

Gosport Borough Council

Daedalus Conservation Area Appraisal

March 2007



Places

*Delivering
for Gosport*

GOSPORT
BOROUGH COUNCIL

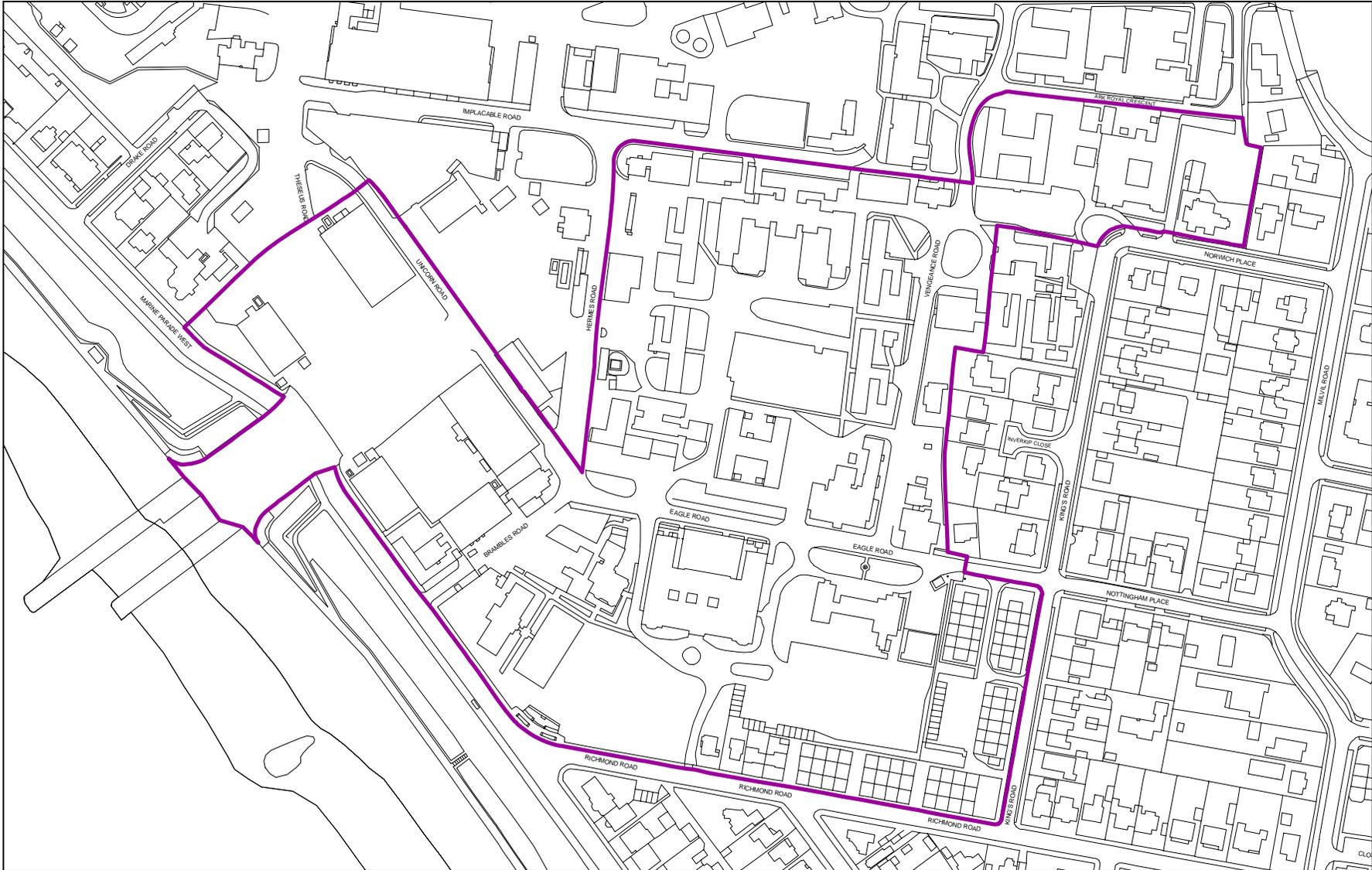


Daedalus Conservation Area Appraisal

March 2007

Contents

Map of Conservation Area	2
Background	3
Scope and Structure of the Appraisal	3
Character Statement: The Historic Development of Daedalus	3-5
An Appraisal of the Built Form of the Area	7
Design Principles	13
Enhancement Opportunities	14
Archaeology	15
Grants	15
Planning Policy and Development Control	15
Article 4 (2) Direction	16
Further information or advice	17



Daedalus Conservation Area

Daedalus Conservation Area Appraisal.

Background

Daedalus Conservation Area was designated in November 1999 to ensure that all future development would 'preserve or enhance' the historic and architectural character of the area. The area retains many buildings of historic interest spanning the last 120 years, including some Listed Grade II and therefore considered to be of national importance.

Scope and Structure of the appraisal

This document is intended to act as a guide to the buildings and features that make a special contribution to the character of the area. It assesses the areas historic development, its character, the scale and form of development and opportunities for continuing enhancement.

The need to designate conservation areas is often illustrated by the way in which poor quality design or inappropriate extensions, or the demolition of notable historic buildings can have a major impact on the distinctive character of an area. The special character of Daedalus Conservation Area is therefore highlighted throughout this document.

Character Statement: The Historic Development of Daedalus

Historic studies have provided ample evidence of the historic and architectural significance of the site. The most notably studies being the English Heritage Thematic Listing Review of Aviation sites 1999, the study of Daedalus produced by Airfield Research Publishing in 1996, and the excellent exhibition put together by the Gosport Aviation Society in 2001.

