing trees that are to be retained where indicated). This plan is supplemented by a Levels Plan ref: 146-300 102 Rev A as required by condition 3.

In this respect, additional low shrub planting is proposed to the site frontage (Escallonia) behind a low knee rail with 2 new trees (Hornbeam) planted between the car parking bays. One existing crossover will be removed with others modified as per the approved layout. Parking and paved areas to the front of the site will be block paved to enhance the quality of the development.

The new development will be open to Solent Road with no high fencing or gates. (Further details in respect of materials and boundary treatment will be provided in accordance with the relevant conditions attached to the outline permission).

A substantial landscape buffer is proposed to the eastern part of the site, between the flank elevation of Unit 3 and Brockhampton Lane (and the adjoining Conservation Area). The existing tree in this location will be retained. This will greatly improve an area that is currently unsightly, by introducing a broad range of shrubs, including evergreen and flowering species, to provide a soft interface between the development and Brockhampton Lane, which supports a number of residential properties. The footpath to Brockhampton Lane will be made good where existing crossovers are abandoned and a derelict tree planter removed.

Planted margins have been introduced to the shared service access between Phases 1 and 2 to 'soften' this end of the site.

It is proposed that all landscape planting shall be carried out in accordance with the specification shown during the first planting season after completion of the development.

Car Parking

The submitted plans include details of car parking and cycle parking which show minor changes to the approved layout plan. Essentially, the location of the parking spaces has been refined to relate to the proposed appearance and treatment of the elevations, and specifically, to accommodate the location of proposed entrances and loading doors. The car parking arrangement also provides for the electricity sub-station that must be accommodated to the front of the site. The overall quantum of car parking spaces, including disabled provision, as approved, does not alter, nor does this impact on the access/servicing arrangements as previously approved.

Summary

In summary, this application seeks approval for reserved matters relating to scale, appearance and landscaping, in accordance with condition no. 3 of the outline permission (Ref: APP/12/00491) including disabled provision for the Phase 2 redevelopment of the Trade Park site.

Overall, it is considered the reserved matters details provided demonstrate a high quality and welcome approach to the development of this redundant site. The detailed design, together with the landscaping proposed, will greatly enhance the appearance of this part of Solent Road and this industrial site, in particular, which had become largely disused and consequently, has fallen into a state of disrepair and dereliction, thereby representing a significant eyesore on Solent Road



and the nearby Conservation Area. It is therefore trusted that the application will gain the support of your authority.

In the interim, I look forward to receiving confirmation that this application has been received and registered. Should you wish to discuss any aspects of this submission in more detail, please do not hesitate to contact me.

Yours sincerely



Andrea Herrick BA(Hons) MSc MRTPI
Associate - Rapleys LLP
akh@rapleys.co.uk
DDI: 0161 817 6242