
Site Address:	Former BAE Systems Technology Park, Elettra Avenue, Waterloooville, PO7 7XS		
Proposal:	Construction of a vehicular route through the site at the former BAE systems park.		
Application No:	APP/15/00451	Expiry Date:	19/06/2015
Applicant:	Hargreaves Properties Ltd	Team:	Team 2
Agent:	Mr Clarke	Case Officer:	Heather Lealan
	Rapleys LLP		
Ward:	Waterloo		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The BAE Systems Technology Park site forms an island of some 5.7 hectares bounded by Elettra Avenue, Hambledon Road and Silverthorne Way. It sits within the Brambles Farm Industrial Estate, 1km west of Waterloooville Town Centre. In 1982 planning permission was granted to Marconi for 28,300sqm of light industrial and research and development uses with ancillary buildings. Marconi was subsequently purchased in 2000 by BAE Systems.
- 1.2 The entire park currently contains the following buildings:
E Block - 6,726sqm of light industry B1(c) land use and Beam Plot - 927sqm of B1(c) space which remains in BAE operational use.
The former main building within the site and associated restaurant have been demolished prior to the submission of this application.
- 1.3 Over recent years a significant portion of the site became surplus to operational requirements leaving much of the former building space, (now demolished), virtually unoccupied. There was an extensive parking area largely located to the south western side of the site. The site has main access via the Elettra Avenue roundabout junction with a dedicated arm to the site. There are secondary accesses to the south of the site off of Silverthorne Way.
- 1.4 Grass embankments and bunding form much of the perimeter to the North, East and South of the site with dense tree planting. The western perimeter of the site also has some tree planting along its edge. There are industrial units to the south and west with offices and industry to the north. A mix of residential and industrial units lies to the east of Hambledon Road opposite the site. The part of the overall site forming this application falls within Flood Zone 1.
- 1.5 In June 2012, an outline application was submitted to the Council for the 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. As part of the application, a substantial body of marketing evidence was submitted to demonstrate that there was a lack of demand for the existing quantum of Class B use floorspace on the site and that accordingly, it should be reduced with alternative uses brought forward to ensure a viable redevelopment of the site.

- 1.6 The Council resolved to grant planning permission for the proposals in October 2012, which was subject to a S106 legal agreement. This was signed and the planning permission issued on 31st July 2013. The applicant carried out a significant marketing campaign following the granting of outline consent. The Council has been advised that there has been no occupier demand for the revised quantum of Class B1, B2 and B8 floorspace identified in the consented scheme. Therefore, it became necessary for the applicant to consider an alternative mix of development for the site to ensure that it could be brought back into use and its longer term viability was not jeopardised.
- 1.7 In 2013 an application was submitted that sought outline approval for demolition of the existing main building and a mixed-use employment, leisure and retail development comprising of Class C1 hotel, Class D2 cinema, 3No. Class A3 restaurants, Class A4 public house, Class A3/A5 drive-thru restaurant, Class A1 food store 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. The only matters to be considered at the outline stage were access into the site and the layout of the uses proposed. The appearance, landscaping and scale of the buildings were agreed to be considered at the reserved matters stage. The resolution by Development Management Committee was to permit subject to the completion of S106. However the application was withdrawn prior to the completion of the S106.

2 Planning History

APP/13/00893

Outline application for demolition of the existing main building and a mixed-use employment, leisure and retail development comprising of Class C1 hotel, Class D2 cinema, 3No. Class A3 restaurants, Class A4 public house, Class A3/A5 drive-thru restaurant, Class A1 food store 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. The only matters to be considered at outline stage were access into the site and the layout of the uses proposed. The appearance, landscaping and scale of the buildings would be agreed at the reserved matters stage - Resolution by Development Management Committee to permit subject to the completion of S106 - 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. Approval 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. Outline consent 31/07/13

08/67977/007

New HAVC chiller units and louvres to existing office building. Permission 14/05/08

07/67977/006

Display of 2No. externally illuminated notice signs and 3No. non-illuminated notice signs to perimeter of site and buildings. Permission 23/05/07