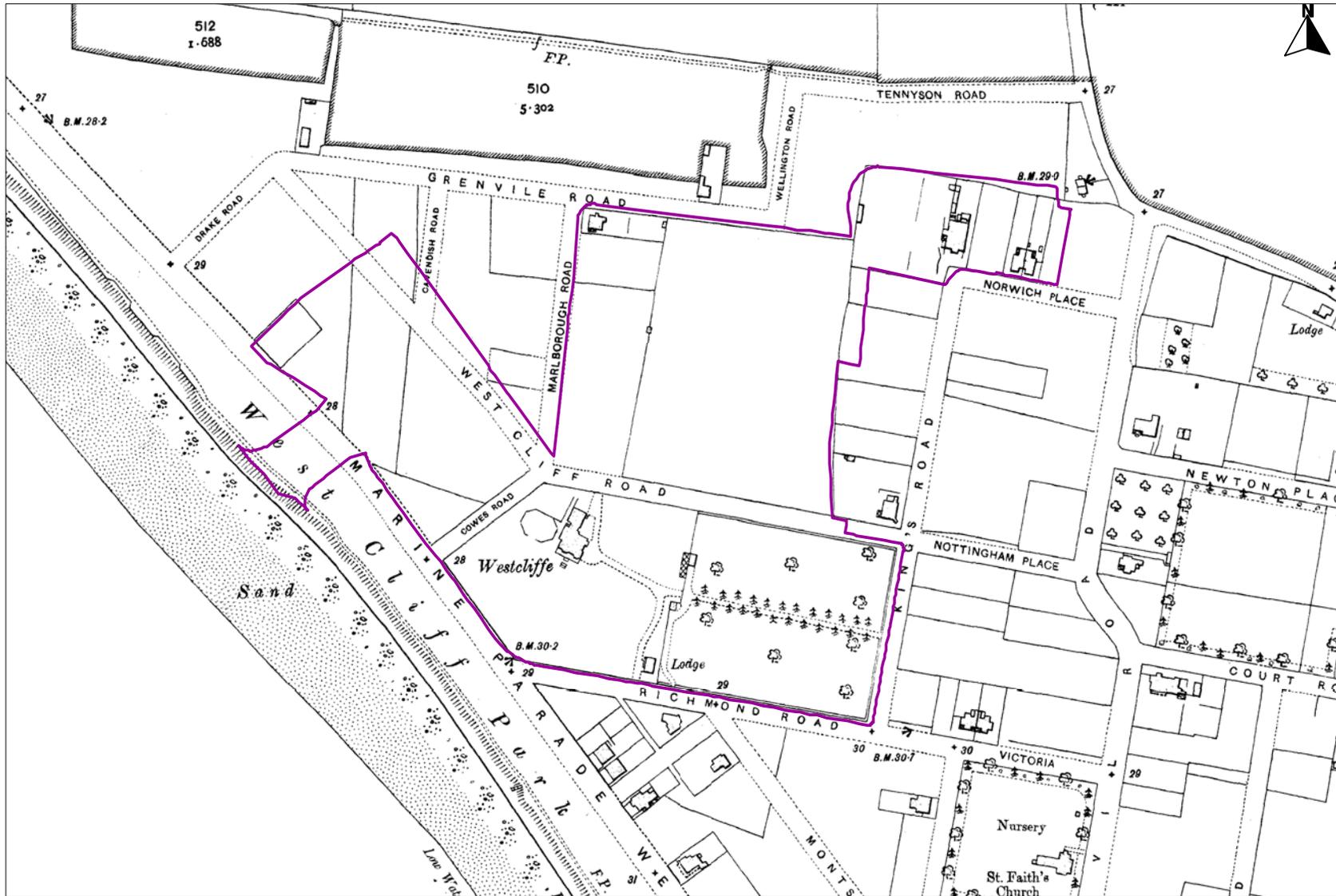
From these sources the historic development of the site is summarised below.

1890s to 1914

Prior to 1884 Lee-on-the-Solent was a small scattered settlement of isolated properties within a landscape that had changed little over many centuries. In 1885 plans were drawn up and parcels of land offered for sale under the direction of the Robinson family to develop the area as a seaside health resort for prosperous Victorians under the title of 'Seaside Watering Place'.

The first steps towards development consisted of laying out a grid pattern of streets along which numerous plots were marked. Central to the development was the attraction of the seafront itself and Marine Parade East and West were laid out over a mile in length, along with parkland (West Cliff Park and East Cliff Park), promenades, and the centrepiece Pier (Completed by 1888). A new 'village centre' soon appeared with the shops along Pier Street and the Pier Hotel.

The speculative development of Lee-on-the-Solent was not a great success. Some large houses were built, particularly north west of the High Street, but most of the limited development, which predated the First World War, was on a more modest scale. On the Daedalus site a few buildings of particular interest appeared, most notably Westcliffe House and its estate, Norbury House, Keith Cottages and Wykeham Hall.



The Future Daedalus site from the 1909 OS Plan
(Conservation Area overlaid on plan)

Reproduced from the 1909 Ordnance Survey map

World War One

The U Boat offensive of spring 1917 was causing huge shipping losses and there was a desperate need to counter this threat. The provision of aircraft, but more especially trained seaplane crew, was critical. A suitable training area separate from the geographically constrained base at Calshot was urgently required and a temporary seaplane school was set up at Lee-on-the-Solent.

The approximate site of what later became this official base appeared to have been used in an unofficial capacity by aircraft from as early as 1915 but it was in July 1917 that it officially opened as the HM Naval Seaplane Training School, Lee-on-Solent for front line RNAS squadrons and absorbed the western edge of the planned settlement at Lee. Designated a long-term seaplane base in November 1917 permanent Admiralty designed hangars, camp buildings and slipways began to be constructed.

By June 1918, under the newly formed RAF, the site became No.209 Training Depot Station of No.10 Group. By the Armistice around 70 flying boats and seaplanes, and a staff of nearly 500 occupied the site and were providing training for 85 pupils.

Post War Expansion: the 1920s

After being run down with the end of the War the site was retained as the RAF School of Naval Cooperation and Air Navigation in 1921: principally concerned with Observer training for RAF and RNAS units. In the same year HQ 10 Group located to the site from Warsash increasing its status.

