

**P/14/0081/FP**

FAREHAM BOROUGH COUNCIL

**STUBBINGTON**

AGENT: PERKINS OGDEN  
ARCHITECTS

CONSTRUCTION OF NEW PURPOSE BUILT INNOVATION CENTRE COMPRISING  
TWO STOREY OFFICE BLOCK, SINGLE STOREY WORKSHOP BLOCKS AND  
ASSOCIATED EXTERNAL WORKS

DAEDALUS - INNOVATION CENTRE - HANGARS EAST LEE ON THE SOLENT

***Report By***

Mark Wyatt - x.2412

***Amendments***

Additional plans received 11th March 2014 detailing vehicle tracking within the site

***Introduction***

This application is made in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992. The Regulations set out that "...an application for planning permission by an interested planning authority to develop any land of that authority...shall be determined by that authority".

***Site Description***

The application site is in the south east corner of the Daedalus site within the Solent Enterprise Zone. The site is currently served off the existing airfield service road and is on the landside of the airfield.

The site is predominantly laid to grass but sits adjacent to a tarmac area (north) which is used by aircraft and serves a cluster of five existing hangars due north and north east of the application site.

In the southern portion of the site is a hangar, known as Hangar A, with its tarmac apron forward of the hangar linking to the previously mentioned service road. Hangar A is to be removed to facilitate the proposal.

The wider Daedalus site in the vicinity, is demarcated by a chainlink fence. Views into the site and the wider airfield are afforded from the public realm due south of the site.

Immediately east of the application site is the construction site for the CEMAST building, which is well advanced, and the new access road that will connect to the Broom Way/Cherque Way signalised junction.

***Description of Proposal***

This application seeks a full planning permission for the erection of a B1 (office - B1a and light industrial - B1c) building. The building will sit due north west of the recently permitted CEMAST building and will take its access from the same road as that serving CEMAST.

A new access to Hangars East is under construction at the junction of Broom Way/Cherque Way. This vehicular access to the site which will link to the service road referenced in the previous paragraph serving the site and CEMAST.

The site is an irregular shape and requires the demolition of an old hangar which is in a poor state of repair. The removal of this hangar has been previously authorised through application P/13/1122/PA (as set out in the Planning History below).

The site sits adjacent to the existing airfield and the aircraft taxi apron around the south eastern corner of the site; the extent of the site is determined by the taxi space requirements of the aircraft using the airside part of the Daedalus site.

The building itself will be a two storey building, 7.7 metres high to the edge of the parapet with a frontage element being the main office building with three "wings or fingers", located off the rear elevation in a north west direction. Within these "fingers" it is proposed to provide workshop areas.

Parking for 101 cars is proposed to the south west and north east of the building, as well as along the north western boundary of the site.

The office frontage element is two storey in scale sitting behind a shallow parapet wall and has "...large openings and continuous ribbon style windows to help convey both internal and external activity and the nature of the office accommodation within".

The main entrance is recessed from the front elevation under a canopy with full height glazing proposed to an entrance atrium.

Within the "fingers", the workshop areas will provide internal spaces upto 4.5 metres high to suit engineering and other related assembly type activities. These "fingers" are orientated to the parking areas to provide adequate manoeuvring space for large vehicles that may need to access the workshops.

Services to the building such as stairs, toilets, plant rooms and other facilities sit at the junction between the office building and the workshops. The roofscape provides for three distinct modules on top of the building to accommodate these types of services each with a finished height of 10.7m.

In terms of the palette of materials, the elevations will consist of extensive glazing but also horizontally fitted metal panels. The materials have been chosen to reflect and complement the adjacent CEMAST building.

The building itself has a gross internal floor area of 2,404sq.m. The building is intended for new start-up businesses on a small to medium scale with a "...bias towards the high tech aviation, aerospace and marine engineering type industries".