06/67977/005

Removal of existing external metal spiral fire escape and replace with a new metal staircase with straight runs and half landing. Installation of new external air handling unit. Permission 17/04/07

98/51340/009

Outline application for construction of replacement staff restaurant and social club on part of existing car park and erection of 2 storey office building in place of existing staff restaurant and social club (re-advertisement). Permission 05/05/00

3 Proposal

- 3.1 The proposal is for full planning consent for the construction of a vehicular route through the eastern side of the site at the former BAE systems park. Only the vehicular route forms part of the red line of this application. This application was submitted following the withdrawal of APP/13/00893,(for which the resolution at Development Management Committee was to permit pending the completion of an appropriate S106). The applicants, Hargreaves, have recently acquired the site and confirm within the submitted Planning Statement document that they wish to actively deliver the beneficial economic re-use of this site. The Planning Statement advises that this full planning application for a vehicular route through the eastern side of the site will facilitate necessary infrastructure to allow for bespoke submissions for individual plots. The reasoning for this approach is that to proceed with the development as a single consent was considered impractical because of the commercial and financial implications.
- 3.2 Most of the buildings within the site have now been demolished save for E Block and beam block. BAE still currently occupy E block under a lease to 2017.
- 3.3 Within the red line of the submitted application the proposed vehicular access provides a link into the site via Elettra Avenue, (served via a dedicated arm of the roundabout junction), and winds through the eastern half of the site, around the remaining E Block and Beam Block, linking out of the site to Silverthorne Way. The size of the area within the red line is 0.34ha. An EIA screening assessment has been completed by the LPA on the basis of the size of the overall site within the ownership of the applicant; the vehicular route is relevant to the site as a whole. It has been concluded that an EIA assessment is not required and the screening opinion has been registered on the LPA's website in accordance with due procedure.

4 Policy Considerations

National Planning Policy Framework 2012

Havant Borough Local Plan (Core Strategy) March 2011

CS13	(Green Infrastructure)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS19	(Effective Provision of Infrastructure)
CS2	(Employment)
CS20	(Transport and Access Strategy)
CS4	()
CS6	(Regeneration of the Borough)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)

DM12 (Mitigating the Impacts of Travel)
DM6 (Coordination of Development)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)
AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)
WA2 (Waterlooville Mixed Use Allocations)

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Economic Development

No comments

Development Engineer

The Highway Authority has no adverse comment to this application

Landscape Team

No Comments

Arboriculturalist

No objection, no trees adjacent to proposed route

Planning Policy

The principle of development on this site was approved under outline application APP/12/00652. There were no policy objections to the proposal at the time, although the following comments were made in relation to infrastructure and should be considered when determining the current application:

The transport and highway implications of this development need to be considered carefully. It should be noted that the Sainsbury's development will involve a significant re-configuration of the local road network which this scheme needs to take fully into account. The Borough Engineer will be able to provide detailed advice on the proposal. It will be necessary for the application to comply with all aspects of policy CS20 on transport and access along with policies DM11, DM12 and DM14.

Since the previous application, the Havant Borough Local Plan (Allocations) has been adopted. Policy WA2 (BD54) is supportive of a mixed use development on this site and sets out site opportunities and site specific development requirements.

No objection

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 67

Number of site notices: One

Statutory advertisement: Not applicable.

Number of representations received: 7 letters received including a letter from the Parish Council of Denmead and from West of Waterloovile Advisory Group.