With the formation of the Fleet Air Arm in 1924 the site's significance escalated as this organisation grew. In 1925, following Government investment, new facilities appeared: including the Guardhouse and Parachute Packing Store.

By mid 1925 there were two Flights (from 1933 renamed Squadrons) on the site and this number escalated with a further six, either temporary or permanent, by the

early 1930s: mostly concerned with Fleet Reconnaissance, but also including Fleet Fighters. The planes at Lee were those used on capital ships and cruisers for all types of active support at sea.

Coastal Command Headquarters: the 1930s expansion

Lee developed into a major headquarters location in the 1930s. A large rebuilding programme with many grand station buildings reflected its importance as the Coastal Area Headquarters and landplanes began using a grass aerodrome laid out to the north. A number of new buildings appeared on the site between 1930 and 1934 including Eagle Block, the Officers Mess, the Barrack Blocks and Dining Room and Cookhouse.

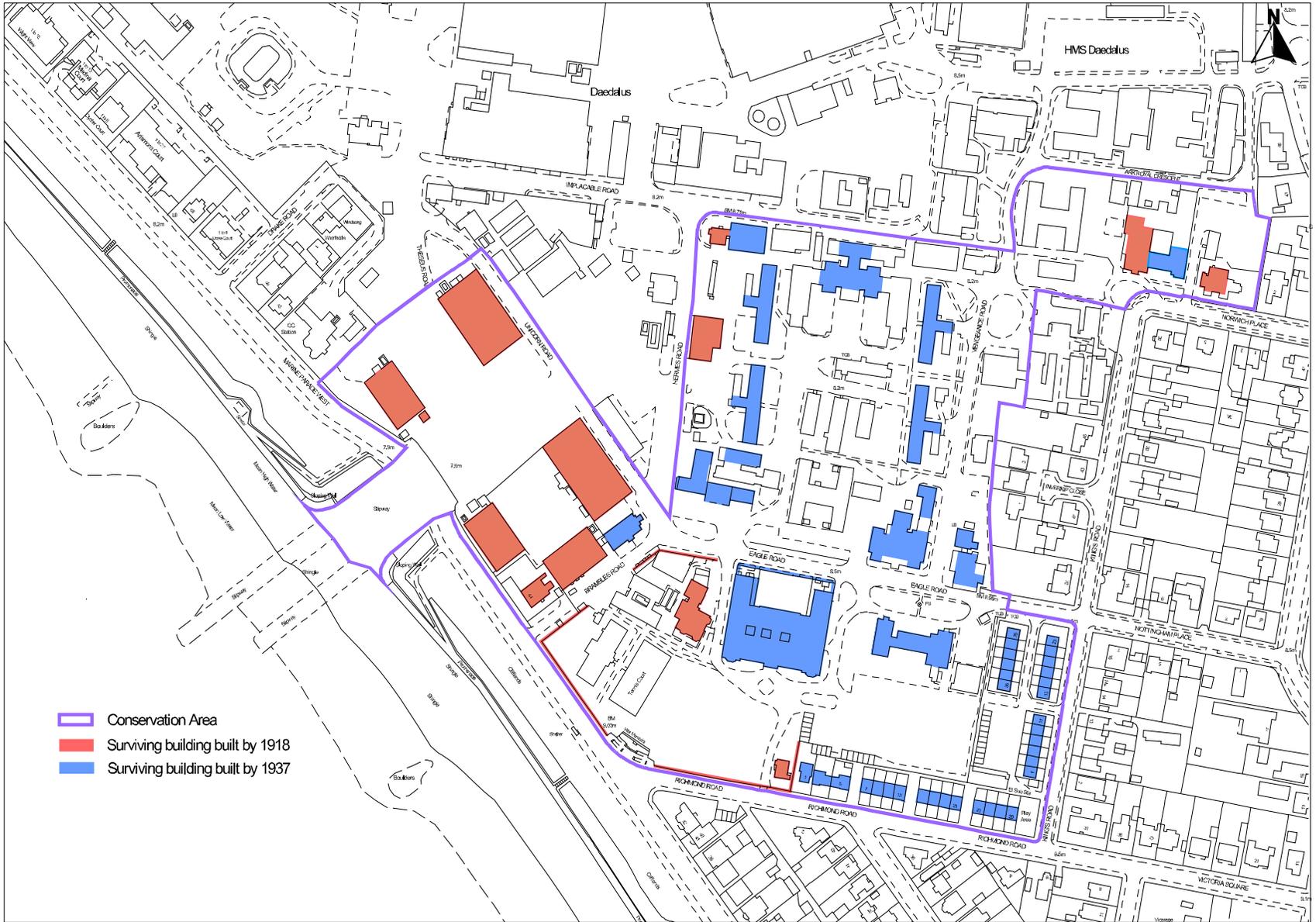
With the growing threat from Nazi Germany another major expansion took place from 1936 and Coastal Area was expanded to become Coastal Command.

By 1939 Lee was the nerve centre of naval flying with operational squadrons frequently using the site. In May 1939 the transfer of Fleet Air Arm to Admiralty control resulted in Lee becoming one of His Majesty's Ships with the title: HMS Daedalus.

World War Two

HMS Daedalus was associated with key events of the War and suffered two air raids due to its strategic significance. Intensive activity surrounded the build up to D-Day and significantly more sorties were launched from Lee than any other UK airfield on 6th June 1944 when accuracy of coastal bombardment was dependent on the air-spotting role of pilots from Daedalus. The site developed into a key Naval Aviation Base with a vastly expanding camp and airfield to the north and north east of the pre-War site.

Surviving historic buildings by two key development phases



Post War until closure

The site rapidly contracted after the War and focused on technical training and engineering in its last decades. Helicopter Training and Hovercraft testing for military use also featured, as has the use of the site as a base for Air Sea Rescue. HMS Daedalus closed in 1996.

An Appraisal of the Built Form of the Area

General Built form: scale and mass.

