

# GE AVIATION

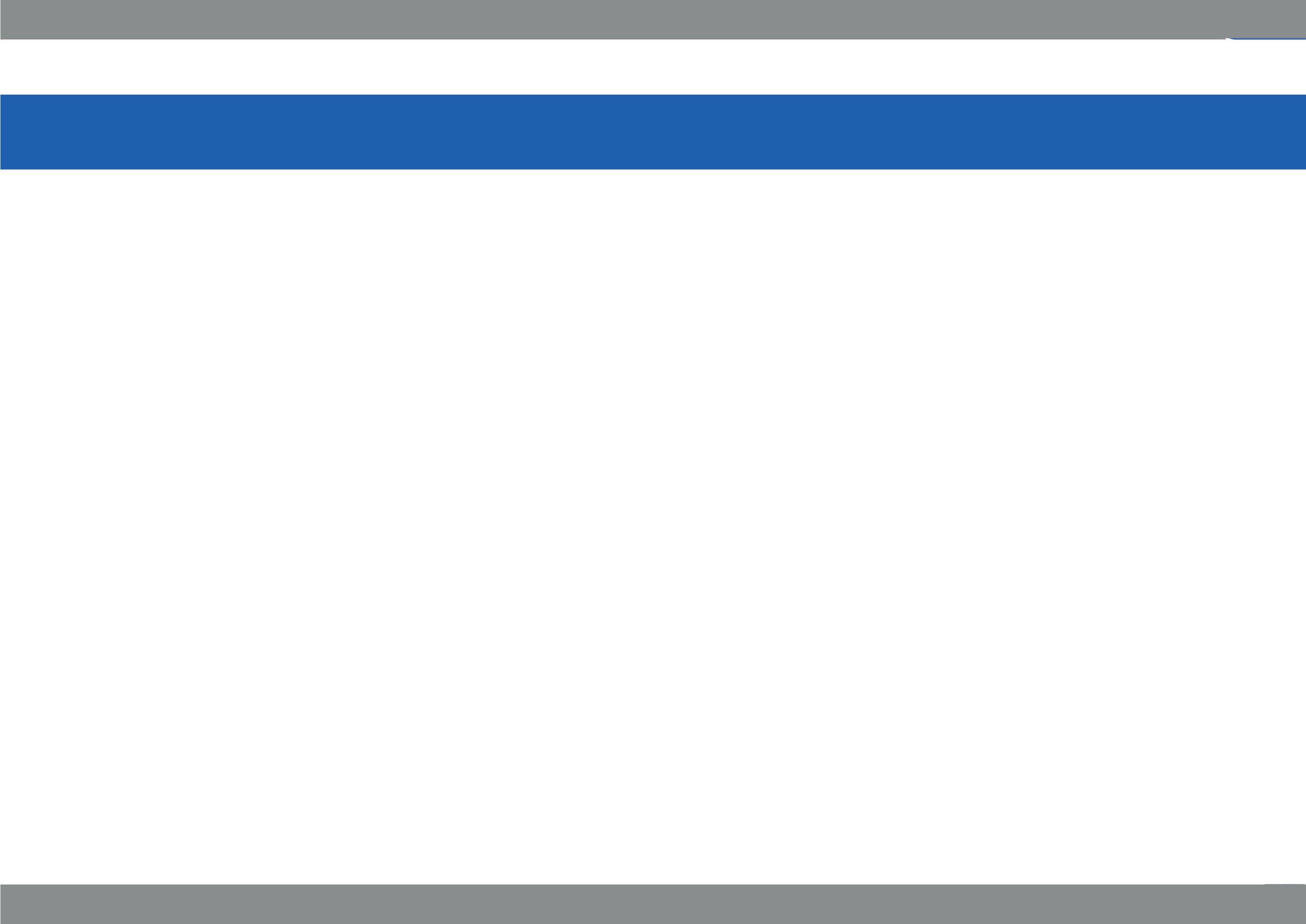
## Hamble-le-Rice Campus

### Design and Access Statement

Outline consent, with all matters reserved except means of access, for the relocation of cricket pitch off-site and improvements to existing bowls and football facilities on site to enable the erection of 148 residential dwellings (Use Class C3) with new vehicular access, car parking, work to highways, landscaping, and other associated works. The application also seeks the demolition of non-original extensions to Sydney Lodge and redundant factory buildings.

August 2018





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## 0.1 Project Overview

fluid have been instructed by our clients GE Aviation to prepare proposals for redeveloping part of their campus in Hamble-le-Rice. This document undertakes an architectural assessment of the site and surroundings to identify key parameters and inform the scheme through the design development process. The scheme will look to improve access, pedestrian and cycle routes through and around the site, which will benefit the development and surrounding movement. The scheme will provide investment in the site to consolidate GE's operations and reduce its overhead costs, as well as securing the future of the bowls, cricket and football sports clubs. This proposals will help to alleviate site access issues, which can affect Hamble's residents, by reducing congestion and parking issues along Kings Avenue.