The application is supported with detailed drawings and the following documents:

- Design and Access Statement
- Archaeology Statement
- Ecology Statement
- Transport Statement
- Sustainability Statement and
- Noise Impact Assessment

### ***Policies***

The following policies apply to this application:

## National Planning Policy Framework (NPPF)

### **Fareham Borough Local Plan Review**

CS1 - Employment Provision

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS5 - Transport Strategy and Infrastructure

CS12 - Daedalus Airfield Strategic Development Allocation

CS14 - Development Outside Settlements

CS15 - Sustainable Development and Climate Change

CS16 - Natural Resources and Renewable Energy

CS22 - Development in Strategic Gaps

### **Development Sites and Policies**

DPS1 - Sustainable Development

DSP2 - Design

DSP3 - Environmental Impact

DSP9 - Economic Development Outside of the Defined Urban Settlement Boundaries

DSP13 - Nature Conservation

DSP49 - Improvements to the Strategic Road Network

DSP51 - Parking

### **Fareham Borough Local Plan Review**

C18 - Protected Species

DG4 - Site Characteristics

### ***Relevant Planning History***

The following planning history is relevant:

**P/13/1122/PA**      **PROPOSED DEMOLITION OF BUILDINGS (INCLUDING HANGARS A THROUGH TO O INCLUDING ALL FREESTANDING PROPERTIES AND THE MARTSU BUILDING)**

PRIOR APPR NOT 10/02/2014  
REQRD

**P/13/0201/FP**      **CONSTRUCTION OF PURPOSE BUILT ENGINEERING TRAINING FACILITY FOR FAREHAM COLLEGE, COMPRISING A SINGLE STOREY BUILDING INCLUDING ENGINEERING WORKSHOP, CLASSROOMS AND OTHER SUPPORTING FACILITIES INCLUDING CAR PARKING**

APPROVE                      21/06/2013

**P/13/1115/FP**      **ERECTION OF INDUSTRIAL UNIT WITH ANCILLARY OFFICE AND STAFF ACCOMMODATION AND ASSOCIATED ACCESS AND PARKING**

**P/13/0194/FP**      **NEW VEHICULAR AND PEDESTRIAN ACCESS FROM BROOM WAY**

**INCLUDING ALTERATIONS TO EXISTING JUNCTION AND  
CONSTRUCTION OF INTERNAL ACCESS ROAD AND ASSOCIATED  
DRAINAGE WORKS**

APPROVE 03/06/2013

**P/11/0436/OA**

**USE OF AIRFIELD FOR EMPLOYMENT BASED DEVELOPMENT (UP  
TO 50202 SQ.M OF FLOOR SPACE) IN NEW AND EXISTING  
BUILDINGS (USE CLASSES B1, B2 & B8) WITH INCREMENTAL  
DEMOLITION TOGETHER WITH CLUBHOUSE (CLASS D2) VEHICLE  
ACCESS, ALLOTMENTS, OPEN SPACE AND LANDSCAPING.**

APPROVE 20/12/2013

***Representations***

One letter from Meadow Cottage, Cherque Lane.

- No objection to the plans in general, but we're worried about the drainage strategy. I repeat my comments for the CEMAST application.
- I have grave concerns over the proposed drainage strategy. I have been previously assured that any decision on that application would include the note:

'As part of any surface water drainage scheme developed for the site (particularly where it is proposed to discharge to existing open watercourses) the applicant will need to demonstrate that it will not result in an increased risk of flooding to any residential properties or their associated curtilages'.

- This is obviously a new application, but it must relate to SEEDA's original plan in some way. The river (which emerges in our garden) definitely has no more capacity to handle redirected surface water during heavy rainfall.
- It would be of great reassurance to us if the same note could be applied to your decision about the Innovation Centre.

***Consultations***

Hampshire County Council (Highways):-

No objection subject to off site highways contribution, bonded travel plan and conditions.

·As the application is seeking full planning permission and has not been submitted as a reserved matters application based on the overarching outline planning permission (P/11/0436/OA) the Highway Authority has treated this planning application as being in addition to the outline permission previously permitted.