Daedalus Conservation Area is a good example of an area of historic interest with an interesting and unusual mix of buildings relating to the historic development of this former Seaplane base.

The late 1930s marks the most important stage in the sites development and in terms of building design is the high point before piecemeal development started to interrupt the layout and form of buildings.

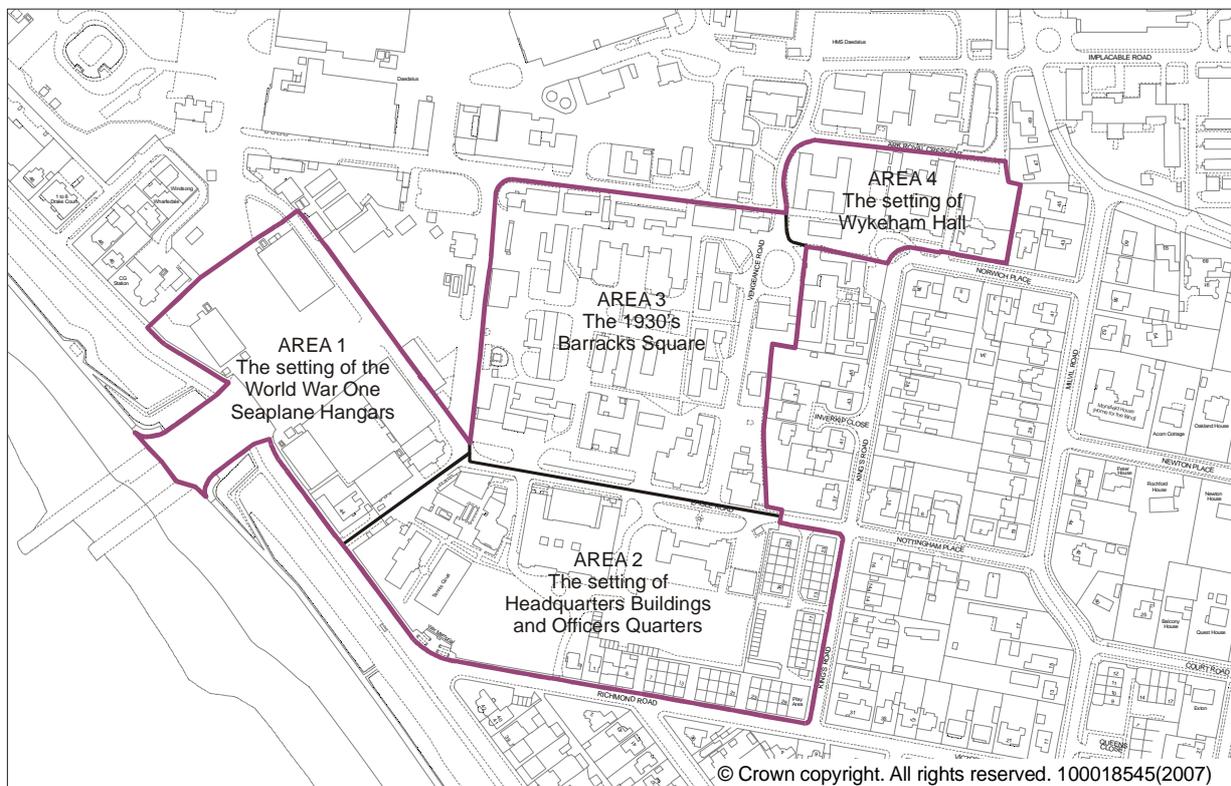
The Conservation Area is made up of clearly defined groups of buildings, which form important focal points in the area.

These focal points are linked by a well-defined grid pattern of roads, which mark logical and sustainable boundaries to the area.

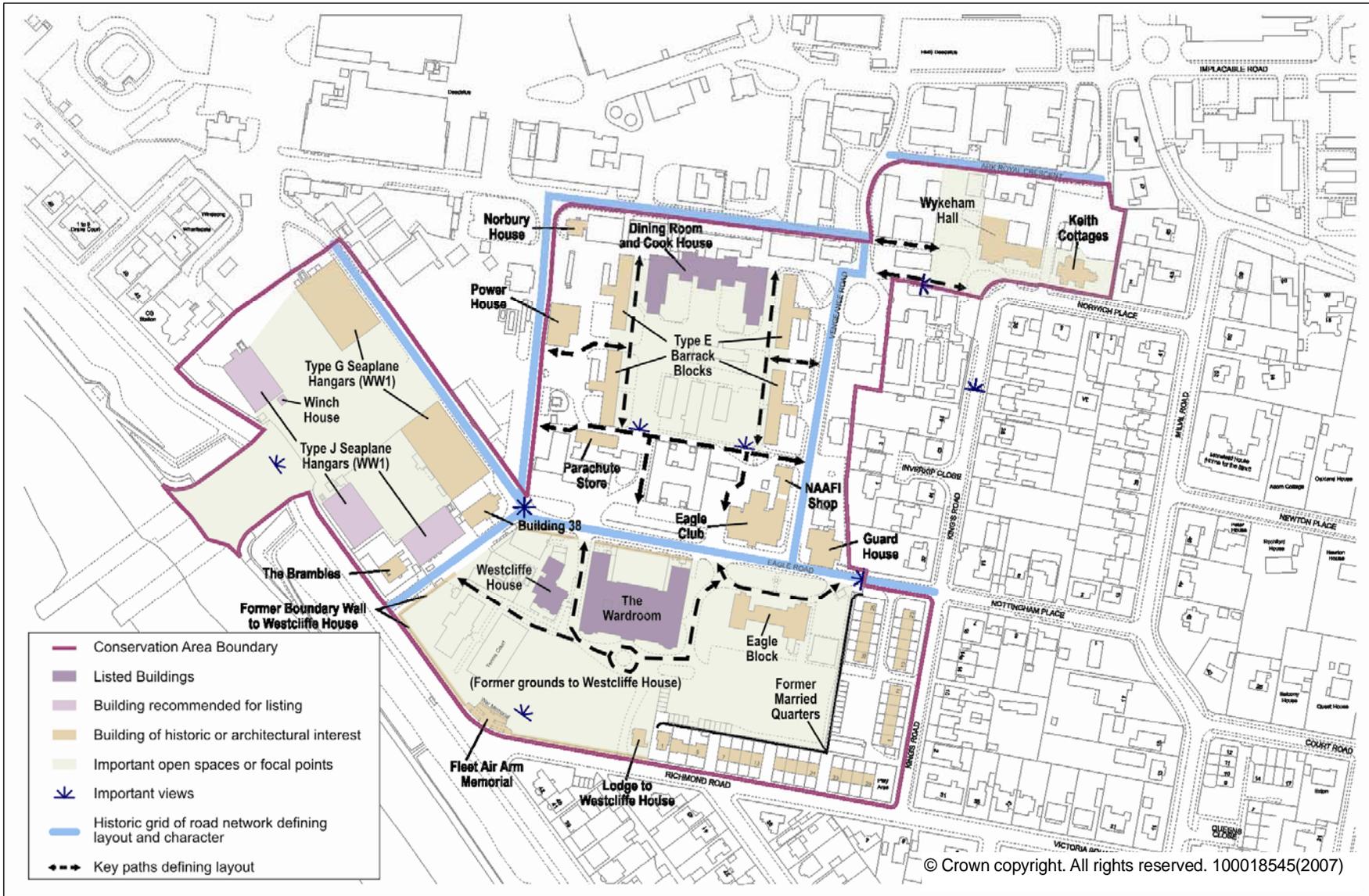
A central aspect of any designation is that boundaries protect not only the key building groups, but also their setting. This is best achieved by following what are largely the open vistas of the historic road network and the long established site boundary along the southern and eastern sides.

