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24 December 2010

S U M M O N S

MEETING: Economic Development Sub-Board
DATE: 11 January 2011
TIME: 6.00 p.m.
PLACE: Committee Room 1, Town Hall, Gosport
Democratic Services contact: Chris Wrein

LINDA EDWARDS
BOROUGH SOLICITOR

MEMBERS OF THE SUB-BOARD

The Mayor (Councillor Allen)(ex-officio)
Chairman of the Policy and Organisation Board (Councillor Hook) (ex-officio)

Councillor Lane (Chairman)
Councillor Langdon (Vice-Chairman)

Councillor Chegwyn	Councillor Mrs Hook
Councillor Edgar	Councillor Ronayne
Councillor Mrs Forder	Councillor Wright

FIRE PRECAUTIONS

(To be read from the Chair if members of the public are present)

In the event of the fire alarm (single continuous sound) being activated, please leave the room immediately.

Proceed downstairs by way of the main stairs or as directed by GBC staff, follow any of the emergency exit signs. People with disability or mobility issues please identify yourself to GBC staff who will assist in your evacuation of the building.

IMPORTANT NOTICE:

- If you are in a wheelchair or have difficulty in walking and require access to the Committee Room on the First Floor of the Town Hall for this meeting, assistance can be provided by Town Hall staff on request

If you require any of the services detailed above please ring the Direct Line for the Democratic Services Officer listed on the Summons (first page).

NOTE:

- i. Councillors are requested to note that, if any Councillor who is not a Member of the Sub-Board wishes to speak at the Sub-Board meeting, then the Borough Solicitor is required to receive not less than 24 hours prior notice in writing or electronically and such notice shall indicate the agenda item or items on which the member wishes to speak.
- ii. Please note that mobile phones should be switched off for the duration of the meeting.

AGENDA

PART A ITEMS

1. APOLOGIES FOR NON-ATTENDANCE

2. DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter, any personal or personal and prejudicial interest in any item(s) being considered at this meeting.

3. MINUTES

To confirm the minutes of the meeting of the Sub-Board held on 28 September 2010 (attached).

4. DEPUTATIONS – STANDING ORDER 3.5

(NOTE: The Sub-Board is required to receive a deputation(s) on a matter which is before the meeting of the Sub-Board provided that notice of the intended deputation and its object shall have been received by the Borough Solicitor by 12 noon on Friday, 7 January 2011. The total time for deputations in favour and against a proposal shall not exceed 10 minutes).

5. PUBLIC QUESTIONS – STANDING ORDER 3.6

(NOTE: The Sub-Board is required to allow a total of 15 minutes for questions from Members of the public on matters within the terms of reference of the Sub-Board provided that notice of such Question(s) shall have been submitted to the Borough Solicitor by 12 noon on Friday 7 January 2011).

6. FAREHAM CORE STRATEGY- PRE SUBMISSION VERSION

PART II

To consider and approve a response to Fareham Borough Council's Core Strategy.

Contact Officers:
Chris Payne
Ext 5216
David Duckett
Ext 5424

7. DAEDALUS SUPPLEMENTARY PLANNING DOCUMENT (SPD):
CONSULTATION DRAFT

PART II

To consider a draft of the Daedalus Supplementary Planning Document (SPD) for consultation purposes in order to ascertain the views of the local community and relevant organisations regarding the proposed planning framework for the Daedalus site.

Contact Officer:
Jayson Grygiel
Ext 5458

8. ANY OTHER ITEMS

-which the Chairman determines should be considered, by reason of special circumstances, as a matter of urgency.

Economic Development Sub Board
11 January 2011

AGENDA ITEM NO. 6

Board/Committee:	Economic Development Sub Board
Date of Meeting:	11 January 2011
Title:	Fareham Core Strategy- Pre Submission Version
Author:	Borough Solicitor
Status:	For Decision

Purpose

To consider and approve a response to Fareham Borough Council's Core Strategy.

Recommendation

That the Sub Board considers the three representations set out in Appendix A and agree that they are sent to Fareham Borough Council.

1 Background

- 1.1 Fareham Borough Council has prepared its latest version of its Core Strategy (Pre Submission). The document will be submitted to the Government for consideration by a planning inspector at public examination. This version is subject to consultation and any responses made will be forwarded to the inspectorate by Fareham BC. At this stage representations can only be made on the 'Soundness' of the plan. There are three tests of soundness. A plan can be found unsound by a planning inspector if it is not justified, effective or consistent with national policy.

Justified means that the document must be:

- founded on a robust and credible evidence base;
- the most appropriate strategy when considered against reasonable alternatives.

Effective means that the document must be:

- deliverable;
- flexible;
- able to be monitored.

- 1.2 The Borough Council through the Policy and Organisation Board has previously commented on an earlier version of Fareham BC's Core Strategy.
- 1.3 A copy of the Fareham Core Strategy Pre Submission version has been placed in the Members Room.

2 Report

- 2.1 The Fareham Core Strategy has advanced since this Council had the opportunity to comment on the last version. However there are still some issues of concern which should be addressed. These are primarily related to transport matters and the implications on the transport network resulting from the proposed Strategic Development Area to the north of Fareham.
- 2.2 Policy CS5 deals with the Transport Strategy and Infrastructure. The policy itself includes phrases that this Council would support. In particular Gosport can be reassured by the statement in the policy: *'The Council (Fareham) will permit development which does not adversely the safety and operation of the strategic and local road network, public transport operations or pedestrian and cycle routes'*.
- 2.3 However, there are areas of concern in the supporting text to the policy. The first instance is in the section on the A32 corridor and access to Gosport and Stubbington. Paragraph 4.67 recognises that significant out commuting from Gosport and the absence of a rail connection or efficient bus services leads to serious congestion for residents in Gosport accessing the strategic network. This paragraph also lists a series of measures to address this situation that are seen as key priorities. These are:
- completion of first phase of BRT;
 - traffic control and priority measures at Peel Common Roundabout;
 - completion of Quay Street alterations;
 - replacement of Newgate Lane roundabouts with signals and priority measures;
 - general improvements to walking and cycling infrastructure.
- 2.4 These measures are all identified in the Strategic Access to Gosport (2010 – 2026) (StAG) report produced by Hampshire County Council in 2010, and their inclusion is welcomed. However the StAG report also refers to widening of the southern end of Newgate Lane on the eastern side and provision of a shared use cycle track. It is therefore considered that the Fareham Core Strategy should also make reference to this proposal which is of particular importance in creating access of an appropriate standard to serve the proposed strategic employment site at Daedalus (**Representation 1**).
- 2.5 Further in the section on the A32 corridor and access to Gosport and Stubbington there is reference to the potential for a bypass to Stubbington. Paragraph 4.68 correctly says that the proposal was assessed in the StAG but says that the study *'indicates that a positive cost benefit case in support of a bypass would be extremely difficult to substantiate'*, and *'that there is little prospect of funding during the plan period'* (up to 2026) and *'that a bypass is likely to worsen the already congested junctions and links leading to*

Segensworth and M27 junction 9'.

- 2.6 The above is not an entirely accurate representation of the StAG study findings. The report did say that the benefits of the measure compared to its costs/impacts are likely to result in a poor business case, and that it would require substantial developer contributions, of which there is little potential. However the StAG report concluded that consideration of the current Stubbington Bypass issue is deferred into medium (2016-2020) and long term (2021-2026) phases of the StAG implementation Plan, whereby issues relating to potential funding through developer contributions, new funding opportunities or both, may have substantially improved. It is considered that the Fareham Core Strategy should acknowledge the County Council's intentions to review the measure in the medium and long term and therefore an objection should be made (**Representation 2**).
- 2.7 Policy CS13 deals with the North of Fareham Strategic Development Area. This policy proposes the development of a strategic development area following the adoption of an Area Action Plan (AAP) and the preparation of a comprehensive Masterplan. The development will make provision for between 6,500-7,500 dwellings and up to 90,750sq m of employment floorspace, including employment uses located near to junction 11 of the motorway. It states that the AAP and Masterplan will be developed in accordance with the emerging transport strategy which is based on a number of key principles including the provision of access initially via the A32 at junction 10 and, at a later stage the provision of a link road from A32 to junction 11. Further it states that the new link road and junction arrangements will need to be carefully designed to minimise the impacts on the strategic road network and fully mitigate any environmental or traffic impacts.
- 2.8 The area of greatest concern to Gosport is the potential impact of the proposed development and business park on the motorway and the wider strategic road network and, in particular, access to the Gosport peninsula. The policy does recognise that these are key issues, that the emerging transport strategy will need to deal with them and that they will be resolved in an Area Action Plan. The Area Action Plan, like the Core Strategy, will be the subject of an examination by a planning inspector and thereby this Council would be able to make an objection at that stage. However it is considered that the Council should place a holding objection to this policy on grounds that the current evidence base, arising from several studies to date, is not yet sufficiently robust to demonstrate that adequate traffic reduction together with effective transport measures to deal with residual demand can be delivered to mitigate potential harm to the wider highway network. In this respect the links between the motorway and Gosport are a particular concern (**Representation 3**). However we should also acknowledge that the Core Strategy makes a commitment to undertake further studies to test the mitigation

measures identified in the Emerging Transport Strategy and any additional measures that may be necessary. The Sub Regional Transport Model, currently being prepared by Hampshire County Council, will be critical to this process and the Core Strategy notes it will be available for detailed modelling in 2011. If these studies do not fully justify the SDA in transport terms the Council will also have the opportunity to object to Area Action Plan.

3 Risk Assessment

- 3.1 Failure to respond to the consultation documents from Fareham Borough Council could result in the development of policies and proposals which are likely to be unfavourable to our community and its environment and be prejudicial to the development of Gosport's economy.

4 Conclusion

- 4.1 The Core Strategy - Pre Submission version sets out policies on the future development of Fareham. Gosport Borough Council has an opportunity to make representations on issues that affect Gosport to Fareham Borough Council. These will then be forwarded to the Planning Inspectorate. It is particularly important that Gosport's position is made clear on issues that may have an impact on transportation issues and access to the Gosport Peninsula.

Financial Services comments:	None
Legal Services comments:	None
Service Improvement Plan implications:	None
Corporate Plan:	Associated with the strategic priority to reduce congestion on the Gosport Peninsula.
Risk Assessment:	See paragraph 3.1
Background papers:	Fareham Core Strategy - Pre Submission draft
Appendices/Enclosures:	
Appendix 'A'	Proposed response to Fareham BC
Report author/ Lead Officer:	Chris Payne/ David Duckett

Proposed response to Fareham BC on Fareham Core Strategy Pre-Submission version

This response will need to be submitted on a formal response form and in this case as three separate returns. It is proposed that the following response is submitted.

Representation 1

To which part of this DPD does this representation relate?

Policy CS5 Paragraph 4.67

Do you consider the DPD is Sound? *No*

Do you consider the DPD is unsound because it is not:

Justified *Yes*
Effective
Consistent with national policy

Please give details of why you consider the DPD is not legally compliant or is unsound. Please be as precise as possible.

Paragraph 4.67 does not fully reflect the Strategic Access to Gosport Study. It has omitted the proposal to widen the southern end of Newgate Lane on the eastern side with the provision of a shared use cycle track. This is of particular importance as it will assist in creating access of an appropriate standard to serve the proposed strategic employment site at Daedalus.

Please set out what change(s) you consider necessary to make the DPD legally compliant or sound, having regard to the test you have identified in the above where this relates to soundness. You will need to say why this change will make the DPD legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible:

Reference to the proposal to widen the southern end of Newgate Lane on the eastern side and provision of a shared use cycle track should be made as identified in the Strategic Access to Gosport Study.

Representation 2

To which part of this DPD does this representation relate?

Policy CS5 Paragraph 4.68

Do you consider the DPD is Sound? No

Do you consider the DPD is unsound because it is not:

Justified Yes
Effective
Consistent with national policy

Please give details of why you consider the DPD is not legally compliant or is unsound. Please be as precise as possible.

Paragraph 4.68 does not accurately reflect the statements in the Strategic Access to Gosport Study with regards to the potential for a Stubbington Bypass. The Fareham Core Strategy should acknowledge the County Council's intentions to review the measure in the medium and long term.

Please set out what change(s) you consider necessary to make the DPD legally compliant or sound, having regard to the test you have identified in the above where this relates to soundness. You will need to say why this change will make the DPD legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible:

The StAG report concluded that consideration of the current Stubbington Bypass issue is deferred into medium (2016-2020) and long term (2021-2026) phases of the StAG implementation Plan.

Representation 3

To which part of this DPD does this representation relate?

Policy CS13 Paragraph

Do you consider the DPD is Sound? No

Do you consider the DPD is unsound because it is not:

Justified Yes
Effective
Consistent with national policy

Please give details of why you consider the DPD is not legally compliant or is unsound. Please be as precise as possible.

The current evidence base with regard to transport issues is not robust. It does not identify whether the Proposed SDA and the employment area adjacent junction 11 would have an adverse impact on the strategic highway network and in particular whether it would have an adverse impact on access to the Gosport peninsula. However, it is recognised that the further work is being undertaken.

AGENDA ITEM NO. 7

Board/Committee:	Economic Development Sub Board
Date of Meeting:	11 th January 2011
Title:	Daedalus Supplementary Planning Document (SPD): Consultation Draft
Author:	Borough Solicitor
Status:	For Decision

Purpose

To consider a draft of the Daedalus Supplementary Planning Document (SPD) for consultation purposes in order to ascertain the views of the local community and relevant organisations regarding the proposed planning framework for the Daedalus site.

Recommendation

That the Sub Board agrees the draft Daedalus Supplementary Planning Document, as set out in Appendix A, for consultation purposes.

1 Background

- 1.1 The operational base at HMS Daedalus in Lee-on-the-Solent closed in 1996 and the Ministry of Defence subsequently disposed of most of the site in March 2006. The Maritime and Coastguard Agency (MCA) acquired the airfield (106 hectares) and the South East of England Development Agency (SEEDA) took ownership of the surrounding land (82 ha). Defence Estates has retained part of the site (12ha) within Gosport for Married Quarters and have built 148 dwellings (on 7ha) with 5ha remaining to be developed.
- 1.2 SEEDA's ownership includes three areas of land referred to as Hangars West, Hangars East and the Daedalus Waterfront. The first two areas and the airfield are wholly or predominately within Fareham Borough, whereas the Daedalus Waterfront area is within Gosport Borough.
- 1.3 The Daedalus area within Gosport covered by the draft SPD (including the undeveloped Defence Estate land) is 38 hectares. Part of the site is within the Daedalus Conservation Area and includes a number of Listed Buildings. The site is identified in the Gosport Borough Local Plan Review (GBLPR) (adopted 2006) as a mixed use allocation (Policy R/DP4) and is identified in the emerging Gosport Core Strategy as an employment-led mixed use site.

2 Purpose and Status of the Daedalus SPD

- 2.1 The potential for significant employment opportunities at Daedalus including aviation and marine-related businesses has been recognised. The site is considered to be of strategic significance both at a sub-regional and local level.
- 2.2 The purpose of the Daedalus SPD is to set out the Council's planning context and aspirations for the site. The SPD will provide greater certainty to developers and the local community regarding the potential scale and mix of uses for the Daedalus site within Gosport Borough, yet provide sufficient flexibility to be able to address changing market demands. The SPD will be a key consideration when determining future planning applications on the site.
- 2.3 The draft SPD has been prepared in the context of a site-wide plan in order that Daedalus is planned in a comprehensive manner across the Borough boundary. This is necessary to ensure uses are compatible and that the required infrastructure is provided to serve the whole site. This SPD covers the part of the Daedalus site which is located within Gosport Borough; a separate SPD will be prepared for the area within Fareham.
- 2.4 This SPD provides developers and investors with the Borough Council's broad vision for Daedalus. It sets out detailed information about the site and is supported by studies, largely undertaken by SEEDA, which can assist developers with future proposals. It has also been informed by the various public consultation events undertaken by SEEDA.
- 2.5 The SPD takes into account the Joint Planning Statement for Daedalus which was adopted by both Gosport and Fareham Borough Councils in 2006 which sets out the aspirations of the site. It is also informed by the comments made by Gosport Borough Council to SEEDA's earlier draft Visionary Framework (P&O Board 11/3/09).
- 2.6 The SPD, once adopted will be linked to 'saved' Policy R/DP4 of the GBLPR and has been prepared in accordance with the other relevant saved policies of the GBLPR. The SPD also takes into account the emerging Gosport Core Strategy and its supporting evidence. Once the Core Strategy is adopted the SPD will be linked to the Daedalus Strategic Site policy.
- 2.7 It is important that ongoing consultation with potential developers and other key stakeholders takes place to achieve the Council's key objectives for the Daedalus site.

3 Report

- 3.1 The Consultation Draft of the Daedalus SPD (attached as Appendix A) sets out the following:
- a vision for the site;
 - a development strategy including the potential scale and mix of uses;
 - key development considerations;
 - a transport strategy;
 - detailed design matters; and
 - implementation issues.
- 3.2 In terms of the overall development strategy it is envisaged that the site will be an employment-led regeneration site accommodating a wide range of business needs including aviation, marine and advanced manufacturing. These sectors take advantage of the site's assets as well as strengths within the local economy.
- 3.3 It is estimated that the whole Daedalus site (including the Fareham part) could accommodate at least 92,000 to 135,000 sq.m. of employment floorspace (B1, B2 and B8 use classes), predominately in the light and general industrial categories but also a potential for a limited amount of offices and warehousing. It is estimated that the Gosport site could accommodate at least 65,000 sq.m. of employment floorspace (gross) including the 24,000sq.m. already in use.
- 3.4 There are also further employment opportunities on the site particularly in the historic core with the potential to re-use existing buildings. This could include hotel/conferencing facilities, food and drink establishments, and leisure uses.
- 3.5 The site may also be able to accommodate a limited amount of retail to serve the site itself such as a small convenience store or specialist retail linked to other uses in the site. In all cases it will be necessary to ensure that any retail development does not have a detrimental impact on the existing centres in Lee and Gosport in accordance with the Government's PPS4: *Planning for Sustainable Economic Growth*.
- 3.6 The Daedalus SPD also highlights that there may be opportunities for new community facilities on the site. Certain requirements have been identified from service providers (e.g. medical facilities) as well as numerous suggestions from the general public arising from SEEDA's consultation.
- 3.7 The SPD sets out that the site will include 352 dwellings. This is the outstanding allocation of the original 500 dwellings identified in the Gosport Borough Local Plan Review. 148 dwellings of this allocation have been built as MoD Married Quarters. The MoD also had

outline planning permission for a further 152 dwellings but this permission has now lapsed.

- 3.8 The SPD recognises that there may be exceptional circumstances where the Borough Council may permit a higher level of housing if it can be clearly demonstrated that this is necessary to deliver the Borough's key objectives to bring employment to the site, particularly in relation to aviation, marine and other sectors suited to the local skills base. The Borough Council would require an 'open book' approach to ensure that any additional housing is necessary in terms of viability.
- 3.9 The SPD also acknowledges the potential for a marina adjacent the slipway which may have linkages with development of the Daedalus site. However the area covered by the SPD does not include any proposals for a marina as most of it would be outside the Borough boundary and within the jurisdiction of the Marine Management Organisation. Any proposal would need to be subject to significant research particularly in relation to potential environmental effects including whether there would be any adverse impact on internationally protected habitats within the vicinity. Other issues that would need to be considered include transport and other infrastructure requirements and the potential visual impact on the character of the area.
- 3.10 Key development considerations set out in the SPD will provide guidance to potential developers including the associated opportunities and risks of developing Daedalus. Key considerations include:
- Maximising high quality employment and training opportunities on the site;
 - Protecting the site's heritage and ensuring new buildings respect these features;
 - Safeguarding local amenities for existing and proposed residents;
 - Ensuring the site is served by suitable infrastructure including road access and the provision of utilities;
 - Remediation of contamination and any surface water issues;
 - Consideration of nature conservation issues including the proximity of the Solent and Southampton Water Special Protection Area at Hill Head;
 - Ensuring any new housing is accompanied with the appropriate affordable dwellings, open space provision and education contributions;
 - Incorporating sustainable construction measures; and
 - Identifying opportunities to include renewable energy or low carbon energy facilities where appropriate.
- 3.11 The SPD sets out the need for a number of off-site infrastructure improvements in relation to the proposed development. This

includes improved junctions at Peel Common and Stubbington village roundabouts and a contribution to improvements to Newgate Lane.

- 3.12 The SPD identifies a number of access points to Daedalus in order to integrate the site with the wider area. This includes a new primary eastern access at the junction with Broom Way and Cherque Way (within the FBC area). This will be the main heavy goods access to the site supported by appropriate signage to direct vehicles to this access point.
- 3.13 A new secondary western access is proposed just north of Ross House (also just within the FBC area). After considering a number of options this will provide an access point which can accommodate most types of traffic and will be of a sufficient distance from the runway not to interfere with aviation operations. The access is also preferable than the south of Ross House option as it is further from residential buildings.
- 3.14 Opportunities to improve local bus services to the site, as well cycling and pedestrian connections have also been identified.
- 3.15 In order to assist developers a number of design parameters have been set out for different parts of the site. These reflect the character of each part of the site in terms of existing buildings to be retained and potential for new buildings.
- 3.16 The final section of the SPD sets out the Council's requirements for developers when proposing to submit a planning application for part or the entire site.

4 Consultation arrangements and next steps

- 4.1 In accordance with the Council's Statement of Community Involvement it is proposed that the Daedalus SPD will be available for consultation for a six week period. The document will be widely publicised, including an exhibition in Lee-on-the-Solent, inviting the community and other interested organisations to comment.
- 4.2 Once the consultation period has ended a further report will be submitted to the appropriate Board outlining the responses received and any proposed changes.

5 Risk Assessment

- 5.1 The SPD has been prepared in accordance with the provisions of the Planning Act 2008 and has been identified in the Council's Local Development Scheme. It is considered necessary for the Borough Council to have an SPD for Daedalus in order provide an agreed framework for making decisions on future proposals on the site

which has been subject to formal public consultation. Without such a framework in place there would be uncertainty regarding the Council's development strategy for Daedalus and a lack of clarity regarding the potential risks on the site. This lack of guidance could be a deterrent to new investment.

6 Conclusion

- 6.1 The Consultation Draft of the Daedalus SPD will provide an opportunity for the community, potential developers and other interested parties to comment on planning proposals for Daedalus. The SPD will be a material consideration when determining future planning applications.

Financial Services comments:	None at this stage
Legal Services comments:	None
Service Improvement Plan implications:	The need to provide an SPD for the Daedalus site is included in the SIP.
Corporate Plan:	An adopted SPD will help facilitate development at the Daedalus site. Proposals will attract investment to Gosport's economy and maximise local employment opportunities which are two of the Council's strategic priorities. Development will also enhance the Borough's unique character and heritage.
Risk Assessment:	See section 5
Background papers:	Joint Planning Statement for Daedalus (GBC & FBC April 2006); Draft Daedalus Visionary Framework (SEEDA January 2009) and GBC's response (P&O Board 11 March 2009); Statement of Community Involvement (GBC July 2007)
Appendices	Appendix A: Daedalus SPD: Consultation Draft
Report author/ Lead Officer:	Jayson Grygiel, Principal Planning Officer

Local Development Framework

Daedalus

Supplementary Planning Document

Consultation Draft

January 2011

*Delivering
for Gosport*



People



Places



Prosperity



Pursuit of Excellence



Daedalus SPD: Consultation Draft:

January 2011

Gosport Borough Council

Any Comments to Make?

The Daedalus SPD will help guide future development at the Daedalus site within Gosport. It is subject to six weeks consultations and any representations will need to be submitted to the Borough Council by the **4th March 2011**.

Representations should be sent to:

Head of Planning Policy
Gosport Borough Council
Town Hall
High Street
Gosport PO12 1EB

E Mail: planning.policy@gosport.gov.uk

If you have any queries regarding the SPD or about making any representations please contact the Planning Policy Section at the above address or telephone 023 9254 5458.

What happens next?

All comments received will be reported to the relevant Council Board together with any proposed actions and/or amendments to the SPD as a result of the consultation process. The SPD will then be recommended for adoption and will become a key consideration when determining future planning applications on the Gosport part of the site. Future planning applications will also be subject to public consultation before the Borough Council determines them.