The proposed development aims to benefit the local community, improving the facilities and enhancing the quality of buildings and spaces in Hamble.

## 0.2 Site Location

The site is located in Hamble-le-Rice on the south coast of England. The village sits at the tip of the Hamble Peninsula and is a civil parish in the Borough of Eastleigh in Hampshire.

During the Second World War it was known for being an aircraft training centre and is a now popular yachting location. Hamble-le-Rice is also known to be a major employment centre, most notably GE Aviation.

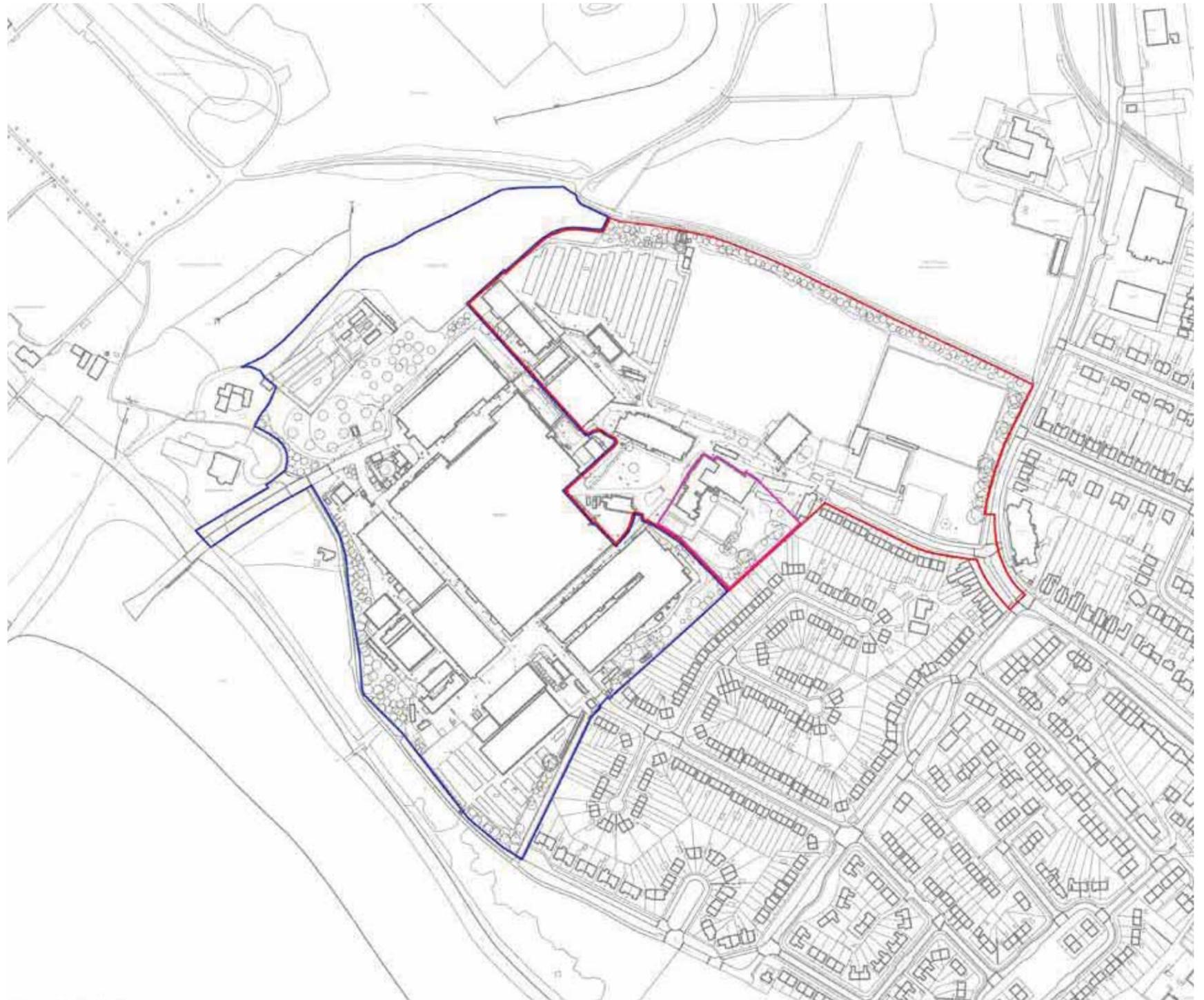
The parish has approximately 4000 inhabitants and is situated between the Hamble river and Southampton Water. It is served by one access road, Hamble Lane (B3397) and lies three miles south of the A27 and M27, between the cities of Southampton and Portsmouth. The village also has train links to Southampton, Fareham, Portsmouth and London.

