
Planning Statement
(incorporating Design and Access issues)

on behalf of



in respect of the site at:

**Waterlooville –former BAE Site,
Elettra Avenue**

22 APRIL 2015



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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 the proposed construction of a route through 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**.
- 1.3 As the local authority is aware, Hargreaves have recently acquired the freehold of the park, and are committed to delivering its beneficial economic re-use. As part of this commitment, our client wishes 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 at this stage.
- 1.4 To inform the context of the proposed vehicular route, in parallel to this application a Concept Masterplan is submitted in parallel to this application, which provides illustrative details of future development at the park. In addition, a request for a screening opinion is also submitted in parallel to this application, in order to seek the local authority's confirmation that an Environmental Impact Assessment is not required for Hargreaves' vision for the future of the site.
- 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 site and surroundings;
 - The site and parks' planning history and context;
 - The proposal;
 - Planning policy and guidance;
 - Planning considerations, including Design and Access matters, and
 - Conclusion.
- 1.6 The planning statement should be read in conjunction with the following supporting documentation:
- A layout plan, reference STP-WA-H - PL 10, and
 - Transport Statement, prepared by DTA Transportation.
- 1.7 This Statement concludes that the proposed vehicular route 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 SITE

- 2.1 The site is located 0.6 miles to the north-west of Waterlooville Town Centre. It is bounded by Eletttra Avenue to the north and west, Hambledon Road (B2150) to the east and Silverthorne Way to the south.
- 2.2 The existing main access to the Site from the north is via Eletttra Avenue roundabout, with a dedicated highway arm into the Site. There is a secondary access from the south off Silverthorne Way. The proposal will provide a route through the park from these existing access points.
- 2.3 The application site red line boundary encompasses 0.34ha, and is illustrated on the site plan attached at **Appendix 1**.
- 2.4 The application site has no buildings, structures or vegetation and is cleared relatively flat.

THE FORMER BAE SYSTEMS TECHNOLOGY PARK

- 2.5 The park was formerly operated as the BAE Systems Technology Park and comprises 5.15ha of previously developed land.
- 2.6 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
- 2.7 These buildings formerly served as research and development facilities for BAE and were demolished in 2013.
- 2.8 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.
- 2.9 The park is otherwise cleared and vacant.

SURROUNDINGS

- 2.10 Immediately to the south of E Block is Beam Block, a single storey building that is not in the ownership of Hargreaves, and does not form part of its future aspirations 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 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 respectively, 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 conversion 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 was withdrawn as it was considered that to proceed with the development by way of a single overall consent was impractical because of the commercial and financial implications that would ensue. As a result of this, the Developer has proposed an amended application approach to bespoke submissions for individual plots, enabled by a full planning application for a vehicular route through the Site. The local authority has confirmed that this approach is acceptable in principle, and it is discussed in further detail in Section 5 of this document.
- 3.6 Notwithstanding the withdrawal of the second application, evidently the proposed range of uses within this proposal were considered acceptable, in planning terms, by the local authority, thereby establishing the principle of a wide range of employment generating uses, including retail and leisure uses, at the park.

4 THE PROPOSED DEVELOPMENT

- 4.1 This application seeks full planning permission for the construction of a vehicular route through the park from the existing access point at the Elettra Avenue and Waterberry Drive roundabout to the existing access point at Silverthorne Way, currently serving E Block.
- 4.2 The proposed route is designed to serve future development of the eastern part of the park, including the provision of access to car parks. It is also designed to ensure that the route continues facilitate vehicular access to E Block and Beam Block (the latter of which is outside the applicant's ownership). The proposed route will allow a range of uses to occupy the individual plots, each with their own dedicated parking and servicing areas, for which details will be provided in subsequent planning applications for the development of the individual plots.

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 Site 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 Site 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 **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.’

5.19 **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.

5.20 **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.

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

SUMMARY

5.22 From the foregoing commentary, the following summary position is drawn in respect of policy matters:

- Through the provision of the necessary infrastructure to facilitate future economic development of the park, the proposal contributes to achieving the national and local policy objectives to support sustainable, economic development, which is specifically allocated for such uses, and
- The proposed route is designed to ensure that it provides safe and adequate access to serve the future development of the park, thereby ensuring that the park's access and egress onto the local highway network is undertaken in an acceptable manner.

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

6 PLANNING CONSIDERATIONS

6.1 This section considers the acceptability of the proposed internal access route to serve future development at the former BAE Systems Technology Park, in accordance with its allocation, against current planning policy and other material considerations.

6.2 The key considerations comprise:

- Principle of the proposal;
- Design and Access;
- Transport and Highways, 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.

6.4.1 The proposed route will support the redevelopment of the eastern part of the park to facilitate its economic regeneration, in accordance with the Concept Masterplan and its allocation under Havant Local Plan Site Allocations Policy WA2.

6.5 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 ACCESS

6.6 The existing physical characteristics of the site and surrounding area have been considered and the proposed internal access route responds to the context, configuration and existing access arrangement to the site. It therefore accords with the design principles of Policy CS16.

6.7 The proposed route will provide safe and adequate vehicular access to individual plots (see transportation section below), whilst maintaining access to E Block and Beam Block.

6.8 Given that the site is cleared and does not accommodate any structures or vegetation, supporting information relative to trees and ecology is not necessary relative to this application.

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- 6.9 Future planning applications will provide further detail relative to landscaping on either side of the vehicular route, designed in accordance with the site-wide principles for landscaping set out in the concept masterplan.