·The Highway Authority therefore need to be satisfied that the additional traffic likely to be generated by this development can be accommodated in terms of capacity, operation and safety.

·Since the outline permission Transport Assessment was prepared there has been the provision of an additional new access to Hangars East (the upgrading of the old emergency access). This will reduce the traffic impact of the Hangars East proposals on the Broom Way/Cherque Way junction and so the Innovation Centre traffic will be catered for in terms

of capacity, safety and operation by this junction.

-Whilst the number of additional trips using the Peel Common roundabout and Newgate Lane corridor are small the cumulative impact of this development and other developments, required to meet Fareham and Gosport Borough Councils' growth aspirations for the Gosport peninsula as proposed in their Local Plans, will have a major impact on these parts of Gosport peninsula's strategic network which are already running at capacity during peak periods. Consequently, the Highway Authority would wish to see a contribution negotiated (based in line with the Highway Authority's Transport Contribution Policy) which would go towards improvements to Peel Common roundabout, Newgate Lane corridor and the western access to Gosport.

-The Highway Authority is currently designing highway improvements at Peel Common roundabout, Newgate Lane corridor and the western access to Gosport in line with the Transport for South Hampshire's transport strategy access to Gosport peninsula to cater for future traffic growth.

-The car parking provision required according to the planning authority's standards is 40 spaces for the proposed office units and 27 for the industrial units making 67 spaces in total.

-Parking above the current standard is proposed to avoid over-spill parking making the site less attractive to potential occupiers. The actual parking provision quoted within the Transport Statement (up to 96 spaces) varies slightly from that quoted on the planning application (95 car spaces, 5 motor cycle spaces and 5 disabled spaces). The increased proposed parking provision (96/95) is acceptable to the Highway Authority for the reason given.

-The Transport Assessment and supporting appendices are silent with regards to the location of the cycle parking.

-As the development is in addition to that proposed by the outline planning permission for Hangars East it will require its own Travel Plan which will need to be in accordance with the Hampshire County Council's guidance. The Travel Plan will be required to be "bonded" in such a way so that should the development not deliver the modal shift targets as detailed in the Travel Plan the County Council will be able to use those funds to implement measures that will deliver a shift away from single occupancy car trips.

Director of Planning & Environment (Highways) :-

No objection:

-The heavy vehicle track plots do not demonstrate that these vehicles will be able to access and egress the site without crossing the service road centreline. This needs to be demonstrated or, alternatively, the junction radii increased to 10m.

-The vehicle tracking within the Transport Statement (TS) is not based on the latest site layout. This needs to demonstrate that the test vehicles will be able to negotiate the western car park and the margin around the west corner of the building.

-It is noted that the proposals provide significant additional parking compared with the normal standards, even if the whole building were given over to office use.

-The TS indicates that some 13 cycle parking spaces are to be provided. It is not clear where these are to be provided within the site layout.

Amended plans were submitted on the 11th March providing further details on vehicle tracking. Officers will provide an update on this aspect at the meeting.

Director of Planning & Environment (Economic Development) :-

-Fareham Borough Council (FBC) has an ambition shared with other local agencies (including the Solent LEP, HCA, GBC, HCC) for the Solent Enterprise Zone (EZ) to become the Solent's premier location for advanced manufacturing, focused on marine, aerospace & aviation activities.

-The Innovation Centre proposal is part of a £8.3 million investment package by the Council, with funding support from the Homes and Communities Agency (HCA), that aims to secure a long term future for the airfield and aviation operations while creating a suitable environment for entrepreneurship, business start-up and growth.

-The Innovation Centre is a key element of FBC corporate strategy intended to pump prime further employment generating business development at the Solent Enterprise Zone at Daedalus.

-This proposal will provide accommodation for business incubation, currently lacking within the Solent EZ, stimulating the creation of new business start-ups and seeding further growth of the Solent EZ. The Innovation Centre will provide space for up to 150 jobs and have close ties with, and be complementary to the adjoining engineering training centre, CEMAST.

