PLANNING STATEMENT

ON BEHALF OF

IN RESPECT OF THE SITE AT:

WATERLOOVILLE –FORMER BAE SITE, ELETTRA AVENUE

PLOT B

08 JULY 2015

OUR REF: RLG/286/36/1

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1 INTRODUCTION

1.1 This planning statement has been prepared by Rapleys LLP on behalf of Hargreaves Properties Limited, in respect of a proposed McDonald's restaurant and drive-thru (the 'proposal') at plot B (the 'plot') at the former BAE Systems Technology Park, Elettra Avenue, Waterlooville (the 'park').

1.2 The application site boundary (the 'site') and the park are detailed on the plan attached at **Appendix 1.** The description of development is:

"Erection of a restaurant/drive thru (Classes A3/A5) with associated parking, servicing, access and landscaping"

1.3 As the local authority is aware, Hargreaves acquired the freehold of the park (excluding 'The Beam Plot') back in January 2014 and are committed to delivering its beneficial economic re-use. As part of this commitment, our client has submitted a planning application to facilitate necessary infrastructure by way of the provision of a vehicular route through the park to serve future redevelopment. This proposed route is designed to serve the eastern half of the park, including this proposal. Both the local authority and highway authority have confirmed that they have no objections to the route, and planning permission is anticipated shortly

1.4 To inform the context of this proposal, in parallel to this application a Concept Masterplan is submitted, which provides illustrative detail of future development at the park and the wider context of this planning application.

1.5 The statement therefore identifies and appraises the planning issues relevant to the determination of this application. In particular, this statement addresses the following:

- The plot and surroundings;
- The plot and parks' planning history and context;
- The proposal;
- Planning policy and guidance;
- Planning considerations, including Design and Access matters, and
- Conclusion.

1.6 The statement should be read in conjunction with the following supporting documentation:

- Planning application forms and covering letter;
- Site Location Plan, prepared by Rapleys;
- Block Plan, prepared by Hargreaves;
- Building plans and elevations, prepared by Scurr;
- Design and Access statement, prepared by Rapleys LLP;
- Transport statement, prepared by DTA, and
- Arboricultural Impact Appraisal and Method Statement, by Barrell Tree Care.

1.7 This statement concludes that the proposal accords with the Development Plan and national policy and guidance, and on this basis should be supported by the Local Planning Authority.

2 THE SITE AND SURROUNDINGS

THE APPLICATION PLOT

2.1 The plot known as "Plot B" and is located to the north-west of Waterlooville Town Centre within the north-east corner of the former BAE Systems Technology Park. The existing main access to the park from the north is via Elettra Avenue roundabout, with a dedicated highway arm into the park. There is a secondary access from the south off Silverthorne Way. The aforementioned vehicular route will join these two junctions, providing access to plot B.

2.2 The application site red line boundary encompasses 0.62ha, and is illustrated on the site plan attached at **Appendix 1**.

2.3 The application site has no buildings, structures or vegetation and is cleared relatively and flat.

THE FORMER BAE SYSTEMS TECHNOLOGY PARK

2.4 The park was formerly operated as the BAE Systems Technology Park and comprises 5.15ha of previously developed land.

2.5 The park formerly comprised the following buildings:

- Main Building – A three storey-complex accommodating 19,498sq.m of Class B1(c) research and development use
- An ancillary Restaurant – 973sqm

2.6 These buildings formerly served as research and development facilities for BAE and were demolished in 2014.

2.7 The remaining structure on the park, known as E Block, extends to approximately 4,700 sqm at ground floor level, with an additional mezzanine level of approximately 2,000 sqm.

2.8 The park is otherwise cleared and vacant.

SURROUNDINGS

2.9 The site is bounded by Elettra Avenue to the north and Hambleton Road on the east. The western and southern boundaries are shared with the park. More specifically, the land to the west is known as Plot A, and is subject to a planning application for a discount foodstore, which has been submitted to the local authority in parallel to this planning application. Land to the south is divided into plots C and D, which are currently cleared and planning applications will be submitted in due course.

2.10 To the south-west lies Plot E, which will soon be the subject of an application seeking to establish the range of uses for the building (E Block) in accordance with Havant Borough Councils adopted Development and the emerging site specific allocations for the site.

2.11 More widely, the site and park are surrounded by a mix of uses. To the immediate north and east there are commercial premises (including the WKB car showroom and garage), offices, warehousing and residential development. Further to the north there are substantial areas of residential development and open land. To the south and west is open land beyond the commercial development immediately neighbouring the Site.

