



BAE Systems

Waterlooville

Outline Planning Application
August 2012 Revision A

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This Outline Design and Access Statement has been prepared by HGP Architects to support the Outline Planning Application by BAE Systems which proposes the mix use development of the BAE Systems Technology Park site at Elettra Avenue, Waterlooville.

The outline proposal seeks approval for access and siting of the redeveloped Systems Technology site in Waterlooville, Hampshire.

This document is to be read in conjunction with all other supporting material including

- Flood Risk Assessment;
- Site Waste Management;
- Noise Assessment;
- Utilities Assessment;
- Sustainability Appraisal;
- Odour Assessment;
- Travel Plan;
- Transport Assessment;
- Marketing Report
- Employment Report,
- Sequential Report and Impact Assessment



Site Analysis

The BAE Systems Technology Park site forms an island of some 5.7 hectares bounded by Elettra Avenue, Hambledon Road (B2150) and Silverthorne Way. It sits within the Brambles Farm Industrial Estate, 1km West of Waterloo town centre.

The site currently contains the following buildings:-

Main Building	-	19,498 sq mtrs of B1(b) land use;
Restaurant	-	973 sq mtrs of ancillary use that is not currently occupied but historically catered for employees on site;
E Block	-	6,726 sq mtrs of B1(c) land use which is currently partially occupied by tenants;
Beam Plot	-	927 sq mtrs of B1(c) land use which remains in BAE operational use;

There is also an extensive parking area comprising 863 parking spaces largely located to the south western side of the site.

1.3 hectares of the site contains both E Block and Beam Plot buildings (which are to be retained in operational use) The remaining 4.42 hectares are the subject of the Outline Planning Application and would involve the demolition of all existing buildings within this area.

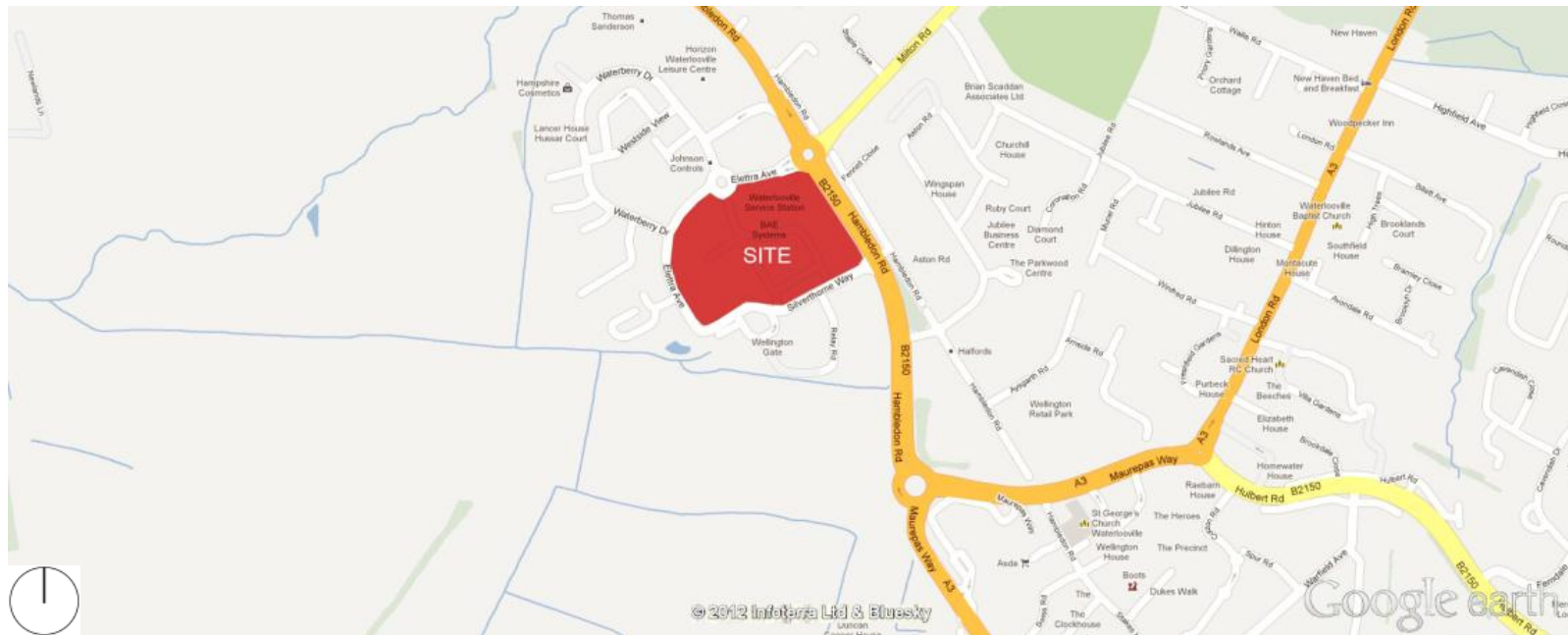
The site has a main access via the Elettra Avenue roundabout junction with a dedicated arm into the site. There are secondary accesses to the South of the site off of Silverthorne Way

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 tree planting along its edge. These assist in screening development within the site.

The main building within the site is 3 stories in height and approximately 160m in length, running parallel with Hambledon Road. Other buildings on site are a mix of single and 2 storey in height on the eastern half of the site. Single storey shelters sit within the car park to the West of the site.

The site context is made up of further industrial units to the South and West with offices and industry to the North. A mix of residential and industrial units lie to the East of Hambledon Road opposite the site.

The following pages give a photographic study of the site and its immediate context.