-The Innovation Centre will encourage the formation & growth of innovative businesses and it will provide for the needs of emergent advanced manufacturing businesses, enhancing the entrepreneurial image & culture of the SEZ.

Natural England:-

-If undertaken in strict accordance with the additional details submitted, the proposal is not likely to have a significant effect on the interest features for which the local SSSI/SPA/Ramsar sites are designated, either alone or in combination with other plans or projects, subject to the Recommendations set out in the Ecology Statement being secured as part of any permission granted.

-We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species.

-Natural England does not hold locally specific information relating to local sites, local landscape character and local or national biodiversity priority habitats and species. These remain material considerations in the determination of this planning application and we recommend that you seek further information from the appropriate bodies in order to ensure that your authority affords these matters the appropriate weight in determining this application.

Director of Planning & Environment (Ecology) :-

No objections.

·The site consists of regularly maintained grassland, hardstanding, and some small areas of scrub, and is of limited ecological interest. The only issue relates to the potential for birds to nest within scrub that will be lost as part of the proposals.

·It is not considered likely that the site provides suitable SPA-supporting habitat for birds associated with the nearby European designated sites of the Solent. Natural England in their consultation response have concluded that the proposals are not likely to have a significant effect, either alone or in combination, upon these designated sites.

·The demolition of the existing hangar building, which the ecology report makes clear does not form part of this application, has been noted. As such it has not been assessed for protected species.

Director of Regulatory and Democratic Services (Environmental Health):-

No objection.

Director of Regulatory and Democratic Services (Contaminated Land):-

No objection subject to conditions

Hampshire County Council (Archaeology):-

No objection subject to condition.

·The site is within an area of some archaeological and historical interest with archaeological deposits relating to prehistoric occupation recorded during recent excavations immediately to the south at the Fareham College site. Concur with the conclusions of the heritage statement that the archaeological concerns could be addressed through a programme of work secured by a condition attached to any planning consent that might be granted

Southern Water:-

·Southern Water can provide foul sewage disposal to service the proposed development. A formal application to connect to the sewer will need to be made.

·Recommend conditions and notes for any planning permission

Environment Agency:-

·The site is located in flood zone 1 as defined by the National Planning Policy Framework as having a low probability of flooding. In this instance, we have taken a risk based approach and will not be providing bespoke comments or reviewing the technical documents in relation to this proposal.

·It is suggested that liaison takes place with the Lead Local Flood Authority (LLFA) regarding the surface water aspects of this site.

Gosport Borough Council:-

No objection.

- The Council is supportive in principle of the proposal which is in line with the aims and objectives of the Solent Enterprise Zone
- The Innovation Centre will support business incubation units and accords with the Gosport Borough overarching planning vision for the Daedalus regeneration area.
- The principle for development has been established by the CEMAST building and the outline planning permission
- The access to the two car parks should not interrupt the free flow of traffic along the proposed road
- Consideration should also be given to the traffic approaching from the north and queues forming whilst traffic waits to turn into the site
- Measures should be undertaken to reduce on street parking in this location
- The pedestrian link to Broom Way will ensure that the site links well with the surrounding pedestrian network
- Clarification should be sought that there is no harmful impact on nesting birds or protected species.

### ***Planning Considerations - Key Issues***

The key planning considerations in the determination of this application are:

- The principle of development
- Landscape and Strategic Gap
- Sustainability
- Protected species
- Highways
- Amenity of neighbours
- Drainage

### **THE PRINCIPLE OF DEVELOPMENT:**

The Local Planning Authority has recently issued an outline planning permission (P/11/0436/OA) refers for the redevelopment of the Daedalus site.

The outline planning permission identified, through the approved parameter plans, areas for new development and the eaves height limit for new buildings.