In summary, therefore, there are four principle focal points in the area which define its fundamental character and around which the boundary was drawn. These areas, analysed in the next section, are:

1. The setting of the World War One Seaplane Hangars.
2. The setting of the Headquarters buildings, and Officers' Quarters.
3. The 1930s Barrack Square.
4. The setting of Wykeham Hall.



The few principle focal points in the Conservation Area.



Buildings and features of historic or architectural interest in the Conservation Area.

Area 1: The setting of the World War One Seaplane Hangars

The group of World War One hangars adjacent to their original slipway are a unique survival in the history of military aviation. This complex forms an imposing group set within a clearly defined square. Their importance to the site is accentuated by their survival from the first phase of development of the base in Lee, and at a significant period in military aviation.



Two WW1 'J' Type Seaplane Hangars

The form of the landscape in this location is very precisely defined with the five hangars enclosing the open yard at the head of the slipway. This historic setting should be retained as a key part of the history of the site.

Buildings of historic or architectural interest in Area 1

Three J Type Seaplane Hangars

Built 1917-1918. These three seaplane sheds are built to Admiralty steel framed design. With Lee-on-the-Solent and Calshot being the only seaplane stations these structures are unique. The cladding is later. Most importantly the three hangars are in their original location adjacent to the slipway. Confirmation of their recommended Listed status is awaited.

Winch House

This small winch house assisted with moving seaplanes from the coast onto site and is an important part of the group of historic buildings in this context. Confirmation of the buildings listed status

as part of the original group of hangars is awaited.

Two G Type Seaplane Hangars

Built 1917-1918. Although some bays have been removed, only three other Admiralty G Type Hangars are known to survive (at Calshot). They complete the important group of Hangars at Lee and help form an imposing square of World War One structures.

Slipway

Built 1918 for the use of the seaplanes that would be winched by cable to and from the site.

Building 38, corner of Brambles Rd and Unicorn Rd

Built in the 1930s this single storey red brick building, with sash windows and a slate roof, makes a positive contribution to its setting. The building is of architectural interest.



Building 38 viewed from Eagle Road. Behind the building an G 'Type' Hanger is to the right and 'J' Type to the left

The Brambles

Detached house of the Edwardian period requisitioned around 1917 as the Commanding Officer's Quarters. It is prominently located on the seafront and adjacent to the Hangars.

Area 2: The setting of the Headquarters buildings and Officers' quarters

The site's high point was unquestionably as the headquarters for the Coastal Area then Coastal Command in the 1930s and 1940s. This is reflected in the status of the

buildings in this area that include Eagle Block, the Wardroom and Westcliffe House.

With the adjacent rows of former Married Quarters, the Guardhouse, Fleet Air Arm Memorial, Lodge and walled open space (Formerly the grounds to Westcliffe House), this forms a well-defined and attractive group of buildings.

Retention of the open space reinforces the landmark value of the three prime buildings (Westcliffe House, Wardroom and Eagle Block). Opportunities to enhance the soft landscaping would be encouraged: particularly where this reflects the original design of the garden to Westcliffe House.

Buildings of historic or architectural interest in Area 2

Westcliffe House (Grade II Listed).

Large detached villa formerly pupils quarters, mess and class rooms then the Officers' Mess and WRNS Officers' accommodation. The building is dated 1904.



Westcliffe House

Within the detailed list description for the building it states that 'This is a characteristically exuberant Edwardian design, carried out in rich materials and with varied decorative external detail in stonework and terracotta; the interior has especially luxuriant trim. The house, which stood in generous grounds, was requisitioned in 1917 when the site was developed for military use, and has added interest on account of its close proximity to the much larger replacement Officers' Mess of 1933'.



Entrance to Westcliffe House

Lodge to Westcliffe House

Set within the original grounds to Westcliffe House, which was one of a very few in Lee to have its own lodge, this small building follows the design of the house in its use of external materials. It makes a significant contribution to the Conservation Area.



Former Lodge to Westcliffe House

Former Boundary Wall to Westcliffe House

Long sections of this boundary wall can be traced along the southern boundary of the site. An important part also survives separating the former Westcliffe House Estate from the Hangars to the west as well as to the north of the Wardroom. The wall is of historic interest.