3 PLANNING HISTORY AND CONTEXT

3.1 A summary of the park's key planning history is attached at **Appendix 2**. The following applications are relevant.

3.2 On 31 July 2013, outline planning permission (Ref: AP/12/00652) was granted for "the demolition of the main office building and ancillary restaurant and the redevelopment to provide business units (Class B1, B2 and B8), car showroom drive thru restaurant, hotel and restaurant".

3.3 Since the approval of the above application, an outline application (Ref:APP/13/00893) for an alternative scheme was submitted by the previous owner of the park in September 2013. The application sought outline planning permission for the following development:

"Mixed-use employment, leisure and retail development to comprise demolition of Main Building and erection of Class C1 hotel, Class D2 cinema, 3No. Class A3 restaurants, Class A4 public house, Class A3/A5 drive-thru restaurant, Class A1 foodstore and retention of E Block for use as Class B1 offices or conversation to Sui Generis bowling complex, Class D2 health and fitness centre, and Class A3 restaurant".

3.4 At a meeting in December 2013, the Planning Committee resolved to grant planning permission for the proposal, subject to the completion of a s.106 agreement. However, following extensive discussions relative to the s.106 agreement, the application was formally withdrawn by the Developer on 28th January 2015.

3.5 The application as it was considered that to proceed with development by way of a single overall consent was impractical because of the commercial and financial implications this would create. As a result of this, the Developer has proposed an amended application approach for bespoke submissions for individual plots, enabled by a full planning application for a vehicular route through the park (and planning permission is anticipated relative to the route shortly).

3.6 Notwithstanding the withdrawal of the second application, it confirms the local authority's support for a restaurant and drive-thru on the site, in principle.

4 THE PROPOSED DEVELOPMENT

4.1 The application seeks full planning permission for the erection of a Class A3/A5 restaurant/drive-thru on Plot B of the former BAE Systems Park, Waterlooville. The restaurant is proposed to measure 637 sq.m (Gross External Area). The unit will be occupied by McDonald's, who operate similar facilities across the country.

4.2 The proposal will include a two storey building, a patio and play area and a dedicated drive-thru lane, with associated landscaping to the junction and roundabout of Elletra Avenue and Hamilton Road.

4.3 The proposal includes the provision of 46 parking spaces, of which two will be reserved for less abled bodied customers, situated in close proximity to the restaurants main entrance and two will be reserved for food reservations associated with the drive thru.

4.4 The development will be accessed from the southern boundary of the site, of the proposed vehicular route through the former BAE System Technology Park.

4.5 Further details of the scheme can be reviewed in the Design and Access Statement.

5 PLANNING POLICY

5.1 This section provides a summary of the relevant planning policy, as set out by the National Planning Policy Framework (2012), the Local Development Plan for Havant Borough Council.

NATIONAL POLICY

5.2 The National Planning Policy Framework ('NPPF') (2012) sets out national planning policy and guidance in terms of securing sustainable development.

5.3 The NPPF is underpinned by a presumption in favour of sustainable development which the document identified as a "golden thread" running through both plan-making and decision-taking.

5.4 In these terms, paragraph 14 advises that Local Planning Authorities should seek to approve development proposals that accord with the Development Plan without delay, whilst also granted permission for proposals in instances where the Development Plan is absent, silent or relevant policies are out of date unless the impacts of doing so would significantly outweigh the benefits.

5.5 The NPPF identifies core planning principles (paragraph 17) to underpin both plan-making and decision-taking and these principles are that planning should, inter alia:

- Be plan-led;
- Not simply be about scrutiny, but be a creative exercise to find ways to enhance and improve places in which people live their lives;
- Encourage the effective use of land by reusing land that has been previous development, and
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

5.6 In order to achieve the delivery of sustainable development, the NPPF sets out several underpinning aims, which provide the context of assessment of development proposals.

5.7 The different aims – in so far as they are relevant to the assessment of this application – are set out in turn below.

Building a Strong, Competitive Economy

5.8 The NPPF confirms that the Government is committed to ensuring that the planning system supports economic growth. To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business.

Requiring Good Design

5.9 The NPPF confirms that design is a key aspect of sustainable development and should contribute positively to making places that are for people. In these terms it is important to plan positively for

the achievement of high quality and inclusive design for all development including individual buildings, public and private spaces and wider area development schemes.

Promoting Healthy Communities

5.10 The NPPF advises that planning decisions should aim to achieve safe and accessible environments where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion. Local authorities should encourage safe and accessible developments which contain clear and legible pedestrian routes and high quality public space that encourage the active and continual use of public areas.