Summary:

- (a) Concerns that permitting road in isolation will create opportunity for site to be developed as retail and that the development of the site should be plan-led. More shops will reduce the opportunity to promote and revitalize the existing retail areas.
- (b) Concerns that the previously proposed recreation and entertainment uses will not now be provided .
- (c) Deeply disappointed that these new plans do not include plans for a bowling alley
- (d) The National Planning Policy Framework reminds us that planning has a social role, "with accessible local services that reflect the communities' needs and support its health, social and cultural well-being"
- (e) Do not believe that the community needs a new supermarket, fast food, a new hotel; what we need are leisure facilities.
- (f) Not enough facilities locally for children
- (g) New fast food outlets only achieve an increase in anti social behaviour and an increase in childhood obesity *Officer comment: This is not a material planning consideration for this application which does not encompass approval for any specific uses on the site; these would need to follow as separate applications*
- (h) Waterlooville need more good restaurants (not fast food outlets) and pubs
- (f) The council need to consider what is right for the area, not what is going to line the developers pockets more and going to be easier for the developers to just change their mind later.
- (g) It is important for the future of the MDA that this site be used for quality leisure e.g. eat in restaurants (somewhere to spend a couple of hours, not five minute nosh peddlers); bowling; cinema, etc. If they can't attract appropriate leisure opportunities, planning should be refused and they can sell it to someone who can. I appreciate this is just a road, but be wary of where it leads.

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Nature of Development
- (iii) Design and Effect on the Streetscene
- (iv) Effect on neighbouring properties
- (v) Access and Highway Implications

(i) Principle of development

7.2 The Government published the Planning for Growth ministerial statement in March 2011. This states that when deciding whether to grant planning permission, Local Planning Authorities should support enterprise and facilitate economic development.

7.3 The redevelopment of this site for appropriate forms of economic development has the potential to provide a significant number of new jobs. The Government's clear expectation is that the answer to development and growth should wherever possible

be 'yes', except where this would compromise the key sustainable development principles set out in national policy. This theme has been reinforced in the National Planning Policy Framework (NPPF). The applicants claim within their submitted Planning Statement that this application is to assist the delivery of a beneficial economic re-use of the site. The Planning Statement further informs that this full planning application, for a vehicular route through the eastern side of the site, will facilitate necessary infrastructure to allow for bespoke submissions for individual plots and that to have proceeded with the development as a single consent was impractical because of the commercial and financial implications.

- 7.4 When considering the BAE site as a whole, the key consideration is whether the proposed redevelopment of the BAE site would achieve the Local Plan (Core Strategy) objective of promoting Havant Borough's economy and the NPPF objective to build a strong, competitive economy. The NPPF places increased emphasis on the delivery of sustainable development in order to promote a strong and competitive economy (Paragraphs 18-22), and outlines the Government's commitment to securing economic growth through the planning system.
- 7.5 The previously withdrawn application, APP/13/00893, proposed development consisting of a Class B1 employment premises, discount food store, an 8-screen cinema complex, a 20-lane bowling complex, a 60-bedroom budget hotel, a health and fitness centre, and a range of ancillary restaurants and public house. In policy WA2 of the Allocations Plan, the whole site is proposed for allocation for economic development, hotel and leisure uses under site reference BD54. The considerations to be taken with regard to this particular application are; will the granting of this permission jeopardise a plan-led redevelopment of the whole site or will it allow individual plots to be developed, thus bringing the site back in use and better encouraging development such as leisure uses.
- 7.6 A concept masterplan has been submitted alongside, but not as part of this application, and therefore the determination of this application does not prejudice the Council when considering the acceptability of any future individual plot proposals for this site. It is noted within the concept masterplan that a food retail, a drive thru facility, a hotel are envisaged - this is in general accordance with the scheme recommended for permission under APP/13/00893. However, the concept master plan also introduces the possibility of an A1 retail use for E block along with the previously accepted B1 retention, or conversion to bowling complex, D2 health and fitness centre and A3 restaurant. That said, the consideration of the acceptability of a possible A1 use for block E, as envisaged by the concept master plan, does not fall within the considerations of this application for the vehicular access route alone.
- 7.7 On balance, it is considered that the proposed vehicular route would allow for the site to be marketed and developed in a piecemeal manner that could encourage leisure operators to invest in the site. However, it is important to take full account of policy WA2, (BD54) when considering all future applications. The principle of development for the vehicular route alone is not considered to prejudice these future assessments and as a result the principle of the vehicular route is considered acceptable.