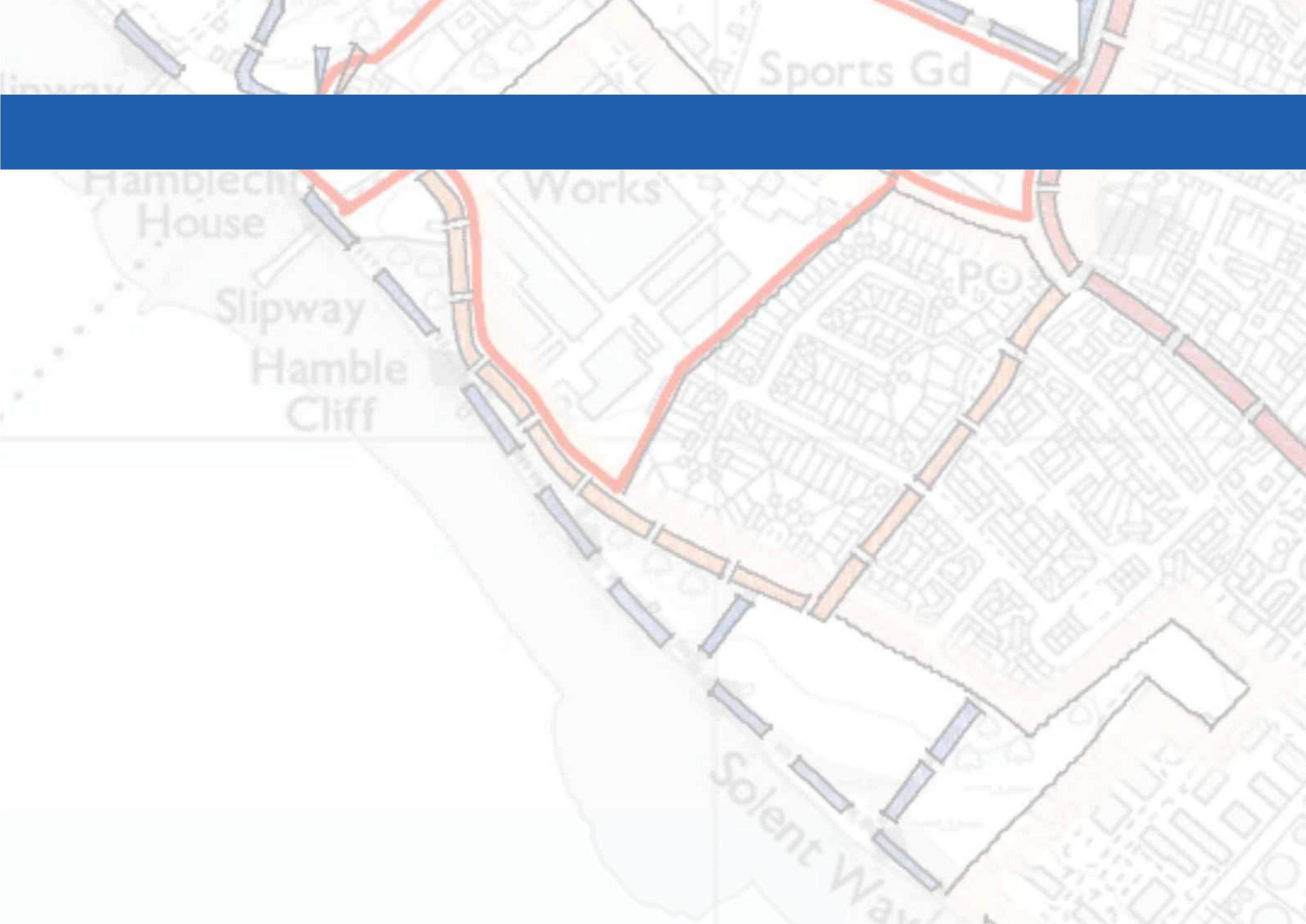


### 0.3 Immediate Site

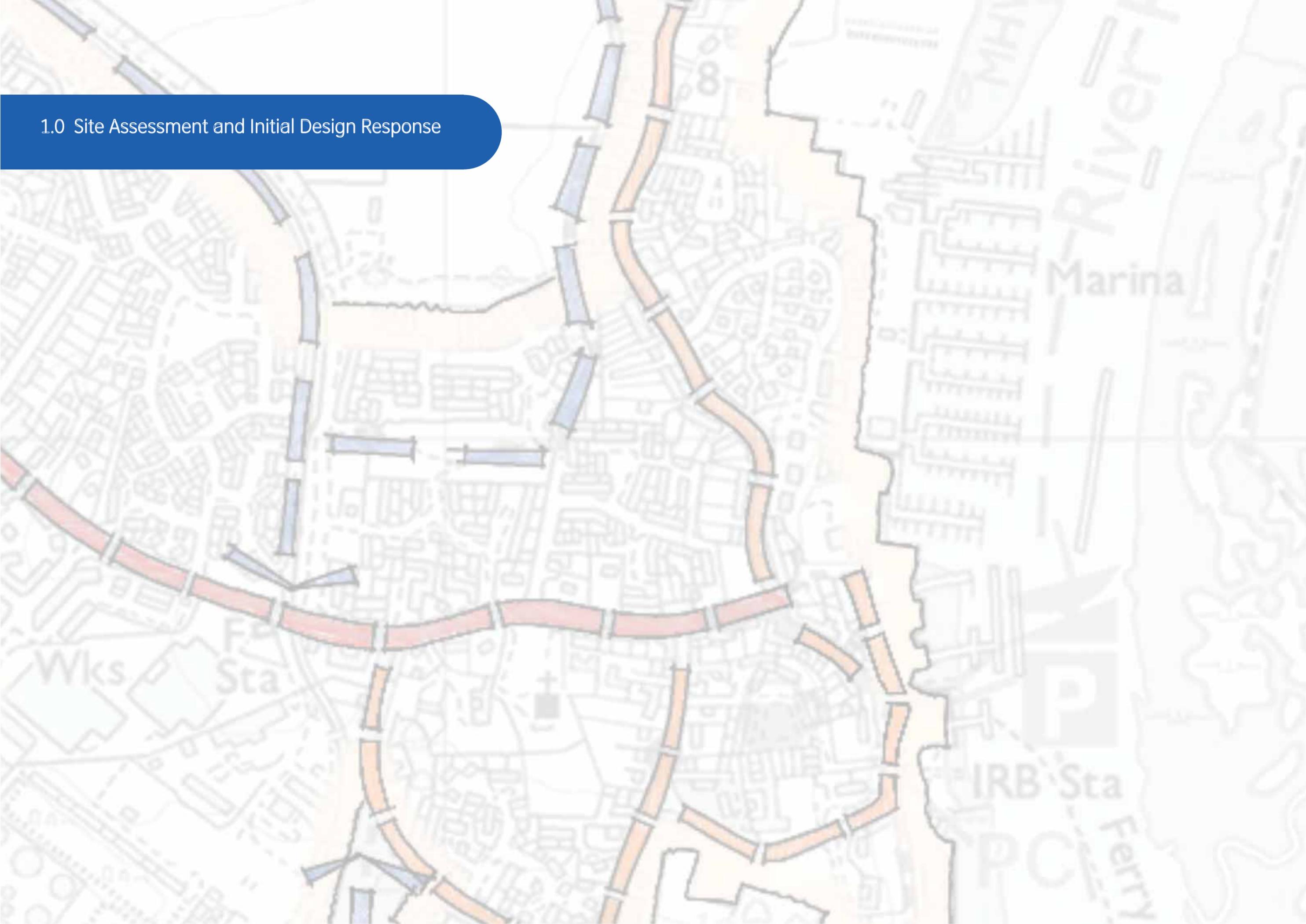
GE Aviation occupy a campus on the Hamble Peninsula of approximately 20 hectares. The site accommodates around 500,000 sq. ft of manufacturing and administration space for the GE Aviation business. There are three access points for the site including a slipway which is used periodically for shipping products and delivery of goods and heavy machinery via Southampton Water.

The proposed development area includes the sports ground which sits on plateau that quickly declines to sea level where the manufacturing buildings begin.





## 1.0 Site Assessment and Initial Design Response



## 1.1 Buildings of Interest

### Sydney Lodge

The only listed building within the site area is Sydney Lodge, by Sir John Soane. It is located to the west of Hamble-le-Rice. In relation to the site it is adjacent to the most northern access point into the site around the eastern boundary. Construction of the house started in 1793 and was completed c.1795. The building became a listed building in 1955, and currently is used as an office and storage.

The building consists of two main storeys, together with a basement and an attic. In plan form the main block of the house is designed symmetrically, with an entrance hall, geometrical staircase and circular drawing room formally aligned on the central axis. Its main features are the low pitched hipped roof covered in slate to the outer slopes and mathematical tiles to the inner faces, the elevations that are constructed in pale yellow Beaulieu brick laid in a Flemish bond with unmoulded Portland stone banding, the hard-wood sashed windows and the curved entrance portico with a segmental entablature supported by unfluted Greek Doric columns, all of Portland stone.

A separate listed building application will deal with the detailed proposal associated to this building.

