

P/13/0201/FP

FAREHAM COLLEGE

STUBBINGTON

AGENT: PERKINS OGDEN
ARCHITECTS

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

DAEDALUS - CEMAST - FAREHAM HAMPSHIRE PO13 9NY

Report By

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Site Description

The site is currently open grassland, which has been used in conjunction with the airfield. The application site measures 1.6 hectares (4.04 acres).

The site is located on the south eastern side of the Solent Enterprise Zone on the former Daedalus site, within the area known as Hangars East.

The site does not contain any existing buildings.

To the north of the site there are existing hangars. To the east and south the site is bound by Broom Way, beyond which there are residential properties in Gosport Borough. To the west the site adjoins existing hangars and the airfield.

The site is currently accessed via Chark Lane, which in turn gains access from Broom Way.

The site is allocated on part of a wider area proposed for employment development, particularly for uses linked to aerospace, aviation and marine.

Description of Proposal

This application relates to Fareham College's proposed Centre of Excellence for Engineering, Manufacturing and Advanced Skills Training, referred to as 'CEMAST';

The new building is intended to provide skills training via a range of full-time, part-time and short courses in the aerospace/aeronautical engineering, automotive engineering, electrical and electronic engineering, marine engineering and mechanical engineering areas;

The proposed development comprises:

A building of 4,003 square metres.

The building would be predominantly single storey, incorporating a 6.5 metre high glazed concourse with a slender floating roofline, positioned on a prominent site at the entrance to the Enterprise Zone;

The building will be of a sustainable design which would achieve a 'very good' rating;

A parking area with 140 car parking spaces, of which seven will be disabled. There will also

be 15 motorcycle spaces and cycle provision for 60 cycles;

A drop off area and mini-bus parking space;

Landscaping provision;

External stores and compressor;

A leisure and sports enclosure.

The proposed building will incorporate:

- Specialist teaching areas, including workshops and laboratories;
- General teaching areas;
- A learning resource centre, conference facilities and a staff area;
- A landscaped courtyard;
- A concourse area, including a cafe. The concourse area of the building has been designed so that it can also be use by employers at the wider Solent Enterprise Zone on the Daedalus site.

The College anticipates daily attendance figures of 400 students and 35 staff.

A new access to Hangars East is proposed at the junction of Broom Way/Cherque Way, in order to serve the development at Daedalus. A planning application has been submitted, P/13/0194/FP, (preceding item on this agenda) which would provide vehicular access to the proposed building via this new junction.

The timetable for the delivery of the college building is of key importance as the grant funding requires construction to be completed by September 2014. Given the project timetable, should Members resolve to grant planning permission, it will be necessary to commence construction by July/ August this year.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

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

Fareham Borough Local Plan Review

C18 - Protected Species

DG4 - Site Characteristics

Relevant Planning History

The following planning history is relevant:

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 - Resolution to grant outline planning permission subject to the completion of a Section 106 planning agreement.

P/11/0544/FP - IMPROVEMENTS TO AN EXISTING VEHICULAR ACCESS INCLUDING CONSTRUCTION OF A NEW GHOST ISLAND & PEDESTRIAN FACILITIES FROM THE B3385 BROOM WAY AND THE CONSTRUCTION OF A NEW SITE ACCESS ROAD - APPROVED - 13 January 2012

P/11/0545/FP - CONSTRUCTION OF NEW VEHICULAR ACCESS & ASSOCIATED ACCESS ROAD FROM THE B3334 GOSPORT ROAD TO PROVIDE ACCESS TO EXISTING HANGARS WEST AREA OF DAEDALUS AIRFIELD - APPROVED - 13 January 2012

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 - see preceding report

Pre-application discussions have been carried out involving the applicant, Hampshire County Council, Gosport Borough Council and Fareham Borough Council Officers. The submission is as a result of these ongoing discussions.

Representations

Prior to the submission of the planning application, the applicant undertook public consultation via two public exhibitions. Approximately 1,000 invitation letters were sent to local residents, businesses and other stakeholders. The event was also made public through the local press.

The application was advertised by writing to immediate neighbours, the posting of site notices and a notice in the local press.

Two letters of objection have been received from the same household raising the following:

There are grave concerns over the proposed drainage strategy;

If water is discharged into the River Alver it may not have any more capacity to handle redirected surface water during heavy rainfall resulting in a potential flood risk at Meadow Cottage;

There is doubt that there is sufficient parking provision. There is a likelihood of people parking in Cherque Lane and dropping off in Broom Way;

The area will be constantly lit.