The application site is located within an area safeguarded for employment within the 'Proposals Map' which forms the adopted Core Strategy. Part of the application site already enjoys planning permission under the outline planning permission for the development of a building/ buildings accommodating general industrial and storage and distribution uses.

Whilst this application seeks full planning permission, the proposal respects the spirit of the principles established in the outline planning permission.



Daedalus is a strategic employment site allocation within the Council's adopted Core Strategy. Policy CS12 of the Core Strategy is permissive of development where it "...delivers or facilitates the delivery of high quality development...including the creation of local employment opportunities that take advantage of and develop local skills".

Additionally the Government Guidance in the National Planning Policy Framework (NPPF) advises Local Planning Authorities that "Investment in business should not be overburdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment" (Para. 21). The fourth bullet point of paragraph 21 in the NPPF then advises that Local Planning Authorities should "...plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries".

The Innovation Centre is intended for small and medium sized enterprises seeking a quality environment to establish and grow the business. The scheme is considered to address the requirements of the NPPF in assisting to build a strong and competitive economy. The application also aligns itself with the policy aims of Core Strategy policy CS12.

Whilst the proposal does not purport to provide general industrial or storage and distribution uses, the outline planning permission did permit, within the vicinity of the application site, two unrestricted use class B1 gateway buildings to this south eastern corner of the site. One of these sites now accommodates the CEMAST building such that it can no longer be used for unrestricted B1 purposes.

The provision of the Innovation Centre to the rear of the CEMAST building would provide for an element of B1 uses in the general vicinity of the B1 units identified in the outline planning permission. Along with the CEMAST building, the two are expected to act as a catalyst for further development on the wider Daedalus site.

Core Strategy policy CS12 requires that employment developments retain and strengthen the marine and aviation employment clusters. The marketing of the building once operational will target these disciplines, but it will not dismiss other potential occupants based on the nature of their business.

Given the policy aspirations of CS12 and the thrust of the NPPF to plan for creative and high technology industries the proposal is considered acceptable in principle.

#### LANDSCAPE AND STRATEGIC GAP:

The application site is allocated for strategic employment development and is located within the countryside and the Stubbington/ Lee-on-the-Solent and Fareham/ Gosport strategic gap.

The preceding text to policy CS12 sets out that the Council accepts a level of development in the gap to protect the long terms aims and objectives of retaining an operational airfield. Paragraph 5.56 of the Core Strategy advises that the key objective for the site is to provide local employment opportunities whilst respecting the countryside location and maintaining the integrity of the strategic gap.

The areas zoned for development in policy CS12 and the outline planning permission have focused on the western and eastern sides of the wider Daedalus site. As already described above, the proposed Innovation Centre is to be sited in the eastern part of the site.

The airfield is characterised by a large expanse of flat, open land, with large areas (within the Borough of Fareham) laid to grass. These grassed areas are interrupted by the taxi aprons, runways or the number of hangars on the site. These hangars are quite significant in size and footprint and the proposal will, to an extent, reflect this character by providing a large sized building that benefits from a location next to the airfield which will ensure that the large grassed open areas beyond contribute to the setting of the new development.

This application is submitted by the same architectural practice as the CEMAST scheme such that there is an element of design continuity between the two buildings. Whilst the proposal will have some physical impact upon the gap (the proposed building is larger than the hangar to be demolished) the wider integrity of the gap, by virtue of the architectural language between the two buildings and the retention of the open nature of the airfield, would ensure that any impact would not be materially harmful.

Additionally, the parameters of the outline planning permission limited the buildings to a maximum eaves height of 7 metres. As described above, the majority of the proposed building, at 7.7 metres high (with the exception of the service towers on the roof) only slightly exceeds this eaves height parameter.

Officers are therefore satisfied that the height and scale of the building respects the nature of the site and the strategic gap and that the proposal complies with Policy CS12 of the adopted Core Strategy.