THE HAVANT DEVELOPMENT PLAN

5.11 The Development Plan consists of the Havant Borough Local Plan – Core Strategy (adopted March 2011), the Havant Borough Local Plan – Allocations (adopted July 2014) and the Local Plan Policies Map.

Policies Map

5.12 The plot is not within or adjacent to a Conservation Area and is not subject to any other designations. There are no buildings or structures which are statutory or locally listed, and no tree preservation orders (TPOs) exist on the Site.

5.13 The plot is classified by the Environment Agency as being within Flood Zone 1.

Local Plan – Site Allocations

5.14 The Development Plan consists of the Havant Borough Local Plan – Core Strategy (adopted March 2011), the Havant Borough Local Plan – Allocations (adopted July 2014) and the Local Plan Policies Map. The Local Plan Allocations document, within Policy WA2, has allocated the park as “land at BAE Systems Technology (Site Ref and Policy BD54)”, for mixed use development incorporating "economic development", hotel and leisure.

5.15 The explanatory bullet points to Policy BD54 confirm that the site should be redeveloped for uses defined as "economic development" within the NPPF, including leisure uses and a hotel subject to viability. The bullet points further indicate that the site has potential for large scale leisure uses such as a bowling alley or cinema that could not be accommodated within the town centre.

Local Plan – Core Strategy

5.16 The Havant Borough Core Strategy (adopted March 2011), sets out the development framework for the Borough to 2026.

5.17 The relevant policies within the Core Strategy in respect of the proposal are outlined below:

5.18 **CS4 (Town Centres)** – This policy sets out the approach to town centre related development. It identifies a requirement for 13,000 sq.m of additional comparison goods floorspace up to 2016 for the identified centres. The policy defines Waterlooville, together with Havant, as a town centre, whilst a number of district and local centres are also identified.

5.19 Paragraph 3.39 of the Core Strategy states that applications for town centre uses on sites which are outside of town centres, particularly those for new retail floorspace, will be required to demonstrate the application of the sequential approach to the site selection and an assessment of impact in a robust and transparent manner.

5.20 **CS8 (Community Safety)** – Planning permission will be granted for development proposals that:

- Engrain community safety;
- Provide well-lit footpaths, cycle ways and roads providing that this does not adversely affect designated habitats or the landscape;
- Maximise opportunities for natural surveillance through good design and, and
- Maximise the amount of 'defensible space.'

5.21 **CS16 (High Quality Design)** – Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design, inter alia:

- Responds to, draws inspiration from and respects local context;
- Produces a positive relationship between buildings, street and spaces both existing and proposed;
- Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all;
- Maximises opportunities for mixed use development;
- Mitigates negative environmental impacts; and
- Adapts to the changes needs of its users.

5.22 **CS20 (Transport and Access Strategy)** - Development will be permitted that:

- Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy;
- Does not increase congestion and promotes better use of existing transport networks;
- Improves accessibility of goods, services and employment and promotes equality in the transport systems;
- Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network;
- Ensures that highway design responses positively to the characteristics of the area and delivers a high quality public realm for all users;

- Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate, and

- Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centre on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

5.23 **DM6 (Coordination of Development)** – Proposals will only be permitted where they do not undermine the future development potential of adjacent sites.

SUMMARY

5.24 The following summary position is drawn in respect of policy matters:

- The site is allocated, within the Development Plan for "economic development" as defined by the NPPF. If the NPPF confirms that Class A3/A5 restaurant and drive-thrus are economic development and as such this proposal is in accordance, in principle, with planning policy;

- Notwithstanding that the proposal development is embraced by the Development Plan, for completeness it is appropriate to consider the necessity for sequential and impact testing, and

- The attached supporting information confirms that the proposal is in accordance with more detailed planning policy.

5.25 Overall, therefore, the proposal accords with the adopted Development Plan. The relevant planning considerations and the proposals' merits are reviewed in further detail in the following chapter of this Statement.

6 PLANNING CONSIDERATIONS

6.1 This section considers the planning merits of the proposal, in accordance with its Development Plan allocation, current planning policy and other material considerations.

6.2 The key considerations comprise:

- Principle of the proposal;
- Design and Appearance;
- Transport and Highways;
- Trees and arboriculture, and
- Flood Risk and Drainage.

PRINCIPLE OF THE PROPOSAL

6.3 Section 70(2) of the Town and Country Planning Act requires that a local planning authority should have regard to the provision of the Development Plan in determining a planning application.

6.4 Paragraph 14 of the NPPF (2012) states that the presumption in favour of sustainable development should be seen as the golden thread running through both plan-making and decision-taking. For decision-taking this means approving development proposals that accord with the Development Plan without delay.