Site Location plan



Aerial view of site in context



Key Plan



1

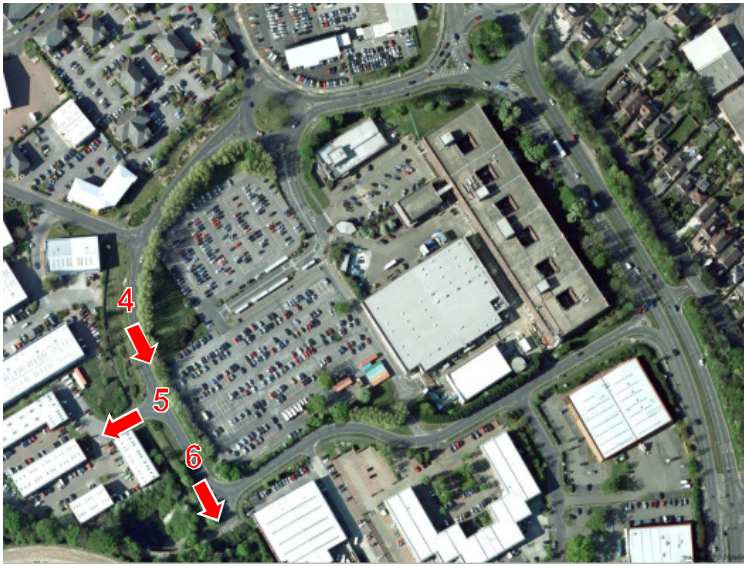


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1. Site entrance off of Elettra Avenue
2. Elettra Avenue looking West
3. View into Waterberry Drive



Key Plan



4

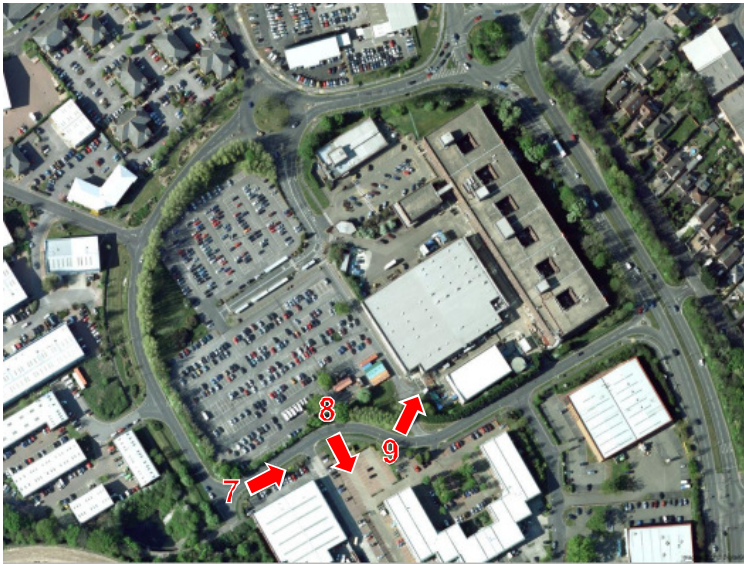
- 4. Elettra Avenue looking South
- 5. View into Stratfield park
- 6. Elettra Avenue / Silverthorne Way junction



5



6



Key Plan



7

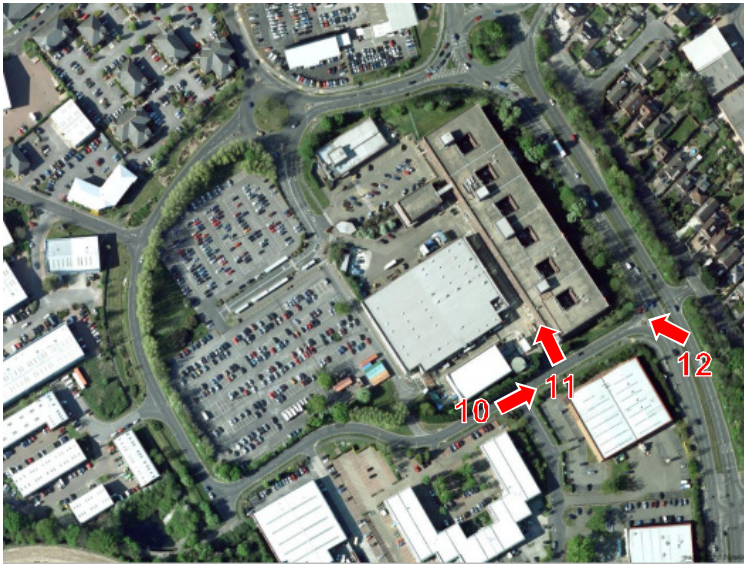
- 7. Silverthorne Way looking East
- 8. Silverthorne Way industrial units
- 9. Block E access off of Silverthorne Way



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9



Key Plan



10

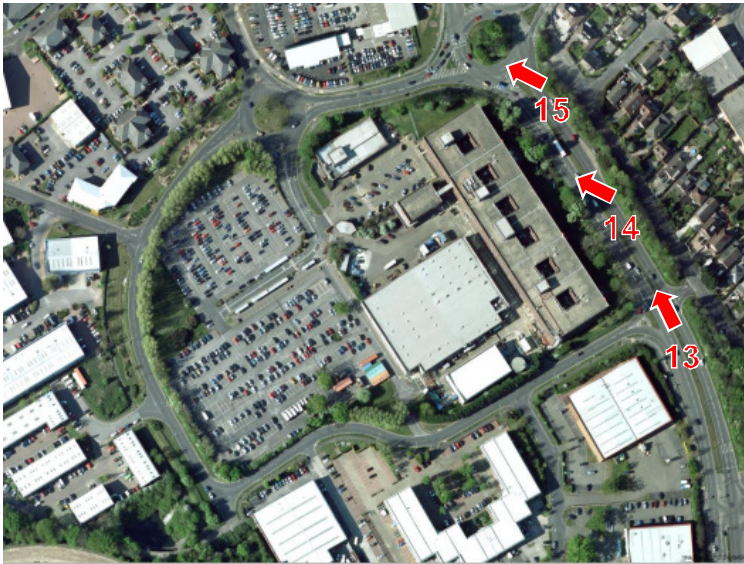


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- 10. Silverthorne Way looking East
- 11. Silverthorne Way access and existing 3 storey building
- 12. View into Waterberry Drive