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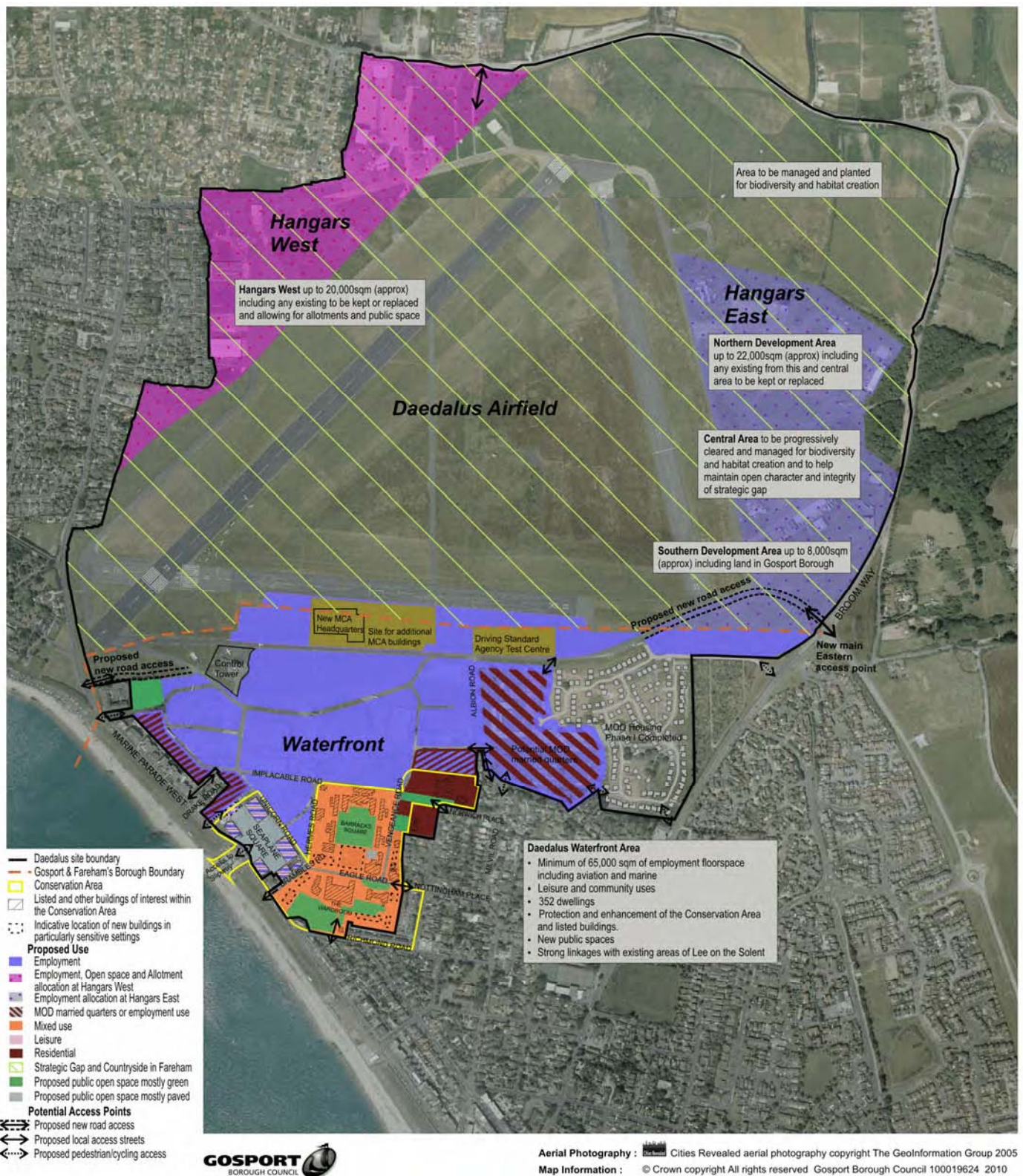
Daedalus SPD: List of Appendices in companion document

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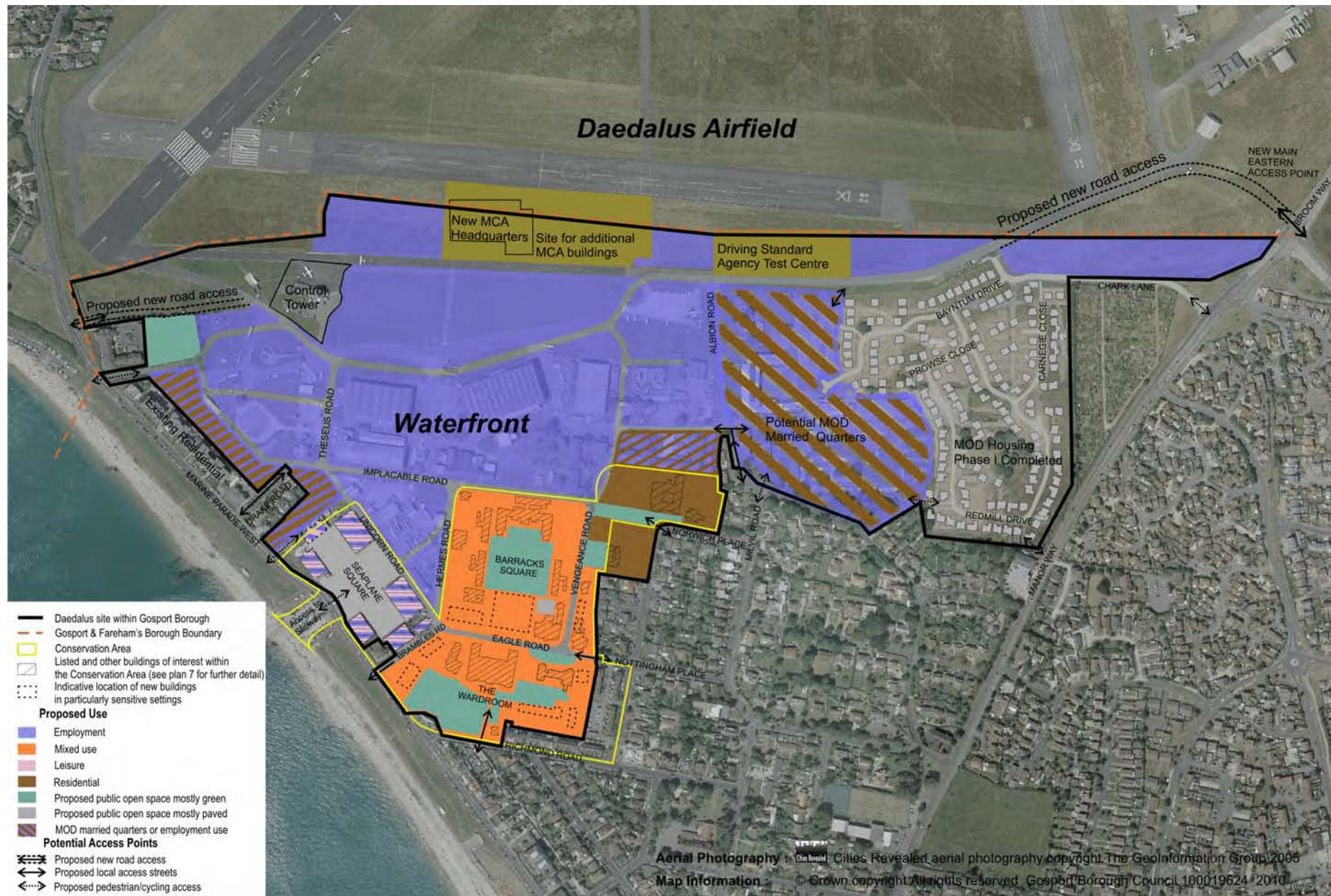
Note:

Footnotes and web-links do not form part of the adopted text and will be subject to change in the electronic version of this document in order to provide the most up-to-date information.

Plan 1: Whole Site Masterplan



Plan 2: Masterplan for the Gosport part of Daedalus



The Vision for Daedalus

Daedalus will be transformed into a sustainable strategic business location.

The site will provide significant new job opportunities particularly within key business clusters including aviation, high-tech manufacturing and marine.

It will provide a significant number of highly skilled jobs contributing to Gosport's and South Hampshire's economic growth and diversification.

Daedalus will include a range of uses and facilities which complement the identity of the site as a strategic business location.

The design and use of existing and new buildings and spaces will be of a high quality to ensure the preservation and enhancement of the Daedalus Conservation Area and its Listed Buildings.

The prestigious development will be an identifiable place in its own right, well related to, and benefiting the wider community.

1.0 INTRODUCTION

- 1.1 Since its closure in 1996, the former Naval Base at Daedalus has been under-utilised and was declared surplus to requirements by the Ministry of Defence in 2004. In March 2006, the Maritime and Coastguard Agency (MCA) acquired the airfield which extends to approximately 106 hectares and the South East England Development Agency (SEEDA)¹ acquired 82 hectares of land surrounding the airfield. This SPD covers the approximately 38 hectares within Gosport Borough.

Purpose and Status of the Daedalus Supplementary Planning Document

- 1.2 **The purpose of the Daedalus Supplementary Planning Document (SPD) is to provide significant certainty regarding the potential scale and mix of future proposals for the Daedalus site within Gosport Borough, yet provide sufficient flexibility to be able to address changing market demands. The SPD will be used by the Borough Council as a key consideration when determining future planning applications on the site.**
- 1.3 The SPD is linked to 'saved' Policy R/DP4 of the Gosport Borough Local Plan Review (GBLPR) (Adopted May 2006) which identifies the Daedalus site as a mixed use site. The detailed guidance of the SPD has been prepared in accordance with the relevant saved policies of the GBLPR. The SPD also takes into account the emerging Gosport Core Strategy and its supporting evidence. Once the Core Strategy is adopted the SPD will be linked to the Daedalus Strategic Site policy.
- 1.4 The SPD has been prepared in the context of a site-wide Masterplan (Plan 1) which takes into account Fareham Borough Council's latest policy position in order to ensure the site is planned in a comprehensive manner. This is necessary to ensure uses are compatible and the required infrastructure is provided to serve the whole site. This SPD covers the part of the Daedalus site which is located within Gosport Borough (see Plans 2 & 3), a separate SPD will be prepared for the area within Fareham.
- 1.5 It is recognised that the development will take a number of years to complete. Consequently, this document is not intended to be viewed as being the end of the design process. GBC is committed to ongoing consultation with potential developers and other key stakeholders as planning applications for Daedalus are brought forward.

Process so Far

- 1.6 This SPD has been prepared by Gosport Borough Council with support from SEEDA. It has been developed in accordance with the Joint Planning Statement for Daedalus (April 2006) which has been adopted by both Fareham and Gosport Borough Councils.
- 1.7 The SPD takes account of agreed principles reflected in SEEDA's Draft Visionary Framework² (January 2009) and informed by subsequent responses made by the two Borough Councils and Hampshire County Council. The Framework (with the local authority responses) is intended to act as an overarching document for the whole site and ensures that there is a continued collaborative approach to development in order to deliver the cross boundary vision.

¹ It should be noted that SEEDA will cease to exist in 2012.

² The Visionary Framework can be viewed at: www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0

- 1.8 The Daedalus Visionary Framework was presented to Gosport Borough Council's Policy and Organisation Board on 11 March 2009 and the minutes with comments about the Visionary Framework are included in Appendix 1³.
- 1.9 There has been close liaison with Fareham Borough Council throughout the preparation of the SPD in order to ensure that the whole of the Daedalus site is planned on a comprehensive basis to meet the needs of the Gosport peninsula and its communities.
- 1.10 Since purchasing the site SEEDA has undertaken significant consultation with the local community, businesses and other key stakeholders to inform the development process. The details of the consultation arrangements are contained in Appendix 2⁴.
- 1.11 SEEDA has also carried out significant research regarding the opportunities and constraints for developing the site which has informed the details of the SPD. Key studies are outlined in Appendix 3.

Environmental Assessment

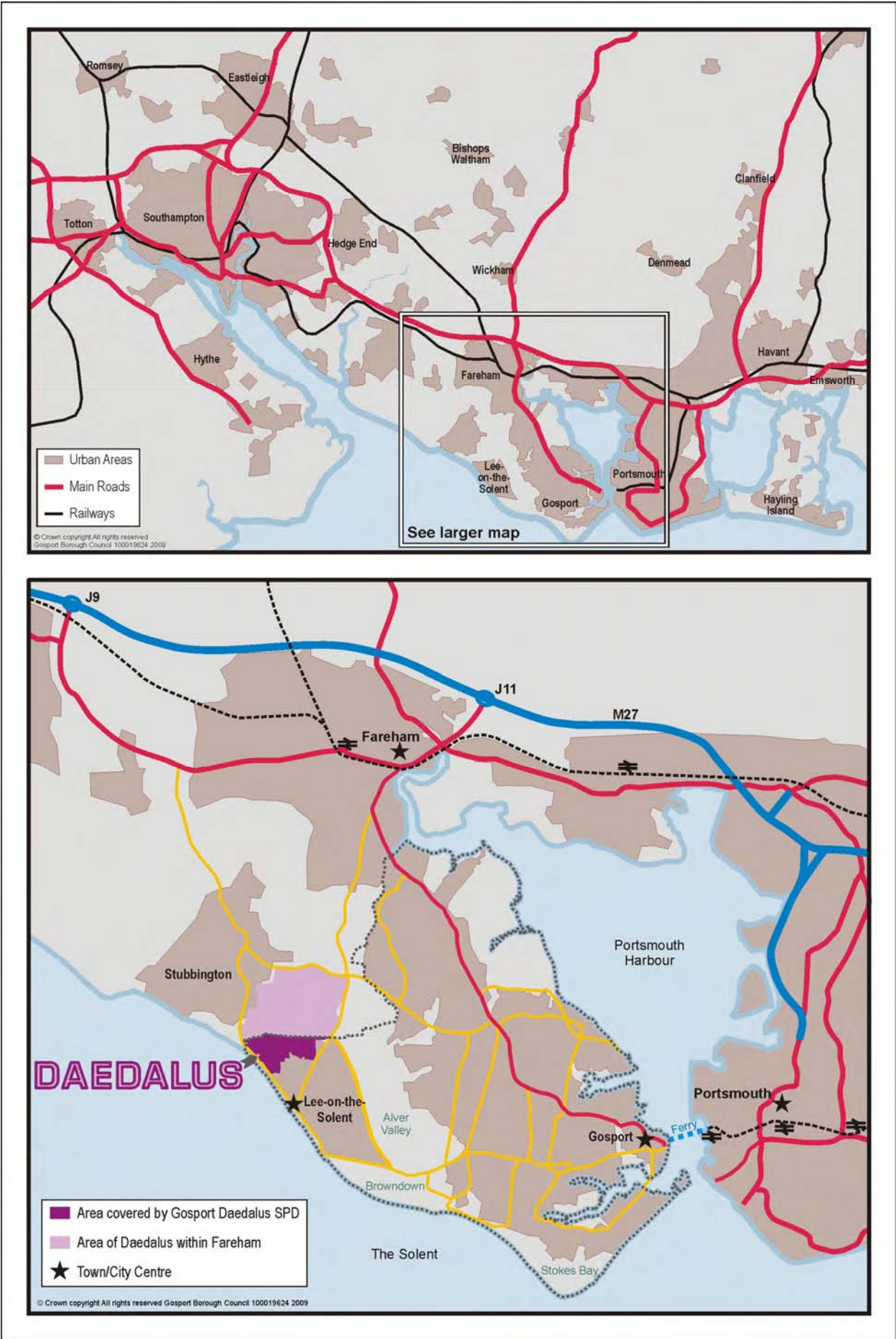
- 1.12 The SPD has been informed by a Strategic Environmental Assessment Report⁵. The SEA Report sets out the statutory position on the need for an environmental assessment and concludes that whilst a formal Sustainability Appraisal and Strategic Environmental Assessment is not required it is considered best practice to undertake some form of assessment to identify key issues, potential constraints, opportunities for environmental enhancement and whether there is a need for mitigation measures.
- 1.13 The SEA Report sets out an assessment for the whole Daedalus site and supports both the Gosport and Fareham SPDs. The key findings are set out in the relevant part of the development considerations section (Section 5).

³ Fareham Borough Council's comments can be viewed at: www.fareham.gov.uk/crs/executive/090309/reports-public/xpt-090309-r13-lje.pdf

⁴ full details available on the Daedalus website www.daedalus-seeda.co.uk/site/seeda/community/community?LanguageId=0

⁵ Prepared by Drivers Jonas Deloitte on behalf of SEEDA

Plan 3: Location of Daedalus within Sub-Region



2.0 SITE AND SURROUNDINGS

Location

- 2.1 Daedalus is located on the Gosport peninsula in Hampshire (see Plan 3). It occupies a coastal location on the Solent between the residential communities of Lee-on-the-Solent to the east and Stubbington and Hill Head to the west. The site is within two local authority districts, Gosport Borough and Fareham Borough. The main towns of Gosport and Fareham are located to the east and north respectively. The city of Portsmouth is located 8km (5 miles) to the east and Southampton is 17km (11miles) to the west.

History of Daedalus

- 2.2 A detailed account of the development of the site, buildings and features of historic interest is included in the Council's Daedalus Conservation Area Appraisal (GBC March 2007)⁶ and the Conservation Area Management Plan (HGP 2010)⁷.
- 2.3 In summary the site was open farmland until the 1880s, when there was an attempt to develop a seaside town health resort of Lee-on-the-Solent. Central to the development was the seafront itself and Marine Parade East and West, along with parkland (West Cliff Park and East Cliff Park), promenades and pier. A new 'village centre' soon appeared, with shops along Pier Street and a hotel. On the Daedalus site a few buildings of particular interest were developed and a grid of streets laid out, most notably Westcliffe House and its estate, Norbury House, Keith Cottages and Wykeham Hall.
- 2.4 In 1917 the site was requisitioned to provide a training school for seaplane pilots and permanent Admiralty Designed Hangars and a slipway were developed. By the end of the War the site had a staff of nearly 500, providing training for almost 100 pupils.
- 2.5 After World War 1, the site became the base for the newly formed Fleet Air Arm, and growth continued into the 1930s when the site became Coastal Command Headquarters. A number of important buildings appeared on the site during this period including Eagle Block, the Ward Room, the Barrack Blocks and Dining Room and Cookhouse.
- 2.6 At the outbreak of World War 2, and as a result of the transfer of Fleet Air Arm to Admiralty Control, the facility became HMS Daedalus.
- 2.7 During World War 2 the site became a key aviation base with an expanding camp and airfield to the north and north east, and was a crucial base for air sorties. The site suffered two air raids because of its military significance. The site performed an important role on D-Day.
- 2.8 Daedalus continued in military use after 1945, although on a smaller scale and focusing on technical training, particularly helicopter and hovercraft testing. In 1992 1,600 personnel were still based at Daedalus even though the establishment was past the peak levels of use.
- 2.9 HMS Daedalus closed in 1996, and the MoD declared it surplus to requirements in 2004. It was subsequently acquired by SEEDA and the MCA in 2006. The MCA have a new headquarters building at Daedalus with proposals for additional facilities. They use the site as a helicopter base for sea and air rescue operations. Hampshire Constabulary⁸ currently utilise the airfield together with a limited number of existing small scale aviation users. The site is also home to a number of smaller and medium sized businesses that

⁶ <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/conservation/conservation-areas/area-appraisals/>

⁷ Prepared by HGP on behalf of SEEDA

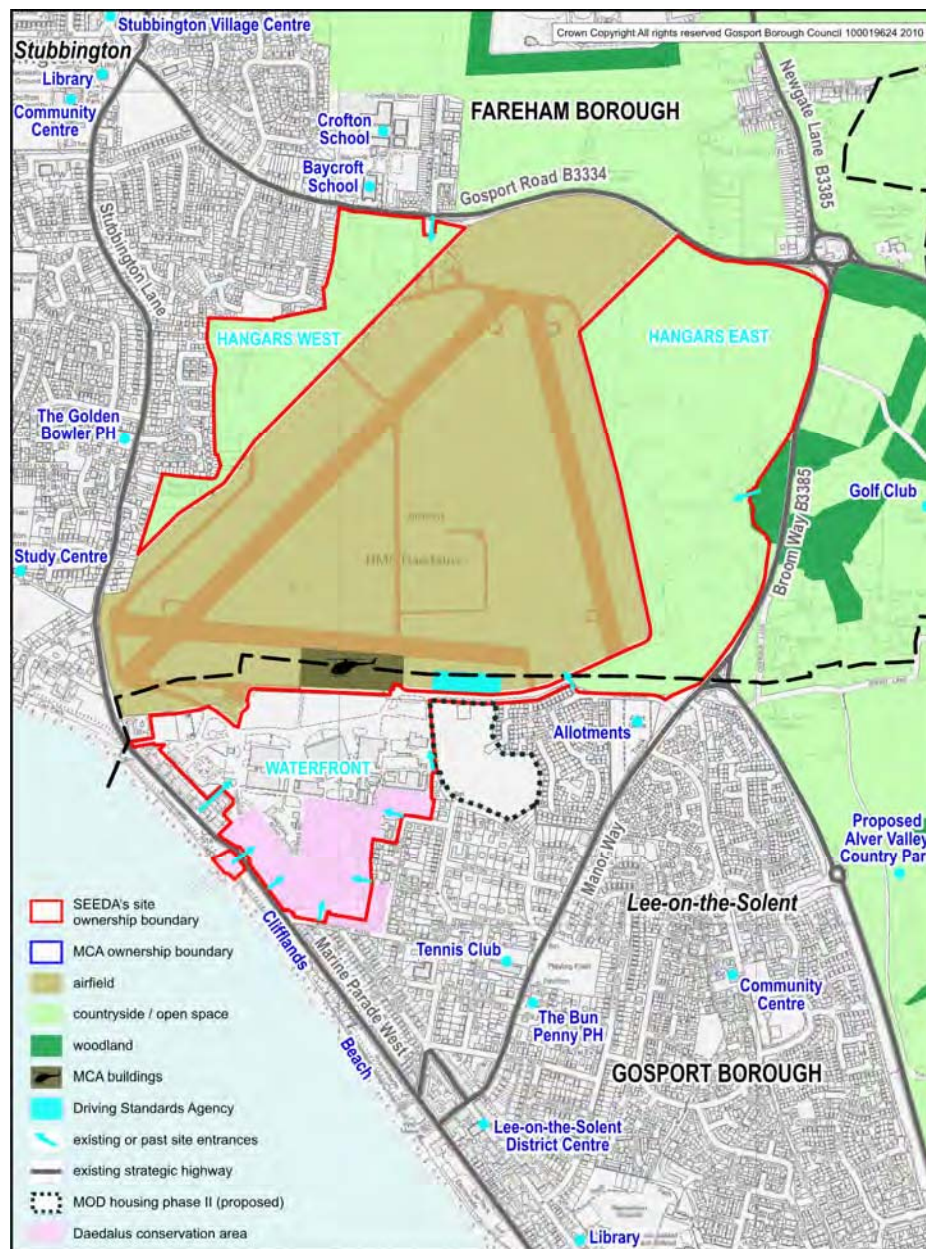
⁸ Hampshire Constabulary's use of the airfield for spotter planes will cease in Spring 2011

make use of the former hangars and military buildings on an interim basis until long-term arrangements are developed. More recently a driving test centre has been completed and is now in operation on the MCA-owned part of the site.

Site Assessment

- 2.10 Daedalus can be divided into four key areas all of which have different characters and current uses: Daedalus Waterfront, Hangars West, Hangars East and the Airfield. It is considered that the airfield remains the focus for the site with built development being directed to the areas around the airfield. This SPD covers the parts of Daedalus within Gosport Borough, which is primarily the Daedalus Waterfront area, but also the southern edge of the airfield and Hangars East as shown in Plan 4. It also gives attention to linkages with other parts of the site particularly the airfield itself. Most of the Airfield, Hangars East and Hangars West, are largely or entirely within Fareham Borough Council's area and will be covered by the Fareham Daedalus SPD.

Plan 4: Daedalus and its surroundings



Source: based on SEEDA's Visionary Framework (January 2009) (with additional material added by GBC)

Daedalus Waterfront – 31.5 Hectares

- 2.11 This part of the site lies between the seafront, the built up area of Lee-on-the-Solent and the airfield. This area is the most developed part of Daedalus and has direct access to the Solent via the slipway. It comprises a combination of brick-face former offices and domestic buildings alongside large-scale industrial/ warehousing buildings. Some of the buildings are of historic and architectural value. Part of



of this area is a designated Conservation Area, in which three buildings are listed. The total built floorspace of the area extends to 67,640 sq m.

- 2.12 Part of the site has been retained by Defence Estates for residential development (300 married quarters) to support its operational requirements. 148 married quarters have been constructed with a further 152 dwellings having had outline planning permission which has now lapsed (4.9 ha)⁹.

Hangars East – 40.5 Hectares

- 2.13 Hangars East is located on the east side of the airfield and is accessed from Broom Way. This area consists of areas of hardstanding with groups of loosely clustered hangars adjacent to the airfield and a red brick building. There is 9,680 sq m of built space in this area.



⁹ As at December 2010 a planning application to extend the permission has yet to be determined.

Hangars West – 14.4 Hectares

- 2.14 Hangars West comprises three linked triangles of land formed by the serrated edge of Stubbington, and lies on the west side of the airfield. There is currently an unused access point on Gosport Road. It is a large, flat area bordering the remaining active runway, with various hangars and taxi ways. The buildings extend to some 7,140 sq m.

**Airfield – 101.2 Hectares**

- 2.15 The Maritime and Coastguard Agency (MCA) acquired most of the airfield and consequently the site will continue to be operated as an airfield for coastguard operations. Most of the airfield is with Fareham Borough with its southern edge within Gosport Borough. A new high quality building for the MCA has recently been completed providing a benchmark for the quality of new employment floorspace that could be accommodated on other parts of the site.