## SUSTAINABILITY

Paragraph 6.10 of the Core Strategy sets out that "Sustainable development requires new buildings and spaces to be constructed to maximise the reduction in the use of resources and energy and to maximise the use of renewable or low carbon energy sources. In order to achieve this, the Council will seek and in certain circumstances require development to meet prescribed standards".

As detailed above, the application is supported by a "sustainability report". Policy CS15 of the Core Strategy requires that from 2012 new developments should achieve a BREEAM (Building Research Establishment Environmental Assessment Method) "excellent" rating unless it can be demonstrated to be unviable.

The submitted report identifies that a pre-assessment has already been undertaken to assess the design proposals. This assessment indicates that the building will achieve a "very good" rating rather than "excellent". The pre-assessment indicates that a higher rating is unlikely to be achieved due to budget funding constraints plus the site location, on a previously undeveloped part of the Daedalus site.

As such, in accordance with policy CS15, the proposal meeting a "very good" BREEAM rating is considered to be acceptable.

## PROTECTED SPECIES:

The application is supported by an Ecological Appraisal by EPR, dated January 2014. In the opinion of the Ecologist advising Fareham Borough Council, this report provides an adequate survey and assessment of the site and proposals.

The site consists of regularly maintained grassland, hardstanding, and some small areas of

scrub, and is of limited ecological interest. The only issue relates to the potential for birds to nest within scrub that will be lost as part of the proposals.

It is not considered likely that the site provides suitable SPA-supporting habitat for birds associated with the nearby European designated sites of the Solent. It is also of note that Natural England in their consultation response have concluded that the proposals are not likely to have a significant effect, either alone or in combination, upon these designated sites.

The Ecologist did query the fact that the EPR appraisal did not assess the hangar to be demolished to facilitate the proposals, specifically for the presence of protected species such as bats. The hangar in question has prior approval for demolition under application reference P/13/1122/PA.

There is a note on the demolition decision to bring protected species to the applicant's attention prior to the demolition and their obligations under the relevant legislation. In any event the hangar is in a poor condition, of corrugated metal construction with a number of holes and gaps in the walls. Internally the hangar appears wet, cold and windy. The Ecologist has accepted that this condition of building and the presence of the Prior Approval Notice for demolition adequately deals with the matter of protected species.

Officers are satisfied that the proposals will not cause material harm to interests of nature conservation and that the development is in accordance with adopted and emerging local planning policies.

#### HIGHWAYS:

As the application is seeking full planning permission and has not been submitted as a reserved matters application pursuant to the outline planning permission (P/11/0436/OA), the Highway Authority (Hampshire County Council) is treating this development as being in addition to that previously permitted.

In assessing the appropriateness of the proposal to utilise the improved Broom Way/Cherque Way signalised junction, the Highway advice is that the traffic from the Innovation Centre can be accommodated within the capacity of this junction.

The Highway Authority has expressed concern at the fact that the Peel Common roundabout and Newgate Lane corridor are already operating at capacity in the peak periods. The Highway Authority has advised that it is currently designing highway improvements at Peel Common roundabout, Newgate Lane corridor and the western access to Gosport in line with the Transport for South Hampshire's transport strategy access to Gosport peninsula to cater for future traffic growth.

The Highway Authority advise that in combination with other developments and the growth aspirations of Fareham and Gosport Borough Councils the proposal will further exacerbate the capacity issues within the local network. As such the County Council are seeking a financial contribution from the development towards off site highway improvements.

The submitted Transport Statement does not identify a likely impact on the wider network caused by the proposed Innovation Centre. It does, however, acknowledge that the proposal will introduce additional traffic, and Highway Authority accept that this additional traffic impact on the Peel Common roundabout/Newgate Lane is "small".

In this case the County Council has not identified specific off site highway improvements to make the development acceptable. Instead it requests that a contribution should be paid which would in turn be pooled and used to fund projects on the network.