Consultations

Director of Planning and Environment (Economic Development)-

The Centre of Excellence for Engineering, Manufacturing and Advanced Skills Technology (CEMAST) is a proposal that has evolved from close collaboration between local colleges of further education and the local business community with the aim of providing engineering and technology skills to match the needs of businesses within the local economy. The training centre will fill an important gap in the pattern of training provision in the area, supporting the local economy by ensuring that local people have the skills needed by local employers. The centre would provide training for around 400 students in courses ranging from Foundation Level to Higher National Diplomas focussed on aeronautical, marine, electrical, automotive and mechanical engineering. The close relationship between the engineering focus of the Enterprise Zone and CEMAST has the potential to contribute a degree of containment to travel to work and train within the Gosport peninsula.

The CEMAST scheme would complement the aspirations of the Solent Local Enterprise Partnership (LEP) in establishing the Solent Enterprise Zone at Daedalus focussed on marine, aerospace and aviation with the intention of creating a sub-regional advanced engineering technology cluster. The building design incorporates facilities such as workshops, labs and conference rooms that will be available to the local business community, in support of innovation and entrepreneurship within the Solent EZ in particular. CEMAST would be located at the main eastern entrance to Solent Enterprise Zone site (serving Hangars East and the Waterfront areas) where the building would form a gateway feature helping to enhance the profile of the Enterprise Zone and contributing to the economic development of the Solent Enterprise Zone and the wider area.

In economic development terms the CEMAST proposal is likely to be a catalyst supporting the development of the Solent Enterprise Zone and contributing to the regeneration of local economy.

Director of Planning and Environment (Highways)-

The proposal is to erect a College for Training in Engineering at the Solent Enterprise Zone at the former HMS Daedalus. Access is to be obtained from Broom Way by way of an additional western arm at the existing signal-controlled junction of Broom Way with Cherque Way. This junction alteration and new access road and stub, are the subject of a concurrent planning application.

It is considered that the form of access proposed from Broom Way is acceptable subject to comments that were made in respect of the concurrent planning application.

The 140 car parking space scheme will be satisfactory, particularly when the full effect of the main site Travel Plan comes into effect.

The explanation and modification of the plan is acceptable.

Hampshire County Council (Major Schemes and Projects Strategic Transport) -

The proposal comprises 4,000sqm of educational facilities (known as Centre for Engineering and Manufacturing Advanced Skills Training, CEMAST) for up to 900 students on a permanent and part-time basis. However, the facility has been designed to cater for a typical daily attendance of up to 400 students and 35 staff. The proposal also provides for internal access roads and parking for 140 cars, 60 covered and secure cycle stands and 15 powered two wheelers. Significantly from the highway perspective, the proposal does not include a means of vehicular access to the highway and therefore needs to be considered

in tandem with a parallel, full planning application(P/13/0194/FP) submitted by the Homes and Communities Agency (HCA) that proposes a new main access junction from the Solent Enterprise Zone (SEZ) site to Broom Way together with SEZ Phase 1 internal site access roads that in turn lead to the CEMAST site. The CEMAST proposal also includes separate proposals for a new means of access for pedestrians and cyclists from the site to Broom Way, providing direct access to the facility main entrance.

The site is located on the former HMS Daedalus Airfield that is now part of the Solent Enterprise Zone that has been the subject of a separate outline planning application for redevelopment of the wider Daedalus site. The planning application is supported by a Transport Assessment (TA) and Travel Plan (TP). The TA has been the subject of detailed early scoping discussion with the County Council.

The CEMAST proposal is independent to any development that might come forward under a future outline planning consent for the wider redevelopment of Daedalus. This has required that the cumulative impact of both the CEMAST and the Daedalus proposals at the new main access junction be assessed in detail and the results submitted in support of the new main access junction application, but also summarised in the CEMAST TA. A sensitivity test has been undertaken to assess the impact of the potential additional pedestrians and cyclists using the controlled crossings through the new main access junction to access the college.

It should be noted that the HCA has obtained a separate full planning permission for a secondary access junction to the northern part of the SEZ Daedalus East development from Broom Way and it is understood that this is due to be implemented this summer. If implemented, the secondary access junction has the potential to reduce traffic demand through the new main access junction, however, it has not been possible to take this reduction into account in assessing the impact of the college application because there is no certainty that it will be delivered.

Finally, it is important to state that the comments set out in this letter reflect the role of Hampshire County Council as highway authority and not as a potential delivery partner to HCA.

An initial review of the CEMAST proposal raised the following key areas of concern:

- The adequacy of the car parking provision;
 - The limited ambition for achieving modal shift through Travel Plan measures;
 - Safety for powered two wheelers on the surrounding road network;
 - The need to secure the Travel Plan measures through a legal agreement;
 - The need for a Grampian condition to ensure adequate means of vehicular access to the site via the Daedalus development internal road network and the New Main Access junction;
- and
- Comments provided by the FBC Transport Development Management Officer on 15 March.