Key Plan



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14



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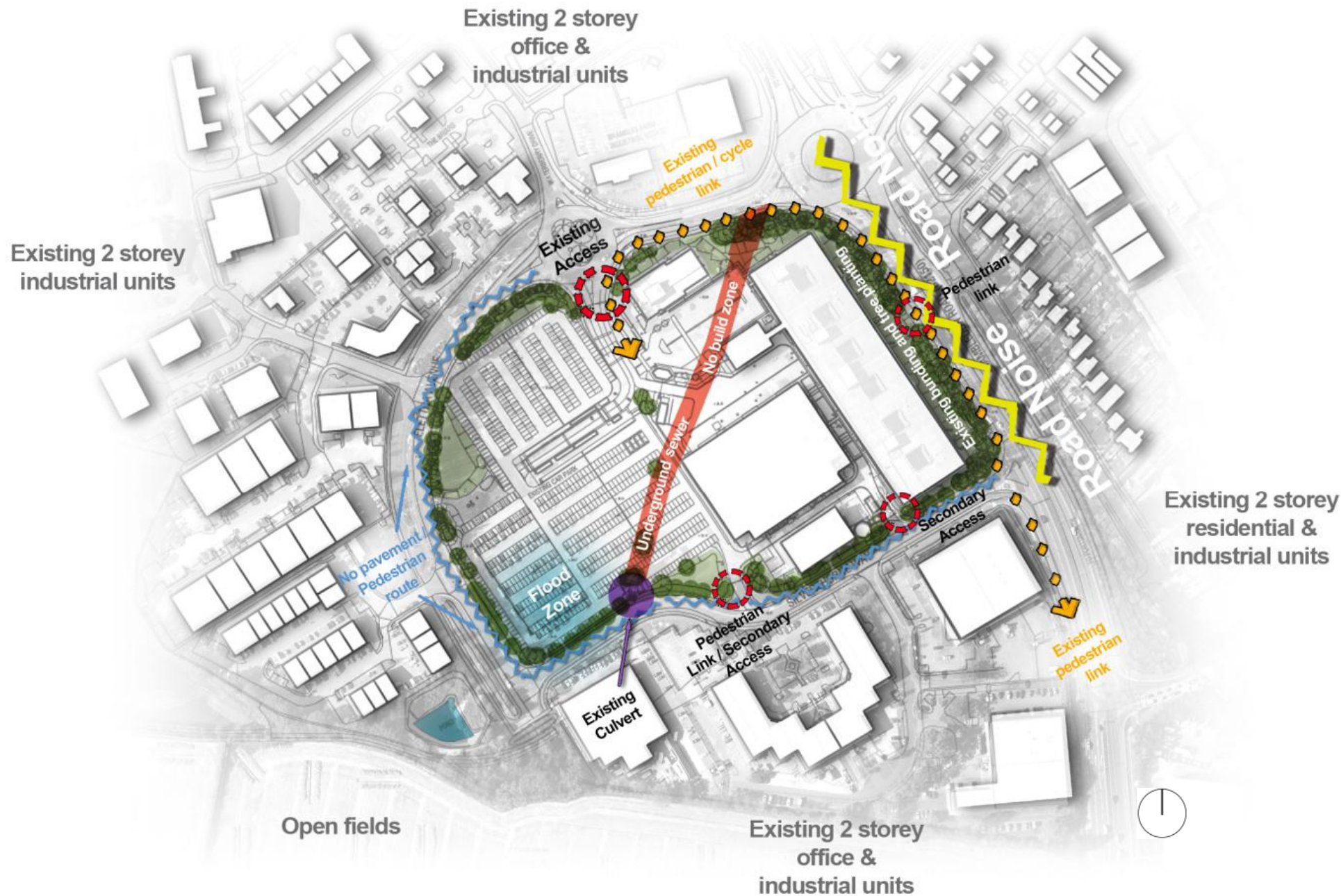
- 13. Hambleton Road looking North
- 14. Hambleton Road looking into site
- 15. Hambleton Road / Elettra Avenue roundabout



Site aerial from North West corner



Constraints & Opportunities





Design Development

The following pages show how the scheme has advanced from an initial drawing to the outline planning scheme presented.

Additional parameters through time, such as the underground sewer easement corridor and flood zone to the South West as well as pragmatic concerns such as lettable area and parking requirements have lead to a design solution that has evolved through its development. Consultation with Havant Borough Council and Waterloooville Community Forum have also lead to elements of the proposals to be re considered as part of the design process.

Plans were submitted for discussion on 14th January 2012. The meeting was attended by representatives of the Planning and Economic Development Teams for Havant Borough Council. Subsequent written advice was received on 7th February 2012 and as a result of these comments, the scheme modified to address the Council's concerns and provide the required level of detail to enable the Council to determine the application.

Additionally, the team presented to the scheme to Waterloooville Community Forum on 10th May 2012 and took part in the debate which followed regarding the details of the proposals and matters considered by the Forum important to take into account. The minutes of this meeting are appended to the Sequential approach and Impact Assessment report.

The final solution (Option 4) sits within the existing parameters of the site and allows the grass bunding and trees to Hambdledon Road to be retained. Other landscaping around the site extremities have also been retained to screen the development from the outside.

The scheme retains the existing access off of Elettra Avenue and links into the existing pedestrian and cycle routes off of this junction into the proposal.

The existing access points along Silverthorne Way have also been retained.

A new emergency access point off of Silverthorne Way has been introduced to allow emergency vehicles to enter the site, should the main spine road be obstructed for any reason. These are described in greater detail under the access chapter. This is also a pedestrian and cycle route into the southern end of the development creating a link into the Major Development Area of Brambles Business Park

Following on from comments from Hampshire County Council, the introduction of a pedestrian link opposite the bus stop on Hambledon Road allows pedestrians into this part of the site without the need for traversing to the main entrance and navigating back around to the East. It's position is proposed in a natural break in the canopies to minimise tree loss.

Proposed Block E was adjusted in form to take it off of the Elettra Avenue boundary to retain the existing trees along this road.

The site is divided into 2 distinct sides: class B (industrial) uses to the West and commercial use to the East. Use classes are described in the next chapter.