3.0 PLANNING POLICY CONTEXT

- 3.1 In preparing this supplementary planning document particular regard has been given to national and local policies and consequently it will be necessary for developers to have regard to the implications of these policies when submitting development proposals.

National Policy

- 3.2 National planning guidance is set out in the Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs). A brief overview of the key guidance and its relevance to the Daedalus site set out in Appendix 4.

- 3.3 Government policy seeks to promote the efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings. In particular, vacant and under-use sites and buildings should be brought back into beneficial use. It encourages the promotion of inclusive urban development, which supports existing communities and contributes to the creation of safe, liveable and mixed communities with good access to jobs and key services for all members of the community. Consequently Daedalus is particularly suitable for development.

Sub-Regional Context

- 3.4 The Daedalus site is located within the South Hampshire Sub-regional Strategy Area. At the sub-regional level a consortium of south Hampshire authorities, has come together to form the Partnership for Urban South Hampshire (PUSH). PUSH through local consultation produced its own sub-regional strategy for South Hampshire (2006-2026) which was submitted to the former South East of England Regional Assembly (SEERA) and was included (largely unchanged) in the South East (SE) Plan following an Examination in Public.
- 3.5 Despite the proposed revocation of the SE Plan it is considered that the South Hampshire Strategy is still a valid consideration. It provides a policy framework to guide the preparation of the Council's emerging Core Strategy because it has been devised at a local level by a group of local authorities and has been subject to public consultation and examination.
- 3.6 The aim for the sub-region is to improve economic performance which has been under-performing relative to the region as a whole. The South Hampshire Strategy (May 2009)¹⁰ requires that land is provided to accommodate two million square metres of new business floorspace in the sub-region with around 900,000 m² being provided in the south east part which includes Gosport. Further work conducted by the Partnership for Urban South Hampshire (PUSH) has identified that Gosport should aim to provide at least 81,500 m² of employment floorspace. Daedalus has been identified by PUSH as an area of strategic importance for employment purposes.
- 3.7 The South Hampshire Strategy (May 2009)⁹ aims to raise the economic performance of the sub-region and improve the skills of the labour force. Daedalus offers a clear opportunity to assist in achieving these targets, including providing floorspace for marine, aviation and general employment.
- 3.8 The Strategy⁹ identifies a target of 2,500 dwellings in Gosport over the period 2006-2026. The Borough Council can demonstrate that it can meet this figure and that it has a five year land supply.¹¹

County Level

¹⁰ As included in PUSH's South Hampshire Sub-regional Strategy- Final Advice to SEERA (December 2005) and incorporated in the South East Plan (May 2009)

¹¹ See the Strategic Housing Land Availability Assessment (SHLAA) (GBC 2009) <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/evidence-base-for-ldf/shlaa/>

Transport Policy

- 3.9 The current Local Transport Plan for Hampshire (LTP2) covers the period 2006-2011 and will be replaced by LTP3 which is due to be published on the 1st April 2011. LTP3 is produced by the County Council as the highway authority, and covers the period 2011-2031. It contains a joint strategy for South Hampshire and will provide a consistent transport strategy for the Transport for South Hampshire (TfSH)¹² area. Consequently the proposals contained in LTP3 will be of particular relevance to the development timescale for Daedalus. Like its predecessor LTP3 is based on the principles of Reduce, Manage and Invest. A key measure to reduce the number of trips is the creation of employment for local residents and thereby mitigating the acknowledged transport constraints.
- 3.10 In addition the County Council has prepared the Strategic Access to Gosport (StAG) study (HCC/Mott Gifford 2010) which will inform LTP3. The StAG has identified schemes that will benefit the Gosport peninsula, and which are necessary to accommodate planned growth up to 2026. Further details are included in Section 6
- 3.11 Currently there is uncertainty with regards to the capital funding of schemes, and given the pressures on Government spending over at least the next 5 years it is likely that there will be increased reliance on developers to fund improvements where necessary to mitigate the impacts of development.

Minerals and Waste Policy

- 3.12 The Daedalus site has known sand and gravel deposits however for a variety of reasons¹³ this has not been safeguarded as a site for mineral extraction. The potentially workable reserve of mineral has been assessed as totalling up to 3.4 million tonnes (largely with Fareham Borough area).
- 3.13 The Minerals and Waste Core Strategy (adopted 2007) prepared by Hampshire County Council, as the minerals and waste authority for the Gosport and Fareham area includes the primary policies and proposals for the county and forms part of the Development Plan. Parts of this plan are currently under review.¹⁴
- 3.14 Hampshire County Council¹⁵ is now preparing a replacement single Hampshire Minerals and Waste Plan. In early consultation relating to mineral sites, Daedalus was promoted as a safeguarded preferred area for extraction. Later HCC resolved to exclude Daedalus on the basis that it will be developed for employment uses and that the size of deposits in the area outside of the active airfield is relatively small. When the Borough Council is consulted further, it will again seek to ensure that the use of Daedalus as an operational airfield is not compromised by any future proposals for mineral extraction on the site.
- 3.15 The Hampshire Minerals and Waste Plan will also identify the locations to deliver the waste management requirements in Hampshire in accordance with Minerals and Waste Core Strategy. HCC will be seeking views on possible sites to be identified in the emerging Plan.

Local Policy

- 3.16 The 'saved' policies of the Gosport Local Plan Review (May 2006) remain a key element of the development plan for Gosport and will be used in determining planning applications for

¹² Transport for South Hampshire (TfSH) is the transport enabling and delivery agency for strategic transport projects in the South Hampshire sub-region, with the key role of developing major transport schemes, securing funding and implementation to meet the transport requirements arising from planned economic growth.

¹³ See Paragraph 3.18

¹⁴ Following a challenge in the high court by the Association of British Ports in 2009 resulted in the quashing of some policies

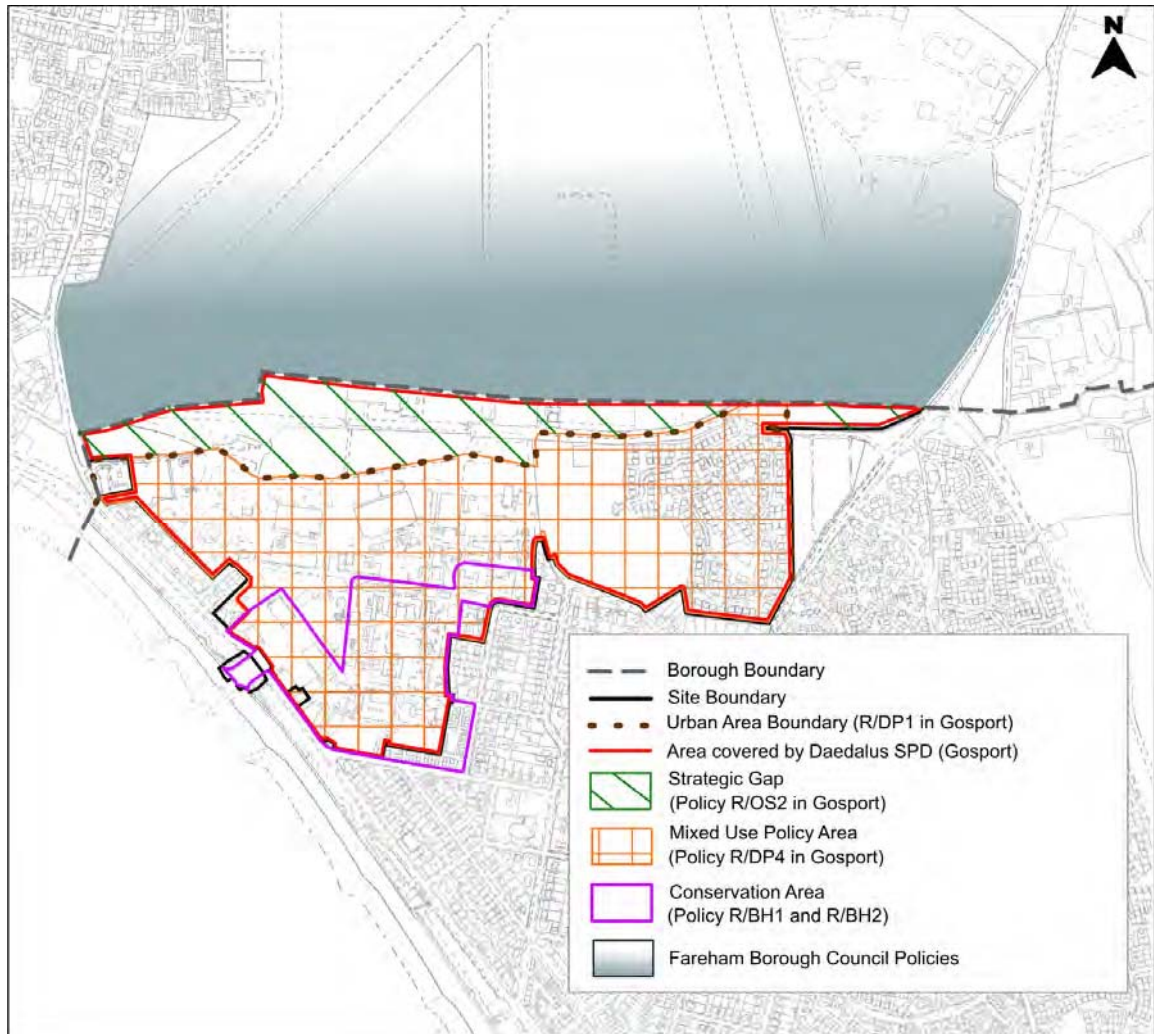
¹⁵ With its partner Mineral and Waste authorities in Hampshire i.e. Southampton City Council, Portsmouth City Council and New Forest Park Authority

the Daedalus site. A summary of key policies are set out in Appendix 5. Reference to the key policies are included as part of the development considerations set out in Section 5.

- 3.17 The Local Plan Review promotes an employment-led strategy and identifies the need for new employment opportunities within Gosport which will improve the Borough's economic prosperity, help alleviate deprivation and reduce the amount of out-commuting and resulting congestion.
- 3.18 The Local Plan Review includes a specific policy for mixed-use development at Daedalus (R/DP4) and this represents the main policy to which this SPD is linked. This policy allocates the site for employment, residential development and leisure uses. Plan 5 includes the main Local Plan Review designations.
- 3.19 The northern part of the area within Gosport Borough is outside the defined urban area boundary and therefore Policy R/OS1 of the Local Plan Review is applicable which normally restricts development except that related to statutory undertaking and appropriate recreation uses. It is also designated as part of the Strategic Gap¹⁶. The emerging Core Strategy (expected to be adopted in 2012) recognises that this northern strip is appropriate for development as it will not significantly compromise the gap between Lee and Stubbington, particularly as the buildings will relate well to existing buildings associated with the airfield.
- 3.20 As shown in Plan 5, part of the site is within a Conservation Area. The Daedalus Conservation Area Appraisal was published by the Council in 2007 and provides a guide to the buildings and features that make a special contribution to the character of the area¹⁷. It assesses the area's historic development, its character, the scale and form of development and provides details of possible enhancement opportunities that should be considered when future development is proposed.
- 3.21 In addition to these documents, the Daedalus Planning Statement, whilst not part of the development plan, was adopted by GBC and FBC in 2006 and outlines the aspirations of both Councils. It was prepared in liaison with SEEDA, HCC, Defence Estates (DE) and the MCA and confirms that the planning authorities will work together to ensure that the future of Daedalus is planned comprehensively.

¹⁶ Policy R/OS2 is applicable and states that development proposals which would physically and/or visually diminish the Stubbington/Lee-on-the-Solent Strategic Gap will not be permitted.

¹⁷ view at www.gosport.gov.uk/sections/your-council/council-services/planning-section/conservation/conservation-areas/area-appraisals/.

Plan 5: Key Planning Policy Considerations at Daedalus (within Gosport)¹⁸**Planning History**

- 3.22 The planning history of the site is limited because much of the site was built before the need for planning permission and more recent development has had Crown immunity from planning control as it was an operational Ministry of Defence site. Appendix 6 contains the details of recent applications in the Gosport part of the site.
- 3.23 The most significant consents in relation to current uses are briefly outlined below:
- Planning consent has been given for 300 dwellings as Married Quarters for the Ministry of Defence (ref K/15857). 148 of these have now been built (K/15857/2) whilst permission for the other 152 dwellings has now lapsed.¹⁹
 - Circular 18/84 consent was received for the Maritime and Coastguard Agency Headquarters which has now been completed (K/16914/1).
 - A second phase of MCA Headquarter buildings was approved at the Council's Regulatory Board in August 2010 (K/17819).
 - Planning consent has been granted for a new driving test centre on the site on the airfield part of the site (owned by the MCA) which is now operational (K/17477).
 - Temporary consents have been granted to use existing buildings on the site for B1, B2 and B8 uses and open storage until December 2010 (ref K/15520/6). As part of the interim letting strategy many occupiers, including small and medium sized businesses make use of the former hangars and military buildings.

¹⁸ It will be necessary to liaise with Fareham Borough Council regarding the latest policy position in Fareham

¹⁹ Planning application to renew the consent K15857/4 in currently being considered (as at Jan 2011).

4.0 DEVELOPMENT STRATEGY

- 4.1 The Development Strategy sets out the key principles for development and outlines the preferred mix of uses. Redevelopment of the Daedalus site presents an excellent opportunity to create a strategic high technology employment site providing a variety of jobs as well as leisure, commercial and residential uses within walking distance of each other.
- 4.2 Redevelopment will bring an under-used and partly derelict site back into productive use whilst being sensitive to its historic land use, the Listed Buildings and the designated Conservation Area.
- 4.3 To ensure delivery of a comprehensive development it is necessary to consider the site as a whole. (See Plan 1).

Key Objectives

- 4.4 The key objectives for the development of the Daedalus are as follows:
- To provide significant new employment opportunities for local residents which will assist in alleviating deprivation and reducing out-commuting from the Gosport Peninsula;
 - To provide a variety of employment premises to meet the needs of a wide range of modern businesses including those associated with aviation, marine, and hi-tech industries;
 - To ensure future development maximises the benefit of the existing runways for aviation industries;
 - To ensure that any new development enables the site to benefit from its direct links to the Solent (via the slipway) for marine industries and recreational uses;
 - To create a vibrant place with a mix of uses that is integrated with Lee-on-the-Solent and complements and supports the regeneration of the existing local centre and sea-front;
 - To provide public access to the site;
 - To ensure the site has good transport accessibility to make it attractive to new investment;
 - To ensure the provision of leisure and community facilities which complement existing facilities to the benefit of local residents;
 - To ensure that dwellings provided on the site include affordable housing and a mix of sizes and types to meet local requirements;
 - To foster a distinctive identity for Daedalus based on its heritage, through the careful reuse and restoration of existing buildings and the creation of high quality new buildings which complement and enhance the Daedalus Conservation Area and historic buildings;
 - To promote sustainable development and meet high standards of sustainable construction and design including energy efficient buildings, the use of renewable energy sources, the use of sustainable modes of transport, the incorporation of appropriate green infrastructure, maximising recycling and minimising waste; and
 - To require that the site will be served by infrastructure to meet the requirements of businesses, residents and other users.

Mix of Uses

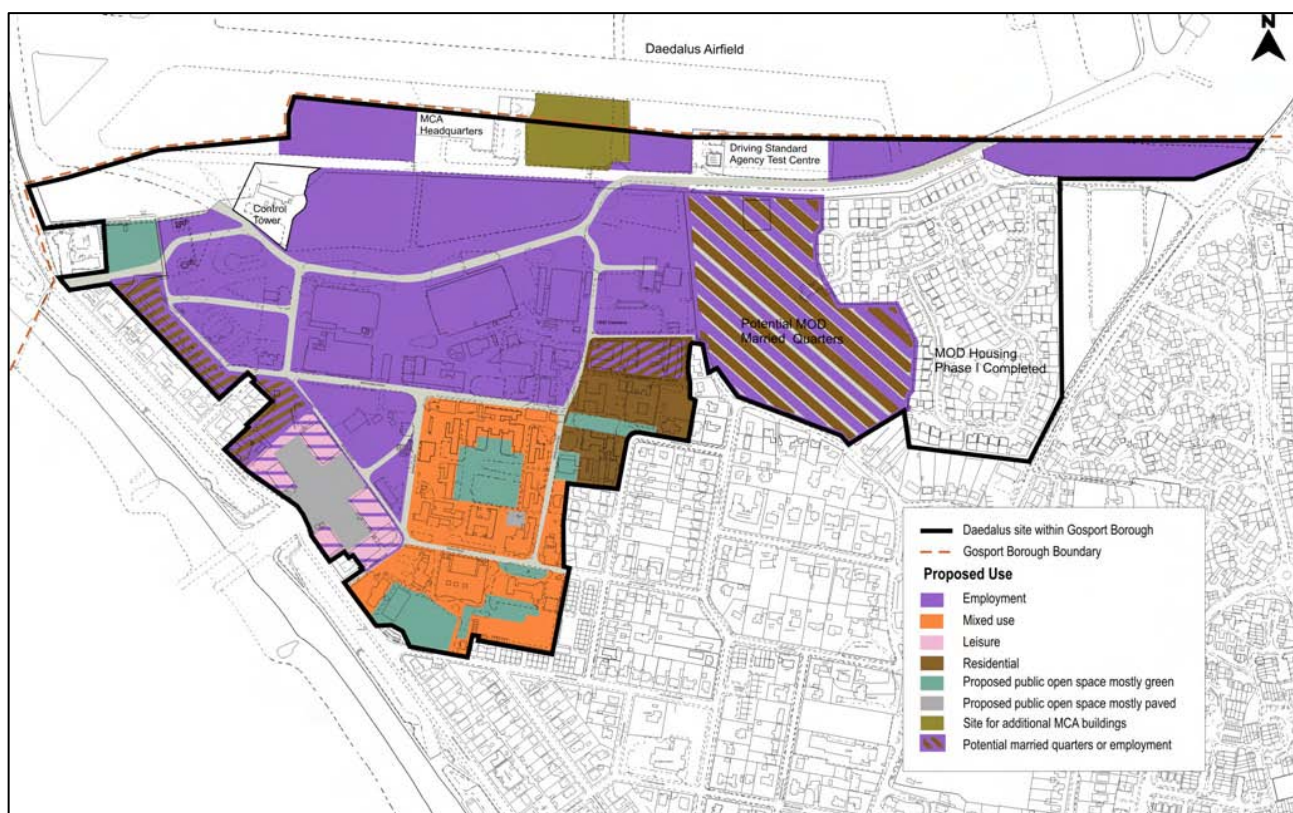
- 4.5 Daedalus will be an employment-led mixed use site. It will be important to provide a mix of uses to create a vibrant and diverse community, which is active beyond the working day and therefore creates a greater feeling of safety and sense of place.

4.6 Plan 6 below highlights how a mix of uses can be potentially accommodated on the site. This plan is included for illustrative purposes only and acknowledges the need for some flexibility however it is clear that the following principles will need to be incorporated:

- employment is the dominant land use and opportunities maximised throughout the site;
- residential uses are most suited to the historic core and in close proximity to existing residential areas; and
- leisure uses are most suited to the areas fronting Marine Parade.

4.7 It is accepted that there will be a variety of possible mixes of uses and the Borough Council will consider alternatives to those outlined in Plan 6. The detailed design elements will need to accord with the design principles set out in the Design Section (Section 7) which includes suggested uses for key buildings.

Plan 6: Potential mix of uses to be accommodated at the Daedalus site within Gosport



Employment and Skills

4.8 Proposals should be ambitious with the aim of creating a dynamic and innovative employment area which can attract new and expanding businesses within the existing clusters such as marine, aviation and high technology industries. The site has the potential to attract businesses within new and emerging sectors such as technology-based clusters where the South East has a comparative advantage.

4.9 The Daedalus site represents an exceptional opportunity to contribute to the economic development of the Borough and the sub-region. The site has been identified by PUSH as a Strategic Employment Site in its Business Plan 2008-2011 and consequently is considered to have a significant role in delivering the total net additional employment floorspace and contribute to a Gross Value Added (GVA) growth of 3.5% by 2026 as identified by PUSH in the South Hampshire Strategy. The latest PUSH Economic Strategy (November 2010) emphasises the need to provide high quality jobs within the sub-region.

- 4.10 SEEDA's Daedalus Economic Scoping Report prepared by ARUP (2009) recognises that Daedalus should:
- Provide capacity for priority economic activities and sectors, with a focus on aviation and marine industries and other value-added knowledge-based industries;
 - Build upon the particular assets of the site, such as the runway, waterfront access and the ability to offer relatively large plots;
 - Contribute to sub-regional economic development objectives, creating jobs and increasing GVA productivity;
 - Use and enhance local skills;
 - Contribute to the sustainable development of the Gosport Peninsula; and
 - Provide improved social infrastructure for the local community and leisure opportunities at the strategic scale.
- 4.11 The Borough Council considers that the site will form a key element of its employment-led strategy set out in the Local Plan Review and emerging Core Strategy. The site will provide significant levels of employment which can create opportunities for all residents across the Borough including higher skilled residents currently out-commuting. It will also potentially provide work for those living in areas where there are significant levels of multiple deprivation such as Grange Ward, which is some 5km from the site and has the highest proportion of under 16's in England. Thus Daedalus will be important for providing a source of jobs and training for the local workforce.
- 4.12 In terms of gross floorspace²⁰ it is estimated that between 65,000 to 85,000 sq.m.²¹ in the Gosport part of the site could be developed, which could accommodate approximately 2,000 jobs.²² Within the Fareham part of the site it is estimated between 10,000 to 33,000sq.m of employment floorspace could be developed in addition to 17,000sq.m of existing hangar space.²³ Therefore the whole site has the potential to accommodate between 92,000 to 135,000sq.m of employment floorspace depending on the type of business premises proposed.
- 4.13 The site has a number of advantages that make it attractive to a variety of sectors. Development proposals will need to fully utilise and where possible enhance a number of economic assets at Daedalus. This includes:
- access to the airfield which has enormous potential to attract businesses within the aviation sector including both manufacturing and services businesses;
 - access to the Solent via the slipway which has the potential to attract marine industries;
 - the seafront location makes it a pleasant location which can be an important choice for businesses for which the quality of the environment is a priority, such as creative industries and knowledge services; and
 - the large area of land available provides flexibility for a variety of building types to be accommodated.
- 4.14 It is envisaged the aviation sector will be a prime focus for new business activity on the site with the potential to create a centre of excellence. The airfield is a key asset and measures to improve facilities will be encouraged in order to attract long term inward investment and significant additional employment at Daedalus.

²⁰ Including new buildings and the re-use of existing buildings (those with and without temporary planning permission)

²¹ The higher end of the range assumes a greater proportion of buildings in the historic core can be converted for employment uses (offices and workshops). It is estimated that there is 24,00sq.m of floorspace in Gosport Borough is already in employment use (albeit with temporary planning permission)

²² based on an average density of 1employee per 33sq.m).

²³ As identified in the Pre-submission version of the Fareham Borough Council Core Strategy

- 4.15 The MCA and SEEDA are currently negotiating medium and long term arrangements for the site in order to secure the use of the airfield and to ensure the runway will be easily available to aviation industries located around the airfield creating a secure aviation business park. Improving the viability of an airfield focussed regeneration site will also reduce the need for residential uses on the site.
- 4.16 In relation to the marine sector, SEEDA's Solent Waterfront Strategy recognises the importance of the Daedalus site for the marine industry. It is identified as the only sizeable near-coastal site in the Solent area on which marine industries can be accommodated and expand.
- 4.17 The site provides an excellent opportunity to develop centres of excellence and other employment sectors including high-tech 'clean' industries and emerging environmental energy-saving technologies. The site could provide skills, training and educational facilities, linked to the specialist sectors being developed on-site, which can to assist in the development of appropriately skilled employees. It will be important to build on the wealth of technical expertise and skills already found within the area and to provide the resources and infrastructure that these businesses will need to facilitate their expansion and create new job opportunities.
- 4.18 Due to the sheer size of the site there is also scope to develop different segments of the business premises market including:
- a high-tech business park type development; and
 - the potential for business-start premises with managed shared facilities and move-on accommodation.

Leisure and Community Facilities

- 4.19 The Solent frontage of the site presents significant opportunities to enhance and diversify the visitor attractions of Lee-on-the-Solent, which is popular with day visitors. The re-use of historic buildings such as the Ward Room offer opportunities for hotel/conferencing facilities. There will be opportunities for food and drink establishments.
- 4.20 Certain buildings on the site may lend themselves for commercial indoor sport/leisure activities. There may also be potential to develop water sports facilities with access to the Solent via the slipway. Such proposals will particularly need to consider the impact on internationally important habitats in the vicinity.
- 4.21 Community uses, for example education and health facilities, could also be included within the overall redevelopment to provide services for both new and existing residents. A number of service providers have expressed interest in being accommodated on the Daedalus site.
- 4.22 Leisure and community uses on the site will need to complement the existing district centre of Lee-on-the-Solent some 500 metres to the south east.
- 4.23 Limited retail use may be appropriate, for example a small convenience store or specialist retail outlets (for example connected to the marine leisure sector) to serve the needs of the site. However it will be necessary to ensure any retail provision does not significantly harm the viability and vitality of other centres, particularly Lee Centre (in accordance with the tests outlined in the latest national planning policy statement).