Site Access

The impact of the college development at the SEZ new main access junction has been assessed and it has been demonstrated that the junction has adequate reserve capacity to accommodate the predicted traffic levels and the pedestrian and cyclist movements. The future provision of the secondary access would allow the new main access junction to

operate with additional reserve capacity. However, it should be noted that if an internal link is provided between the secondary access and the new main access, the use of the secondary junction by traffic to and from the college has not been tested and is not supported. On this basis the vehicular access arrangements for the college are considered acceptable, subject to a Grampian condition that requires the provision and opening to traffic of the new main access junction and internal access roads leading to the CEMAST site, prior to first occupation of the college.

Public Transport

The site is reasonably well served by First Bus service number 6 that runs between Gosport and Fareham bus stations along Broom Way. The planning application for the new main access junction incorporates bus passenger waiting facilities on Broom Way, northbound immediately outside the college and southbound to the south of Cheque Way. Whilst it would be ideal for the southbound stop to be closer to the site, the proposed location does take into account the safety of bus users as well as other road users. It is also worth bearing in mind that this stop will provide convenient access to the wider Daedalus site utilising the retained pedestrian access route via Chark Lane. On this basis and since the distance is well within the recommended maximum walk distance of 400metres, the proposed bus user facilities are supported.

Pedestrians and Cyclists

The proposal includes for two pedestrian access points to the site; one to the south, directly off the proposed new main access junction which includes signal-controlled phases for pedestrian and cyclists, the other providing direct access to the main building access from Broom Way which itself is served by a shared cycle footway. Whilst this proposal is acceptable in principle, it will be necessary for the applicant to demonstrate how this access will work in practice without resulting in stop and drop parking on Broom Way, particularly in the light of the adjacent bus stop proposals being brought forward as part of the new main access proposals. The SEZ proposals will provide pedestrian and cyclist access from the college site as appropriate throughout the SEZ.

The site is well served by cycle routes linking it to the local catchment area. The site benefits from direct access onto the existing Broom Way segregated cycle route and other proposed cycle facilities at the New Main Access junction. The onsite cycle parking and cyclist facility is good and the Travel Plan provides the means by which to monitor their use and if necessary increase these facilities to match demand.

Travel Plan

The Travel Plan submitted as part of the application is welcome although at present the currently proposed targets lack ambition. In the absence of substantive data, this is currently described as a Framework Travel plan. However, through work currently being undertaken by Fareham College under the County Council Local Sustainable Transport initiative, it is expected that the college will quickly be able to develop a full, bespoke Travel Plan for this site. This should include the development of realistic yet challenging targets for modal shift commensurate with the travel habits and the potential for change within the college catchment area. The modal share targets should also reflect the assumptions underpinning the level of car parking provision. It should be noted that to be consistent with the wider Daedalus development, travel plan measures should be in place for at least 9

years after first implementation.

A key outcome will be to ensure that car parking demand is kept within the level of onsite parking provision and this will entail use of both on and off site monitoring and enforcement by the college. For this reason and to secure sustainable access to the college within the catchment area, a legal agreement to secure appropriate travel plan measures is strongly recommended. A draft legal agreement has been circulated by the County Council to the applicant to help facilitate this.

Parking

The applicant has submitted additional information to address initial concerns related to parking provision. This has been based upon TRICS data derived from similar sites elsewhere in the UK and predicts a peak accumulation of 120 cars on the site at any one time which should be adequately accommodated within the proposed 140 spaces provided. This amounts to a mode share of car drivers during the morning peak arrival time (0800-0900) of 24% which is acceptable provided that this is reflected in legally binding travel plan targets. As noted above, it is important that the college implement measures designed to monitor parking demand at the site and mitigate any impacts that arise should excessive numbers of cars be observed parked on the site, on nearby residential roads, adjoining parts of the SEZ site or other public highways in the surrounding area. It is strongly recommended that such measures are the subject of S106 legal agreement.

Safety

The TA considered a wide area of the surrounding road network in terms road safety and noted 44 personal injury accidents in the last 3 years. It should be noted that traffic measures are being proposed on roads leading to the site as part of general improvements by the County Council and in association with improvements required as part of the SEZ development. These aim to address road safety concerns on the roads leading to the site, with particular provision for vulnerable road users. It is noted that 18 of the reported accidents involved powered two wheeler riders. Given the likelihood that this is a favoured mode of transport amongst many people who might attend the college, the inclusion of training for Moped riders as a travel plan initiative, alongside the physical improvements is welcomed.