6.5 As previously detailed, the proposed land use is embraced by the Development Plan within the park's site specific policy. Further, the local authority has recently confirmed its support for a discount food store by way of a committee resolution to grant planning permission for the previous mixed-use scheme.

6.6 Although it is recognised that use classes A3 and A5 are normally considered to be town centre uses, evidently the business model of a drive-thru restaurant serves a non-town centre role. Drive-thrus, by their definition, require vehicular access and circulation through or around the building. Further, they serve – inter alia – the strategic road network or existing customers using non-town centre facilities. In these terms, the application of the sequential test would not be appropriate. Further, given the size of the unit, and the varied goods and services provided by Waterlooville and Cowplain District Centres, the proposal evidently will not have any impact on these centres.

6.7 The proposal is therefore acceptable in principle, and commentary in the following sections demonstrates that it also conforms to the other provisions of the Development Plan. Thus, it should be acknowledged that the proposal is acceptable in planning terms and planning permission should be granted without delay.

DESIGN AND APPEARANCE

6.8 The drawings attached to this planning application confirm that the quantum of floorspace can be comfortably accommodated in physical terms, servicing areas and parking spaces.

6.9 The building proposed is double storey and is of a modern, high quality appearance. This type of commercial development is entirely consistent with its surroundings and the nature of the future uses proposed within the park. In these terms, the scale and appearance of the buildings proposed are evidently acceptable.

6.10 Further details of design matters can be reviewed in the Design and Access Statement.

TRANSPORT AND HIGHWAYS

6.11 A Transport Statement has been prepared by DTA in support of the application. The statement has assessed the traffic and transport implications in respect of the proposed McDonald's restaurant and drive-thru.

6.12 The statement has demonstrated that the development is fully in accordance with the NPPF and the related adopted and emerging Development Plan policies. On this basis it is concluded that there are no grounds for refusal on highway grounds.

TREES AND ARBORICULTURE

6.13 An Arboricultural Impact Appraisal, Method Statement, and Tree Protection Plan have been prepared by Barrell Tree Consultancy in support of the application.

6.14 There are no Tree Preservation Orders (TPOs) on the site. The majority of trees to be lost are low category because of their poor condition or small size. Some moderate category trees will also be lost but their loss will have no significant impact on the present character of the area.

6.15 In summary, the development proposal will have no significant impact on the contribution of trees to local amenity or character.

FLOOD RISK AND DRAINAGE

6.16 The site lies is Flood Risk Zone 1, the lowest risk zone relative to flood risk and, given the site area (0.62 ha), a flood risk assessment is not required. The existing drainage connections into the public sewer network in Silverthorne Way will be retained to serve the future proposed development.

7 CONCLUSION

7.1 The preceding sections of this Statement have fully examined and assessed the background to the proposals and the planning merits of the scheme. In these terms, the Statement has drawn together the numerous supporting and technical studies that form the application package.