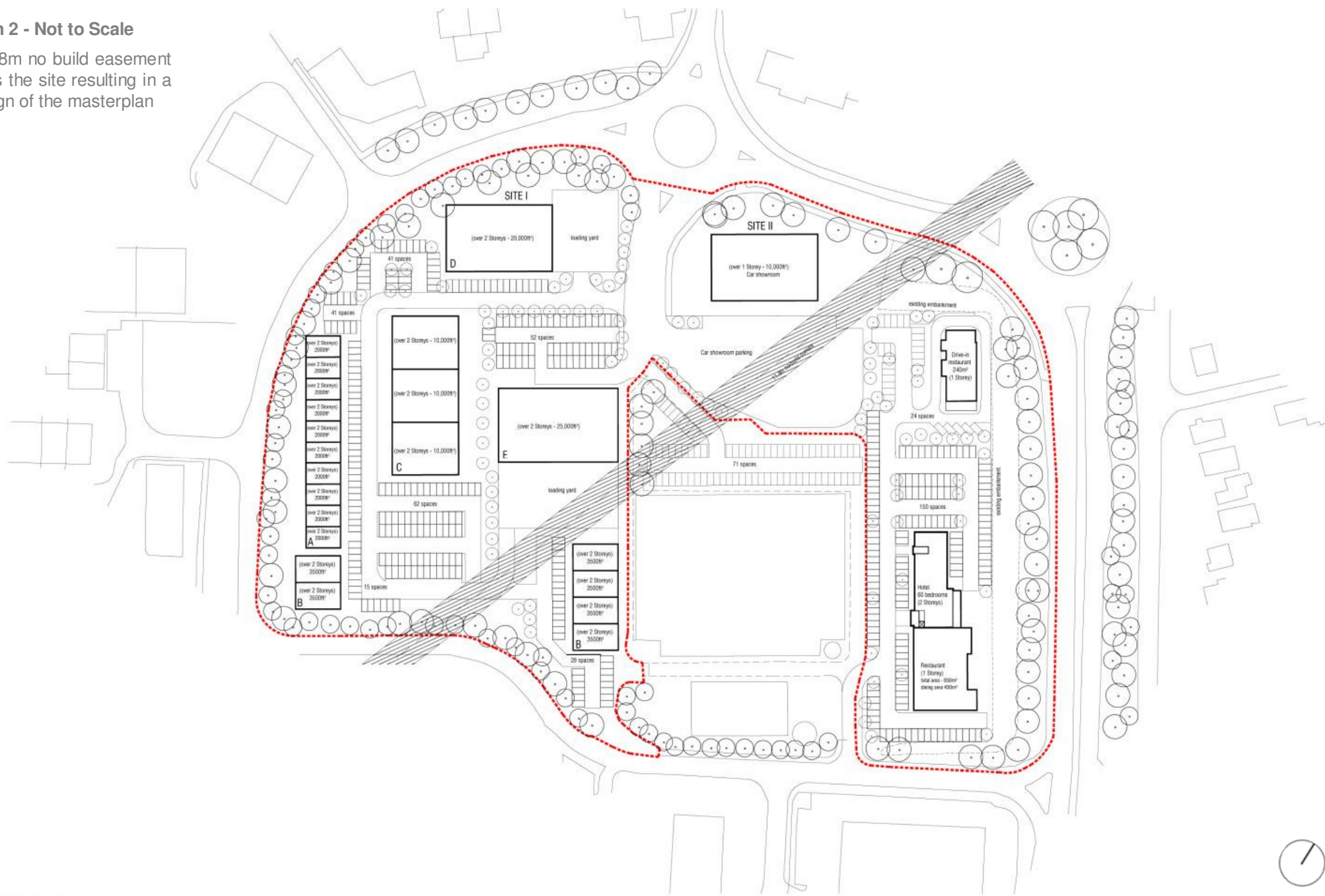
Option 1 - Not to Scale

Original feasibility scheme prior to survey and easements being introduced



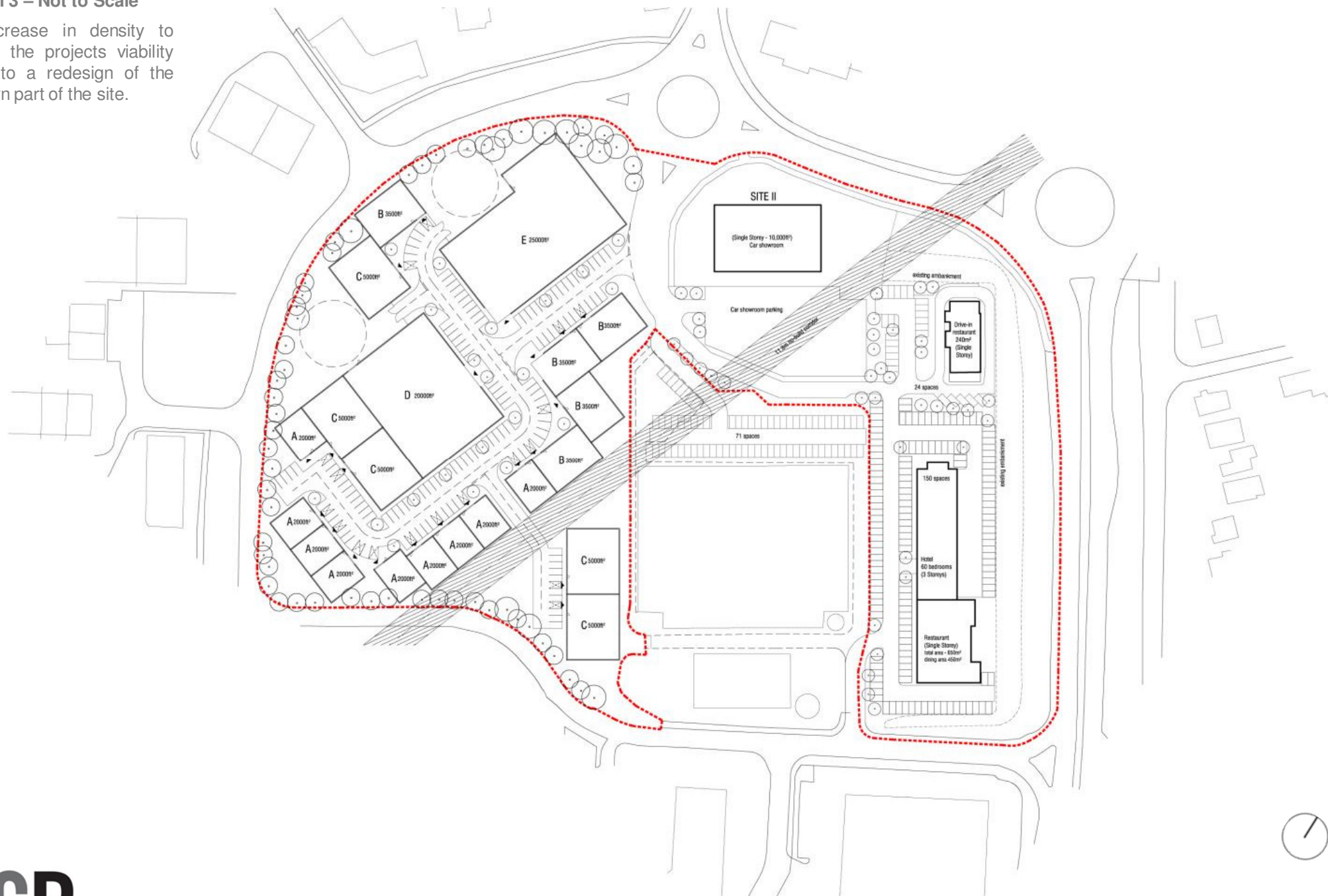
Option 2 - Not to Scale

An 11.8m no build easement bisects the site resulting in a redesign of the masterplan



Option 3 – Not to Scale

An increase in density to secure the projects viability leads to a redesign of the western part of the site.