Residential

- 4.24 It is considered important to have an element of residential development on Daedalus which will increase activity on the site and assist with blending new development with neighbouring residential areas. Many buildings in the historic core are appropriate for residential use. It is anticipated that residential development will be principally located

adjacent to existing housing, where there is potential to enhance the urban fabric. It is recognised that an element of residential development will assist in increasing the financial viability of the scheme and therefore ensure that a genuine employment-led development is created with an emphasis on high quality jobs which suit the local skills base.

- 4.25 The Gosport Local Plan Review allocates 500 dwellings for the Daedalus site. The MoD have built 148 Married Quarters on the site with plans for a further 152 Married Quarters.²⁴ These dwellings count towards the overall allocation and consequently if the second phase is completed this would leave a residual allocation of 200 dwellings for the rest of the Daedalus site. The Borough Council will need to ensure that the MoD has a genuine need for the further phase of Married Quarters particularly in the light of the recent Defence Review.
- 4.26 The Borough Council considers that if the land for the second phase is no longer required for Married Quarters it may be appropriate to consider alternative development options. This could include employment uses on the northern part with a small amount of residential on the southern part. Any residential development would count as part of the overall residential allocation.
- 4.27 As Daedalus is considered as the key employment site in the Borough it will not encourage proposals that exceed the outstanding 352 dwellings. The Council has demonstrated²⁵ that it will be able to meet its local housing target²⁶ without the need to find additional housing over and above this figure. It can also demonstrate that it has a 5-year housing land supply as required by the Government's PPS3.
- 4.28 In exceptional circumstances it may be appropriate to include some flexibility and consider a higher residential figure in order to help achieve the Council's key objectives in relation to maximising employment opportunities on the site particularly in relation to creating high quality jobs predominately within the aviation, marine and high-technology sectors. Developers that propose to exceed the allocated residential figure will need to provide a clear rationale of why additional dwellings are required including design and viability considerations. The Borough Council will require an 'open book' approach regarding the proposed quantum of residential units and a robust justification relating to the economic benefits of the scheme.
- 4.29 A variety of housing types will be required, such as apartments and family housing, in order to encourage a balanced community. The exact mix will be established at the more detailed design stage. In addition a significant element of affordable housing on site with a variety of tenure types will be required. Further details regarding the Borough Council's requirements for residential development are included in Section 5. In addition certain buildings on the site (such as the Wardroom, Westcliffe House, Eagle Block) may be suited for conversion to a residential institution such as a care home.

Marina

- 4.30 There may be the potential for the development of a marina in the Solent close to the Daedalus site, adjacent the slipway providing an opportunity to develop further marine and leisure related employment in the area. It is considered that such a use would complement the development strategy for Daedalus.
- 4.31 There are a number of significant issues that would need to be addressed when designing any marina proposal. This includes the proximity to the internationally important habitats of

²⁴ An outline permission for 152 married quarters lapsed in 2009. A planning application to renew this permission is currently being determined (as at January 2011)

²⁵ Through its Strategic Housing Land Availability Assessment (SHLAA) (GBC 2009) and its Annual Monitoring Report (GBC 2010)

²⁶ The South Hampshire Strategy covering the period to 2026 identifies that Gosport Borough should aim to provide 2500 net additional dwellings.

the Solent including the Special Protection Area immediately adjacent at Hill Head; the impacts on the Site of Special Scientific Interest (SSSI) on Lee beach for geological reasons; and the SSSI at Browndown further to the east which could be affected by changes to the local hydrology. Early dialogue with Natural England and the Environment Agency will be critical. A number of other issues will need to be considered including flood risk, the design and the impact on the visual qualities of the area, access (safety and congestion issues) and infrastructure (transport, utilities).

- 4.32 Any proposal will be required to secure the necessary permissions from the Maritime Management Organisation.

5.0 DEVELOPMENT CONSIDERATIONS

- 5.1 The following section sets out key requirements that developers will need to consider when submitting a planning application. These have been informed by planning policy, various evidence studies and consultation with key stakeholders and the general public. Key considerations are set out below:

<ul style="list-style-type: none"> • design and built heritage • sustainable construction • energy efficiency/renewable energy • flood risk • waste and recycling • biodiversity 	<ul style="list-style-type: none"> • amenity issues • contaminated land • utilities • specific requirements for <ul style="list-style-type: none"> - employment development - aviation-related development - residential development
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Design and Built Heritage

Importance of Good Design

- 5.2 The Council requires that proposals for the site have a high standard of design to create a vibrant area in which to attract investment and be a pleasant place to work, live and visit. The Local Plan Review (including R/DP1) and the emerging Core Strategy place a significant emphasis on good design. The Design section of the SPD (Section 7) includes more detailed design considerations including overall design principles, design coding for different parts of the site, an open space/landscaping strategy and the Council's approach for protecting and enhancing historic assets on the site.

- 5.3 The design and layout of the site will need to reflect the historic character of the Daedalus Conservation Area which includes a number of nationally and locally important buildings (see Plan 7). It will also need to have regard to the characteristics of the adjacent Marine Parade Area of Special Character.

Conservation Area

- 5.4 Proposals within the Conservation Area and those affecting its setting will need to preserve and enhance its character (Policies R/BH1 and 2 of the Local Plan Review). The Council's Daedalus Conservation Area Appraisal²⁷ outlines the key features of the Conservation Area which need to be considered when designing proposals for the site. The SPD is also supported by a Conservation Management Plan²⁸ which provides detailed guidance for each building on features of interest and will need to be taken into account when designing schemes for the site.

²⁷ <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/conservation/conservation-areas/area-appraisals/>

²⁸ Prepared by HGP on behalf of SEEDA

- 5.5 The design of the proposals should be sensitive to its setting and planning applications should be accompanied by detailed visual impact assessments. It will be necessary to consider the setting of historic buildings outside of the site within the Conservation Area including the Fleet Air Arm Memorial and the former married quarters on Richmond Road and Kings Road.

Listed Buildings

- 5.6 There are a number of Listed Buildings and proposed Listed Buildings on the site (R/BH3 and 4). The buildings are set out below and shown on Plan 7. Further details are contained in the Daedalus Conservation Area Appraisal.

Table 1: Listed Buildings at Daedalus

Name of Building	Grade of Listing
Dining Rooms and Cookhouse (Blg 91)	II
The Wardroom (Officers' mess and Quarters (Blg 118	II
Westcliffe House (Blg 119)	II
Type J Seaplane Hangars (WW1) (three hangars) and Winch House	Recommended for listing

- 5.7 These listed buildings make a significant contribution to the character of the area. It will be necessary to re-use these buildings in such a way which preserves and enhances their historic character. Any proposed development will need to ensure that the setting of these buildings are protected and enhanced included those buildings which are protected as being part of the curtilage of the Listed Buildings.
- 5.8 It should be noted that many of the listed buildings on the site will require a comprehensive repair and refurbishment programme. It is important that the re-use of these buildings take place at an early stage of the site's development.

Other Buildings of Interest

- 5.9 The Daedalus Conservation Area Appraisal identifies a number of other buildings of historic and architectural interest which contributes to the character of the site. These relate closely to the listed buildings in terms of their historical context, size, scale and design. The Council considers that these buildings should also be re-used as part of any redevelopment scheme as they form an integral part of the wider Conservation Area setting.

Other Buildings/Demolitions

- 5.10 Within the Conservation Area there are a number of buildings of little historic or architectural merit which could be demolished. In some cases this provides an opportunity to redevelop the plots with buildings of higher quality. In accordance with the Conservation Management Plan a level of recording may be required prior to demolition.

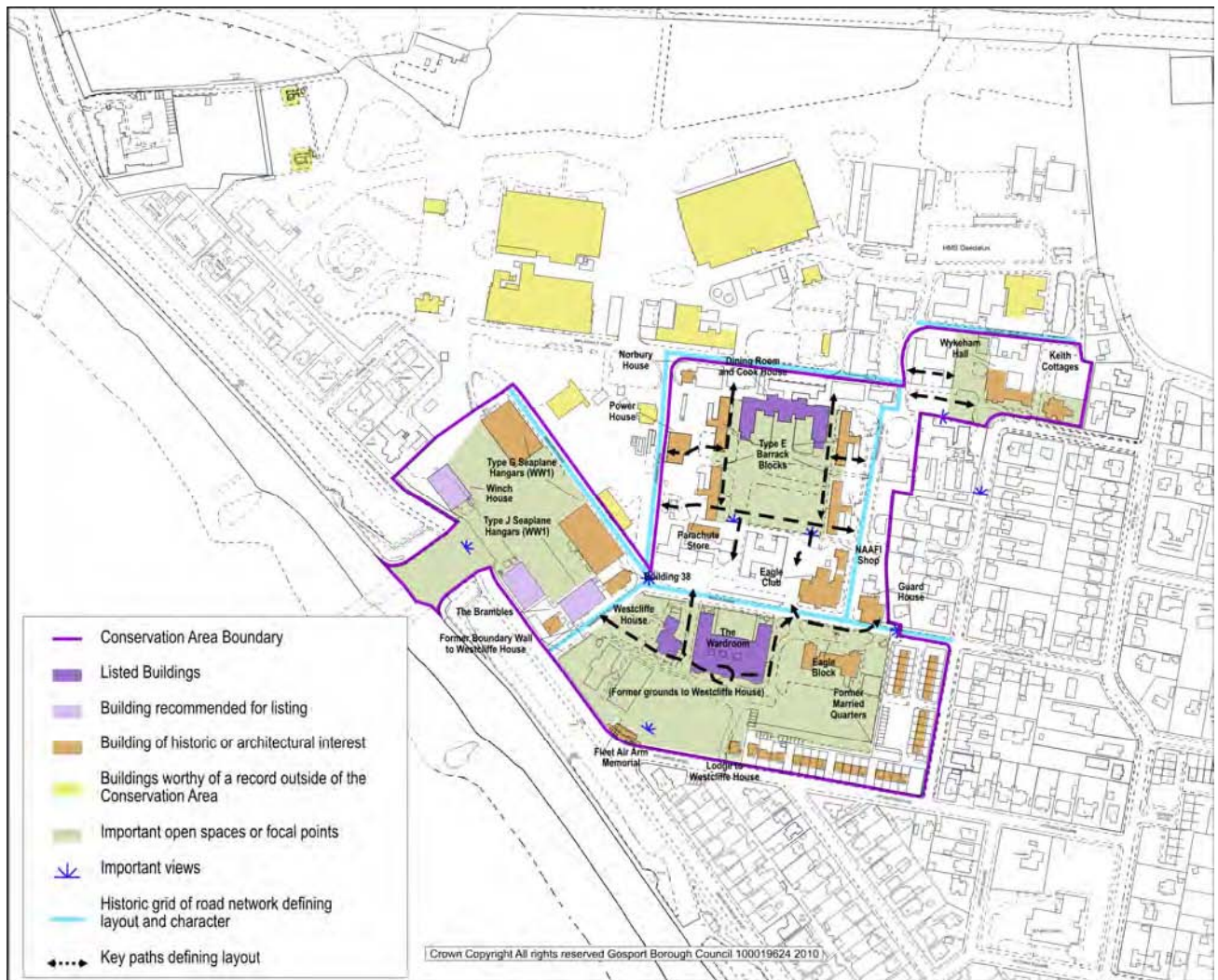
Archaeology

- 5.11 Hampshire County Council, which maintains the Archaeology and Historic Buildings Record (AHBR), consider the Daedalus site to be an area with potential for archaeological deposits. The Historic Environmental Baseline Report (undertaken by Forum Heritage Services and Terence O'Rourke for SEEDA October 2007) for the site concludes that it is difficult to predict the significance of archaeological potential in the vicinity of the site.
- 5.12 It will be necessary for proposals to accord with saved Policy R/BH8 and consequently developers will be required to submit an archaeological assessment in consultation with the County Archaeologist. This could include an archaeological evaluation (such as trial

trenching) prior to construction on a site-by-site basis, with the additional requirement for an archaeological watching brief during ground disturbance activities, if the results of the evaluation deem it necessary.

- 5.13 Due to the history of the site there is the potential for contamination, including potential ordnance²⁹. Consequently appropriate precautions will be required when undertaking any appropriate survey work, such as during trial trenching.

Plan 7: Key heritage and design designations affecting Daedalus



²⁹ See Paragraph 5.62 for further details

Sustainable Construction

- 5.14 Proposals for development at the Daedalus site will be required to meet the appropriate sustainability standard which will help to encourage sustainable lifestyles. This includes the BREEAM for non-residential development and the Code for Sustainable Homes for new dwellings.
- 5.15 Early phases will be required to meet the national timetables for applying the Code for Sustainable Homes and BREEAM standards as they apply at the time of submitting a planning application. Once the Council has adopted its Core Strategy it will then be necessary to apply the accelerated PUSH standards as formally agreed by PUSH in March 2009 as part of the PUSH Sustainability Policy Framework (this is subject to the Planning Inspector's agreeing to its inclusion in the Gosport Core Strategy). These minimum standards are set out in Table 2. The Borough Council will encourage higher standards to reflect the potential for the Daedalus site to be an exemplar site setting a benchmark for other developments which will be required to reach the highest Code for Sustainable Homes standards by 2016.
- 5.16 If developers are unable to provide the required level then it will be necessary for them to demonstrate that the higher level is not viable in this particular instance. This will need to be done through an 'open book' process and be independently validated.

Table 2: PUSH Sustainability Framework: BREEAM and Code for Sustainable Homes Standards and Timetable

Development will need to accord with the following minimum Code for Sustainable Homes threshold level and equivalents for non-residential development as set out below (once the Core Strategy is adopted):		
	All residential development achieves at least the following level of the Code for Sustainable Homes	Non residential development with a floorspace of over 500sq.m must achieve at least the following BREEAM standards
Until the end 2011	3	BREEAM 'Very Good'
From 2012	4	BREEAM 'Excellent'
From 2016	6	BREEAM 'Excellent'

Energy efficiency and renewable energy

- 5.17 Work undertaken on behalf of SEEDA suggests the potential for a range of measures and given the site's size it represents a significant opportunity to develop such schemes.

Energy efficient refurbished buildings

- 5.18 When refurbishing buildings it will be important to consider the performance of the building fabric to create air tight and energy efficient building forms through insulation and double/triple glazing. With regard to historic buildings enhanced single glazing (through additions of draft strips and general refurbishment) may be necessary.

District Heat and Power Network

- 5.19 The proposed mix of uses and the energy load of existing buildings to be retained or refurbished, will generate a mixed pattern of energy demand for heating and electricity.
- 5.20 Learning lessons from the historic heat provision at Daedalus, an energy strategy for the site should be based around a district Combined Heat and Power network. The CHP system will work on a district scale with energy centres considered as part of the phasing. The district energy system, site services and infrastructure will need to be located on a

network of central service corridors to maximise efficiency of the network and allow for maintenance access.

- 5.21 To ensure that the CHP strategy is robust it must be flexible to future fuel supply constraints and for that reason the CHP plant would ideally be dual fuel. This approach would provide future scope to convert bio-fuel as sources are identified and other alternative sources become more viable.

Integrated Renewable Energy

- 5.22 The proposed layout of the development should allow the use of solar water panels on roofs that collect energy from the sun to heat water that is piped directly to a hot storage device. Photovoltaic panels can also be roof mounted or an array can be distributed on facades to convert energy from the sun directly into electricity. When the solar panels are not producing enough energy to meet demand, grid electricity or district generated power would continue to make up the difference. If the solar panels are producing a surplus of electricity the additional energy can be sold back to the grid.

- 5.23 Installation on new build properties and retrofitting of refurbished buildings could offset the amount of energy required for providing domestic hot water.

- 5.24 The suitability of this technology in relation to Listed Buildings and their setting will need to be discussed further with the Council's Conservation and Design section on a case by case basis.

Ground-source heat pumps

- 5.25 The opportunity to distribute closed loop Ground Source Heat Pumps in open spaces can be tested at detailed design stages. Single bore holes require 60 metre depth and can provide hot or cold air throughout the year. Where this is not possible 'slinky' systems can be run along shallow trenches. The airfield and the open spaces to the north part of the site may offer the greatest opportunities for this.

Adaptability

- 5.26 Building fabric of new and refurbished buildings should be to the highest environment standards in order to maximise long term efficiency. The buildings must also be able to adapt to future service technologies and renewable energy technologies. The building layouts of both refurbished and new buildings must also be robust and flexible to allow for future market and user demands for the internal space.

Use of water resources

- 5.27 Measures to reduce water consumption will need to be in accordance with the relevant BREEAM or Code for Sustainable Homes requirements set out in Table 2. Measures include:

- use of water efficient appliances;
- rain harvesting and greywater recycling
- external water consumption measures (including water butts).

Flood Risk

- 5.28 Daedalus is in Floodzone 1 and therefore it is not in a high risk area for tidal or fluvial flooding. However poor site drainage in parts of the site has caused localised flooding so it will be necessary to improve storm water drainage infrastructure.

- 5.29 Given the size of the site a flood risk assessment (FRA) will be required which will need to particularly consider the issue of surface water flooding and include recommended mitigation measures to reduce the risks both to and from the development to an acceptable

level. It must be demonstrated that there will be no increase in current runoff rates or volumes, in accordance with Annex F of PPS25.

5.30 In order to minimise direct surface water run-off the FRA should include a Sustainable Drainage System (SuDS) feasibility study meeting the following objectives:

- identifying the potential constraints to the use of SUDs, informed by both the ground investigation and contaminated land report/remediation strategy;
- identifying particular SuDS techniques that could be utilised on-site; and
- identifying the area of land that will be required to accommodate surface water management infrastructure (SuDS features plus any additional infrastructure requirements).

5.31 The Government's Planning Policy Statement 25: *Development and Flood Risk* and Policy NRM4 are particularly applicable for considering this issue.

Waste and Recycling

5.32 A Site Waste Management Plan (SWMP) will be required for Daedalus in accordance with the Site Waste Management Plan Regulations 2008.

Construction and Demolition Waste

5.33 It will be necessary for commercial and residential development to incorporate best practice in design and construction for waste minimisation, recycling and the re-use of construction and demolition materials. Where hazardous wastes are identified these should be segregated from inert materials and disposed of in accordance with appropriate regulations and guidance.

Operational domestic and commercial waste

5.34 The layout and design of the development should provide adequate space to facilitate storage, re-use, recycling and composting. Waste and recycling facilities will need to be provided in accordance with the relevant BREEAM or Code for Sustainable Homes requirements as set out in Table 2.

On-site recycling and other waste facilities

5.35 It is considered that due to the size of the site there may be opportunities in consultation with Hampshire County Council, as the waste authority, to locate some form of recycling facility within the site. It will be important that such facilities do not have an adverse impact on the amenities of local residents nor have a detrimental impact on new businesses at the site.

Biodiversity

Internationally important habitats within the vicinity

5.36 The Daedalus site is within 100 metres of the mudflats at Hill Head which form part of the Solent and Southampton Water Special Protection Area (SPA) and Ramsar site which are of international importance for wading birds. The emerging Habitats Regulation Assessment (HRA) of the Gosport Core Strategy considers the potential impacts of development at the Daedalus site, in combination with other developments in South Hampshire on the internationally important sites. The final HRA will also set out any appropriate mitigation measures at a strategic level.

- 5.37 The HRA³⁰ has identified a number of potential direct or indirect impacts of proposed development of Daedalus on the SPA and Ramsar site. This includes air pollution, disturbance, water resources and waste water.
- 5.38 There is concern that residential development particularly on the western side of the site could have an adverse effect through recreational disturbance on the SPA. Access towards Hill Head will require careful management to avoid any adverse effects including the disturbance to birds on the intertidal habitats. Recreational access towards the south (i.e. Lee beach) and the east (Lee beach, Alver Valley and Stokes Bay) should be promoted for particular types of activities.
- 5.39 Development at Daedalus will have a number of potential in-combination impacts with other development in South Hampshire such as air pollution (mainly from vehicular movements) water consumption (extraction of water from sensitive river habitats) and waste water (potential to affect sensitive coastal habitats). It is considered that measures incorporated within the emerging Core Strategy which has been set out as requirements for development at Daedalus will ensure that the Daedalus site will not have an adverse effect on the European sites in the sub-region. Such measures include:
- The Transport Strategy (Section 6) which aims to reduce travel out of the Borough by providing new jobs and creating greater opportunities to travel to work by modes other than the private car;
 - Incorporating water efficiency measures as required by the Code for Sustainable Homes and BREEAM measures (see paragraphs 5.14-5.16); and
 - Incorporating sustainable drainage systems as required by the Code for Sustainable Homes and BREEAM measures (see paragraphs 5.14-5.16 and 5.29) and the provision of the necessary infrastructure in liaison with Southern Water will help increase the capacity of waste water facilities.
- 5.40 Any potential impacts on the European sites will need to be fully assessed through an Appropriate Assessment (AA) at the planning application stage when more detail is known (i.e. project level) under the Conservation of Habitats and Species Regulations 2010.
- 5.41 It will be necessary to consider appropriate mitigation measures depending on the results of the findings of this assessment. The emerging HRA makes a number of possible suggestions including:
- developer contributions towards alternative greenspace for recreation to deflect pressure from European sites; and
 - developer contributions towards the management of recreational activities which are/or potentially causing a disturbance as a result of the development.
- 5.42 The HRA report highlighted particular concern in relation to any potential marina development in the Solent adjacent Daedalus. It cites a number of significant potential impacts on the SPA including affects on the coastal hydrodynamics and sedimentation, increased recreation disturbance, air pollution and pollution of the marine environment. Consequently any developer considering a marina proposal will need to undertake detailed studies with advice from Natural England at an early stage to understand what impacts a marina would have on the European sites in-combination with other development in the sub region. It will also be necessary to consider what, if any, measures can be implemented to mitigate these impacts in accordance with the Habitat Regulations.

³⁰ HRA Screening Report (UE Associates) <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/core-strategy/habitats-regulation-assessment/>

Protected Species on-site

- 5.43 Several European and nationally protected species are known to be present on Daedalus, including badgers, bats, birds (barn owl and skylark), reptiles and great crested newts. Protected species surveys will need to be completed at the appropriate time of year by a suitably qualified ecologist, in order to ascertain their number and extent in order that development proposals can avoid and protect them. Where disturbance is necessary, suitable mitigation will need to be designed, in consultation with Natural England and GBC.
- 5.44 The Ecological Appraisal (Capita Symonds January 2009) identifies that certain buildings on the site have high bat potential. Where a building is to be lost which has a bat roost, a licence will be required from Natural England prior to demolition. Loss of any roosting habitat should be mitigated for through the incorporation of bat bricks in new buildings and/or the provision of bat boxes on buildings and trees.

Measures to enhance biodiversity on-site

- 5.45 Future developments should recognise the ecological potential of the site. Measures to enhance biodiversity should be incorporated into detailed development design at the planning application stage including the planting of indigenous species. The use of sustainable drainage systems has the potential to enhance biodiversity on the site as well as the incorporation of green roofs and walls on appropriate new buildings.

Invasive Plant Species

- 5.46 The Phase 1 Habitat Survey has identified the presence of a small area of the invasive plant Japanese knotweed. This is an extremely invasive plant and it is an offence to cause it to spread. Appendix 3 of the Ecological Appraisal³¹ undertaken on behalf of SEEDA sets out a proposed Japanese Knotweed eradication strategy for the Daedalus site. Advice from specialists is required on this matter in accordance with Environment Agency guidelines.

Amenity Issues

- 5.47 The site is adjacent a residential area and it will be necessary for proposals to consider the impact of development on local amenities including existing residents in the vicinity as well as the potential impacts on residents of new properties on the Daedalus site. It will also be necessary to consider the operation of different types of businesses and how they could potentially impact on each other, for example in terms of noise, dust, smell and vibration. Policy R/DP1 of the Local Plan Review is applicable in this instance. Key considerations are set out below.

Daylight and privacy

- 5.48 The layout of the development will be particularly important to ensure a satisfactory standard of daylight and privacy for existing residents adjacent the site and those future occupants of the site.

Security

- 5.49 It is widely acknowledged that the built environment can influence criminal behaviour. Consequently it is important to ensure measures are considered early in the design process to minimise such opportunities. Planning applications will be assessed in order to ensure the risk of criminal and anti-social behaviour is minimised at the design stage. This includes appropriate layout design, boundary features and means of enclosure and to try to create a place which has a good level of natural surveillance. Developers are advised to contact Hampshire Constabulary's Architectural Liaison Officer for guidance.

³¹ Capita Symonds January 2009

Lighting

5.50 Lighting is needed for the safety of workers, residents and visitors and assists with overall security. However unsuitable lighting can cause a number of problems including shadowing and intrusion by glare and dazzle. There are a number of considerations relating to light pollution at the Daedalus site including:

- the need to be sensitive to the requirements of an operational airfield;
- the need to consider the proximity of the open urban fringe land to the north which is characterised as having limited external lighting;
- the potential impact on the amenities of local residents;
- the need to consider highway safety issues;
- the need to reduce wasted light to limit light pollution and reduce energy consumption; and
- the need for a safe environment for users at night.