TRANSPORT AND HIGHWAYS

- 6.10 A Transport Statement has been prepared by DTA Transportation in support of the proposal.
- 6.11 The Statement provides an overview of potential traffic generation for the respective future parts of the Park. The proposed road is considered to maximise the opportunity to efficiently distribute and design traffic onto the highway network.
- 6.12 In summary the proposed road:
- Provides a through vehicular route, utilising existing vehicular access locations, with localised improvements to the southern junction,
 - Facilities safe and convenient pedestrian access,
 - Comfortably accommodates future levels of traffic demand,
 - Allows servicing of all future parts of the Park, and
 - Minimises impact on off-site junctions by delivering efficient access and egress options.
- 6.13 Consequently, it has been demonstrated that the proposal is in accordance with Policy CS20 and there are no transport and highway impediments to prevent planning permission being granted.

FLOOD RISK AND DRAINAGE

- 6.14 The site lies in Flood Risk Zone 1, the lowest risk zone relative to flood risk and, given the site area (0.34 ha), a flood risk assessment is not required (although it is accepted that future planning applications may need to be supported by FRAs). 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:

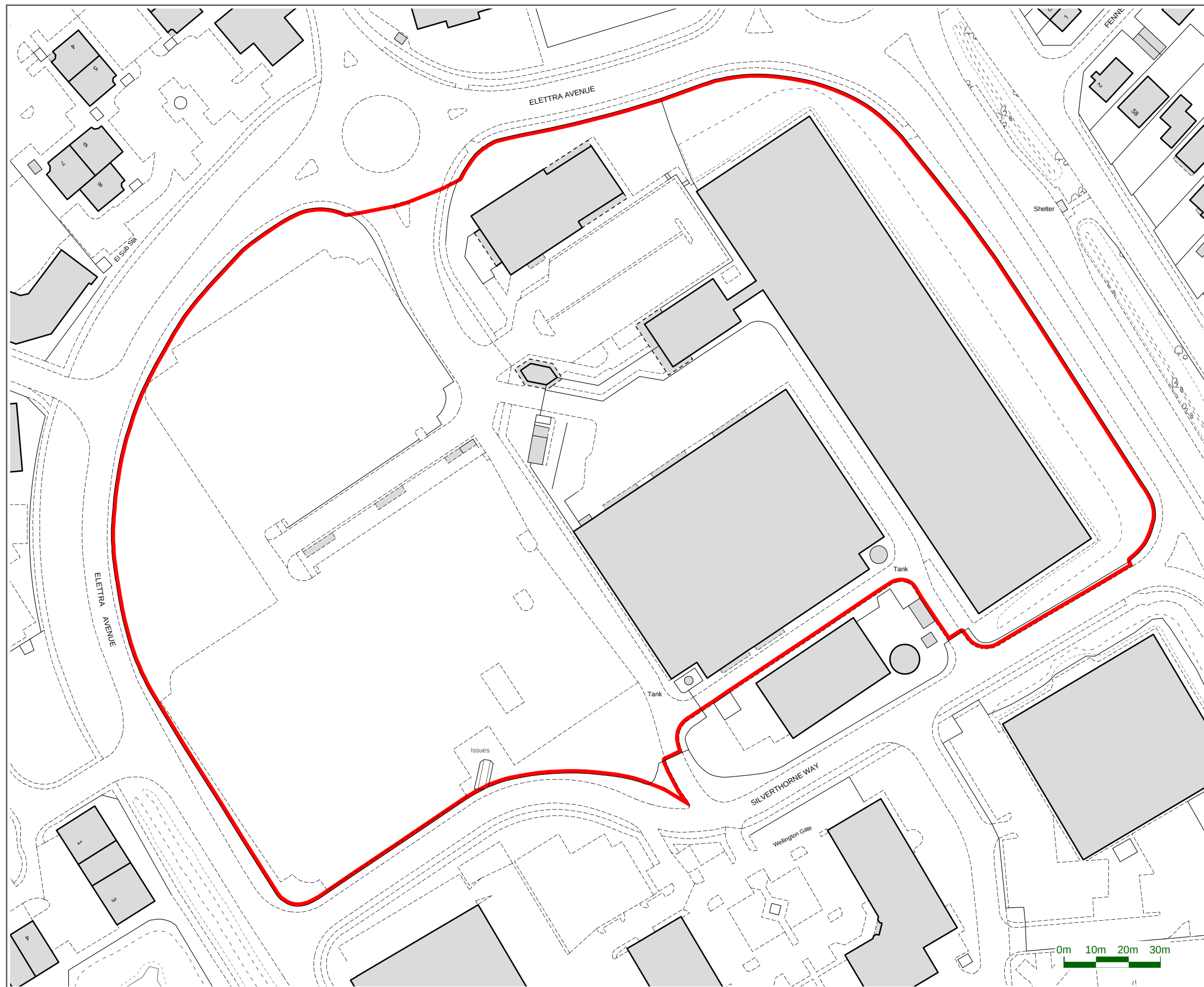
- The proposed route will ensure that the economic development of the park can be delivered without delay;
- The development responds to the context, configuration and existing access arrangements to the park, and
- Fundamentally, the proposal would support the redevelopment of a brownfield site for 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 : 1:1250

Plan No. : 286/36/1 _SLP01

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Appendix 2
Planning History





PLANNING HISTORY

SITE: FORMER BAE SITE ELETTRA AVENUE

Planning Ref	Description	Decision Date	Decision
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.	27/01/2015	Application Withdrawn
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.	16/10/2013	Prior Approval Required Permit
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.	31/07/2013	Grant perm/conse nt/certify lawfulness