Comments raised by the FBC Transport Development Management Officer

The comments raised are noted and primarily relate to the means of parking and site access control for vehicles. These concerns are shared and the Travel Plan should be extended to include management, monitoring and mitigation of operational parking and access problems. Should parking of vehicles occur on Broom Way arising from delivery and collection of students and staff and management measures to address this situation are unsuccessful, then physical measures will need to be developed and funded by the College in agreement with the County Council to address road safety concerned. These should include physical measures within the college site and on the highway. The requirement to manage and monitor the situation and to develop, fund and implement mitigation measures will need to be the subject of a S106 Legal Agreement between the College and the County Council.

Construction Phase

It is understood that to meet funding requirements, the construction phase for this development is due to commence prior to opening of the new main access junction. Currently access to the SEZ site is gained via Chark Lane, a short distance south on Broom Way. It is considered that this access currently has spare traffic capacity to accommodate construction traffic likely to be generated by the CEMAST proposal, provided that CEMAST construction traffic is subject to the requirements of the Daedalus Delivery and Servicing Plan (DSP). The requirement for the construction phase of the CEMAST development to be implemented in accordance with the DSP must be the subject of a legal agreement or an appropriately worded condition.

Summary

In view of the above comments no objection is raised to this planning application subject to a legal agreement to secure the implementation of a travel plan including access and parking controls identified above and the following conditions: development shall not be occupied until new junction, SEZ internal access roads leading to the site and associated infrastructure have been provided; details of a construction traffic management plan; development carried out in accordance with Daedalus Delivery and Servicing Plan.

Hampshire County Council (Archaeologist) -

Although there are no known archaeological assets from within the site itself this is likely to be as much a reflection of the the lack of archaeological investigation rather than a genuine absence of archaeology. The area has some archaeological potential in particular for prehistoric archaeology. No development should take place until the implementation of a programme of archaeological work in accordance with a written specification that has been submitted to and approved by the local planning authority.

Additional information in the form of a draft archaeological evaluation report has since been submitted. This information has been considered by the County's Archaeologist who has agreed that an area of strip map and record would be an appropriate next phase of mitigation. The extent of this area will depend upon the area and depth of groundworks of the development. This can be secured by planning condition.

Hampshire Constabulary (Crime Prevention Design Advisor) -

No objection subject to a number of recommendations/suggestions which were forwarded to the applicant for consideration.

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

Gosport Road in Fareham is an Air Quality Management Area for air pollutant, nitrogen dioxide as required by the Environmnet Act 1995. The Council is required to improve the air quality through its Air Quality Action Plan. The Eclipse busway and the reconfiguration of the Quay Street roundabout are examples of developments that will hopefully help to reduce air pollution in this area.

Only a percentage of traffic travelling to the new College is likely to pass through the poor quality area. The Transport Assessment states that approximately one third of the existing students at the College live in Gosport and the remainder living in Fareham, smaller local settlements or the wider Hampshire area. The application for the new facility involves the provision of 140 car parking spaces which guidance suggests will not require an air quality

assessment.

It is pleasing to see that the College is committed to encouraging sustainable modes of travel and that within their travel plan there is to be a dedicated bus service provided for the facility. The provision of 60 cycle spaces and other facilities for cyclists is very encouraging.

External building plant is specified to have low level noise. A noise assessment would be useful in respect of this plant to ensure that background noise levels at the nearest residential properties are not exceeded beyond reasonable levels.

The applicant commissioned a Noise Impact Assessment which has been subsequently considered by the Council's Environmental Health Officers. Provided mitigation is carried out in accordance with the noise assessment then it is not considered that the development would result in noise complaints to Gosport Borough Council from residents in their Borough.

Natural England -

The application site is within close proximity to Lee-on-the-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI). This SSSI is part of the Solent and Southampton Water Special Protection Area (SPA).

Natural England advises that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which Solent and Southampton Water SPA has been classified. Natural England therefore advises that this Council is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site's conservation objectives.

Natural England welcomes the submission of the Ecological Surveys and it is recommended that the Council consult its in-house/retained ecologist with regards to the results of the survey and the appropriateness of the mitigation proposed. No objection.

Director of Planning and Environment (Ecologist) -

The application is supported by an Ecology Statement which sets out the historic surveys carried out as part of the wider outline application on the Daedalus site. The site is heavily managed and therefore not suitable for reptiles. There is an area of land along the eastern boundary of the site where boundary vegetation will be removed; this area of rough grass lies outside of the application site, but will be managed in the long term by the College. Development should be carried out in accordance with the submitted Reptile Working Method Statement and details of the receptor site agreed by condition.

Director of Regulatory and Democratic Services (Contamination) - No objection subject to conditions.

Environment Agency - No objection subject to conditions.