Option 4 – Not to Scale

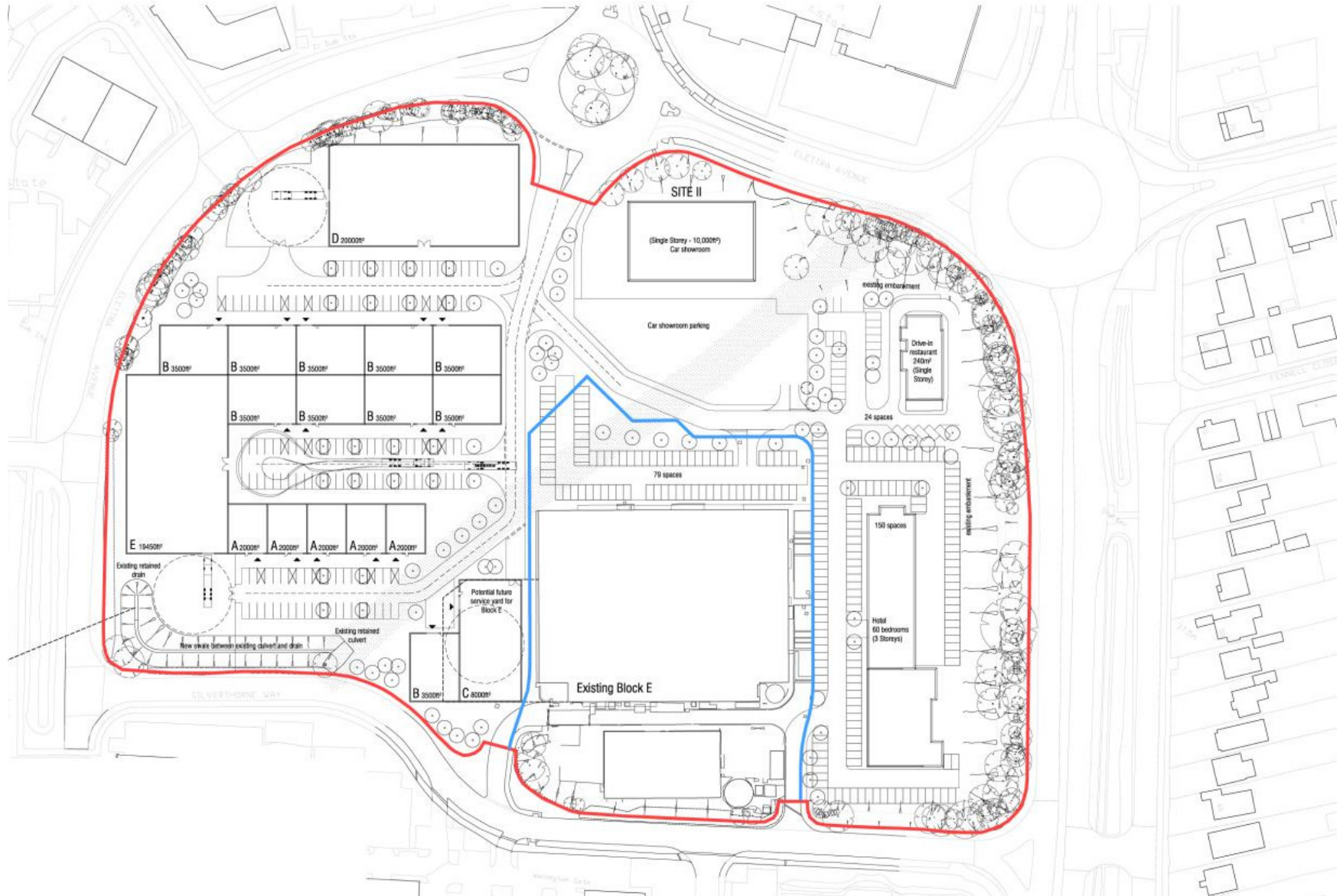
A flood risk investigation reveals the the South West corner cannot be built upon leading to a further redesign.

This masterplan layout was agreed upon and worked up for outline submission.

Pedestrian routes and links into the site were drawn up in greater detail as a result of HCC comments and the final masterplan is shown in the following section.

The parking provision on the submitted masterplan falls within the maximum and accessible levels as set out in HCC parking standards and is set out on drawing 11.074_002.

Disabled parking and cycle parking is at 5% total and motorcycle spaces are shown at 1 per 25 parking spaces.