5.51 All lighting should be the minimum necessary to be effective and be designed to limit spillage above the horizontal plane. It should be directed downwards onto the target rather than upwards towards the sky. Saved Policy R/ENV11 is applicable in this instance.

Noise pollution

5.52 Airfields and employment sites can be noisy locations and therefore noise will be a very important consideration when determining future planning applications. Noise levels will need to be assessed against previous levels when the site was in greater use. Saved Policy R/ENV10 of the Local Plan Review and the latest Government guidance is applicable in this instance.

5.53 Construction noise could cause disturbance to nearby residents and wildlife. Good construction practice through the implementation of best practice mitigation measures in a Construction Environment Management Plan should be followed to minimise noise disturbance.

5.54 Detailed assessments to determine the likely noise impacts from operational activities should be undertaken at the planning application stage to determine suitable mitigation measures. Potential mitigation measures include:

- locating potentially noisy operations further from residential areas and other noise sensitive uses;
- hours of operation;
- sound-proofing of buildings; and
- the incorporation of sound-proofing barriers such as bunding, where appropriate.

5.55 To ensure a suitable internal noise environment in new residential units, PPG 24 assessments should be undertaken to enable acoustic ventilation requirements to be determined. High levels of sound-proofing and screening as part of sustainable housing design and construction will be an important consideration and forms part of the Code for Sustainable Homes.

5.56 Natural England should be consulted on the potential for noise impacts on the Solent and Southampton Water SPA and Ramsar site and determine necessary mitigation measures.

Air pollution

5.57 Development of the site is likely to result in impacts to local air quality during the construction phase and potentially once construction is complete. Construction phase impacts should be mitigated by the adoption of a Construction Environmental Management Plan (CEMP) requiring the adoption of best practice methods to minimise impacts from

construction dust and construction plant and vehicle emissions. Working hours must be agreed with GBC and consider potential impact on residents' amenity.

- 5.58 There are currently no Air Quality Management Areas (AQMAs) in the Borough where national objectives for nitrogen dioxide (NO₂) or fine particulates (PM₁₀) are exceeded. However there is an AQMA in Fareham in the vicinity of Quay Street which is used by traffic going to and from the Gosport peninsula. Consequently an employment-led strategy at Daedalus which has the potential to reduce out-commuting has the potential to reduce pollution within the AQMA.
- 5.59 For operational phase impacts, detailed air quality dispersion modelling should be carried out to determine the potential impact on local air quality from traffic flows and commercial activities. Odour assessment and potentially dispersion modelling should also be carried out for relevant commercial developments, including waste facilities, to determine mitigation/abatement measures to be incorporated.
- 5.60 Natural England should be consulted on the potential for air quality impacts on the Solent and Southampton Water SPA and Ramsar site and determine necessary mitigation measures.

Contaminated Land

- 5.61 As with many former Ministry of Defence sites, the issue of contaminated land needs to be fully considered as part of the planning application process (Policy R/ENV5).
- 5.62 Baseline contamination reports are available for the site (Entec 2007). The strategic environmental assessment (see Ground Conditions Chapter) has highlighted that contamination is present on-site including those associated with processes undertaken within the workshops and hangars, fuel storage and on-site burning and disposal. Key types of contamination identified include a small number of radioactive hotspots, hydrocarbons, metals and asbestos. There may also be a risk of unexploded ordnance at the site and consequently further investigation and consultation with the MoD will be required. Details of the previous pipe mining clearance operation can be obtained from SEEDA.
- 5.63 The remediation of existing ground contamination will be required particularly for sensitive land uses such as gardens. Further surveys and assessments will need to be completed at the application stage to fully characterise the contamination and identify source-pathway-receptor relationships so that a remediation strategy can be formulated to render individual sites suitable for use for their intended purpose. The scope of intrusive assessments and remediation strategies will need to be agreed with GBC and the Environment Agency. The remediation strategy will need to be designed to prevent contamination of local surface waters.
- 5.64 Further explanation of the remedial measures required with regard to the limited radiological contamination hotspots identified are provided in the Entec Technical note.
- 5.65 For any large areas of car parking or internal access roads, oil interceptors will need to be installed to remove hydrocarbons from run-off, prior to discharge to the receiving water.
- 5.66 Best practice construction methods will need to be employed during ground disturbance, in accordance with a Construction Environmental Management Plan to avoid mobilisation of contamination and remove risk to workers. This will include the need to accord with EA Pollution Prevention Guidelines.

Utilities

- 5.67 Utilities include the supply of water, the drainage of foul and surface waters, gas and electricity, and Information and Communications Technology (ICT). New development can place increased demands on the functioning of these utilities both in the new development area and in the surrounding areas.
- 5.68 It will be necessary for prospective developers to have an early consultation with the statutory undertakers responsible for providing these services before submitting any planning applications. Any planning application will need to illustrate how the provision of new services will successfully integrate with existing facilities. Any offsite works to upgrade existing or provide new utilities infrastructure will be expected to form part of the planning application details. Further consideration of the key utilities is set out below.

Water Supply, treatment and sewerage

- 5.69 Residential and commercial development on site will place additional pressure on the mains water supply and foul drainage system.
- 5.70 Portsmouth Water supply water in the Gosport area. The company advises that sufficient water supply resources are currently available but off-site reinforcements to the existing water mains network may be required.
- 5.71 Southern Water is responsible for waste water services in the area. The company advises that there are uncertainties associated with the available treatment capacity at the nearby Peel Common Wastewater Treatment Works due to environmental constraints. Further capacity assessment will need to be undertaken in consultation with Southern Water regarding waste water in order to determine the likely impact of development and potential mitigation.
- 5.72 To minimise impact, water efficiency measures should be incorporated into all developments in accordance with the relevant Code for Sustainable Homes or BREEAM standards³².

Electricity and Gas Supply

- 5.73 The National Grid has confirmed that development on the site carries negligible risk with regard to the national operational electricity network and gas transmission network. Southern Gas networks have plans of gas pipes owned by them and they also note that a low/medium/intermediate pressure gas mains are located in proximity to the site. It will be necessary for developers to contact Southern Gas Networks directly for full details.

Information and Communications Technology (ICT)

- 5.74 BT has plans showing approximate locations of BT apparatus present in the vicinity of the site. They do not have details regarding communications within the Daedalus site itself.
- 5.75 It will be important that the site has the highest available standard of ICT infrastructure in order to meet the needs of modern hi-tech businesses. Applicants will be required to provide details on such provision.

Specific Employment and Commercial Development Considerations**Skills and Training Requirements**

- 5.76 As part of developing a sustainable community it is necessary to ensure that local residents have the skills required to take employment opportunities at the Daedalus site. Developers will be required to prepare a Training and Employment Plan to be approved prior to the

³² see paragraphs 5.15-5.16

implementation of the development. This should focus on the opportunities that the development can offer to the benefit of the local labour market. The Council's Economic Prosperity section will be able to provide advice on this matter.

- 5.77 Proposals for premises that provide training facilities will be supported at the Daedalus site. Developers and end-users will be encouraged to work with the Borough Council, training providers and other key partners to provide pre-employment and specialist training provision including apprenticeships.

Developer Contributions

- 5.78 The key developer contributions sought from employment and commercial uses will be in relation to off-site transport improvements to make the site more attractive for investment. Further details are set out in Section 6 relating to the Transport Strategy for the site. There may also be the need to seek developer contributions for training purposes should this be identified as the most appropriate measure in a Training and Employment Plan (see Paragraph 5.75). There may also be the need for contributions for environmental improvements or other requirements identified in connection with Policy R/DP3 of the Local Plan Review.

Low Employment Generating Uses

- 5.79 The Borough Council aims to maximise the employment opportunities on Daedalus and will limit low generating uses such as large scale warehousing³³. Planning applications should be accompanied with an assessment of estimated employment densities envisaged on the application site. Low employment generating uses will only be considered if it is the most appropriate use, is ancillary to an existing business use or forms a smaller element of a comprehensive scheme (Policy R/EMP7 is applicable).

Specific Aviation Considerations

- 5.80 As the airfield including the runways are within the Fareham Borough Council area. Development proposals relating to the level and type of usage will need to be determined by Fareham Borough Council, in consultation with Gosport Borough Council.
- 5.81 Gosport Borough Council will ensure development proposals in its area do not unduly affect the operation of the airfield as it is important that the site can attract aviation-related businesses. It will be important to ensure aviation-related businesses operating in the Gosport part of the site can gain access to the airfield facilities. Further studies will be required to understand the aviation issues on the site.

Specific Residential Development Considerations

Affordable Housing

- 5.82 The Borough Council will seek the provision of 40% of the proposed residential development to be affordable housing, in accordance with saved Policy R/H5 of the Local Plan Review. The affordable housing will be required to be built on-site.

Mix of dwelling sizes and types

- 5.83 The site should include a mix of dwelling sizes and types of dwellings (Policy R/H4 of the Local Plan Review) in order to ensure a genuinely mixed community. It is recognised that the conversion of historic buildings on the site will generally be more suitable as apartments.

³³ The PUSH Study 'Property Requirements for Distribution and Logistics' (Tym and Partners/Lambert Smith Hampton/MDS Transmodel June 2008) has demonstrated that there is little demand for such warehouse uses on the Gosport peninsula

- 5.84 Dwellings will need to reflect that Lee-on-the-Solent has one of the oldest age profiles in Hampshire and will continue to remain a popular location for older residents particularly as the age profile of the Borough is forecast to become more dominated by older people. At the same time it will also be necessary to provide a mixed community and that family housing will also be required to form an element of the mix.
- 5.85 It will be necessary to incorporate lifetime home standards as part of the new dwellings to ensure that a range of people can live in the properties including those with small children, people with disabilities and elderly residents. The Borough Council currently seeks at least 15% of all new market housing should be designed to lifetime home standards (Paragraph 5.53 of the Local Plan Review). These requirements will increase in line with the Code for Sustainable Homes once the standards set out in Table 2 are adopted as part of the Core Strategy.

Housing Design and Density

- 5.86 The Design Section (Section 7) sets out the key principles in relation to the design of the site. It is clear that the site can accommodate a mix of densities in the medium to high range (for example 45-100 dwellings per hectare) which is considered a suitable range for a site with its current level of bus services and its proximity to services within Lee-on-the-Solent centre.
- 5.87 The conversion of buildings in the historic core and any new build within the proximity of the sea front would be suited for well-designed higher density development. Higher densities will assist in creating a vibrant mixed-use site which can support local services including Lee-on-the-Solent Centre.
- 5.88 Housing will need to have regard to the CABI and the Home Builders' Federation, '*Building for Life*' standards. Planning applications will need to be accompanied with a Design and Access Statement³⁴ which cover these issues.

Working from Home

- 5.89 As part of the Council's strategy to reduce out-commuting residential units which encourage working from home will be supported. Such dwellings will form part of the Council's total site allocation of 352 remaining dwellings and will not be additional to it. Associated facilities such as meeting rooms and associated facilities to serve those working from home will be supported.

Developer Contributions

- 5.90 The Borough Council will require that new residential development is supported by appropriate infrastructure and facilities (as set out in Policy R/DP3 and the relevant policies of the LDF). Contributions in relation to improved transport infrastructure to serve the whole site are set out in the Transport Strategy (Section 6). In addition the Borough Council will normally require specific developer contributions in relation to new residential developments for education and open space provision. There may be other requirements that may need to be funded in accordance with 'saved' Policy R/DP3 of the Local Plan Review.
- 5.91 **Education:** 'Saved' Policy R/CF6 of the Local Plan Review requires that development proposals of more than 10 dwellings make appropriate provision for education facilities to the satisfaction of the Hampshire County Council as the local education authority. It is considered that in many cases additional education provision is required to accommodate a demand that has been created by residential development and that it is appropriate for the

³⁴ For further guidance on the Council's requirements see www.gosport.gov.uk/sections/your-council/council-services/planning-section/requirement-for-design-and-access-statements/

developer to make a contribution towards this extra requirement in accordance with the provisions set out in the Government Circular 05/2005 *Planning Obligations*. As part of any planning application the Borough Council will liaise with Hampshire County Council on the need for additional provision in accordance with its guidance, '*Developer Contributions towards Education Facilities*', which includes the formula for calculating the developer contributions. In the recent past there has been the need for additional provision to be made in Lee-on-the-Solent and that there continues to be pressure on local provision.

- 5.92 In order to ensure contributions relate to where there is a direct impact, schemes for accommodation for the elderly including sheltered accommodation will not be required to provide a contribution.
- 5.93 **Open Space:** New residents on the Daedalus site will also place additional pressure on the existing public open space (both natural and amenity), children's play areas, sports facilities and other recreational facilities. Policy R/OS8 (and the supporting Appendix O) of the Local Plan Review requires that provision is made for sports pitches, other outdoor sports facilities and children's play facilities. Where on-site provision is not possible or appropriate the Borough Council may accept developer contributions in lieu of on-site provision, with suitable justification, in accordance with the provisions of the Local Plan Review (and subsequent policies in the Gosport Core Strategy). Details of the Council's current developer contributions for residential dwellings (one, two and three and over bedrooms) can be found at www.gosport.gov.uk/sections/your-council/council-services/planning-section/pre-application-advice/
- 5.94 The sports pitch and other outdoor facilities will be required off-site as the character of the site is not suitable for on-site provision. This provision can be in the form of part-funding improvements of existing facilities or proposed new facilities in the Borough.
- 5.95 It is likely that some form of children's play area will be required on-site to serve family housing provided on the site. However it may be more appropriate to consider whether improvements can be made to the play areas provided in association with the Married Quarters development.
- 5.96 A reduced open space contribution is required for accommodation associated with older residents.
- 5.97 The Borough Council may also consider the use of land at Manor Way, which is outside of the Daedalus site, in lieu of the full on-site provision or the required financial contribution³⁵.
- 5.98 The emerging Core Strategy aims to use developer contributions for a wider range of open space and green infrastructure requirements and consequently the Borough Council will consider the use of developer contributions for a wider range of open spaces including allotments for which a local need has been demonstrated once the appropriate policies have been adopted.
- 5.99 **Other requirements:** There may also be the need for contributions for other requirements identified as part of a proposed development (see Policy R/DP3) which could include environmental enhancements, community uses and indoor leisure facilities. Such requirements, together with those outlined above, may be included as part of the Borough Council's forthcoming Community Infrastructure Levy (CIL).

³⁵ This could include land currently in SEEDA's ownership at Manor Way.

6.0 TRANSPORT AND ACCESSIBILITY STRATEGY

Introduction

- 6.1 A Transport Assessment³⁶ will be required to assess in detail the transport requirements and the impacts of the proposed development at Daedalus. It will need to identify suitable measures to achieve a sustainable development and reduce the need to travel; make best possible use of existing transport infrastructure; and any improvements necessary to mitigate residual impacts. Proposals will need to accord with the Highway Authority's Strategic Access to Gosport (StAG) study, which is the transport strategy for the Peninsula..

Existing Transport Conditions

Highways

- 6.2 A description of existing traffic conditions, transport provisions and traffic flow data is provided in the Transport Baseline Report (MVA Consultancy June 2007³⁷) and summarised below.
- 6.3 The Gosport Peninsula has two main road accesses to the north; the A32 Fareham Road, and B3385 Newgate Lane. Both routes converge south of Fareham town centre and connect via the A27 to M27 Junction 11. Titchfield Road (B3334) offers a route from Stubbington heading north-west to M27 Junction 9 (see Plan 8).
- 6.4 There is presently a large volume of out-commuting exacerbated by a lack of available jobs on the Peninsula. The road and public transport infrastructure is inadequate to accommodate extended peak hour demands resulting in congestion on the access roads, which is a major inconvenience to commuters moving off the Peninsula in the am peak and returning in the evening. However in-commuters experience few delays in the am and pm peaks. It is also important to recognise that in the off peak, the Borough has relatively good access to the motorway network.
- 6.5 During peak periods there is extensive queuing on the A32 Fareham Road and Gosport Road due to a lack of capacity at several junctions along the route, particularly the Quay Street roundabout at the junction with A27. The Longfield Avenue/ Speedfields roundabouts contribute to slow moving traffic on Newgate Lane, with queuing on the Broom Way and Rowner Road approaches to the Peel Common roundabout in the AM peak. There are also queues on the Gosport Road (eastbound) approach to this roundabout in the PM peak.
- 6.6 Queuing occurs on Stubbington Lane and the Gosport Road approaches to Stubbington Village in the AM peak and on the Titchfield Road and Mays Lane approaches in the PM, reflecting peak hour tidal traffic flows.
- 6.7 Southern parts of both Newgate Lane and Titchfield Road are of a width and alignment not well-suited to HGV's and cycles.

Existing Access to Daedalus

- 6.8 Currently only one access to Daedalus is in use at Chark Lane (off Broom Way to the east of the site) with internal links to Hangars East and the Waterfront area. There are six potential access points from Marine Parade West, which is an important local distributor road and a strategic route to southern parts of Gosport. Additional access at three points from the east is also available through predominantly residential areas.

³⁶ The TA will need to comply with the Department for Transport's *Guidance on Transport Assessment* (2007)

³⁷ <http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

Public transport

- 6.9 Public transport in Gosport is provided by local bus services and the passenger ferry between Gosport and Portsmouth, which also carries cycles. The ferry is well used and is in close proximity to both the Gosport and Portsmouth Hard bus stations, and the Portsmouth Harbour railway station. There are currently plans to provide a new ferry pontoon on the Gosport side of the harbour.
- 6.10 Existing bus services mostly run on a variety of routes between Gosport and Fareham Town Centres. The frequency of services to Lee-on-the Solent is relatively poor and all peak hour services can be delayed due to the variable effects of congestion. Nearly all destinations beyond Fareham require a change of service at Fareham Bus Station and few services currently serve Fareham Railway Station directly.
- 6.11 The results of a public transport accessibility audit are included in the Transport Baseline report. Whilst some areas, such as Stubbington centre and Collingwood Retail Park, are relatively accessible from the Daedalus site, public transport accessibility to many other key destinations is poor.
- 6.12 The first phase of a Bus Rapid Transit (BRT) system will be completed in Autumn 2011 which will improve accessibility for some parts of the Peninsula. It will operate along the former railway line between Tichborne Way and Redlands Lane (see Plan 8). It may be utilised by services in whole or part and will thus enable buses to bypass congestion on the A32 and the northern part of Newgate Lane and provide faster and more reliable journeys. It will also result in more services providing direct access to Fareham railway station. In future BRT is expected to be extended further south into Gosport and northwards via West to Fareham town centre, with later bus links to the proposed North of Fareham Strategic Development Area.

Walking / Cycling

- 6.13 Due in part to the favourable topography and climate there is a high level of cycling on the Peninsula. Across the Borough there is a good network of existing cycle lanes and off road paths, but some key links to Lee on the Solent and Daedalus are missing. Broom Way and Gosport Road have good shared use off-road cycle routes linking Lee-on-the-Solent to Stubbington. However Newgate Lane has no dedicated cycle facilities to encourage cycling northwards to Fareham and in southern parts the road is intimidating due to its heavy traffic, narrow and poor alignment.
- 6.14 There are no dedicated cycle facilities on Marine Parade, but there is potential to link the site with off-road cycle routes to Lee town centre and existing routes from Gosport town centre which at present terminate at Portsmouth Road. Facilities on Marine Parade, West and East, would conclude the National Cycle Network (Route 2) along the coast of Gosport. There is also good potential for coastal links towards Hill Head to the west.

Summary of Existing Conditions

- 6.15 Overall, there are clear problems of road-based access to the Gosport Peninsula. There is a need for local highway improvements, improved management of the existing network and the promotion of alternative transport modes to accommodate growth.
- 6.16 The scale of the transport infrastructure deficit is significant and the Highway Authority (Hampshire County Council) has developed an outline programme of transport interventions which will need to be delivered through Government, County Council and developer funding. The Strategic Access to Gosport Study³⁸ identifies the most appropriate and deliverable schemes to improve access to Gosport and support growth and

³⁸ published in February 2010 by Transport for South Hampshire (TfSH)

economic development. It includes improvements to address specific local issues including junction and carriageway improvements along Newgate Lane and improvements to the Peel Common and Stubbington roundabouts through signalisation.

Transport Objectives and Key Principles

6.17 The transport strategy for Daedalus is based on the following key principles:

- reducing the need to make a journey and reducing the need to travel off the Gosport Peninsula;
- making greater use of sustainable modes; and
- making better use of existing transport infrastructure and providing new transport infrastructure where necessary to achieve an attractive and successful employment-led development.

Reducing the need to travel

6.18 One of the main reasons for high levels of out-commuting is a lack of available jobs in appropriate business sectors. The proposal for an employment-led mixed-use site should create a significant number of suitable jobs at Daedalus to give residents in the Borough a greater opportunity to work locally. It should afford them choice as to how far they travel for employment, and providing employers convenient access to a strong pool of potential workers.

6.19 Provisions for home working and broadband Internet connections can facilitate flexible and sustainable working practices.

Promotion of Sustainable Modes

6.20 An improved frequency and range of bus services will be required to improve accessibility and journey time to and from Daedalus and provide an attractive alternative to the car.

6.21 A permeable network of access routes should be provided for all modes to assist in reducing the need to travel, and to encourage cycling and walking. The site's close proximity to Lee-on-the-Solent and Stubbington presents opportunities for the improvement of pedestrian and cycle connections to these communities. In addition the development of comprehensive travel plans will be crucial to promote sustainable modes.

Improving infrastructure

6.22 It will be necessary to ensure the traffic generated by the development can be accommodated by the local highway network in terms of capacity, operation and safety, or provide the required mitigating measures. There will likely be the need to improve the use of local roads and, where necessary, provide new infrastructure to meet the travel demands of the site. Improvements will be important in attracting inward investment to the peninsula and creating new local employment opportunities.

Transport Assessment and Contributions

6.23 The measures required to support and promote development and to mitigate transport impacts, should be determined by a full Transport Assessment (TA). This will need to be carried out to the satisfaction of the Highway Authority and the Borough Council prior to the determination of any individual applications for development. The TA will identify the requirements for off-site highway works and other transport measures and will form the basis for negotiations on transport improvements. These may be undertaken by the developers, or contributions may be made to enable delivery by the Highway Authority. The latest Hampshire County Council Transport Contributions Policy may be used as an indicative measure of funding required from developers.

6.24 Transport contributions, plus any maintenance costs in respect of adopted highways or infrastructure and landscaping maintained by the Highway Authority should be secured by means of a legal agreement.

- 6.25 An Implementation Plan will be required which links the delivery of the transport measures to the progress and phasing of the development to ensure the timely delivery of suitable access and transport measures appropriate to the scale and nature of the development.

Provision of Off-Site Infrastructure

- 6.26 Development at Daedalus will first look to minimise any impact on the surrounding network by reducing the need to travel through the provision of significant employment and through the promotion of public transport, walking and cycling as sustainable modes of travel.
- 6.27 However, some off-site improvements will likely be required to mitigate the impacts of additional traffic generated by, and attracted to, Daedalus. Improvements will also provide a standard of access appropriate to this strategic employment site.
- 6.28 The Strategic Access to Gosport Study³⁹ has indicated a number of schemes (Plan 8) which will improve access to the Gosport Peninsula and consequently support the local economy and enable growth. Improvements in relation to Daedalus may include the following:
- Improvements to Peel Common roundabout, including possible signalisation and improved entry lanes;
 - Improvements to Stubbington Village roundabouts, including possible signalisation;
 - Improvements to Newgate Lane including straightening and widening the section between the Collingwood and Peel Common roundabouts to make the road more suited to goods vehicles and allow the provision of an off road cycle lane; and
 - Measures to facilitate pedestrian and cycle access, including cycle measures on Marine Parade and pedestrian / cycle crossing facilities.

Public Transport

- 6.29 The developer will need to work with the local bus operators, Hampshire County Council and the Borough Councils to develop and implement an improved bus service network to enhance accessibility to the site, other employment areas, local shops, schools and services. Better public transport connections for the residents of Daedalus and the wider area to the key transport interchanges in Fareham and Gosport should also be promoted. Improvements are likely to be based on a combination of enhanced services and diverted routes which seek to improve the overall bus service in all parts of Lee-on-the-Solent.
- 6.30 The introduction of BRT services on the Peninsula offers an opportunity to provide better quality buses and a more frequent and reliable service on a number of routes. The developer and local bus operators will need to consider the means of bringing some of the benefits of BRT to Daedalus.
- 6.31 The site design and layout should enable through bus services. Provision of bus shelters and accessible stops, in and adjacent the site, will need to be considered, as well as the provision of travel information at bus stops and through travel plans. Ideally all parts of the site should be within a 400m walking distance of bus stops serving a range of locations.
- 6.32 The public transport provision should be an integral part of the site Travel Plan, and the TA should demonstrate how modal shifts and forecast patronage will be achieved.