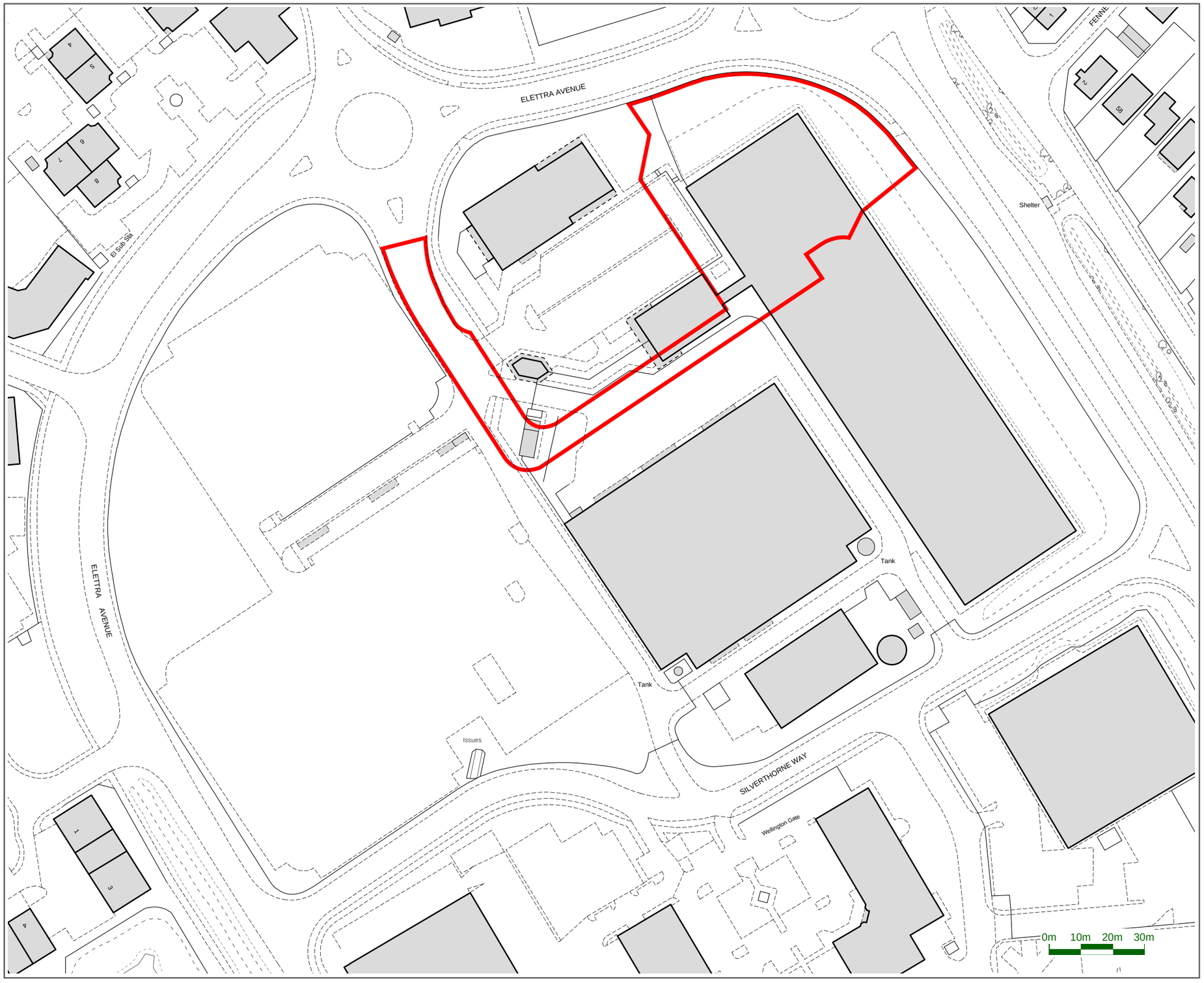
7.2 The following conclusions are drawn:

- The land use proposed within this application is embraced by the Development Plan, and as such the proposals should be supported in principle;
- Further, the local authority has supported the proposed land use in the context of mixed use development in the recent past;
- Given the nature of the development, it would not be appropriate to specific need, the application and sequential and impact test is not appropriate;
- The application satisfactorily addresses all other relevant development management considerations, and
- Fundamentally, the proposal would support the redevelopment of a brownfield site for economic development in the future, thereby contributing to the national and local policy objectives to secure economic growth.

7.3 In the context of the above, it has been demonstrated that the scheme complies with the relevant guidance as set out within national and adopted local policy. In addition, this statement demonstrates that the proposal should be deemed acceptable and planning permission should be forthcoming at the earliest possible juncture.

Appendix 1

Site Location Plan



SITE LOCATION PLAN

Elettra Avenue,

WATERLOOVILLE. PO7 7XS.

Scale @ A3	:	1:10,000
Plan No.	:	286/36/1 _SLP04

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Appendix 2

Planning History Schedule

PLANNING HISTORY

SITE – FORMER BAE SYSTEM, ELETTRA AVENUE, WATERLOOVILLE

Planning Ref	Proposal	Decision	Date
APP/15/00451	Construction of a vehicular route through the site at the former BAE systems park.	Approved	24/04/15
APP/13/00893	Outline application for mixed-use employment, leisure and retail development to comprise demolition of Main Building and erection of Class C1 hotel, Class D2 cinema, 3No. Class A3 restaurants, Class A4 public house, Class A3/A5 drive-thru restaurant, Class A1 foodstore and retention of E Block for use as Class B1 offices or conversion to Sui Generis bowling complex, Class D2 health and fitness centre, and Class A3 restaurant.	Withdrawn	27/01/15
APP/13/00940	Application to determine whether prior approval is required for the method of demolition of the buildings within the BAE Systems Technology Park (with the exception of E Block and Beam Plot buildings) and any proposed restoration of the site.	Prior Approval Granted	16/10/13
APP/12/00652	Outline application for demolition of "main building" and ancillary restaurant and redevelopment to provide business units (Class B1, B2 and B8), car showroom, drive thru restaurant, hotel and restaurant and associated parking with access from Elettra Avenue.	Approved	31/07/13