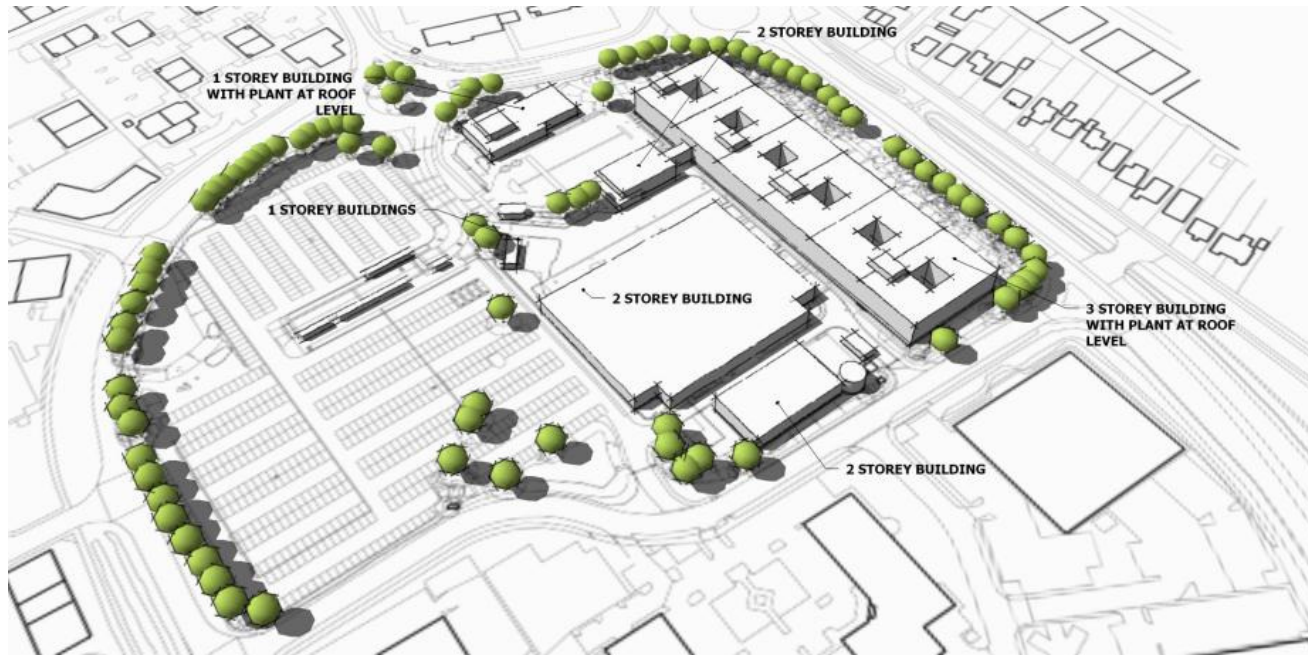




Proposed Use



Proposed Scale



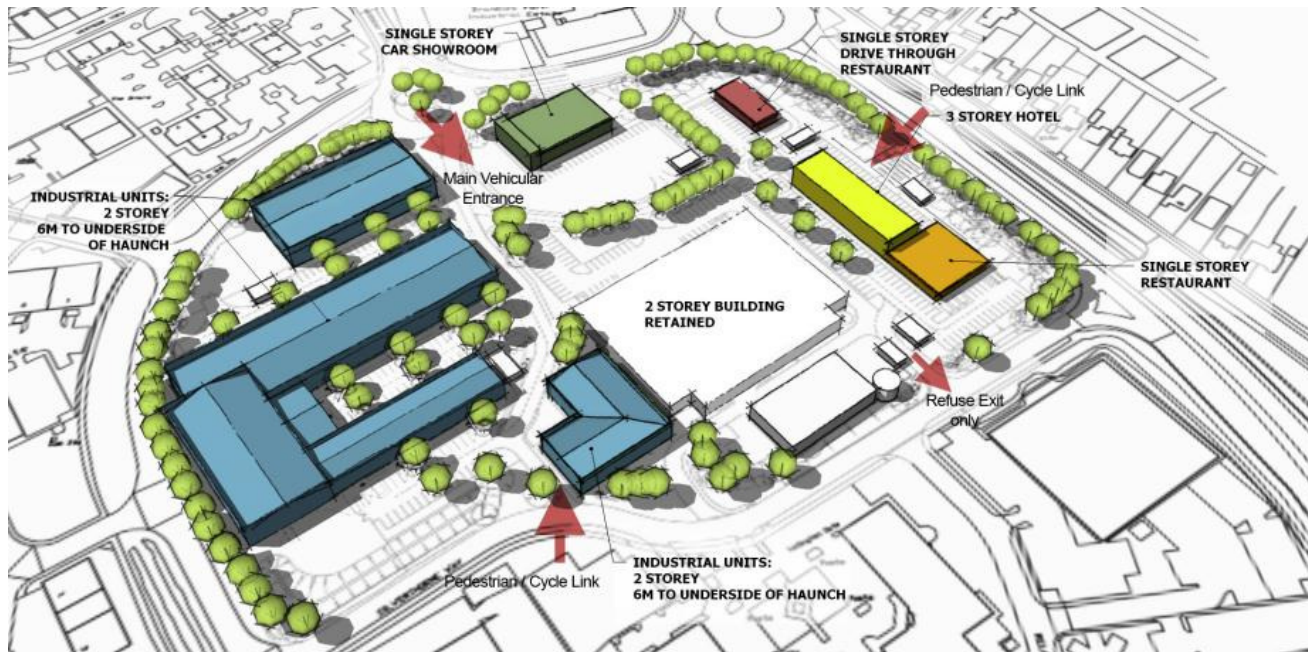
The diagrams to the left give a comparison between the existing site massing and proposed site massing within the site. The tree planting and bunding around the site have been maintained where possible and additional planting has also been proposed within the site.

Block E and Beam Block are to be retained in the proposed scheme. These are 2 storey units in height.

Currently, a long 3 storey building runs parallel with Hambledon Road and forms the majority of the built form on site. The proposed scheme lessens the density along this avenue facing onto the residential units.

In its place, a 3 storey hotel with a single storey restaurant sits in the South East corner of the site and a single storey drive through restaurant to the North East.

A single storey car show room replaces the single storey existing building by the Elettra Avenue entrance.



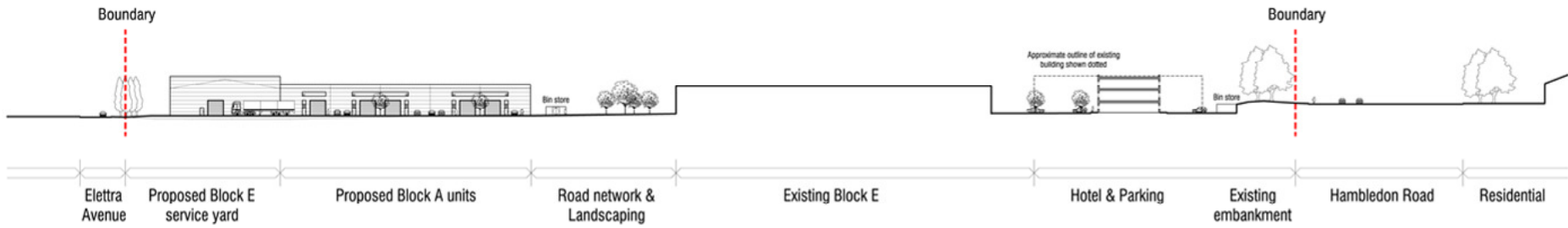
The B class units sit in the western half of the site and are also screened by heavy tree planting along the site boundary.

These are 2 storey in height and are situated adjacent to existing 2 storey industrial and office units in the area.

A pedestrian / cycle link in the form of steps and a ramp are located on the North / East boundary off of Hambledon Road opposite the existing bus stop and allow pedestrians to access the site from here.