³⁹ See paragraphs 3.9-3.14 of this SPD for further details

Plan 8: Strategic Access to Gosport Study- Proposed transport measures particularly relevant to Daedalus

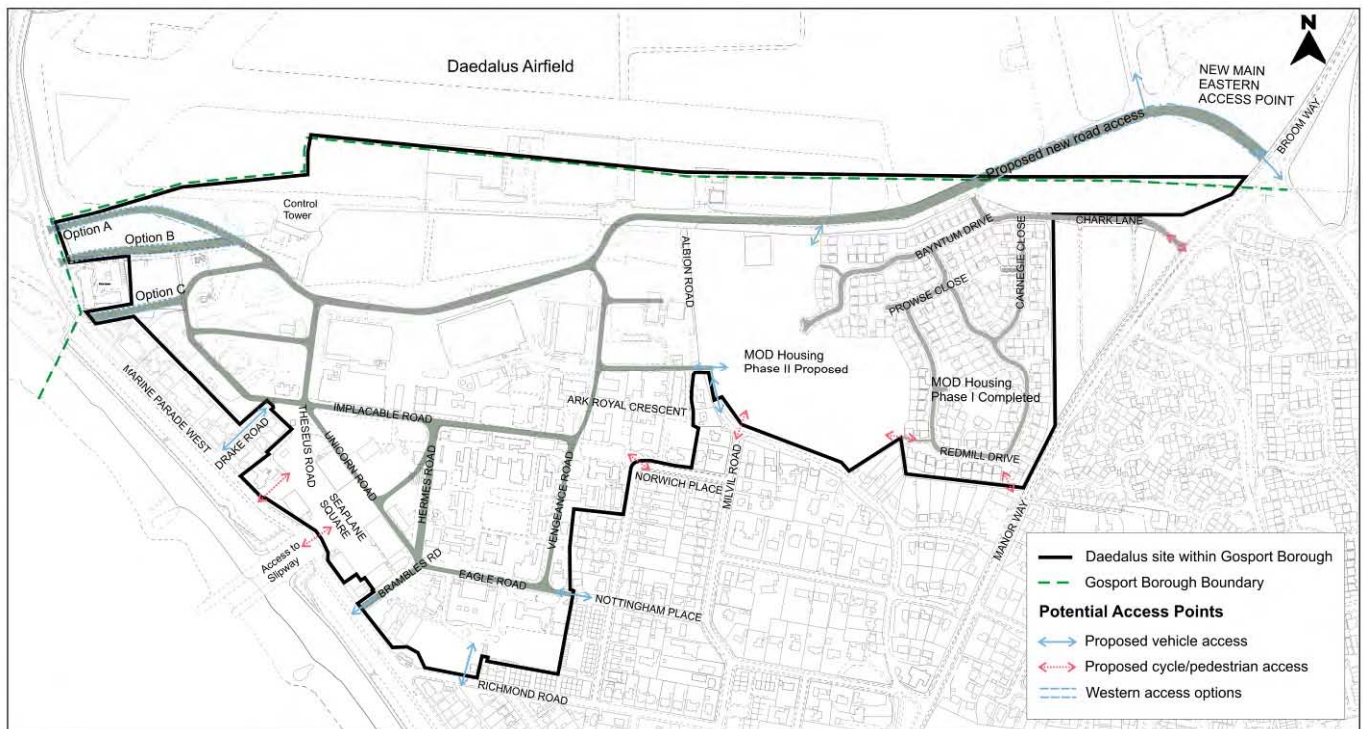


- | | |
|-------------------------|-------------------------------------|
| ★ Town and City Centres | — BRT Phase 1 (by HCC) |
| — Motorway | ↔ BRT Future Phases |
| — Main Roads | ● Priority Junction Improvements |
| — Railway | — Newgate Lane Corridor Improvement |
| — Ferry Link | 🚲 Proposed Cycleways |

Access Points

- 6.33 It is important to integrate the site within the local area, through the provision of efficient and flexible access, which reduces the need to travel and encourages sustainable modes. Daedalus should therefore achieve high levels of permeability through the use of a number of access points and an appropriate internal network of roads, footways, footpaths and cyclepaths⁴⁰. It will be important to demonstrate that traffic using the proposed accesses can be accommodated without causing significant demonstrable harm to the highway network. Plan 9 identifies potential access points to Daedalus which would help integrate the site with the rest of Lee-on-the-Solent.

Plan 9: Daedalus Access Points



- 6.34 It is recognised that there is potential for an increase in lorry movements through Stubbington which is not desirable in view of the nature of the existing roads, in particular southern parts of Titchfield Road. Accordingly a lorry route signing strategy from the M27 and A27 corridors should be developed and implemented in consultation with the Highway Authority to direct heavy goods vehicles to Newgate Lane, from where access can be gained to the Gosport section of the site and the development sites within Fareham at Hangars West and Hangars East.
- 6.35 The primary vehicular access point to the Gosport employment areas will be provided by means of a new access road from the Broom Way / Cherque Way signal controlled junction within Fareham Borough⁴¹. The access should be all-purpose and suitable for all heavy goods and articulated vehicles. It should include controlled crossing facilities to accommodate the existing off-road shared cycle route on the west side of Broom Way. It is considered that all the land necessary to achieve a satisfactory layout is available within the existing highway and the Daedalus site.

⁴⁰ This network will need to be in accordance with DfT Manual for Streets (2007 and 2010), Hampshire County Council's Companion Document to Manual for Streets (April 2010), and Design Manual for Road and Bridges (Highway Agency et al)

⁴¹ As included in Policy CS12 in the Fareham Core Strategy: Pre-submission Draft (December 2010)

- 6.36 The main internal road should extend from Broom Way and enable circulation and servicing of the whole site. Where appropriate the network should be suitable for rigid and articulated heavy goods vehicles. The alignment of the internal road network is flexible and may be adjusted to reflect the requirements of the proposed employment development. This could include the need for business premises to be incorporated within a larger secure airfield facility and consequently the road alignment may need to be further south than indicated on Plan 9. Where possible, the road should avoid bringing commercial traffic in close proximity to residential areas.
- 6.37 A secondary access should be provided from Marine Parade or Stubbington Lane by means of a signal controlled junction, including crossing facilities for cyclists and pedestrians. Although traffic management should be employed to focus heavy commercial traffic on the primary access at Broom Way, the secondary access must be capable of carrying 12m buses and 11m rigid goods vehicles. It should be carefully designed so as not to encourage articulated lorries whilst providing access for residents, employees and local services. Land availability for this access is restricted and it should be provided with regard to the restraints imposed by existing development and the reasonable operational requirements of the runway.
- 6.38 Effective off-site traffic management measures must be identified and implemented to forewarn and redirect articulated vehicles via appropriate routes to Broom Way.
- 6.39 With regard to the secondary (western) access various options have been investigated as follows :
- Access across MCA land to form a junction with Stubbington Lane, and Crofton Avenue (Option A on Plan 9) (within Fareham Borough);
 - Access just to the north of the Ross House access (Option B) (within Fareham Borough)
 - Two-way access between Ross House and West Lodge (Option C)
 - Access through Drake Road;
 - Entry only access between Ross House and West Lodge with exit only through Drake Road; and
 - Exit only access between Ross House and West Lodge with entry only through Drake Road.
- 6.40 The Borough Council's preferred location is just north of Ross House (Option B). This location is prominent, and is expected to offer sufficient space to accommodate the required standard of access. The road will be separated from Ross House by the parking/drive area which will minimise the impact on the amenities of the residents. The access to the parking area can be relocated from Marine Parade to the new link road, thereby offering residents safer access onto Stubbington Lane/Marine Parade via a controlled access point. This access will be less intrusive on the operation of the runway than the more northerly access option (Option A).
- 6.41 Option B will not present the 'canyonning effect' arising with access to the south of Ross House (Option C) as it will not be closely confined to both sides by existing buildings. Option C, and other access points considered, may not afford sufficient space within available land to achieve an appropriate standard of access.
- 6.42 The Borough Council acknowledges that further detailed assessment of the access options will be required. The Borough Council will also consider other options with developers if it is considered that these will be better suited to attract and support employment on the site. These alternative options will need to meet other planning considerations outlined in the SPD.

6.43 In addition to the above access points have been identified for the Gosport part of the site and would be considered by Hampshire County Council and the Borough Council. These are:

- Chark Lane - this is currently the main vehicular access to the Daedalus site. Once the new Broom Way junction is in place it is anticipated that this access will be closed to vehicular traffic but will still be available for cyclists and pedestrians. It also has potential as a bus route should that provide an advantage over the Broom Way access.
- North-end of Milvil Road - opening this road would help integrate the proposed new Married Quarters with the adjoining community.
- Norwich Place - it is considered that this should be a pedestrian/cycle access point associated with an open space adjacent Wykeham Hall. There may be scope for a small no through access to serve proposed dwellings in the immediate vicinity.
- Nottingham Place/Eagle Drive - this is considered an important road access to integrate the new uses of Daedalus with the existing residential neighbourhood. It will also be an important cycle/pedestrian link to Lee district centre.
- Access off Richmond Road- to primarily serve the uses associated with the Wardroom and Westcliffe House.
- Brambles Road- to form part of the local network off Marine Parade West.
- Seaplane Square (off Marine Parade West)- this is viewed as the 'front door' of the Waterfront site and pedestrians using the Lee seafront will be encouraged to enter the site through the square and enjoy a variety of facilities. There will be no public road access however it will be suitable for service vehicles and those vehicles required to transfer boats to the slipway on the opposite side of the road. Appropriate safety measures will be required to protect all users of Marine Parade and Seaplane Square.
- Drake Road- to form part of the local network off Marine Parade West.
- Pedestrian access south of Ross House.⁴²

6.44 All these access points will need to be constructed to the satisfaction of the Highway Authority. It will also be necessary to provide pedestrian and cycle crossing facilities on Marine Parade West in association with new access arrangements.

Street Hierarchy

6.45 Recent guidance, such as Manual for Streets (2007 & 2010) indicates the importance of the dual function of streets; partly as a link for movement and partly as a place to dwell and socialise. The internal layout of Daedalus will incorporate these principles of creating 'living streets' as appropriate within the residential and mixed use areas.

6.46 Distributor and connector routes should include or enable the provision of bus stops and shelters in appropriate locations.

6.47 The developer should seek the adoption of the main service road, other potential bus routes and dedicated cycle links as publicly maintainable highway to ensure public rights of access. The adoption of other streets and places should be considered in consultation with the Highway Authority.

Parking Strategy

6.48 Sufficient parking should be provided for business and residential needs, including visitors, taking account of expected levels of car ownership, the importance of promoting good design and using land efficiently. The design and provision should contribute positively to the appearance and function of the site through considered allocation and placement of

⁴² This is on the proviso that Option C does not emerge as the only suitable route for the service road.

parking spaces to reflect reasonable needs in every part of the site. The provision should be determined with regard to the likely success of travel planning and other measures in encouraging travel by sustainable modes and reducing car ownership and use. The parking strategy for Daedalus will accord with the principles set out in PPS3 and in Policy EC8 of PPS4: *Sustainable Economic Development*.

- 6.49 Non-residential parking standards will be based on those included in Appendix E of the Local Plan Review⁴³. The Council's revised residential parking guidelines are also applicable⁴⁴. The proposed mix of uses at the Daedalus site may presents opportunities for efficiencies in car parking allocations, for example through the sharing of spaces used for employment sites during the day and residential parking in the evening. Any efficiencies on spaces or shared parking arrangements should be justified on a case by case basis and secured by legal agreement.
- 6.50 Due consideration must be given to potential impact on the surrounding areas. The availability of parking to existing residents and businesses should not be compromised. Appropriate parking capacity must also be provided for larger vehicles that are likely to service businesses at Daedalus, or be stored there if the business is the operating base.

Walking and Cycling Opportunities

- 6.51 Aside from reducing car use to cut congestion the promotion of walking and cycling meets other policy objectives including healthy lifestyles, obesity reduction, carbon reduction and environmental protection.
- 6.52 It will be important to establish a safe, convenient and direct network of high quality pedestrian and cycle routes providing good access and permeability to, and within the site.
- 6.53 Good linkages should also be established with key local destinations such as the Lee-on-the Solent district centre, the Clifflands and the beach, bus stops, schools, other local facilities and neighbouring residential areas.
- 6.54 The pedestrian and cycling network in the vicinity of Daedalus presently follows the road layout. There is significant potential to link various parts of the site with these existing cycle/pedestrian routes along Broom Way and Gosport Road.
- 6.55 There are opportunities off-site to fill gaps in existing networks, such as the creation of a cycle link along Marine Parade. This would link with the existing coastal route and Lee-on-the-Solent centre and provide for leisure and utility cycling. There may be further opportunities within the Fareham part of the site to improve cycle and pedestrian links with surrounding settlements and the existing network.
- 6.56 Appropriate lighting, surfacing and visibility should be provided on cycle routes to ensure pedestrians and cyclists feel safe on these routes. Strong legibility of routes and wayfinding is also an important requirement. The layout of the site should promote the principles of the Safer Routes to School programme.
- 6.57 Commercial and residential properties will need to adhere to the cycle parking standard within Appendix E of the Local Plan Review (or any subsequent standards produced as part of the LDF). Long stay cycle parking should be convenient, covered and secure. It should

⁴³ <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-plan-review/saved-local-plan-review-may-2006/appendices/> or any revised future guidance produced as part of the LDF (which will eventually supersede the Local Plan Review).

⁴⁴ <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/residential-car-parking/> or any revised future guidance produced as part of the LDF (which will eventually supersede the Local Plan Review).

be considered early in the development process to ensure it is properly integrated into the site design to ensure high standards of design.

Travel Plan

- 6.58 A comprehensive Framework Travel Plan will need to be developed in accordance with Hampshire County Council⁴⁵ and Department for Transport guidance. The Travel Plan will set out a series of measures to be implemented to encourage behavioural change and sustainable travel amongst residents, employers and employees. It will need to include measures which are designed to maximise the use of existing and proposed public transport facilities and services for the site.
- 6.59 This Framework Travel Plan will need to cover the whole Daedalus site and set out measures of how it will be co-ordinated, monitored and reviewed. Supplementary details relevant to each detailed planning application will need to be submitted. This will set out the requirements of individual sites within the overall Daedalus site to create their own subsidiary Travel Plans, which are consistent with the wider targets and objectives of the Framework Travel Plan.
- 6.60 Specific measures should be included to:
- Facilitate residents working from home, or changing mode or time of travel;
 - Encourage employers to put in place facilities that offer workers transport choices; and
 - Encourage employees to modify commuting behaviour through mode choice or work patterns to reduce their transport impact.

⁴⁵ See guidance on www3.hants.gov.uk/workplacetravel

7.0 DESIGN

- 7.1 This section focuses on the overall layout of the site and key design principles for the different character areas within Gosport Borough's part of Daedalus.

Design Concept

- 7.2 The design concept relates to the key objectives set out in the development strategy (see Paragraph 4.4). It has been informed by the work undertaken by the Borough Council and studies carried out on behalf of SEEDA to understand the historic development of Daedalus and the significance of the buildings and spaces present on the site.
- 7.3 This Section should be read in conjunction with the Design and Built Heritage part of Section 5, with particular reference to Plan 7 which shows buildings and features of interest and key spaces within the Conservation Area. Plan 2 also provides some useful guidance to opportunities for new development within the Conservation Area.
- 7.4 The design of the Gosport part of the site should be built upon a number of basic structural elements which include:
- **A critical mass** of new employment development to the north, creating a cluster of aviation, marine, innovation and technology industries;
 - **A strong grid** network throughout the site, with clear and convenient pedestrian and cycle routes linking into the surrounding communities;
 - **Clear and convenient links** between Daedalus and Lee-on-the-Solent and Stubbington by breaking down established barriers to movement surrounding the site;
 - **A main service road** which provides access to employment facilities from the east and to mixed-use development to the west;
 - **Barrack Square**, which forms the mixed-use heart of the scheme and reinterprets a historic open space;
 - **The WWI Seaplane Hangars** and their associated open space, which has the potential to provide both leisure facilities for the community and marine based employment;
 - **The Wardroom and Westcliffe House** area, where a number of uses could be accommodated including hotel/conferencing, institutional uses or care facilities;
 - **Residential development** along the eastern and western boundaries providing a buffer between the existing communities and the employment and mixed use areas of Daedalus;
 - **Airside permeability** for relevant business use as well as the need for airside security.
- 7.5 There may also be cross-boundary design considerations which will need to be assessed with Fareham Borough Council. Design principles for the Fareham part of the site are contained within Policy CS12 of the Fareham Core Strategy: Pre-submission version (December 2010). More detailed design considerations will be included in the forthcoming Fareham Daedalus SPD.

Character Areas

General Design Considerations

- 7.6 To assist in understand key design issues the site has been broken down into a number of different character areas (Plan 10) which reflect both the nature of the historic fabric and identify opportunities to meet the objectives for the site. Each character area includes a description of key principles that need to be taken into account when considering integrating new development.
- 7.7 A number of common design considerations have been identified:

- New buildings and spaces should respect their context and incorporate a palette of appropriate quality materials.
- New buildings should address public spaces and streets, providing active frontages.
- Careful consideration will need to be given to integrating parking into the landscape to ensure that it does not harm the quality of the landscape or setting of key groups of historic buildings.
- Road, pavement and pathway finishes should be informed by the historic character and contemporary function and use.
- Streets should be well landscaped, incorporating high quality street furniture consistent throughout the waterfront area.
- Well-designed secure and convenient cycle parking facilities should be provided throughout the site. Resident and employee cycle parking should be covered.
- Access for disabled people should be convenient and easy, providing direct access from parking areas to various uses.
- Consideration should be given to taking the opportunity to integrate a feature or sculpture which celebrates the legacy of naval aviation on the site.

Plan 10: Character Areas plan



Character Area 1: Wardroom and Westcliffe House Area (Conservation Area)



General Character

This area retains some of the sites most prominent historic buildings within an important open landscape setting.

Buildings and features of historic interest to be retained

- Westcliffe House: Grade II Listed
- The Wardroom: Grade II Listed
- Eagle Block
- The Lodge to Westcliffe House
- Boundary Wall to Westcliffe House
- Fleet Air Arm Memorial
- Historic open landscape to Westcliffe House

Key Principles

- The need to retain and respect the historic buildings and their setting.
- The open space to the south of both listed buildings which forms the core of the original grounds to Westcliffe House should be retained and enhanced.

Land Use

- The internal configuration of the Wardroom lends itself to an institutional use, particularly the ground floor. For example this could include a conference facility with accommodation on the upper floors, a hotel, sheltered accommodation or a college.
- Westcliffe House (and indeed any of the proposed buildings within the character area) could provide supporting accommodation. Alternatively it could provide office, hotel, or residential accommodation.
- Eagle Block is suitable for office uses, either independently or in relation to other buildings.
- There may be scope for some new buildings west of Westcliffe House. These buildings could include residential or office use.
- New development may be possible towards the southern side of the large car park in this area. This development would need to have regard to the scale and orientation of

the nearby residential properties and be mindful of the setting of Eagle Block and properties along Richmond Road and Kings Road

Building Details

- The Wardroom, Westcliffe House and Eagle Block should remain the dominant buildings, with any new buildings being subservient in scale so as to sit comfortably in their setting as well as retaining key views of these landmark buildings.
- The scale and mass of any new buildings south west of Westcliffe House will need to sit comfortably within the scale and mass of development within its context, be mindful of the Council's policy relating to development along Marine Parade, and respect the sensitive context of the Conservation Area.
- The boundary wall to Westcliffe House should be retained and provides an important sense of enclosure to the open landscape.

Public Realm

- The heart of the character area is focused around the existing open space to the south of the Wardroom and Westcliffe House.
- Improvements to this landscape should consider including the reinstatement of historic planting elements and pathways and be sensitive to the proximity of the Fleet Air Arm Memorial.
- The form of the original footpaths throughout the character area, but most notably in front of Westcliffe House, should be retained.

Character Area 2: The Seaplane Hangars (Conservation Area)



General Character

This is the first phase of the military use of Daedalus dating back to 1917. The seaplane hangars are the finest group of WWI buildings of this type in Britain. The expanse of hard standing, referred to as Seaplane Square, and the slipway which provides access to the sea are essential to the character of the hangars, three of which have been recommended for Listed Building status. The wide entrance between the two roadside hangars allows important views into the area of open space and to the rest of the Daedalus site beyond. The south-eastern part of the character area is almost fully enclosed by three hangars.

Buildings of historic interest to be retained

- 2 x J Type Seaplane Hangars (Put forward for listing by English Heritage)
- Winch House (Put forward for listing by English Heritage)
- 2 x G Type Hangars

Key Principles

- The need to safeguard the position and scale of the Hangars and the space between them.
- To ensure the area becomes the vibrant 'front door' of the site with public access and strong linkages with Marine Parade.

Land Use

- Due to their close proximity to the seafront, suitable uses for the Seaplane Hangars may include a combination of leisure facilities, possibly comprising a museum, café and other uses, and marine related employment.
- There is the potential for a new building to be located on the west side of the square, closing the space between the Type G and Type J hangars. The most appropriate use would be complementary or ancillary to the hangars in the western side of Seaplane Square.

Building details

- Respecting the external massing of the hangars and their layout as a group is of prime importance in this area.
- The cladding is not original and there is scope to add glazing and make horizontal and vertical subdivisions within structures subject to discussions with Gosport Borough Council. Any changes to the cladding needs to be respectful of the internal structure of the buildings.
- Visually, the hangars should be seen to remain as a group (for example through the treatment of any external colour finish). The options for the colour of the buildings are open to discussion, based on further historic research or an agreed sympathetic palette.
- The form and massing of the potential building proposed to enclose the north-western face of the square should reflect that of the building opposite, on the south-eastern face.

Public Realm

- Seaplane Square is a highly flexible space, which could either be used as one space or could be broken down into smaller areas as required. However, there should be no physical division of the space. If used as several spaces it should still be capable of being used as one area for events.
- Depending on the use of the seaplane hangars and the amount of parking required, some parking may be able to be accommodated within Seaplane Square. The central corridor between the two sets of Hangars to the south-east and north-west should be kept clear of parking.

Character Area 3: Barracks Square (Conservation Area)



General Character

Barracks Square is the most formal space within the site and is framed by the Dining Room and Cookhouse (Grade II Listed) to the north and the four 1935-6 barrack blocks of Anson, Duncan, Cunningham and Blake to the east and west. Although there was formally a group of chapels within Barracks Square, the existing open space is regarded as a highly sensitive area, which has little potential to accept new development. Historically the character is neoclassical with buildings of simple design and detailing incorporating pediments, elongated windows (many sash) and shallow pitched slate roofs. These buildings are set within a relatively formal open space.

Buildings of historic interest to be retained

- Dining Room and Cookhouse (Grade II Listed)
- Barracks (Anson, Duncan, Cunningham and Blake blocks)
- Parachute Store

Key Principles

- The need to safeguard the historic buildings and their setting.
- The need to protect and enhance Barracks Square.

Land Use

- The Barracks Square character area forms the mixed-use heart of the development, with the potential to provide a range of residential and commercial accommodation.
- Appropriate uses for the Dining Room and Cookhouse could include community facilities or studio space for start-up businesses.
- The four barrack blocks are extremely flexible in their design and could be used either for commercial uses or for residential dwellings.
- There is potential for a new landmark building to the south of the square, this would replace existing buildings of low significance. This new building should enclose the square and provide active frontages to all of its facades and especially towards Barracks Square and Eagle Road.

Building Details

- New buildings should have regard to the vertical and horizontal rhythm of the 1930s buildings and should respect the classical principles that characterise the area in terms of proportion and massing.
- Each of the four Barrack blocks includes a mid-century flat-roofed toilet block extension which runs parallel to the original building. These could be removed.

Public Realm

- There is flexibility in the design of Barracks Square, which would vary depending on the uses of the surrounding buildings. The historic form of the square should be enhanced, with scope for an avenue of small trees and possibly a landmark feature to commemorate the history of the site.

Character Area 4: Implacable Road and Hermes Road (part Conservation Area)**General Character**

This character area takes in 'the triangle' of land bounded by Unicorn Road, Implacable Road and Hermes Road. It also includes a length of Implacable Road.

Key Principles

- To provide a zone of transition between the historic core and the larger employment area to the north.

Buildings of historic interest to be retained

- The Power House

Land Use

- This character area is predominantly employment, however of a smaller scale than that in the Northern Hangars area.

Building Details

- New buildings in close proximity to the Conservation Area should show particular sensitivity through their scale and materials.
- New buildings should be horizontal and relatively low in form reflecting the classical rhythm of the buildings in Barracks Square, with scope for deep buildings if required.
- A variety of architectural styles should be encouraged.
- All buildings should front onto the street along a consistent building line.
- The Power house should remain a landmark building on Hermes Road with new development in its immediate setting remaining subservient in scale.
- The 'Triangle' is a particularly prominent and sensitive location between the fine grained historic core and the very large buildings to the north. It is bounded on two sides by the Daedalus Conservation Area boundary and therefore careful consideration needs to be given on how proposed buildings will affect the setting of the Conservation Area. The design of the new buildings in this location will be particularly critical as development in this area could impact on the character of Seaplane Square.
- Buildings in the area immediately to the north of the seaplane hangars should be no taller than the eaves of the seaplane hangars fronting onto Unicorn Road. Particular consideration needs to be given as buildings in this location will be highly visible and enclose the view from Marine Parade.
- At the junction of Hermes Road and Eagle Road there may be an opportunity to create a landmark building facing the axis of Brambles Road. The visual relationship of a new building on this site to the surrounding areas will need particularly careful consideration.