Members will be aware that last year Fareham Borough Council adopted its own Community Infrastructure Levy (CIL). As part of the introduction of CIL, Fareham Borough Council published a list of those infrastructure projects/ types to be funded at least in part by CIL (known as the 'Regulation 123 list').

The significance of the list is that infrastructure projects on the list will not also be liable for contributions through Section 106 Planning Obligations. Transport infrastructure and facilities (excluding specific improvements needed to make development acceptable) are on this list.

In light of the adoption of CIL and the fact that the contribution sought is intended to be used in association with other contributions to deliver a 'non specified' scheme on the wider highway network, Officers do not believe such a financial contribution can be required of this development.

Hampshire County Council are also seeking for the applicant to enter into a binding legal agreement to secure a bonded travel plan. The promotion of a travel plan to increase non-car modes of travel to the site is acknowledged.

The proposed floor area of the Innovation Centre is 2,404 square metres. This is below the 2,500 square metre threshold where the County Council normally seeks travel plans.

Whilst Officers consider the scale of the use to be smaller than those normally bound by such travel plans, this Authority is very much aware of the concerns raised about traffic volumes in the locality and the need to promote non-car modes of travel. To this end a site specific travel plan should be secured through planning conditions in the interest of influencing the travel behaviours of the end users of the building.

Subject to the imposition of appropriate planning conditions, Officers consider the proposed development to accord with local plan policies.

#### AMENITY OF NEIGHBOURS:-

The NPPF seeks to ensure that the matter of noise should not affect "...quality of life as a result of new development" (para 123).

The nearest neighbouring properties are due south of the site and located with the Borough of Gosport.

Chapter 6 of the submitted Noise Impact Assessment concludes that the typical worst-case noise breakout levels from the workshop areas achieve the required day and night time noise limits even if 24 hour/7 day working is permitted on site.

The Director of Regulatory and Democratic Services (Environmental Health), in raising no objection, has not suggested any conditions.

#### DRAINAGE:-

Third party comments refer to the matter of site drainage and requests that an informative to the developer be added to any planning permission as was the case with the CEMAST decision.

The application details that a formal Flood Risk Assessment is not required given that the site lies within Flood Zone 1 (lowest risk). The Design and Access Statement acknowledges (para 2.21) that the nearest watercourse is a tributary of the River Alver due east of the site.

The application proposes that surface water runoff will be dealt with by soakaway systems and that foul water will be connected into the mains system for which Southern Water have confirmed there is capacity in the existing network.

The third party request for an informative to be added to the recommendation can be accommodated in the decision notice.

#### CONCLUSIONS:-

The proposed Innovation Centre aligns with the overarching planning vision for the Daedalus site and with policy CS12 of the Core Strategy. The proposal will provide a functional, yet contemporary building that will complement the CEMAST building as a pair of gateway buildings to the wider Daedalus site.

The provision of parking in excess of this Council's normal standards is acceptable in order to stimulate occupancy for this site and in the interest of supporting the start up businesses that it is hoped will be attracted to the site.

The building will not have a demonstrable impact upon the local and wider highway network and the occupation of the building will not result in material harm to the amenity of neighbouring properties.

The Ecology Appraisal is considered to be acceptable in dealing with protected species and ecological enhancements are secured by planning condition.

The proposal is acceptable and is recommended for permission subject to the imposition of appropriate conditions.