A link into the Major Development Area of Brambles Business Park is located on the Southern boundary

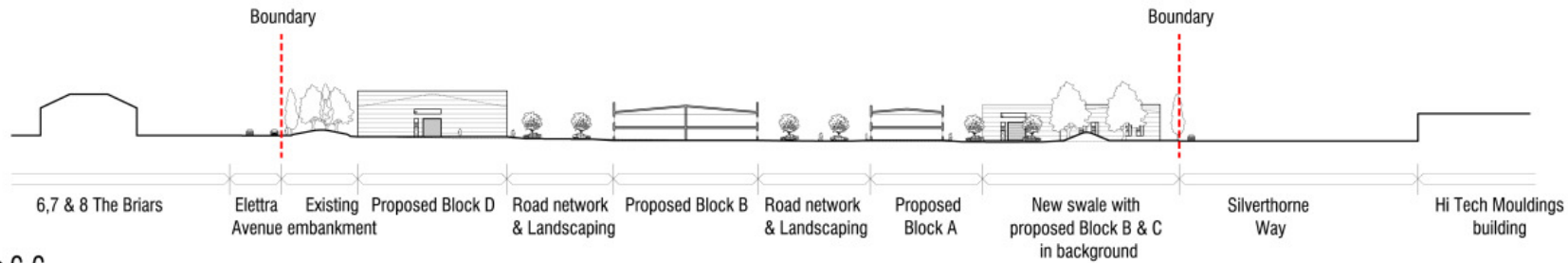
The cross sections on the following page give an indication of the massing of the proposed units and how they are comparable with the existing buildings surrounding the site.



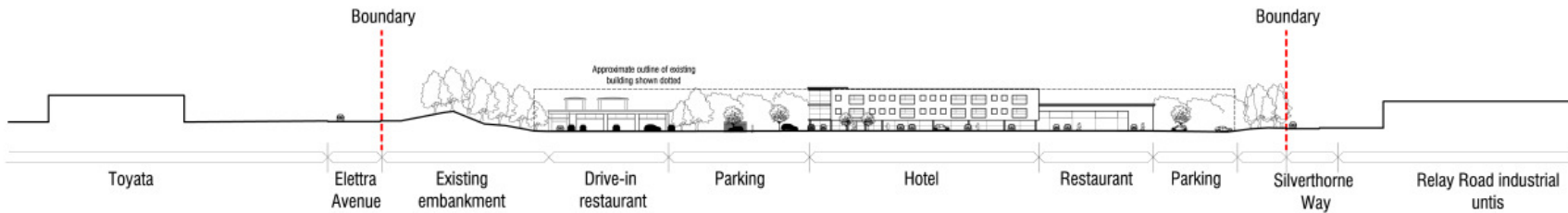
Site Section A-A



Site Section B-B



Site Section C-C



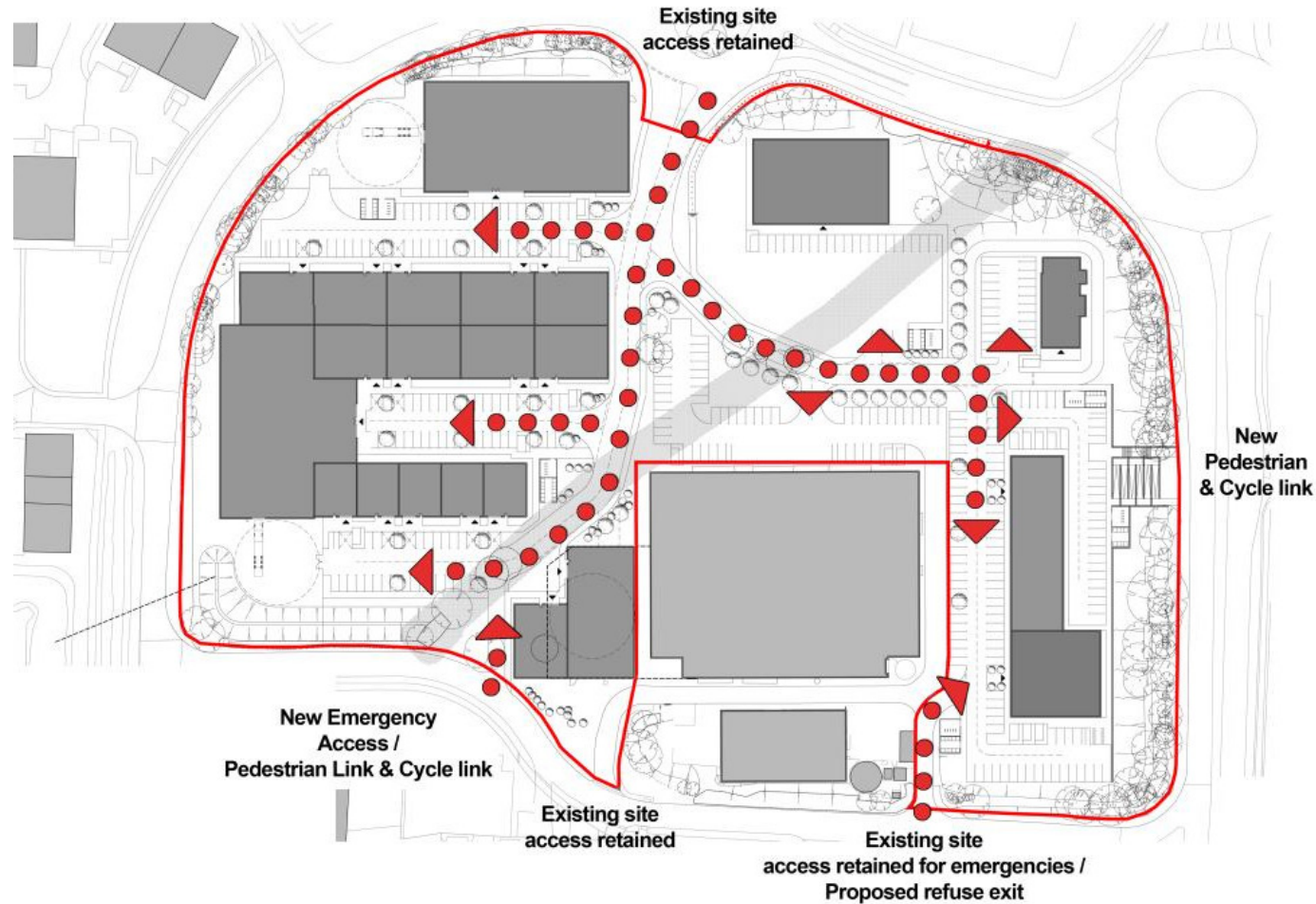
Site Section D-D





Proposed Access

Car Access



The proposal retains the existing main access into the site from Elettra Avenue to the North.