Fleet Air Arm Memorial

War Memorial: unveiled 1953. In Portland Stone with recessed Westmorland Slate panels on which are inscribed nearly 2,000 names. On the central pillar are inscribed the following words: 'THESE OFFICERS AND MEN OF THE FLEET AIR ARM DIED IN THE SERVICE OF THEIR COUNTRY AND HAVE NO GRAVE BUT THE SEA 1939-1945'.



Detail of the Fleet Air Arm War Memorial

A prominent and attractive stone built memorial of direct historic association with the Daedalus site and the wider Fleet Air Arm.

The Wardroom (Officers' Mess and Quarters) (Grade II Listed)

Dated 1935, by the architect M May, this was built as an Officers Mess for 100 and quarters for 54 single officers. It is designed to a very high standard both internally and externally and is in the top rank of architecturally distinguished officers quarters of the period. The liaison at the time between the Government and the Royal Fine Arts Commission resulted in a high quality of design for important military buildings.



The Wardroom

Stylistically it incorporates a more traditional medieval/gothic design in its external treatment: evident in the stone detailing and central timber framed gable. This is a landmark building dominating the southern part of the Conservation Area.

Eagle Block (Headquarters Coastal Area and Station Offices)

Its location and unique design reflect this buildings importance as both the Station Offices and formerly the Headquarters of Coastal Area. The construction method using a brick clad steel framed structure is rare on RAF stations. This is a building of significant historic interest prominently located in the southern part of the Conservation Area.



Eagle Block

Former Married Quarters: 1-29 (odd) Richmond Road, and 1 – 35 (odd) King's Road.

Fronting Richmond Road and King's Road these former married quarters are a good example of the 'country cottage' style of housing that developed between the Wars. They are visually very prominent and due to their built form and external appearance have additional protection through an Article 4 (2) Direction (see later section).



Former Married Quarters in Richmond Road



Blake Barrack Block in Barracks Square

Area 3: The 1930s Barracks Square

A third clearly defined area focuses on the square created by the group of domestic buildings north of the Wardroom: key amongst which are the ranges of 1930s two storey barrack blocks. Although interrupted by some later piecemeal development there is potential to enhance key buildings and the important open space at their centre. These buildings also form an important complementary development to the Wardroom and Eagle Block as part of the 1930s expansion when the site achieved its highest status.

There are some poor quality buildings on the fringes of the 1930s barracks complex that, subject to planning approval, could be considered for demolition. Future development in the area must protect the setting of these barracks, and the enhancement of the soft landscaping in the square would be encouraged.

Buildings of historic or architectural interest in Area 3

Dining Rooms and Cookhouse: Triumph Galley(Grade II Listed)

Built in two stages: the core of the building dating to 1931:the wings being added in 1939. The building, although simple in design, is well detailed and represents a good example of a building from the 1930s expansion period. It also forms a centrepiece of the square that is flanked by the two pairs of barracks.

Four Type E Barrack Blocks: Anson, Blake, Duncan and Cunningham

The Barracks Square developed between 1932 and 1935. These four blocks are built in a restrained and elegant classical style and form an important group with the Dining Rooms and Cookhouse from this high point in the development of the site.

Power House

Designed by Lt J G N Clifts, Royal Engineers, who was responsible for a number of buildings on the site. It comprised an engine room and adjacent battery charging room, workshop, offices and store. This is a prominent building in the Conservation Area and an important part of the World War One phase of development.

Parachute Store

Dating from 1926 and extended around 1939 this was a specially constructed building for parachute drying, inspection, packing and storage. Built in red brick with Queen Post trusses supporting a large glazed roof lantern. It is the largest example of its kind. Group value and historic interest.

Norbury House

This late Victorian or early Edwardian building was one of the few predating Daedalus that was absorbed into the site. Requisitioned in 1918 as a Quartermasters Store, then a Married Quarters house until remodelled and extended in 1935 as the Station Armoury. Group value and on a prominent corner location.

Guard House

The station guardhouse was built in 1926. The design incorporates a gabled-shaped roof and a central bell tower. The Guardhouse was located at the site entrance to give clearance to all visitors. Prisoners could be held in its cells (all three still survive intact). The veranda was added in the 1940s. Attractive building, of group value, and in a prominent historic location.



Guard House

NAAFI Shop

Built c.1934 and originally detached from the adjacent Eagle Club, this attractive single storey building forms part of the important 1930s expansion period. Group value and a prominent building on Vengeance Road.

Eagle Club

Built c 1934, and part of the important early 1930s expansion period on the site. With the removal of a poorly designed infill between the two projecting wings on its southern elevation this could be restored to its original appearance and become a building of merit in this prominent location.

Area 4: The setting of Wykeham Hall

To the north east of this barracks square is Wykeham Hall. This is an imposing building dating to 1895 and of particular significance to the Fleet Air Arm. There are striking views of the façade from along King's Road and from the top of Vengeance Road.

There is an opportunity to redevelop the area between Wykeham Hall and

Vengeance Road and this area is included within the Conservation Area to ensure that visual links are enhanced and the setting of the Hall, which includes some prominent trees, preserved. The pair of Victorian Houses to the east of Wykeham Hall are also important to the history of the base and the setting of the Hall.

Buildings of historic or architectural interest in Area 4

Wykeham Hall

Brick built house dating to 1895 and requisitioned by the Admiralty in 1917. It was extended with a large rear wing before 1931 as Group Officers' Mess then Headquarters, Flag Officer Naval Command. In 1936 it was Air Marshal Sir Arthur Longmore's Headquarters for Coastal Command, and when the Admiralty took over the site it became the Headquarters for Rear Admiral Richard Bell-Davies VC.

It was connected with military aviation for nearly 80 years and was for much of that time a major Fleet Arm Headquarters building. Of significant historic interest and prominently located within the Conservation Area.



Wykeham Hall

Keith Cottages

Pair of late Victorian houses requisitioned c1917 as Married Officers' Quarters. Of group value these buildings contribute to the setting of Wykeham Hall.