#### ***Recommendation***

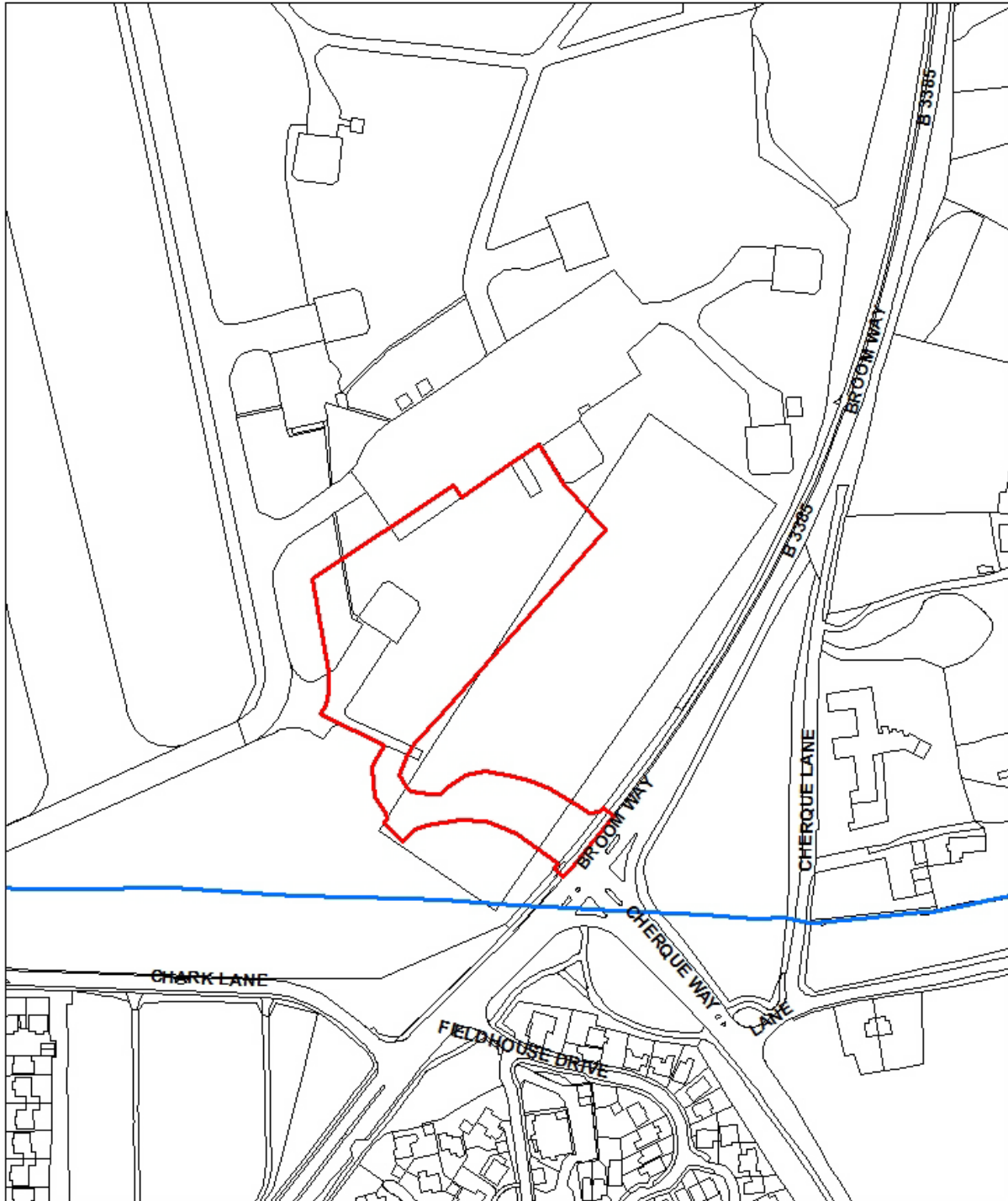
PERMISSION: Commence within 3 years, List of approved plans, material samples, use class B1 only, BREEAM Very Good, Foul and surface water sewerage disposal, Employment and Skills Plan, In accordance with ecology report recommendations, ecology enhancements, construction method statement, cycle parking details, parking laid out on occupation, archaeology, land contamination, landscaping, hard surfacing, boundary treatments, lighting

#### ***Background Papers***

P/11/0436/OA, P/13/0194/FP, P/13/0201/FP, P/13/1107/FP, P/13/1115/FP, P/13/1122/PA

# FAREHAM

## BOROUGH COUNCIL



Daedalus - Innovation Centre  
Scale 1:2500

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