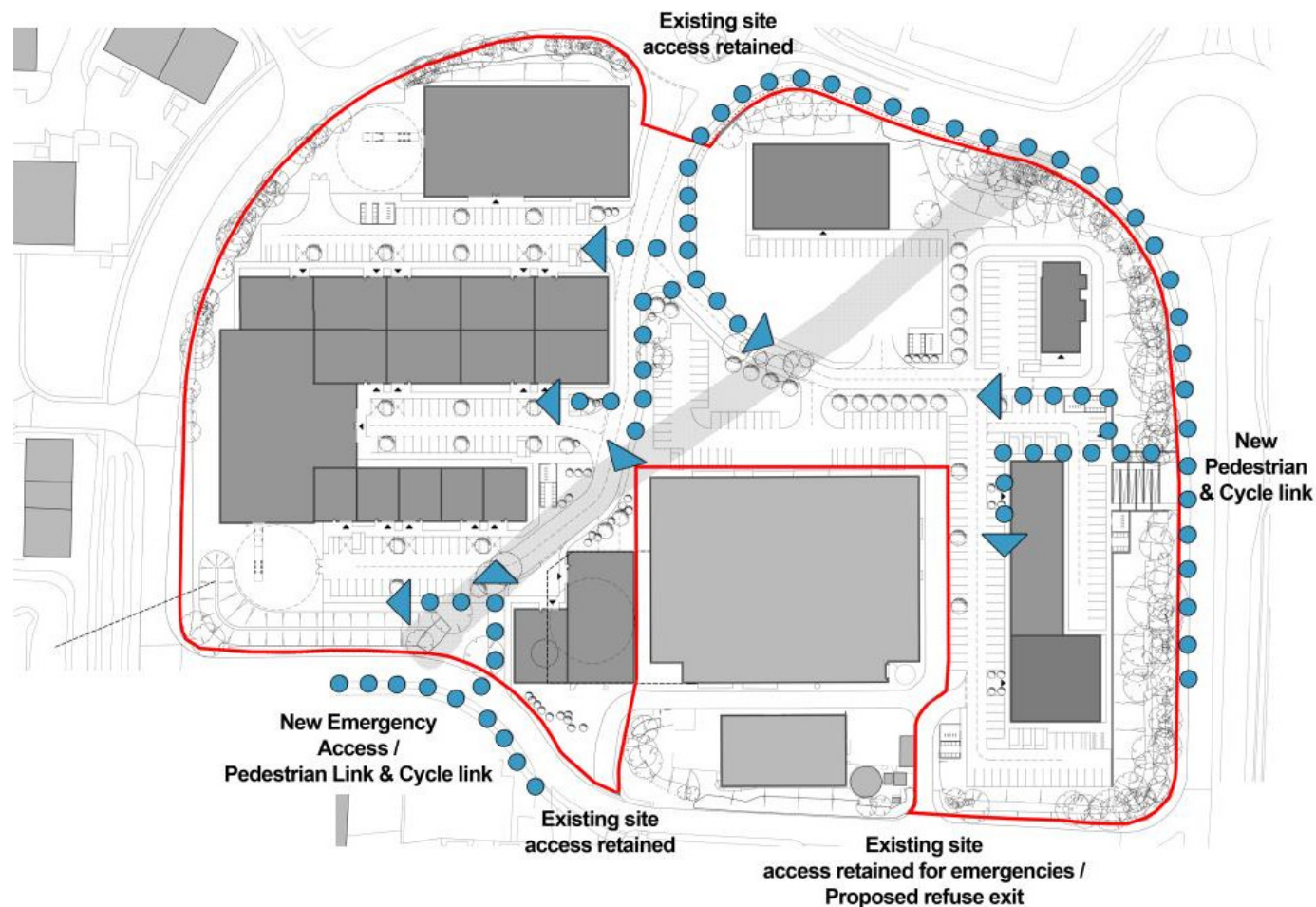
A proposed spine road leads cars into the site. Tributary roads off of this main access lead cars to individual industrial units.

A left turn off of the spine road leads vehicles into the commercial eastern part of the site where access to the car showroom, drive through restaurant, hotel and restaurant can be found.

No exits are proposed along Silverthorne Way except for refuse vehicles, therefore all traffic leaves the site on the Elettra Avenue roundabout.

If required, emergency vehicles can access the western part of the site off of Silverthorne Way with the introduction of a controlled access point. Emergency vehicles can access the East part of the site through the existing turnings off of Silverthorne Way.

Pedestrian / Cycle Access



The site is bounded by bunds and tree planting on its extremities and pathways only exist to half of the site.

An existing pedestrian / cycle path exists to the East of the site along Hambledon Road and runs North and turns into Elettra Avenue.

The proposals seek to continue this into the site for those arriving to the site by foot or bicycle.

A pathway does exist on the opposite side of Silverthorne Way running parallel with the southern edge of the site. However, there is no pathway on the northern side of the road, only grassed verges.

The introduction of a controlled access here could create a pedestrian / cycle link from this side of the site, which would link into the Major Development Area of Brambles Business Park.

A new stepped and ramped access off of Hambledon Road is introduced in the location of a natural break in the tree line. This allows pedestrians to access the site from the major through road adjacent to the site for quick access to its eastern facilities such as the hotel, restaurant and drive in restaurant.

Refuse Access



Refuse vehicles will utilise the existing site entrance and proposed spine road.

Provision has been made within the industrial western part of the site to allow 3 point turning after collection where by the refuse vehicle will turn and return along the spine road and right turn into the commercial eastern side of the site.

Bin storage has been proposed along the collection route to minimise dragging distance, however the bins for the drive in restaurant and hotel will need to be dragged to a collection point along the vehicle route.

A refuse vehicle will turn right and South, parallel to the hotel and utilise the existing access on Silverthorne Way to left turn out and then join the principal Hambledon Road carriageway.

HGV Access



It is assumed and designed for that HGV's will only access certain areas of the site.

These are the service yards for proposed industrial units D and E and the car showroom forecourt. Other units are assumed to require access from transit van type vehicles only.

Road widths and turning radii have been calculated to allow for HGV's to manoeuvre within the site.

A full turning circle is provided for in each of the industrial units whilst the car showroom allows for a car transporter to 3 point turn - reverse into the forecourt and back out along the spine road to the Elettra Avenue access.