Southern Water Services - No objection subject to condition and informative.

Gosport Borough Council -

The Council is supportive in principle of the proposal and considers it to be the catalyst for

further development on the Enterprise Zone. However Gosport Borough Council wishes to comment as follows:

Gosport Borough Council has serious concerns in respect of the following:

1. The proposed building is not considered to be an appropriate landmark building that reflects the site's position adjacent to the entrance to the enterprise Zone;
2. Conditions/obligations should be imposed on any planning permission requiring the retention of an area at the southern side of the application site to allow for a landmark feature, of a suitable size, to be erected and displayed which reflects the importance of the site as the entrance to the Enterprise Zone;
3. The proposal does not wholly reflect the provisions of the Enterprise Zone. The application places emphasis on automotive engineering which does not correspond with the requirements of the Enterprise Zone through the provision of aviation, marine and advanced manufacturing training. Consideration should be given to the imposition of conditions on any planning permission granted to require the use and operation of CEMAST to more closely reflect the Enterprise Zone provisions. This could include requiring the level of automotive engineering to decrease over time with a commensurate increase in the amount of aviation engineering;

Gosport Borough Council has comments in respect of the following:

4. Clarification should be sought in respect of the quantum of development proposed in the context of the wider Daedalus site and outline planning application and whether the development can be satisfactorily accommodated in addition to the quantum proposed to be approved within the outline without harmfully impacting on the surrounding highway network;
5. Clarification should be sought to ensure the development will not result in any harmful impacts on protected species or nesting birds.

Planning Considerations - Key Issues

History

The outline planning application (P/11/0436/OA refers) for which there is a resolution to grant permission, is accompanied by parameter plans. The parameter plans show areas in which new development is to take place and the heights of new buildings.

Under the outline planning permission two sites will be permitted at the entrance to Daedalus for unrestricted Class B1 uses not limited to aviation, aerospace or marine. The College's application site includes one of these sites.

Within the outline planning application, there is also a plan submitted indicating the maximum eaves heights of buildings on differing parts of the Daedalus site. Development with an eaves height up to 7 metres will be permitted in the location of the proposed college building.

The main access to Hangars East was proposed under the outline planning permission to be via a new junction at Cherque Way/Broom Way. This is the same location as proposed under the preceding item on the agenda.

Principle of development

Daedalus is a strategic employment allocation within the Council's adopted Core Strategy. Outline planning application (P/11/0436/OA) will permit areas of the site to be used for light industrial, general industrial and storage and distribution purposes.

Officers appreciate that the training facility proposed does not constitute an industrial or warehousing use and would not therefore enjoy permission under the current outline planning application when it is approved shortly.

The proposed education use involves training within the specific employment sectors being targeted for the Solent Enterprise Zone on the site. There would be valuable potential for the College to work together with employers. The College is currently developing a tiered employer sponsorship package which will offer opportunities to preferential access to work ready students and apprentices.

CEMAST will accommodate around 400 students at any given time and it is anticipated around 900 learners using the centre over any week including full time students, part time students, employer sponsored students and apprenticeships. Training will be offered from Foundation (Level 1) through to Higher National Diploma (Level 5) with progression pathways identified into local universities. In order to provide effective progression opportunities across the various engineering disciplines the College has decided to locate all of its related engineering work on the CEMAST site and as a result students will be able to learn skills in aeronautical, marine, electrical and electronics, mechanical and automotive and motor sport engineering. Through co-location the aim is to encourage greater progression across these various disciplines and to combine teaching in some areas in recognition of both the commonality of trades (e.g. electronic or automotive) plus an understanding of the specialist facilities and knowledge required in each of these industry disciplines.

Gosport Borough Council has raised serious concern that the proposal does not wholly reflect the provisions of the Enterprise Zone, in that the application places emphasis on automotive engineering which does not correspond with the requirements of the Enterprise Zone through the provision of aviation, marine and advanced manufacturing training.

In light of the concerns raised by Gosport Borough Council, the further comments of Fareham College were sought and are set out below:

'As well as the strong argument that co-location will promote progression between Automotive and Motor Sport into Marine and Aeronautical there are practical benefits too in that the College would have a much bigger collection of workshops with better specialist facilities. For instance the College are locating the composites workshop between the Marine and Automotive/Motor Sport workshops in recognition that this is a growing skill set for all engineering sectors. The College would then be able to offer a better facility for marine learners as a result of this co-location. Students studying automotive, motor sport, aero or marine will benefit from the co-location of the specialist electrical and electronic workshops and general manufacturing engineering workshops. Locating these facilities together both avoids expensive duplication and ensures that the marine and aero industries are supported by the full range of ancillary engineering workshops. In 2011/12 the success rates of the College's Motor Vehicle curriculum were outstanding. Across the range of engineering disciplines it is intended to locate at CEMAST the overall success rate places them in the top six providers (out of 225) in the country. It is believed bringing this range

and quality of provision onto the site both meet the College's obligations to the manufacturing, marine and aero sectors and provides an exciting engineering cluster that will ensure outstanding opportunities for young people and adults in the peninsula.'