Design Principles

As a former military site the layout of buildings, particularly those built before the 1940s, follows a relatively clear grid

pattern based on the function of the buildings in question. The preservation and enhancement of this layout was a key factor in the designation of the area.

Similarly the design of the buildings relate to their historic use and reflect the development of a nationally important military aviation base through the first half of the 20th Century.

Combining the strict hierarchy in function and layout, and their historic interest, future development proposals should ensure that they respect this context and enhance the character of the site.

In terms of building materials the hangars should remain corrugated, although their colour could be modified if the historic evidence would support a different finish. Although these are very functional buildings modification of the internal space would be considered sympathetically to ensure their long-term future. Similarly there may be scope to improve light into the buildings: either through skylights or improvements to the windows.

With the exception of the listed buildings, which merit special attention both internally and externally, the prime concern with regard to the other buildings of interest on the site is their external appearance. It is clear on site that with the exception of the hangars many of the key buildings follow a relatively consistent use of red brick with slate or tiled roofs.

Enhancement opportunities

Listed below are details of possible enhancement opportunities that should be considered when future developments are proposed.

1. **Restoration of the Barracks square and improvements to planting of trees in Area 3.** Defining the square by laying out paths to follow the historic form of the area, and including lawns and more trees, would significantly enhance the setting of the

Barracks and Dining Rooms and Cookhouse.



General View across Barracks Square showing one of the Barrack Blocks and the Dining Rooms & Cook House.

2. **Enhancement of former grounds to Westcliffe House and setting of Eagle Block and the Wardroom.** The area within the historic boundary wall to Westcliffe House merits special attention to both retaining its open plan form but also exploring the possibility of restoring its historic character. Some elements, such as the steps and paving to the south of Westcliffe House survive.
3. **Retention of simplicity in landscape around the Hangars.** The open plan of the area between the Hangars and the simple tarmac treatment to the ground reinforces the historic purpose of the area and should be retained.
4. **Retention of grid pattern of streets.** The historic layout of the streets should be strictly protected as they help define the varying historic uses between each of the areas of interest and in part reflect the Victorian plan for this part of Lee.
5. **Removal of later poor quality buildings: notably the many temporary structures of post war date.** By clearing away later buildings that interrupt the formal pre-war layout of the site the context of these more prestigious buildings would be enhanced.

6. **Enhancement of views to and from Wykeham Hall and associated landscaping.** Particular sensitivity in improving sight lines to the building and the soft landscaping, as well as ensuring future development in the area does not draw the focus away from Wykeham Hall.
7. **Enhancement of the setting of Vengeance Road.** Vengeance Road is an important link within the Conservation Area with some buildings of interesting facing or backing onto it. However, the buildings have a relatively irregular layout that could be improved through selective demolition and careful positioning of new buildings. Any new development should be both sympathetic to the historic buildings in the area and positioned such that the historic buildings remain the prime focus.

Archaeology

Development affecting buildings of historic interest in the area will need to have regard to the archaeological implications of their proposals. In appropriate cases further research, the provision of a record of the building, or below ground archaeology, may be required to assist in our understanding of the historic development of a building and may need to be submitted as part of the Design and Access Statement.

Grants

Repair and restoration works to historic buildings in the area may be eligible for an Historic Buildings Grant from the Borough Council. Information on grants can be obtained from the Conservation and Design Section.

Works eligible for grant aid include the repair and restoration of the exterior of a property. Works regarded as minor routine maintenance or that do not relate to the historic fabric will not be eligible for assistance.

The Economic Prosperity unit will be able to advise as to the availability of other sources of financial assistance relevant to commercial properties.

Planning Policy and Development Control

The designation of a Conservation Area places certain requirements on any applicant to submit detailed information to the Local Planning Authority in support of planning applications in, or in appropriate cases near to, the area. In most cases there will therefore be the requirement to submit full proposals rather than just outline details for development schemes.

Additionally applications within a Conservation Area will require a supporting Design and Access Statement. This short report would need to explain how the layout, scale and appearance of a proposal preserves or enhances the character of the area. Internal and external access to a proposed development would need to have special regard to highway concerns, access for the emergency services and the requirements of the Disability Discrimination Act. An access statement addressing these, and related issues, would therefore be required. Further information can be found regarding Design and Access Statements on the Gosport Borough Council website: www.gosport.gov.uk.

Conservation Area Consent will be required where it is proposed to demolish a building. An application for demolition should be accompanied by detailed proposals for a replacement building.

Six weeks written notice of the intention to carry out any works to a tree, not already covered by a Tree Preservation Order, is also a planning requirement.