### Netley Chapel

Netley Chapel was enclosed within the Royal Victoria Hospital, built in 1863. Being the first hospital built specifically for army purpose, it served the British Military for over a century and during both World Wars. The hospital stretched over a quarter of a mile and was regularly visited by Queen Victoria.

Netley Chapel can be seen from certain areas of the site and the view corridor looking at it will become a central feature of the proposed development.



1870



Western Birds Eye View - 2017



Front Elevation (West) - 2017



Rear Elevation (East) - 2017



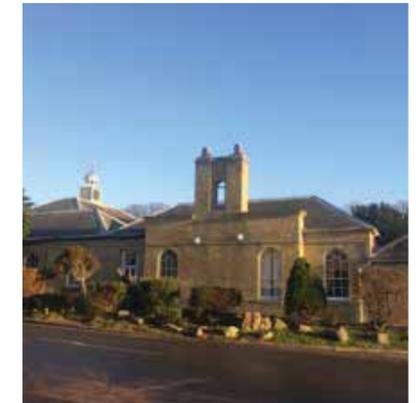
Ground Floor Plan - 1793



Front Elevation (West) - 1793



Rear Elevation (East) - 1793



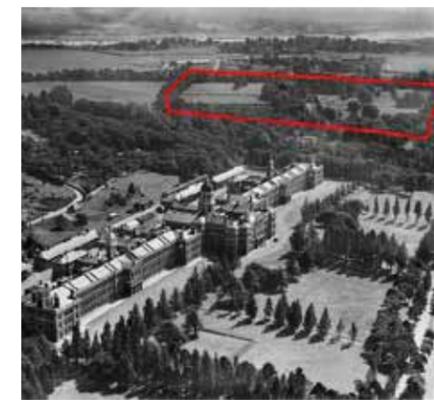
New Addition to Sydney Lodge



1870



View of Chapel from Sea

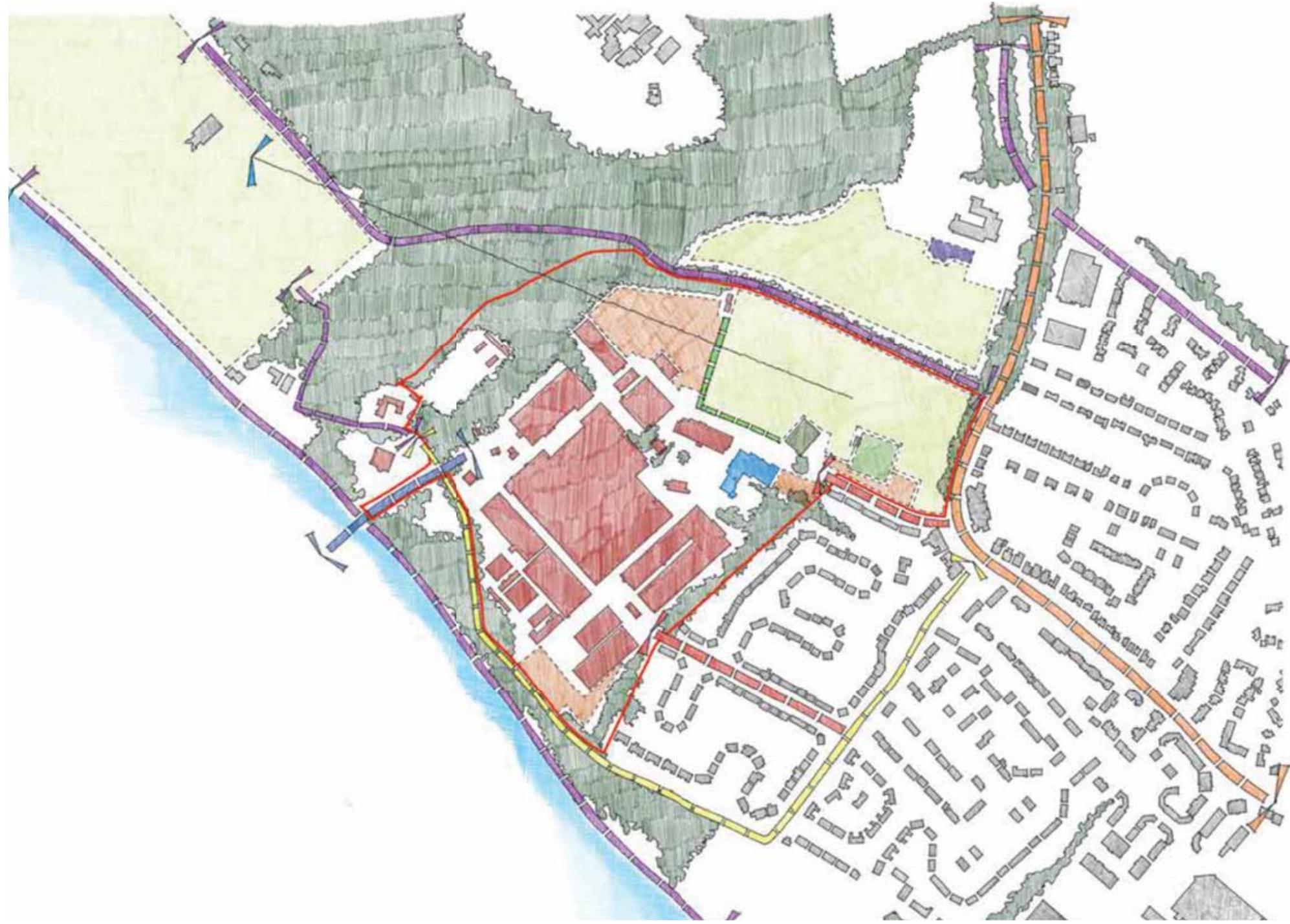


Birds Eye - 1933



View of Chapel from Site

1.2 Context Analysis



-  Site Boundary
-  Main Road
-  Local Vehicle Access
-  Current Vehicle Access into Site
-  Primary Pedestrian and Cycle Route
-  Access to Site from Water
-  Southampton Water
-  Existing Buildings
-  Existing Buildings on Site
-  Sydney Lodge (Grade II Listed)
-  Chapel
-  View to Chapel
-  Existing Trees and Planting
-  Private Sports Clubs
-  Bowls Green