Public Realm

- Implacable Road and Hermes Road have the potential to become high quality boulevards where avenues of trees would significantly enhance their setting.
- Areas to the front of the buildings should be well landscaped and should present an attractive front-of house.
- A route through 'the triangle' should be reserved to allow for the movement of boats and other equipment from the Northern Hangars character area to the Solent via the slipway at the Seaplane Hangars. This area should be kept clear of all street furniture, planting and parking.

Character Area 5: Vengeance Road (largely Conservation Area)



General Character

This is a pleasant north-south link with Eagle Block forming a prominent landmark building at the southern end. The buildings reflect the domestic scale of development to the east.

Key Principles

- The Guardhouse and the complex of 1930s buildings around Eagle Club are important landmark buildings and should be retained and enhanced. There is also the opportunity to strip back a number of poor quality buildings in the context of the 1930s Sick Bay.

Buildings of historic interest that should be retained

- The Guardhouse
- Eagle club and adjacent buildings
- The Sick Bay

Land Use

- The former Guardhouse at the entrance to the site on Eagle Road, as well as land to its immediate north, may be suited to community uses such as a GP surgery.
- With the exception of the Guardhouse the eastern side of Vengeance Road should be predominantly residential in character to merge with the existing adjacent area.

Building Details

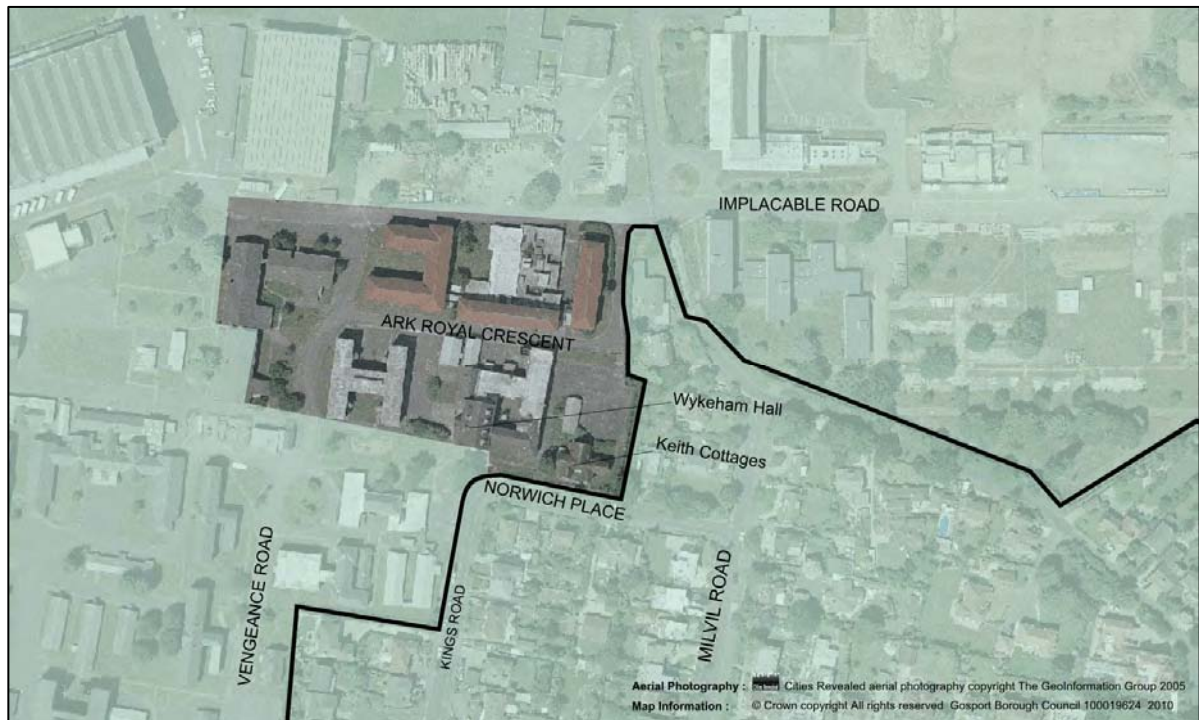
- There is an opportunity to enhance the Eagle Club building by removing the unsympathetic mid-century extension to its southern façade.
- New buildings should be of low density, generally of no more than 2 storeys in height, and have their principal facades addressing Vengeance Road. The 1930s neo-classical character that predominates should influence the massing and rhythm of new development.
- Particular care will need to be given to the form of development at the junction of Vengeance Road and Implacable Road. In this area there is an opportunity to create a landmark building that closes the view along Vengeance Road (much as Eagle block

does to the south) whilst being sensitive to the important views towards this site from all directions (This being a key visual junction).

Public Realm

- The strong linear character of the road should be retained.
- Careful consideration of the landscaping in the context of the former Sick Bay will be necessary and an opportunity to create some soft open landscaping in this area should be considered.

Character Area 6: Norwich Place (Conservation Area in part)



General Character

Wykeham Hall and Keith Cottages pre-date the military use of the site. Wykeham Hall is of significant historic importance to the history of the Fleet Air Arm. The general character of this area forms a transitional zone between the residential properties to the south and east and larger scale buildings towards the north and west. The open grassed area to the south of these buildings contributes to the character of the area.

Buildings of historic interest to be retained

- Wykeham Hall
- Keith Cottages

Key Principles

- To preserve and enhance the historic buildings and their setting.
- To ensure that this area is well integrated with the adjoining existing residential area.

Land Use

- Due to its location on the boundary between the existing residential streets of Lee-on-the-Solent and the remainder of Daedalus, the character area should be predominately residential in nature.

Building Design

- In the eastern half of this area new buildings should reflect the residential scale, rhythm, form and height of the existing dwellings along Kings Road and Milvil Road.

- Wykeham Hall should remain the dominant structure and any new buildings should be sensitive to its setting. There is scope to remove or remodel the later rear extensions of the building as they are of limited architectural value.
- The north western half of the site forms a transitional zone between the residential area to the east and the employment area to the north and west. This should be reflected in the layout and design of buildings.
- The non-residential buildings in this area will need to be to a low density and scale and follow the grid like layout suggested by the axis of the roads and arrangement of plots.

Public Realm

- The future landscaping of the open space south of Wykeham Hall would need to have regard to the potential for enhanced landscaping towards the former Sick Bay to the south west, and the prevailing soft landscaped character that merges well with the adjacent residential area.

Character Area 7: Western buffer area



General Character

This area is located at the western edge of Daedalus, bounded by the residential properties of Marine Parade to the south-west, the airfield to the North and the main employment area to the east. The main service road passes through the northern part of the character area.

Key Principles

- To provide a transitional zone between Marine Parade and the main employment area.

Land Use

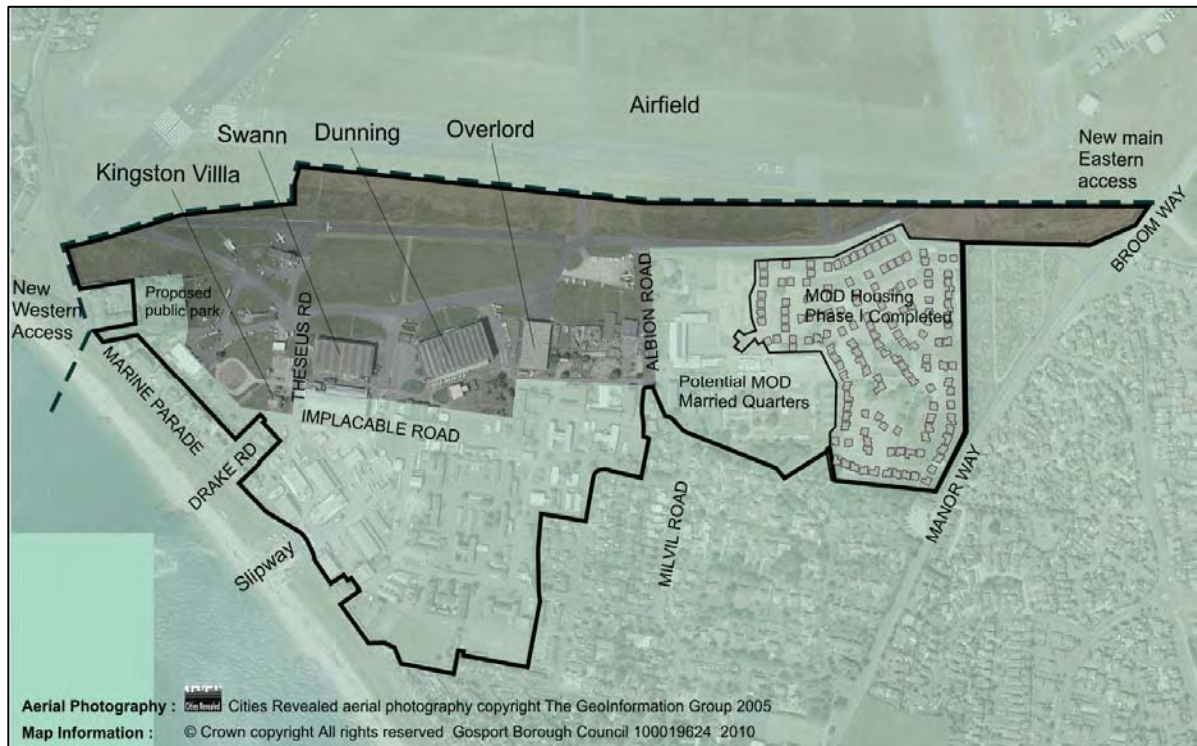
- Due to its location on the boundary between the existing residential properties of Marine Parade and the remainder of Daedalus, the character area lends itself to a mix of residential and compatible employment uses.

Building Design

- Buildings should be sensitive to their context including the existing residential development along Marine Parade and the airfield to the north.

Public Realm

- The land to the rear of Ross House has the potential to be used for open space and soft landscaping due to the concentration of trees in this area. It formed the gardens to the original Ross House.

Character Area 8: Northern Hangars**General Character**

This area represents part of the extension of the Lee-on-the-Solent seaplane base prior to WWII, and is dominated by the three large existing hangars of Dunning (the largest of the hangars), Swann and Overlord. These three hangars dominate the skyline in views to the north and represent a distinctive element of the character of Daedalus.

Key Principle

- To provide a mix of premises to suit a range of business needs.

Land Use

- The entire character area should be employment based, with opportunities for aviation and marine-related business, as well as for hi-tech sectors.
- The three large hangars may provide opportunities for re-use for employment purposes.
- There are opportunities for a range of business premises including small units (particularly in transitional areas close to residential properties) through to medium-large size premises.
- This area may be best placed to provide a building to supply heat and electricity across the site via a combined heat and power unit (CHP).

Building Design

- Smaller buildings should generally be located on the western and southern boundary of the character area.
- The eastern part of the site adjacent Broom Way (part within Fareham) forms the main gateway to the site and it is important that the employment buildings in this area are

well-designed to give the entrance a prominent presence and a sense of arrival to this employment-led site.

- If the hangars are to be retained, the interiors are large flexible spaces which can accommodate significant change without compromising the heritage interest of the buildings.

Public Realm

- The majority of the character area comprises functional hard standing related to the uses within the hangars. Appropriate soft landscaping would enhance the area.
- The main service road runs through the character area. Its route is not fixed and may be routed further south than indicated on plans 1 and 2 in order to accommodate a greater level of aviation-related floorspace which may need to be air-side (i.e. north) of the road.
- A north-south route through the centre of the character area should be reserved to allow for the movement of boats and other equipment to the Solent via the slipway at the Seaplane Hangars. This area should be kept clear of all street furniture, planting and parking

8.0 IMPLEMENTATION

Submission of Planning Applications

- 8.1 The supporting documents required to accompany a planning application can be viewed on the Council's website as part of the 'Local List' of documents.⁴⁶ The level of detail required will be dependent on the type of application.
- 8.2 An Outline application for Daedalus will require at least the following information:
- quantum of development;
 - indicative layouts, land uses, built form with areas or units of development identified;
 - a phased programme with likely implementation arrangements;
 - off-site highway and infrastructure works;
 - on-site highways, cycleways, footpaths and design of points of access into the site⁴⁷;
 - travel plan;
 - a landscape appraisal and proposals; and
 - a management and maintenance strategy for the site.
- 8.3 An Outline application will also need to provide sufficient detail regarding the treatment of the Listed Buildings and their setting and how the proposals will protect and enhance the Conservation Area and its setting.
- 8.4 Proposals will need to be supported by a number of evidence studies which demonstrate the various impacts of the scheme and how these can be mitigated. Much work has already been undertaken by SEEDA, which has helped inform this SPD, and consequently is available to use as baseline material by the applicant to inform their own detailed proposals. A list of links is included in Appendix 3. Key studies required to support proposals include:
- a transport assessment;
 - ecology assessment;
 - assessments of contamination, noise and other pollution issues
 - flood risk assessment;
 - townscape/landscape appraisal
 - details of an archaeological watching brief
- 8.5 Further studies may be required by the Borough Council in the light of the details of a particular application and how it relates to the relevant development management policies (including the 'saved' policies of the Local Plan Review).
- 8.6 The requirement for an Environmental Impact Assessment (EIA) should be determined at the pre-planning application stage in accordance with the appropriate regulations and supporting Government guidance.
- Phasing**
- 8.7 Both Gosport and Fareham Borough Councils will aim to ensure that development at Daedalus is not undertaken on a piecemeal basis and that all development will be required to have regard to the comprehensive development of the whole site. The overall timescale to develop the site will extend over a number of years and it is anticipated that some parts of the site will be developed sooner than others.
- 8.8 It will be necessary for developers, in agreement with the Borough Council, to agree a phasing programme which accords with the following principles:

⁴⁶ <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/applying-for-planning-permission/>

⁴⁷ This should be indicative unless the developer is seeking specific approval of access and layout under the Outline Application

- Daedalus will be developed in a comprehensive way where the development of one part of the site does not prejudice the successful development of another part of the site (as required by R/DP1).
- The priority phasing areas will be:
 - identified employment areas in order to maximise job opportunities; and
 - development within the Conservation Area including the re-use of historic buildings to prevent further deterioration of the quality of these buildings.
- The infrastructure will be phased in accordance with an agreed trigger list in relation to a specified level of development.

8.9 It is considered that a set of principles rather than a prescribed phasing plan will allow developers flexibility of developing parts of the site which suits the end-users.

8.10 Certain mitigation measures and infrastructure requirements may need to be undertaken before works commence, whilst other measures may be required at each individual phase. The timing will largely be determined by the findings of the various supporting studies which accompany the planning application. For example, the requirement for, and phasing of, access provisions and off-site transport infrastructure should be determined by the Transport Assessment to the satisfaction of Gosport Borough Council in liaison with the Highway Authority in order to meet the needs of the development and mitigate impacts upon the existing transport network.

8.11 Phasing of development should ensure that retained premises can continue to operate during the course of development. The phasing of construction will need to minimise the impact on existing businesses and adjoining landowners. Routeing agreements will be considered to minimise the impact of construction traffic on the surrounding area and existing occupied properties.

8.12 Phasing of demolition will be sought to maximise the reuse of material arising on site and minimise the need to transport material off site⁴⁸.

Section 106 Requirements

8.13 In line with the latest Government advice⁴⁹ and in accordance with local planning policy, any development proposals will be expected to provide facilities both on and off site that are required to serve the proposed development. Where such requirements can not adequately be secured by a condition on a planning permission the Council will seek a Section 106 Agreement to deliver the required facilities. Such requirements include:

- transport measures/contributions (see paragraphs 5.77, 6.23-6.62);
- open space provision/ contributions (5.40, 5.90-5.95);
- affordable housing (5.79);
- education contributions (5.88-5.89);
- training requirements (5.75 and 5.77);
- community facilities (4.21 and 5.98); and
- others that may come to light as part of the more detailed planning application process (5.77 and 5.98)

8.14 It is likely that future funding arrangements for infrastructure and facilities required for new development will be secured through the Government's proposed new Community Infrastructure Levy (CIL)⁵⁰. Consequently once the Council has its local arrangement adopted, development at Daedalus will need to be in accordance with these arrangements.

⁴⁸ In accordance with the Site Waste Management Regulations 2008

⁴⁹ Circular 05/05 or replacement documents

⁵⁰ As at January 2010, the Government's latest consultation on the Community Infrastructure Levy are available to view

www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevy1

Other funding mechanisms

- 8.15 Due to the strategic importance of the Daedalus site there may be opportunities for developers, local authorities and/or other organisations to access particular funding mechanisms in order to enable development to take place on this site. This could include the Regional Growth Fund, the use of Tax Increment Finance powers, and or the provisions of the New Homes Bonus ⁵¹

Viability/Enabling Development

- 8.16 In order to attract new investment to the area, and to ensure successful implementation of the vision, it is important that the site attracts commercially viable development opportunities.
- 8.17 The assessment of viability will be an ongoing process, and will need to be reviewed and refined as detailed proposals are brought forward. It must take account of employment, residential and other uses of the entire development site. In the exceptional cases where the developer is proposing a higher element of housing than the remaining allocation of 352 dwellings it will be necessary to undertake a viability assessment. This must be able to demonstrate that the proposed level is required in order to make the site viable and deliver the Council's key employment objectives for the site with an emphasis on high quality jobs particularly those within the aviation, marine and high-technology sectors. The assessment will need to be transparent and be subjected to independent scrutiny. The Borough Council will require an 'open book' approach regarding the proposed quantum of residential units and a robust justification relating to the economic benefits of the scheme.

On-going Maintenance

- 8.18 The long term management of the site infrastructure will need to be fully considered including:
- Energy provision;
 - Utilities provision;
 - Waste management and recycling;
 - Management of open space and landscaping
 - Highways (if not adopted);
 - Management of community facilities; and
 - Maintenance of Listed/historically important buildings.

⁵¹ further details are contained within the Government's White Paper- *Local Growth-Realising Every Place's Potential* (HM Government 28 October 2010)

Daedalus SPD: Consultation Draft:

Appendices

Gosport Borough Council

January 2011

Appendix 1: Minutes of Policy and Organisation Board (11/3/09) relating to Daedalus Visionary Framework

73. DAEDALUS VISIONARY FRAMEWORK (SEEDA)

Consideration was given to a report of the Development Services Manager which informed Members of SEEDA's latest proposals for the Daedalus site, as set out in the Daedalus Visionary Framework, and sought agreement on the Council's response to these proposals.

The Development Services Manager advised that the report highlighted concerns regarding retail and residential development. Officers felt that the proposed level of residential development was too high and that there should be no residential development at Manor Way. The East-West Road was worthy of support in principle.

It was agreed that within the eighth recommendation of the report the name 'Solent View' should be 'Ross House'.

Members raised concerns regarding the proposed level of residential development and the resultant transport issues that would arise, bearing in mind that SEEDA had no funds to finance new or improved roads. There were also concerns regarding the effect on shops at Lee-on-the-Solent as a result of the proposed level of retail development on the site.

It was agreed that the fifth recommendation to the report should be amended to provide that any proposals for residential development should accord with the Local Plan allocation or as may be indicated or replaced by the Local Development Framework.

Members felt that a Western Relief Road was vital for Gosport and that access to the Gosport Peninsula should be considered as part of the Daedalus development.

Councillor Carter was invited to address the Board as Ward Councillor for the area. Councillor Carter held the view that the proposed access road would not be successful and would discourage freight vehicles. Drake Road could be considered as a cycle/pedestrian way and he would support the East-West Road.

Councillor Carter was concerned that there had been no mention of the conservation area or the War Memorial. Officers undertook to investigate and respond to Councillor Carter regarding the War Memorial.

It was agreed that a further recommendation be added to the report to reflect that Gosport Borough Council "welcomes the recognition that part of the site is a conservation area with listed buildings and that assets should be retained and re-used and any development around them should be carefully designed".

It was suggested that any development should be required to attract employment to the area before further housing.

Concerns were raised that there had been no mention of aviation in the document. Officers advised that the Police and the Maritime Coastguard Agency would require facilities for flying in and out of the area to be maintained. It was therefore agreed that this should be investigated and that the seventh recommendation should be amended to reflect this. It was acknowledged that the airfield was not located in Gosport nor was it in the ownership of SEEDA.

Concerns were raised that, should the Bus Rapid Transit scheme be supported, this would make it difficult to support a Western Relief Road as well. It was therefore agreed that the ninth recommendation should be amended to reflect the view that further work should be carried out to ensure highway and public transport improvements were maximised, including the Western Relief Road.

The importance of the effect of any retail element on the site was raised and the view was expressed that it should not be detrimental to existing retail businesses. It was felt that the Borough should encourage tourism and leisure activities and that Daedalus was a prime site for potential attractions. Live/work units should be encouraged.

The Development Services Manager was thanked for his report.

RESOLVED: That SEEDA be advised that the Borough Council:

- i) welcomes SEEDA's involvement and work to date to progress proposals at Daedalus, which have the potential to deliver significant regeneration benefits for the Borough;
- ii) will work with SEEDA to produce a Supplementary Planning Document (SPD) for the Gosport part of the site;
- iii) supports the significant level of employment floorspace proposed for the site;
- iv) requires further details of the employment strategy including links to training and education opportunities;
- v) has significant concerns regarding the level of residential development proposed for the site and that any proposals for residential development should accord with the Local Plan allocation or as may be indicated or replaced by the Local Development Framework;
- vi) will need to consider the nature and scale of any retail proposals within the context of the Lee-on-the-Solent retail centre and the wider Borough;
- vii) requires that marina and aviation options should be fully investigated with the prospective developer as part of the SPD process, including how each option will affect the mix of uses on the Daedalus site;
- viii) supports the principle of an east-west access road through the site, but an access route to the north of Ross House onto Stubbington Lane should be investigated as there is significant concern regarding the proposed access to the south;
- ix) requires further work to ensure highway and public transport improvements are maximised, including the Western Relief Road;
- x) will not support any residential development on the Manor Way field;
- xi) welcomes the recognition that part of the site is a conservation area with listed buildings and that assets should be retained and re-used and any developments around them should be carefully designed; and
- xii) supplements these decisions with comments set out in this report.

Appendix 2: Consultation to Date

SEEDA's Consultation

To date a significant amount of consultation has been undertaken by Groundwork Solent on behalf of SEEDA in accordance with a consultation strategy (March 2007)¹. Each phase has resulted in significant public interest with high level of attendances at public exhibitions.

Since Spring 2007 there have been several phases of consultation which have included workshops; exhibitions; meetings with resident groups, schools, business forums and support agencies; regular updates on a dedicated Daedalus website; and the circulation of newsletters. Each stage of consultation is set out below. The results of all these phases are included on SEEDA's website²

- Phase 1 Community Consultation (June 2007): A questionnaire was sent to local residents. 5,187 responses received (26% return rate). Questions related to uses residents would like to see on the site.
- Phase 2 Community Consultation (September 2007): Included a number of workshops on a range of topics including transport, heritage, leisure, employment and greenspace. Representatives from a number of strategic bodies and the local community attended and participated in various mapping exercise.
- Business Consultation Phases 1 and 2 (October 2007): Phase 1 consisted of letters being sent to a large number of businesses to ascertain views on future proposals on Daedalus and developer interest. Phase 2 included one to one meeting with various business support agencies.
- Phase 3 Community Consultation (December 2007): Five initial masterplan concepts were presented to the public, businesses and other organisations as part of a public exhibition in Lee-on-the-Solent. 819 people attended.
- Phase 4 Community Consultation (December 2008): A draft Visionary Framework was made available through a public exhibition to gain the views of the local community. 750 people attended with 160 comments forms completed. Formal consultation also took place with Gosport and Fareham Borough Councils.

The most recent stage of consultation related to SEEDA's Daedalus Masterplan Proposals which has been made available on-line during 2010 for general comment.

Gosport Borough Council's consultation.

To date the Borough Council's consultation in relation to proposals at Daedalus have been linked with the wider planning policy function of the Borough Council, particularly in relation to the emerging Core Strategy. Consultation has been carried out in accordance with the Council's Statement of Community Involvement (2007)³. Key phases to date include:

- Making Your Mark (December 2006)- a joint Borough Council Planning Policy and Gosport Partnership public event. The event in Gosport town centre was well attended by the public in which attitudes to a number of issues was explored including future development in the Borough. The aim was to inform the emerging Core Strategy and Community Strategy.

¹ <http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

² <http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

³ <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/statement-of-community-involvement/>

- Gosport Core Strategy: Issues and Options (Jan/Feb 2007)- linked to the Making Your Mark event, this stage involved consultation with residents, businesses, statutory and non-statutory organisations via letters, website and public exhibition.
- Gosport Core Strategy: Preferred Option (Oct-Dec 2009) - this document included proposals relating to Daedalus. The public were invited to make representations on the document. The Council received a number of detailed comments relating to Daedalus which have informed the emerging Core Strategy and Daedalus SPD.