Officers have also had careful regard for Policy CS12 (Daedalus Airfield Strategic Development Allocation) of the adopted Core Strategy in considering this proposal. Policy CS12 states that 'development will be permitted 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'. Officers consider that the educational facility proposed strongly supports this policy aim.

The training centre will fill an important gap in the training provision for the area, supporting the local economy by ensuring that local people have the skills needed by local employers. The proposal would create jobs, through direct employment of staff and indirectly through jobs created via skilled students moving into the engineering industries. The proposal would, therefore play an important role in supporting the key objectives for the Solent Enterprise Zone.

Both the College and Officers are aware of the importance of maintaining aerospace/aeronautical, automotive, electrical/electronic, marine and mechanical engineering training in the building. In light of this it is intended to control the future use of the site through an appropriate planning condition.

Officers have carefully considered the serious concerns raised by Gosport Borough Council along with the views advanced by the College and the Director of Planning and the Environment (Economic Development). Officers believe the proposed educational uses would greatly complement the employment uses envisaged across the wider Daedalus site. Subject to the imposition of an appropriate condition the proposed use is considered acceptable and advantageous to the Solent Enterprise Zone.

Design

An Architect's impression of the proposed building was produced at the feasibility concept stage. Since then the building design has moved on significantly, including changes made following the public consultation.

The final design of the building has been influenced by a wide range of factors. Turning firstly to the interior of the building these have included:

- to plan the building for efficient use of space;
- to plan for shared and group use of rooms;
- to promote flexibility and adaptability of use;
- to incorporate conference and associated facilities;
- to incorporate recreation and social facilities;
- to consolidate academic staff offices and to promote efficient construction methods.

Furthermore, the design responds well to the key requirement that the centre should double up as a facility to serve the local Enterprise Zone business community through the provision of a large conference area, exhibition space in the concourse and informal cafe facilities that spill out into a sheltered internal courtyard within the building.

The layout of the workshops has been addressed in some detail in the preceding section of this report.

In terms of the exterior of the building and associated parking and landscaping, factors influencing the design included:

- the important road frontage to Broom Way and its junction with Cherque Way;
- pedestrian and cycle routes bordering the site;
- the route and levels of the proposed new access road;
- height restrictions for new buildings on the site;
- the open aspect of the site;
- the open countryside to the east (strategic gap);
- new aviation hangars and other development proposed under the Daedalus masterplan.

The building will sit naturally on a plinth slightly elevated above street level at the newly proposed road junction. The building is designed as predominantly single storey in order to meet the essential specification required for the engineering workshops and laboratories, and for flexibility in use and future adaption.

The building design has a number of distinct forms to reflect its functions and to provide a feature landscape building on the Broom Way frontage.

The main concourse would be predominantly glazed and would measure 6.5 metres high with a 'floating' roofline with wide overhangs supported on tubular steel columns. The glazed curtain wall would have an open aspect onto Broom Way. The 'open' frontage of the building along with the locations of the entrances to it will ensure that it maintains an active frontage both during the day and night.

Teaching and training accommodation would be contained within two metal clad blocks, located either side of the landscaped courtyard, providing internal heights up to 4.5 metres. These blocks would front onto the proposed new access road to the northwest and southwest.

The service and plant areas are enclosed at roof level, screened by wall cladding and parapet walls. These elements provide articulation and visual interest at roof level.

The external appearance of the building, selection of materials and types of construction have been influenced by a wide range of factors. The principal forms of materials proposed include high performance PVC polymeric or equivalent flat roofing systems and a mixture of vertical pre-formed zinc rainscreen cladding panels, metal composite flat panels and flat high pressure laminate panels and glazing.

The design of the building also pays careful regard to its airfield location. The area is currently characterised by buildings with large footprints situated within open grassed areas which is respected by the College's proposal.

Officers have carefully considered the serious concerns raised by Gosport Borough Council that the building does not represent an appropriate landmark building at the entrance to the Enterprise Zone.

In the view of Officers, the building proposed is a modern design, using modern materials with predominantly simple 'clean' lines. It presents itself clearly to the road junction, and with the extensive use of glazing to the frontage ensures that it will maintain an active frontage during both day and night time. Landscaping of the site is kept low level to respect its airfield setting.