-  Screening Hedge
-  Playground
-  Sports Hall
-  Car Parking

### 1.3 Aerial Images



Southern View of Application Site



Eastern View of Application Site



Northern View of Application View

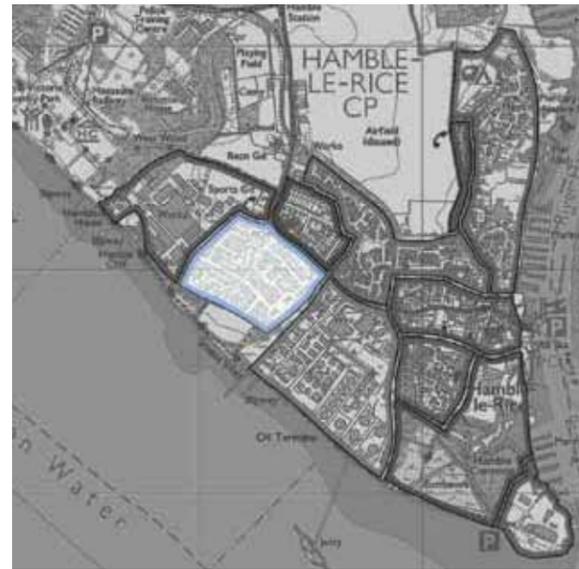


Western View of Application Site

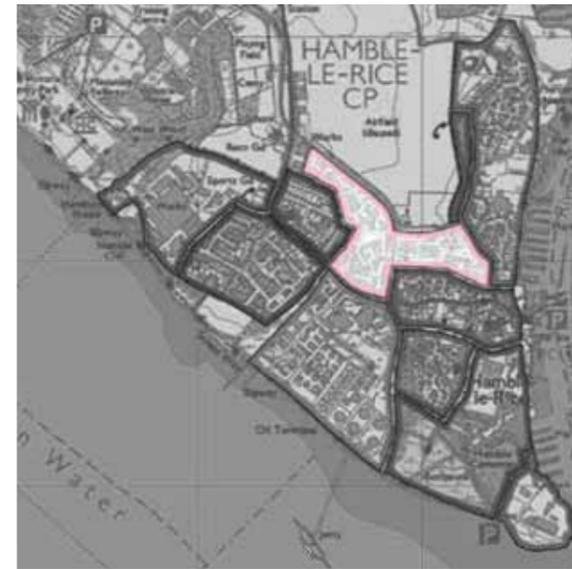
### 1.4 Hamble Character Areas



This area was developed around 1931. It is generally characterised by detached dwellings with long front gardens with driveways and often garages. It fronts the pavement and road with a low brick or hedged boundary. The roofs are generally front gabled, and range between 1 to 2 storied buildings. Materials include clay tiles, simple bargeboards, and a tiled hung or weatherboarding element on the front elevation.



This area was developed around 1962. It is characterised by low pitched hipped roofs, simple central chimneys and with a traditional porch detail. Much of the development comprises detached and semi-detached houses, with shallow front gardens.



This area was developed around 1990. It has slightly broken roof forms, and sees more detailing introduced to the brick work. Details include quoins, bands, arched headers and exposed timber gables. An expression of primary and secondary elements is apparent within the front elevation.