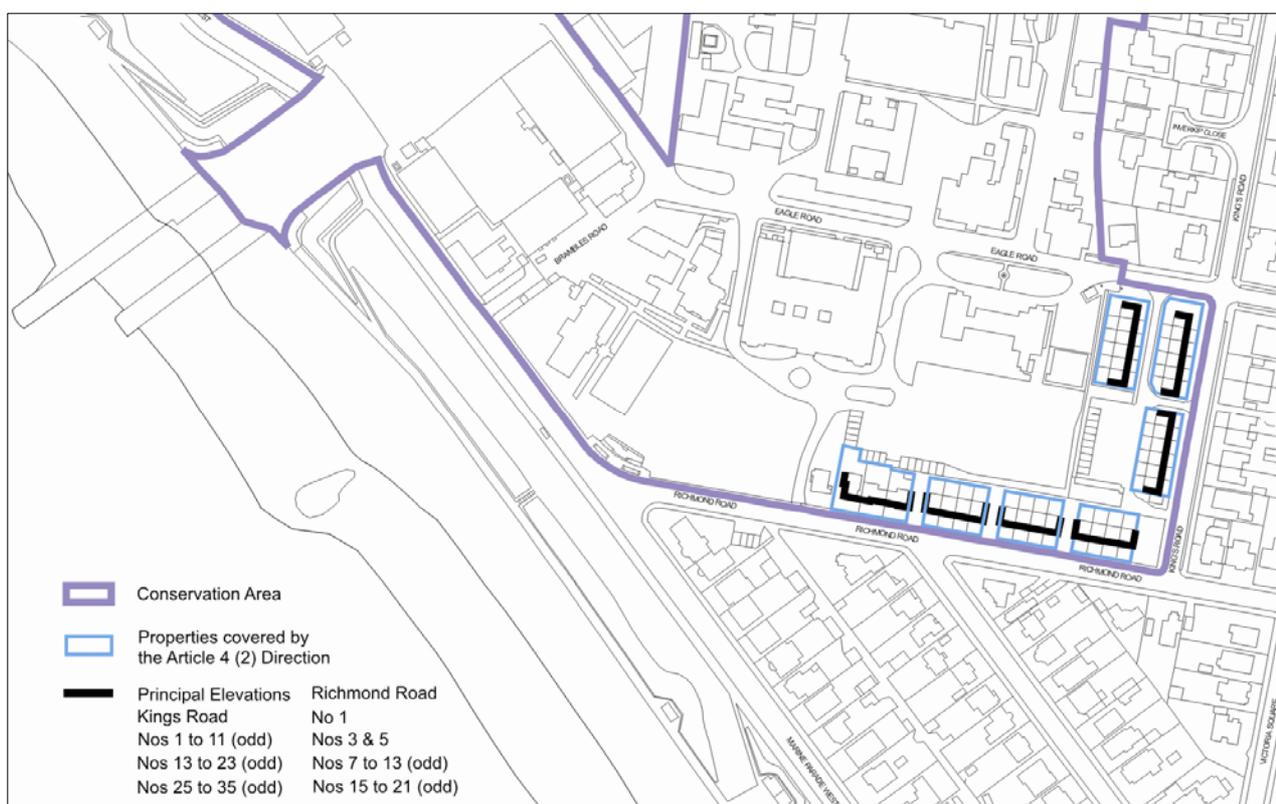
The Adopted Gosport Borough Local Plan Review May 2006 (from here referred to as the GBLP) provides clear policy guidance on the issues that need to be considered when submitting an application in a Conservation Area.

Article 4(2) Direction

Before making an application you are advised to check that your proposal conforms to the relevant planning policies contained within the GBLP. Copies of this document are available from the Planning Policy Section or can be viewed at the Development Services Reception at Gosport Town Hall, in public libraries, or on the Gosport Borough Council website.

The Borough Council has also provided guidance on the implications of owning a Listed Building, living in a Conservation Area, and designing or repairing shopfronts. Further advice is available from English Heritage and through Government Planning Policy guidance: in particular Planning Policy Guidance notes 15 (Planning and the Historic Environment) and 16 (Archaeology and Planning).

The Borough Council made a Direction under Article 4(2) of the Town and Country Planning (General Permitted Development) Order 1995 to ensure closer controls over selected buildings within the Conservation Area to help retain their special character. This order was made in 2001 and the buildings affected are the former Married Quarters on Richmond Road and King's Road.



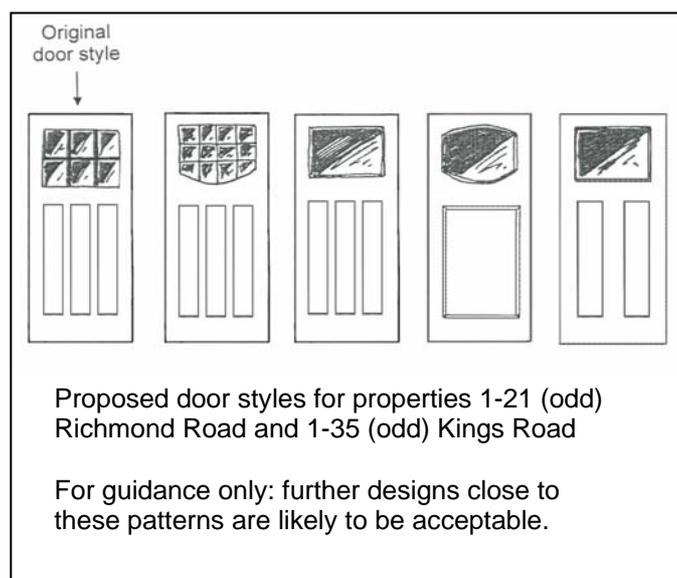
© Crown copyright. All rights reserved. 100018545(2007)

Normal permitted development has therefore been modified and the following works require planning permission:

1. A change to the style of windows
2. A change to the style or material of the doors, except where they follow the designs detailed below.
3. The erection of a new building, or enlargement and alteration of the existing dwelling.
4. Alterations to the roof: including changes to the pitch or roof tiles.
5. The erection of a porch of any size.
6. The construction or alteration of buildings within the grounds of the main house.
7. The laying of a new driveway (i.e. resurfacing the front garden areas).
8. The erection, alteration or replacement of a satellite antenna.
9. The erection, alteration or demolition/removal of gates, fences and walls.
10. The erection, alteration or removal of a chimney.
11. The painting of the exterior facades of the dwelling, or buildings or walls within the grounds of the dwelling, where this would differ from the present colour scheme.

Points 1 to 9 apply to the area of the principal elevations only as shown on the attached plan. Points 10 and 11 apply to the whole building.

There is no fee required for an application under the Article 4 (2) Direction.



Further information or advice

The Conservation and Design section of Gosport Borough Council can provide further information or advice regarding the built heritage of the Borough, in particular with regard to the following:

- Listed Buildings.
- Conservation Areas.
- Historic Buildings Grant.
- Buildings of Local Interest (The Local List).
- Conservation Planning Policy.
- Design issues affecting heritage sites.

Issues of planning policy and relating to planning applications can be discussed with the Planning Policy Unit or Development Control respectively.

Applicants are encouraged to discuss proposals at an early stage, prior to the submission of an application.