The outline planning permission envisages lower level buildings at the junction with Broom Way with taller buildings being constructed to the west. The proposal put forward maintains that approach to buildings at the site entrance.

In the view of Officers the building proposed is of a high quality design, and represents an interesting design at the entrance to the Enterprise Zone. Officers are satisfied that the proposal complies with Policies CS12 and CS17 of the adopted Core Strategy.

Strategic gap and landscape character

The site is located within the countryside and strategic gap. The Council recognised in developing its Core Strategy that in order to ensure the long term operation of the airfield and to provide local employment opportunities, a level of commercial development within the strategic gap was necessary. The areas zoned for commercial aviation and marine development focused on the western and eastern side of the Daedalus site. The proposed College building would be sited within the eastern part of the site.

The outline planning application sets the 'parameters' of any future buildings on this part of the site. The building parameter plan sets out the maximum eaves heights of buildings constructed as 7 metres (23 feet). The proposed building would for most part measure less than 7 metres (23 feet) in height, in line with the parameter plan.

In terms of landscape impact the approach to the siting and scale of the proposed building has been carefully considered. Officers are satisfied that the building would not significantly affect the integrity of the Strategic Gap.

Highways

The highways issues relating to the development and the broader Daedalus site have been subject to extensive discussions between the applicants and the Highway Authority for a considerable period of time. The formal comments of the Highway Authority are set out in detail in the 'Consultations' section of this report. These comments also address the comments made by Gosport Borough Council, (point 4) reported in the consultation section of this report.

A Transport Assessment and Framework Travel Plan have been prepared and submitted in support of the proposals. The application for the Broom Way/Cherque Way junction, preceding this report, would accommodate the likely traffic growth brought about by the Solent Enterprise Zone and the College's development proposals.

The Framework Travel Plan has informed the Travel Plan document, providing a package of objectives, targets and measures to encourage sustainable transport. The applicant has been working closely with Hampshire Strategic Transport Officers and the Travel Plan and its implementation and monitoring secured through a Section 106 planning obligation.

Officers are satisfied that subject to securing a Section 106 planning obligation and appropriate conditions, the College proposals are acceptable from a transportation perspective.

Other matters

The representation received raises concerns relating to potential flooding. The applicant

has undertaken extensive soil investigation on the site and has established that surface water runoff can be satisfactorily dealt with by natural soakage within the site. Officers are satisfied that this would not result in an increased risk of flooding to any residential properties or their associated curtilages. Furthermore, the Environment Agency has been consulted on the application and raises no objection to the proposal.

Gosport Borough Council raised comments relating to ecological issues. This matter has been addressed in the consultation responses (please see comments of Natural England and the Director of Planning and Environment (Ecology)).

Gosport Borough Council raised serious concerns relating to the provision of space for a landmark feature at the entrance to the Enterprise Zone.

A grassed area for informal recreation is proposed to the south west of the proposed building. This would be a prominent landscaped area situated between the new access and estate roads. The area is safeguarded for a entrance sculpture/object through the leasing agreement between the College and the Homes and Communities Agency (HCA).

Conclusion

The College application is proposed to come forward in advance of, and in addition to, the wider Solent Enterprise Zone proposal. Officers consider the training facility will accommodate uses that complement the aviation, aerospace and marine uses at the site and is therefore acceptable in principle and welcomed by this Authority.

The proposal provides the Enterprise Zone with a gateway building that is both visually interesting and of a high quality of design, whilst also providing high quality education facilities.

Subject to the completion of a Section 106 planning obligation and the imposition of appropriate conditions, transportation issues can be satisfactorily addressed. The College's proposals can be satisfactorily accommodated in addition to the development resolved to be approved under the outline planning application.

The proposal brings forward a range of benefits to the Daedalus Enterprise Zone and the wider area and is favourably recommended subject to the matters set out below.

Reasons For Granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out above.

The proposal is not considered to adversely affect the landscape character of the countryside and strategic gap. There would be no adverse impacts on protected species. There would not be unacceptable impacts upon the character or appearance of the area. The increase in traffic levels would be minimised through sustainable transport arrangements; highway safety would not be materially harmed.

Other material considerations are judged not to have sufficient weight to justify a refusal of the application, and, where applicable conditions along with a Section 106 planning obligation have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted.

Recommendation

Subject to:

The applicant/owner entering into a planning obligation pursuant to Section 106 of the Town and Country Planning Act 1990 in association with Hampshire County Council to secure a Framework Travel Plan, including access and parking controls, Delivery and Servicing Plan and lorry routeing plan.