This area was developed around 1870. These houses are traditional and well preserved. Elevations are very symmetrical, and some buildings show different style windows on the ground floor than the top floor. Chimneys are more elaborate with decorative brick banding.



## 1.4 Hamble Character Areas



This area was developed around 1937. These houses are taller houses than others observed in Hamble, however styles vary. The buildings sit further back in the plots, with large front gardens and driveways.



This area was developed around 1972-1989. The architecture in these areas is contemporary, with a variety of elevation styles and housing density.



This area was developed around 1989. These houses show mock Tudor and stone detailing as elevation concepts. These plots have varied front garden lengths, but enough to fit cars.



### 1.5 Surrounding Density



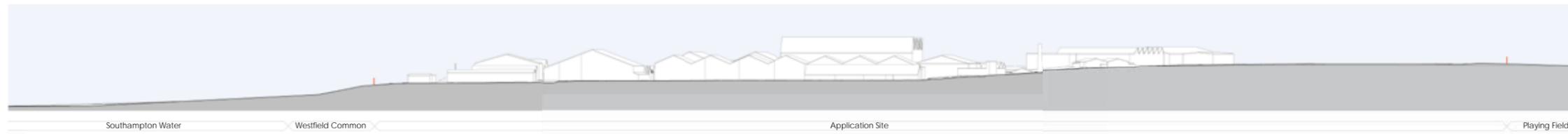
-  23 DPH
-  25 DPH
-  29 DPH
-  46 DPH
-  24 DPH
-  31 DPH
-  24 DPH
-  27 DPH
-  34 DPH

To correctly set the density of the new development we have undertaken an approximate density study. This shows the dwellings per hectare (DPH) of each of the pockets shown on the diagram opposite. These range between 23 DPH and 46 DPH.

## 1.6 Existing Site Sections



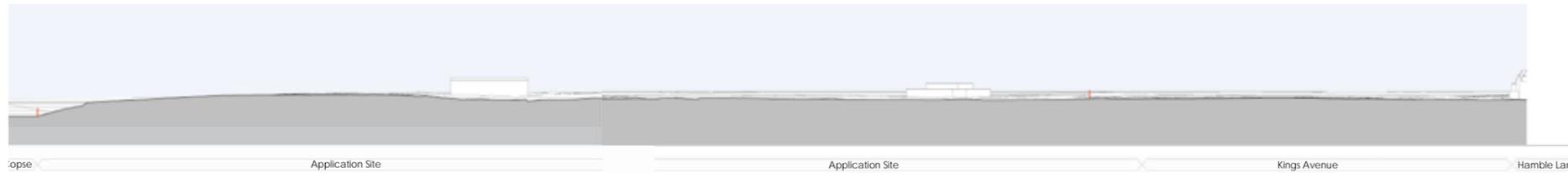
Existing Section AA



Existing Section BB



Existing Section CC



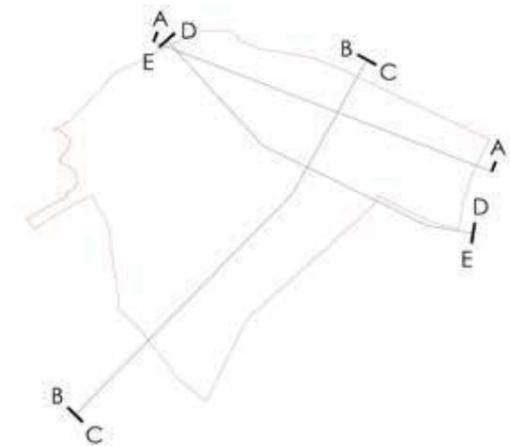
Existing Section DD



Existing Section EE

The existing site sections reveal that the general fall of the site has a moderate slope to the south. However, the developable area is predominantly flat. This area sits at a higher level to the existing buildings.

The existing buildings mainly consist of industrial buildings, leaving an open area to the north that edges on to the playing fields.



## 1.7 Initial Green Space Strategy



-  Open Space
-  New Landscape created from historic landscape
-  Landscape Buffer

The framework of green spaces creates an opportunity to position buildings around a series of formal and informal open spaces which will help to add structure and character to the development. The diagram to the left shows our initial thoughts about where these are located. We have based these around the key view to the Royal Victoria Park Chapel (Netley Chapel) and the setting out of historic landscape, as seen in the old maps. We have also provided a new green space to add setting to the listed building. In addition to these elements a buffer has been provided around the north and eastern boundaries to help maintain and reinforce the existing boundary planting.

This green space strategy has since been updated and further developed due to changes on the brief.