(ii) Nature of Development

- 7.8 The site is currently under-used and is unlikely to attract a single occupier requiring a 20000+sqm industrial site. It is widely recognised that the former BAE site has been vacant for some time and provides a key opportunity for development. Previous planning permission and resolution to permit planning have allow for a mixed use

development of the site with a strong emphasis on leisure and recreation.

- 7.9 The vehicular route proposed winds through the site and will enable access to individual units and car parking areas and as such is acceptable in isolation. Details of footpaths and further permeability through the site will be required as part of the individual plots' development that will link to an overall footpath network across the site.

(iii) Design and Effect on the Streetscene

- 7.10 The siting, appearance, landscaping and scale of the eventual mixed use development would be assessed when planning applications are submitted for the individual plots. This site has the opportunity to provide a high quality development with bespoke designed buildings. As such the Council will be seeking a high quality development to ensure that the site has its own unique character and identity. With regard to the vehicular route itself, this utilises existing vehicular access locations, with localised improvements to the junction onto Silverthorne Way. The layout of the route will therefore not significantly affect the character of the surrounding area, and is supported by a detailed Transport Statement to which the Development Engineer has not raised objection.

(iv) Effect on neighbouring properties

- 7.11 The site is located within an urban area, surrounded by roads and commercial and industrial premises to the north, south and west areas which comprise the wider Brambles Farm Industrial Estate. The nearest residential properties are situated to the east of the site, on the opposite side of Hambledon Road. Noise and odour reports will be required to be submitted in association with the individual plots. As such the proposed development for the vehicular route alone, being well contained within the site, is unlikely to adversely affect residential amenity or the operation of nearby uses.

(v) Access and Highway Implications

- 7.12 The existing point of vehicular access from the Elettra Avenue/Waterberry Drive/BAE site access roundabout will be retained to serve the site. Access to the Beam plot is proposed via the existing access junctions on Silverthorne Way; these points of access will also provide service access to the rear of the (converted) E-block land uses. Access from Silverthorne Way may also serve as an emergency access should the primary access junction be temporarily closed for any reason. A detailed Transport Statement has been submitted with the application addressing the nature, alignment and capacity of the vehicular route and its junctions, and the Council's Development Engineer is satisfied with the findings of the Transport Statement and the layout and dimensions of the proposed vehicular access.

8 Conclusion

- 8.1 The development of a vehicular route through the BAE site in isolation should nevertheless encourage the promotion of individual plots and the marketing of the site as a potential leisure destination in Waterlooville that will attract increased visitor spend to the area, providing wider benefits for local businesses and residents alike. The overall redevelopment of the site in accordance with policy WA2 (BD24) will promote the Borough as an attractive destination for recreation, leisure and culture in line with the Sustainable Community Strategy and the Local Plan (Core Strategy). It would support the Government's emphasis on enterprise and facilitates economic

development.

- 8.2 The layout of the vehicular access route is considered acceptable and would not harm the character of the site, area or the surrounding residential properties. Whilst third party objections have been raised about some of the future uses of the site proposed in the Concept Masterplan submitted in parallel with the application, these do not fall within the scope of this planning application and instead will fall to be assessed as future applications are submitted for relevant parcels of the overall BAE site - these objections could not be used as a reasonable ground to withhold permission for the vehicular route in isolation.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/15/00451 subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location and Layout Plan drwg.no STP-WA-H-PL 10 received 24 April 2015
Planning Statement (incorporating Design and Access issues) ref RLG/286/36/1 received 24 April 2015
Transport Statement prepared by David Tucker Associates received 24 April 2015

Reason: - To ensure provision of a satisfactory development.
- 3 No works of construction associated with the vehicular route shall commence until further plans and particulars specifying the alignment, width, gradient and type of construction proposed for the vehicular route (including all relevant horizontal cross and longitudinal sections) and the related provision to be made for lighting and for surface water disposal have been submitted to and approved in writing by the Local Planning Authority. The implementation of the vehicular route shall thereafter be completed in full accordance with such plans and particulars as are thus approved by the Authority.
Reason: To ensure that the vehicular route is constructed to a satisfactory standard having regard to the likely future land uses served by it, and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.