This consultation draft of the Daedalus SPD will be the main opportunity for interested parties to comment on the Council's planning policy framework for the Daedalus site. The SPD will be subject to six weeks consultation, including a public exhibition. Representations will be reported to the relevant Board with the appropriate changes made to the SPD where necessary before it is formally adopted by the Borough Council.

Fareham Borough Council

Similarly Fareham Borough Council's (FBC) consultation in relation to Daedalus has been in connection with its emerging Core Strategy⁴. FBC will also be consulting with the public on an SPD in due course which covers the Fareham part of the site.

⁴ <http://www.fareham.gov.uk/council/departments/planning/ldf/cssreport.asp>

Appendix 3: List of Background Papers

ARUP (March 2009) - Daedalus Economic Scoping Report

<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

Capita Symonds (January 2009) - Daedalus Ecological Appraisal

Drivers Jonas (July 2009) - Environmental Assessment Scoping Report for Daedalus, Lee-on-the-Solent Supplementary Planning Documents

The following topic papers have been included in the Environmental Assessment

■ Socio-economics (employment, population & community, education);	■ Ecology & nature conservation;
■ Recreation & leisure;	■ Transport & traffic;
■ Local air quality;	■ Noise;
■ Cultural heritage & archaeology;	■ Landscape & visual impact;
■ Waste;	■ Ground conditions; and
■ Water resources & flood risk assessment (FRA);	

Entec UK Ltd (May 2007) - HMS Daedalus Land Quality Assessment:

- Phase 2 Site Investigation DE Project 05002, Final Land Quality Assessment Report;
- Radiological Survey Report DE Project 05002, Final Land Quality Assessment Report;
- Phase Two: Radiological Survey Report DE Project 05002, Final Technical Note - Remediation Proposal;
- Phase Two: Intrusive Investigation DE Project 05002, Final Technical Note.

Forum Heritage/ Terence O'Rourke (October 2007)- Historic Environment Baseline Report for Daedalus, Lee-on-the-Solent-

<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

GBC (May 2006)- Gosport Borough Local Plan Review accompanied with list of 'saved' policies outlined in the Direction under Paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 (GOSE May 2009).

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-plan-review/>

GBC (March 2007)- Daedalus Conservation Area Appraisal.

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/conservation/conservation-areas/area-appraisals/>

GBC (May 2007) Marine Parade Area of Special Character - Supplementary Planning Document.

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/supplementary-planning-documents/>

GBC (July 2007) - Statement of Community Involvement

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/statement-of-community-involvement/>

GBC (September 2009) - Gosport Core Strategy: Preferred Options

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/core-strategy/>

HCC (March 2006)- The Second Local Transport Plan 2006-2011(LTP2)

<http://www3.hants.gov.uk/transport/local-transport-plan.htm>

NB: The Third Local Transport 2011-2031 (LTP3) is currently being progressed- Further details are available at

<http://www3.hants.gov.uk/hampshire-transport/local-transport-plan/ltp-consultation.htm>

HCC, Portsmouth City Council and Southampton City Council (1998) - Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan

<http://www3.hants.gov.uk/planning/mineralsandwaste/planning-policy/documents-2/other-documents/local-plan.htm>

HCC, New Forest National Park Authority, Portsmouth City Council, Southampton City Council (2007) - Hampshire, Portsmouth, Southampton and New Forest National Park Minerals and Waste Core Strategy

http://www.newforestnpa.gov.uk/core_strategy

HGP (2010) – Conservation Area Management Plan

MVA Consultancy (October 2007) - Designing the Future at Daedalus: Transport Baseline Report-Final.

<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

PUSH (December 2005) - South Hampshire Sub-Regional Strategy- Final Advice to SEERA

<http://www.push.gov.uk/partnership/background/content-advice-to-seera.htm>

PUSH (March 2009) – PUSH Sustainability Policy Framework

<http://www.push.gov.uk/work/sustainability-and-social-infrastructure/sustainability-policy-framework.htm>

SEEDA (January 2009)- Daedalus Visionary Framework

<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

Terence O'Rourke (June 2007)-Urban Design- Baseline Report

<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

Terence O'Rourke (September 2007)- Landscape Appraisal- Baseline Report

<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

UE Associates (September 2009)- Habitat Regulation Assessment of the Gosport Borough Council Core Strategy: A Screening Report

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/core-strategy/habitats-regulation-assessment/>

Appendix 4: Summary of National Government Guidance relevant to the Daedalus Site

Planning Policy Statement/ Guidance	Key Elements of the PPS/PPG relevant to Daedalus
PPS1: Delivering Sustainable Development	<p>Sustainable development is the core principle underpinning planning. It encourages the promotion of inclusive urban development. It also states that local planning authorities (lpa) should aim to achieve sustainable development through the following measures:</p> <ul style="list-style-type: none"> • Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life; • Protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities; • Ensuring high quality development through good and inclusive design, and the efficient use of resources; • Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community; and • Providing improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car. <p>The Government encourages development on previously developed land.</p>
PPS 3: Housing	<p>Housing development should be in suitable locations which offer a good range of community facilities and with good access to jobs, key services and infrastructure.</p> <p>It encourages developers and local authorities to develop a shared vision with their local communities of the type(s) of residential environments they wish to see and develop design policies that set out the quality of development that will be expected for the local area.</p>
PPS4: Planning for Prosperous Economies	<p>Economic development includes development within the B Uses classes, public and community uses and main town centre uses. PPS4 aims to achieve sustainable economic growth and deliver more sustainable patterns of development including reducing the need to travel, and promoting vitality and viability of town and other centres.</p> <p>Policy EC10 states that proposals for economic development should be assessed against the following considerations:</p> <ul style="list-style-type: none"> • whether the proposal has been planned over the lifetime of the development to limit carbon emissions and minimise vulnerability and provide resilience to, climate change; • the accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car; as well as the effect on local traffic levels and congestion after public transport and traffic management measures have been secured; • whether the proposal secures a high quality and inclusive design which takes opportunities for improving the character and quality of the area and the way it functions; • the impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives; • the impact on local employment. <p>Policies EC15-17 relates to town centre uses that are not in a centre and not in accordance with an up to date development plan.</p>

PPS5: Planning for the Historic Environment	<p>The Government's overarching aim is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations. To preserve such assets it will be necessary to understand the significance of the asset and that they are put to an appropriate and viable use that is consistent with their conservation.</p> <p>Policy HE1 relates to heritage assets and climate change and recognises that where appropriate modifications should be made to historic assets so as to reduce carbon emissions and secure sustainable development.</p> <p>Policy HE6 relates to the information requirements for consent affecting heritage assets. The level of detail should be proportionate to its importance.</p> <p>Policy HE7-HE10 outlines principles for determining applications including the need to ensure the protection of historic assets and their setting. These policies set out detail on the various elements that need to be considered when determining an application which potentially affects a historic asset.</p> <p>Policy HE11 relates to enabling development. This is where local planning authorities assess whether the benefits of an application for enabling development to secure the future conservation of a heritage asset outweigh the disbenefits of departing from the development plan.</p>
PPS7: Sustainable development in Rural Areas	The guidance seeks to protect the countryside for the sake of its intrinsic character and beauty and where possible enhance the quality and character of the wider countryside.
PPS9: Biodiversity and Geological Conservation	Any proposal will need to have regard to maintaining and enhancing the biodiversity value of a site. In taking decisions local planning authorities should ensure that appropriate weight is attached to designated areas of international, national and local importance and protected species. Planning authorities should refuse permission where harm to the species or their habitats would result from development unless the need of, and benefits of, development clearly outweigh the harm.
PPS10: Sustainable Waste Management	Encourages sustainable waste management through considering waste as a resource. New developments should be supported by a Site Waste management Plan. PPS10 promotes good design and layout in developments to secure opportunities for sustainable waste management without creating adverse impacts on the street scene.
PPG13: Transport	It promotes more sustainable methods of transport, promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and reduce the need to travel, especially by car. PPG13 introduced maximum parking standards and obligated all highway and planning authorities to adopt maximum vehicle parking standards.
PPG17: Open Space, Sport and Recreation	Sets out guidance in relation to the provision of adequate open space and sporting facilities for the local community.
PPG20: Coastal Planning	The site is adjacent to the Solent coast. PPG20 states that it is necessary to reconcile development requirements with the need to protect, conserve and, where appropriate, improve the landscape, environmental quality, wildlife habitats and recreational opportunities of the coast.
PPS22: Renewable Energy	One of the Government's key objectives is to reduce carbon emissions through the use of renewable energy.
PPS23: Planning and Pollution Control	Any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to an impact on health, is capable of being a material planning consideration. Local planning authorities have an important role in encouraging the sustainable re-use of land whilst preventing harmful development and mitigating the impact of potentially polluting developments. Further details are contained in PPS23 Annex 1: Pollution Control, Air and Water Quality.
PPG24: Planning and Noise	It provides guidance when determining planning applications both for noise sensitive developments (including residential development) and for those

	activities which will generate noise (including transport and industrial).
PPS25: Development and Flood Risk	The broad aim of PPS25 is to minimise the number of people and properties at risk from flooding. To achieve that aim, planning authorities are required to ensure that flood risk both to and from a proposed development is properly assessed during the initial planning stages.

Appendix 5: Gosport Borough Local Plan Review Saved Policies

Please refer to the relevant policy for full details. See www.gosport.gov.uk/localplanreview.

GBLPR Policy	Policy Title	Comment in relation to Daedalus
R/DP1	General Standards of Development within the Urban Area	This is the key overarching policy for dealing with planning applications for the Daedalus site in Gosport and includes a list of key considerations including design, amenities, and the protection and enhancement of important natural and built features. It aims to ensure contamination and flood risk issues are fully considered and that there is sufficient infrastructure. It requires that any new scheme does not prejudice the comprehensive development of adjoining land.
R/DP3	Provision of Infrastructure, Services and Facilities	Aims to ensure that sufficient infrastructure, services and facilities are available to serve the site including the need to take account of the cumulative impact of development.
R/DP4	Mixed-Use Developments	Identifies Daedalus as a mixed use site and is the key policy which links the SPD to the Development Plan
R/DP9	Outdoor Advertisements	Will be used in relation to any outdoor advertisements proposed on the Daedalus site.
R/DP10	Marine Parade Area of Special Character	The Marine Parade Area of Special Character runs along Lee seafront in front of the Daedalus site. Whilst the Daedalus frontage is not within the designated area, the design of new buildings will need to consider the character of Marine Parade, which is supported by its own SPD.
R/T1	Land Use and Transport	Aims to ensure that developments are served by a choice of transport modes and consequently the operation of efficient public transport will be permitted.
R/T2	New Development	Permits development proposals that are likely to generate significant levels of travel demand such as Daedalus provided that: it is convenient for public transport; accessible to pedestrians and cyclists; any new or improved road access and traffic generated, does not have any unacceptable environmental implications, nor interfere with the safety, function and capacity of the road network; and a travel plan is provided. It requires transport assessments to be submitted alongside planning applications.
R/T3	Internal Layout of Sites	Requires that the internal layout of the site (amongst other things) is safe and convenient for pedestrians and cyclists, provision is made for buses, provision is made for vehicles to park, manoeuvre, and load and unload in a convenient manner.
R/T4	Off-Site Transport Infrastructure	Requires development contributions to be made for off-site transport infrastructure which is directly related in scale and kind to the proposed development.
R/T6	Improvements to Public Transport	Encourages the improvements to public transport including bus corridors and bus priority measures.
R/T8	New Roads Safeguarding of Proposed Routes	Safeguards two road routes. One is the Cherque Farm link road which has recently opened and has improved accessibility to Daedalus from the south. The other is the proposed Newgate Lane Improvement Scheme which has significant potential to improve access to Daedalus from the north.
R/T9	Cycleways and Footpaths	Encourages the improvement and extension of footways and cycleways.
R/T10	Traffic Management	Recognises the importance of traffic management measures to accommodate traffic generated by the development.
R/T11	Access and Parking	Requires appropriate provision is made for vehicles including people with disabilities.

R/H3	Major Housing Proposals as Part of a Mixed-Use Development	Allocates 500 dwellings at Daedalus as part of a mixed use site. Identifies that 300 dwellings already had planning permission for Married Quarters (as at 1/5/05) and that 200 dwellings were outstanding as part of the allocation.
R/H4	Housing Densities Type and Size	Recognises the potential of higher density housing development in locations close to a District Centre such as Lee-on-the Solent centre. Also recognises the need to provide a mix of dwellings sizes and types.
R/H5	Affordable Housing	Seeks the provision of 40% affordable housing.
R/H8	Accommodation for the Elderly	May be applicable if existing buildings on the site are used to accommodate elderly residents including the potential for residential institutions. Such conversions need to be compatible with the building and not affect the amenities of adjoining residents.
R/H9	Lifetime Homes	Encourages the provision of lifetime homes.
R/EMP2	Land Allocated for Employment Use as Part of Mixed-Use Development	Allocates Daedalus for employment use as part of a mixed-use site.
R/EMP4	Marine Related Employment	Encourages marine-related employment, which is of particular relevance to Daedalus.
R/EMP7	Low Employment Generating Uses	Aims to maximise the employment potential of sites in Gosport by limiting low-employment generating uses.
R/S2	Location of Additional Shopping & Leisure Floorspace	Sets out the criteria for ensuring shopping and leisure development does not affect the vitality and viability of existing defined centres such as Lee-on-the Solent District Centre. Needs to be read together with the latest government guidance on retail tests.
R/S10	Protection of Commercial and Leisure Uses in the Marine Parade Area of Special Character	Aims to protect existing commercial and leisure uses on Marine Parade to help attract visitors to Lee-on-the-Solent.
R/CF1	New or Improved Community and Health Facilities	Would enable the provision of new community and health facilities to be located at the Daedalus site.
R/CF3	Provision of Community Facilities on Major Housing Development	Aims to ensure that new residential development is served by appropriate community facilities.
R/CF5	Development of Childcare and Day Care Facilities	If such facilities are proposed at Daedalus they will need to be easily accessible and not have a significant impact on the amenities of local residents.
R/CF6	Provision of Educational Facilities	Aims to ensure development proposals of 10 or more dwellings make appropriate provision for educational facilities. The requirement of a development contribution will be considered following discussions with Hampshire County Council as the local education authority.
R/CF7	Land for the provision of Additional Educational Establishments	Land in the northern part of the Alver Valley (which is close to the Daedalus site) is no longer required for education purposes.
R/CF8	Provision of Built Leisure Facilities	Sets out criteria for the provision of built leisure facilities which may be applicable for the Daedalus site.
R/CF11	Improvement or Development of Tourist Accommodation and Conference Facilities	Encourages the use of tourist accommodation and conference facilities, which may be applicable for the Daedalus site.

R/BH1	Development in Conservation Areas	Part of the Daedalus site is within the Daedalus Conservation Area and consequently proposals will need to accord with the criteria set out in this policy.
R/BH2	Demolition in Conservation Areas	Sets out the criteria which needs to be considered if it is proposed to demolish a building in the Conservation Area
R/BH3	Development Affecting Listed Buildings	There are listed buildings on the site and consequently this policy sets out the criteria relating to their alteration, change of use or a change to their setting.
R/BH4	Demolition of a Listed Building	It is not anticipated that any of the listed buildings will need to be demolished and consequently this policy is not considered applicable.
R/BH5	The Local List	There are currently no local listed buildings on the site.
R/BH6	Registered Historic Parks and Gardens	None on Daedalus
R/BH7	Parks and Gardens of Local Historic Interest	None on Daedalus
R/BH8	Archaeology and Ancient Monuments	Sets out the requirements relating to any archaeology found on the site.
R/OS1	Development Outside of the Urban Areas	Aims to restrict development outside of the urban area boundary accept for appropriate recreational se and development essential to the operation requirements of public and other essential services. A relatively small part of the Daedalus site within Gosport is outside of the Urban Area. Permission has been granted for the Maritime and Coastguard Agency's new headquarters and the new Driving Test Centre as these have been considered an appropriate use on this site.
R/OS2	Strategic Gaps	Aims to prevent development that would physically and/or visually diminish the Stubbington/Lee-on-the-Solent and Fareham/Gosport Strategic Gaps. The Gap covers most of the area of Daedalus within Fareham Borough to the north as well as a relatively small area within Gosport between the built-up area and the airfield.
R/OS3	Urban Gaps	Not applicable.
R/OS4	Protection of Existing Open Space	No parts of the Daedalus site is currently protected open space.
R/OS5	New Open Space Provision	Enables the provision of new open spaces within Gosport if considered appropriate.
R/OS6	Recreation Allocation in the Alver Valley	The proposed Country Park in Gosport will be of significant benefits to residents and workers at Daedalus. Could potentially help attract investment to the site.
R/OS8	Recreational Space for New Residential Developments	Sets out the open space requirements for new residential developments.
R/OS9	Allotment Gardens	Protects allotment land including the area immediately to the east of the site (adjacent the married quarters area).
R/OS11	Protection of Areas of National Nature Conservation Importance	<p>Aims to protect nationally important biodiversity and geological sites. Lee beach is a Site of Significant Scientific Interest due to geological reasons, particularly bird fossils.</p> <p>The area just to the west (within FBC area) is a SSSI for its bird habitats and is of internationally important as part of the Solent and Southampton Water Special Protection Area and Ramsar Site (see the Habitats Regulations for key policy considerations). The Local Plan Review details other SPA, Ramsar and SSSI sites in the area.</p>

R/OS12	Locally Designated Areas of Nature Conservation Importance	Aims to protect locally important sites. None are present on Daedalus. The Local Plan Review details the local designated Sites of Importance for Nature Conservation (SINCs) in the Borough.
R/OS13	Protection of Habitats Supporting Protected Species	Aims to protect important habitats and sets out the requirements to safeguard such habitats.
R/OS14	Biodiversity Action Plans	Aims to ensure that opportunities are taken to promote biodiversity on sites in accordance with the National and Hampshire Biodiversity Action Plans.
R/CH1	Development within the Coastal Zone	The Daedalus site is adjacent the Coastal Zone. Proposals should aim to preserve or enhance the coastal environment.
R/CH2	Pedestrian Access Along the Coast	Proposals should not result in the loss of existing public access to the coast and should improve public access to the shore where practical and appropriate. This is of particular relevance in relation to proposals relating to the slipway.
R/CH3	Reclamation and Dredging	May be applicable for proposals in association with the slipway
R/CH4	Marina Development	Aims to restrict marina development in Portsmouth Harbour due to capacity considerations not the Solent itself.
R/CH5	Moorings	Aims to ensure additional moorings have adequate on-shore facilities, have no detrimental impact on areas of nature conservation value, that the distinctive landscape of the coastline is safeguarded and that design incorporates the appropriate consideration of flood defences.
R/ENV2	River and Groundwater Protection	Aims to ensure development proposals will not have an adverse effect on the quality of surface, ground or coastal water quality.
R/ENV3	Water Resources	Aims to ensure the necessary water resources are available to serve the development. When they are deficient development proposals should be phased to safeguard the environmental qualities of the area. Measures should be included to minimise the use of water.
R/ENV4	Treatment of Foul Sewage and Disposal of Surface Water	Aims to ensure the use of sustainable drainage systems where practical and that sewerage, sewage disposal facilities and surface water drainage capacity is adequate to serve the development.
R/ENV5	Contaminated Land	Aims to ensure that on sites such as Daedalus that a site assessment of contamination is submitted. It sets out a number of requirements to treat, contain or control any contaminants.
R/ENV7	Hazardous Substances	Is only of relevance if there are any proposals to use, move or store hazardous waste on the site.
R/ENV8	Development within the Proximity of Hazardous Substances	Is only of relevance if there are any proposals to use, move or store hazardous waste on the site.
R/ENV9	Safeguarded Areas	Proposals will need to consider any constraints to development (e.g. building heights) in relation to the safeguarding area associated with the Daedalus airfield.
R/ENV10	Noise Pollution	States those development proposals which are noise sensitive will not be permitted if the users would be affected by noise from existing or proposed noise generating uses. Noise generating proposals will not be permitted if they would be liable to increase adversely the noise experienced by the users of existing or proposed neighbouring noise sensitive development.
R/ENV11	Minimising Light Pollution	Will permit external lighting if there are no significant adverse impacts from light pollution on the environment or on residential amenity.

R/ENV12	Air Quality	Aims to restrict development if it would lead to the National Air Quality standards or objectives being exceeded.
R/ENV13	Telecommunications	Will be of relevance if there are any proposals for such development on the Daedalus site. Policy sets a number of criteria for such proposals. It will also be necessary to have regard to the operations of the airfield.
R/ENV14	Energy Conservation	Aims to encourage measure which conserve energy and reduce the use of other resources (water, materials).
R/ENV15	Renewable Energy	Aims to seek renewable energy provided it does not have an adverse affect on other consideration such as built heritage, landscape and ecology..

Appendix 6: Recent Planning History

Planning Reference	Description	Borough Council Decision	Decision Date
K.15520	Circular 18/84 Consultation - Use of land and existing buildings for open storage and industrial use (Class B1/B2 and B8) (Conservation Area)	Withdrawn	
K.15520/1	Use of land and existing buildings for open storage and industrial use (Class B1/B2 And B8) (Conservation Area)	Grant Permission	21/06/2000
K.15520/2	Renewal of temporary consent - Use of land and existing buildings for open storage and industrial uses (Class B1/B2 & B8) (Conservation Area) (as amended by letter dated 12.02.02)	Grant Temporary Consent	14/03/2002
K.15520/3	Circular 18/84 Consultation - Demolition of buildings (nos. 52, 59, 70, 85, 127 and 129) (part in Conservation Area) (as amended by letter dated 15.3.05)	Raise No Objection	16/03/2005
K.15520/4	Circular 18/84 Consultation - Demolition of buildings (nos. 103-105) (Conservation Area) (as amplified by email dated 12.09.05)	Raise No Objection	15/09/2005
K.15520/5	Circular 18/84 Consultation - Demolition of building no. 167 (Conservation Area) (as amplified by email dated 12.09.05)	Raise No Objection	22/09/2005
K.15520/6	Extension of temporary consent (K.15520/2) from July 2007 to December 2010 - Use of land and existing buildings for open storage and industrial use (Class B1/B2 and B8) (Conservation Area)	Grant Temporary Consent	15/12/2005
K.15520/7	Circular 18/84 Consultation - Demolition of buildings (nos. 123-126) (Conservation Area)	Raise No Objection	16/12/2005
K.15857	Outline Application - Erection of 300 units to provide officers and other ranks married quarters: phase 1 to comprise 148 units and phase 2 to comprise 152 units (area 6) (as amended by plans received 12.07.02 **)	Grant Outline Consent	26/10/2004
K.15857/1	Circular 18/84 Consultation - Erection of 300no. officers married quarters (area 6) (as amended by plans received 12.07.02 and 28.01.03)	Withdrawn	
K.15857/2	Details pursuant to K.15857 - Erection of 148 no. officers and other ranks married quarters (phase 1) (as amplified and amended by letters dated 16.12.04, 04.01.05 and 20.01.05 and by plans received 05.01.05, 21.01.05 and 24.01.05)	Grant Permission	04/02/2005
K.15857/3	Installation of foul pumping station and 1.8 metre high perimeter fencing	Grant Permission	31/05/2005
K.15857/4	Renewal of planning permission to extend the time limit for implementation of phase 2 - outline application - erection of 300 units to provide officers and other rank married quarters: phase 1 to comprise 148 units and phase 2 to comprise 152 units (area 6) (as amended by plans received 12.07.02 and 28.01.03 and amended and amplified by letters dated 09.07.02., 29.07.02, 11.12.02 and 24.01.03)	Pending Decision	
K.16180	Erection of 18 metre high lightweight lattice telecommunications tower, 6 antenna, 2 microwave dishes and equipment cabinets (as amended by plans received 18.10.02)	Grant Permission	07/11/2002
K.16797	Erection of 18 metre high lattice telecommunications mast, 3 antenna, 2 dish aerials (max. height 20M) and equipment cabinets	Grant Permission	17/12/2004
K.16810	Erection of 20 metre high telecommunications tower, 3 antenna, 2 dish aerials and equipments cabinets	Grant Permission	17/12/2004

K.16914	Circular 18/84 Consultation - Erection of new search and rescue facility to include helicopter hanger, associated buildings and airfield fencing (as amplified by letters dated 05.05.05 and 11.05.05 and plan received 06.05.05)	Raise No Objection	31/05/2005
K.16914/1	Circular 18/84 Consultation - Erection of new search and rescue facility to include helicopter hanger, associated buildings and airfield fencing (amended plans)	Raise No Objection	19/01/2006
K.17477	Construction of a multi-purpose driving test centre with motorcycle manoeuvring area (as amended by plans received 20.12.07)	Grant Permission	14/02/2008
K.17819	Construction of proposed maritime rescue co-ordination centre (MRCC) building, single storey sector base building, communications tower and associated on site parking and landscaping	Grant Permission	10/08/2010