## 1.8 Initial Movement Strategy



-  Site Boundary
-  Main Road
-  Local Vehicle Access
-  New Access into Site
-  Secondary Access into Site
-  New Pedestrian Cycle Route

The site already has several good connections to local amenities and transport links. To create a successful development it will be necessary to create several more connections into the local community. The diagram to the left shows where these are likely to be as well as their type. The opportunity was explored to look at a new access from Hamble Lane which could remove HGV traffic from the smaller residential roads which they currently use. In addition to this there are new pedestrian/cycle links proposed to give residents of the new development easy access to the recreation ground (to the north) and Southampton Water (to the south).

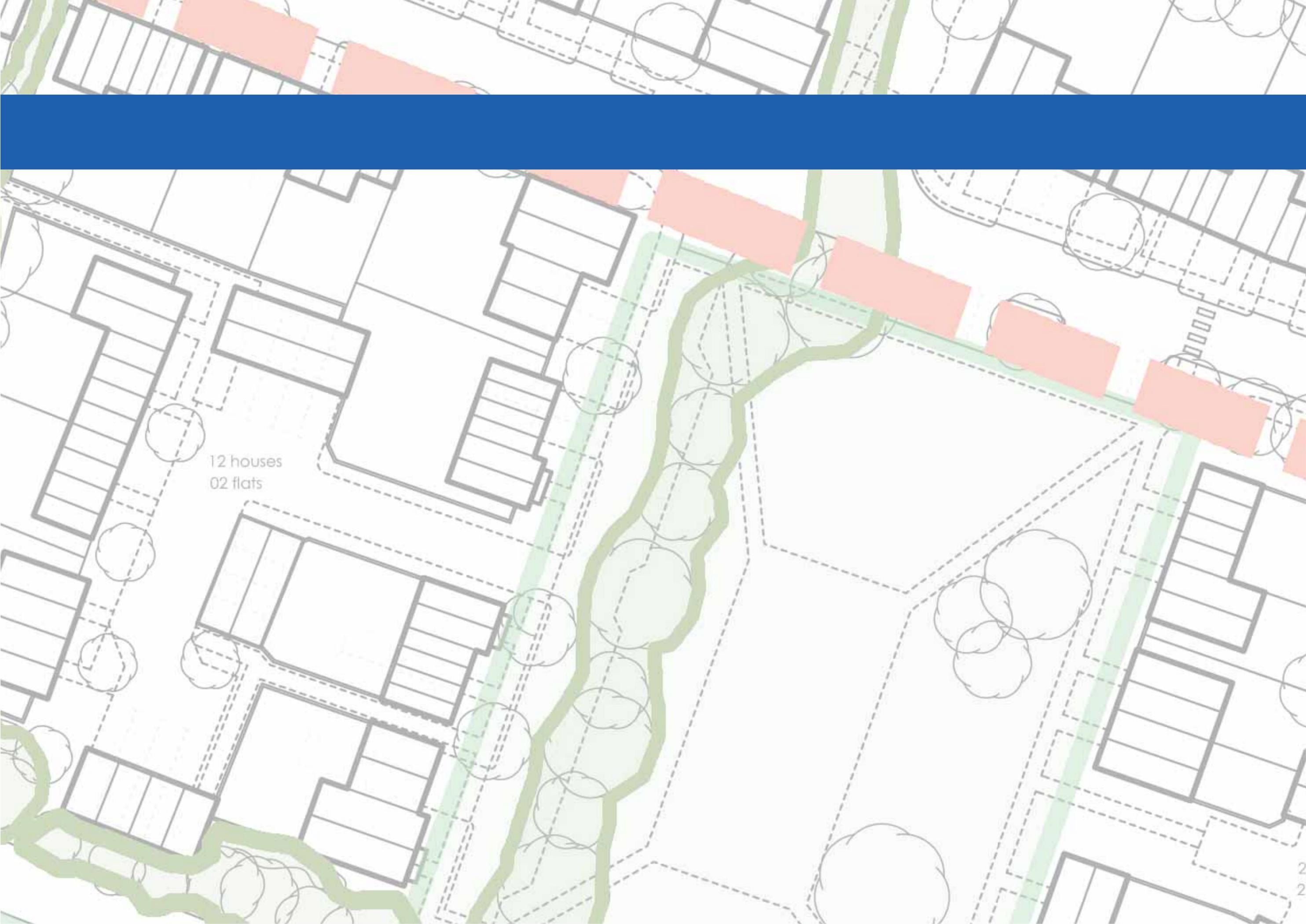
This movement strategy has since been updated and further developed due to changes on the brief and scheme assessment.

## 1.9 Initial Urban Design Response



Combining the conceptual movement and landscape diagrams with the site analysis allows us to begin forming a design response in relation to overall site principles.

This urban design strategy has since been developed further due to changes on the brief and additional detailed assessment.



12 houses  
02 flats