PERMISSION: materials including hard surfacing; levels; landscaping implementation; hours of work; no mud on roads; works in accordance with noise report; archaeology condition; contamination; no infiltration of surface water drainage into the ground at Hangars East other than with the express permission of the LPA; drainage details; restrict uses; detailed method statement for any piling/ground improvement works; details of external lighting; hours of work; no burning on site; college not to open until new junction constructed; development to be carried out in accordance with the Daedalus Delivery and Servicing Plan; cycle and car parking to be provided before building brought into use; works to be carried out in accordance with Reptile Working Method Statement; reptile receptor site to be agreed.

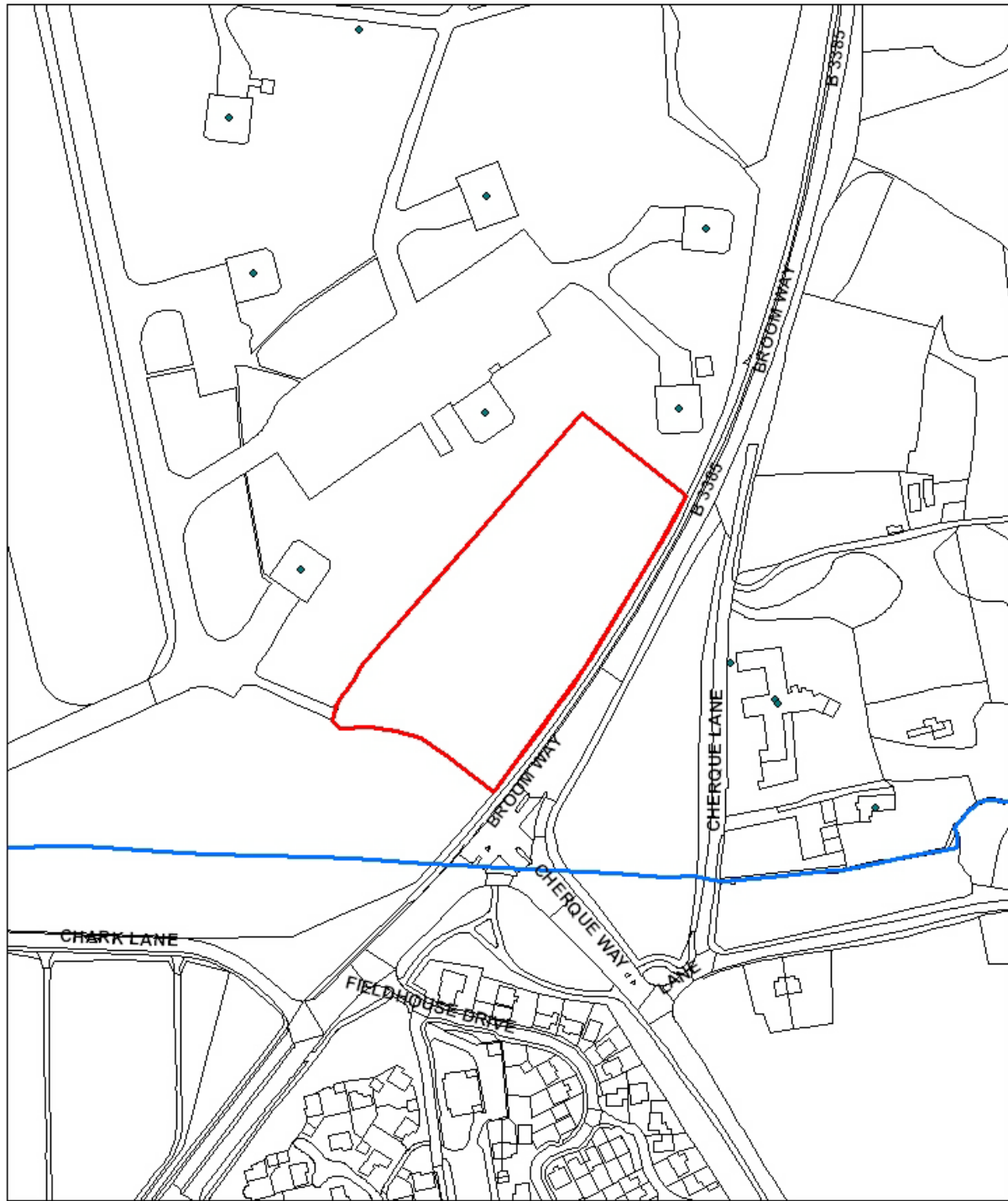
Notes for Information

The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. Please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH

The site investigation should be in accordance with BS 10175: 2011 Investigation of Potentially Contaminated Sites - Code of Practice and should be carried out by or under the supervision of a suitably qualified competent person.

FAREHAM

BOROUGH COUNCIL



DAEDALUS CEMAST
SCALE 1:2500

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