

FAREHAM BOROUGH COUNCIL  
Development Management

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5258  
Fareham Borough Council  
Innovation Centre



**Design & Access Statement**  
31 January 2014

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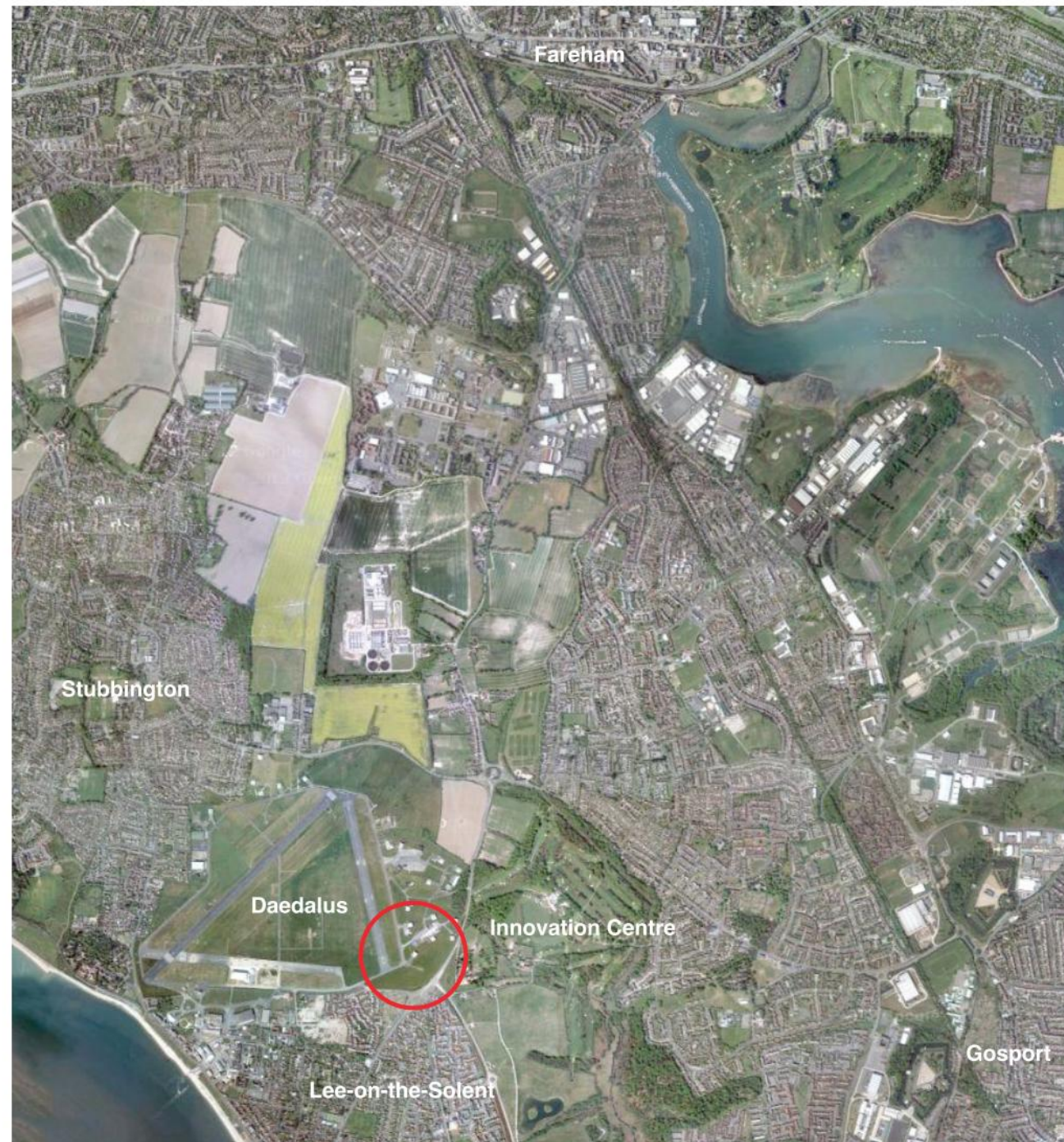
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# 1.00 Introduction



## Background

1.01 This report describes the design and access proposals for Fareham Borough Council's proposed new Innovation Centre, a substantial investment to assist in regenerating the local and regional economy. The new Innovation Centre forms a key development within the newly designated Solent Enterprise Zone at Daedalus airfield in Lee-on-the-Solent.

The new Innovation Centre will provide lettable space within new purpose built inspirational facilities.

Intended for new start up businesses, targeting small to medium sized companies, with a bias towards the hi-tech aviation, aerospace and marine engineering type industries, the Innovation Centre will provide start up and incubation type units to serve the wider Enterprise Zone's growing business community.

The Innovation Centre is sited adjacent to Fareham College's new CEMAST building. As a Centre of Excellence, CEMAST offers a broad range of engineering training facilities including conference and exhibition type spaces, which will compliment the new Centre, provide additional resources and help reinforce business links to the wider site.

1.02 This Design and Access Statement has been prepared by Perkins Ogden Architects in association with Leadbitter, and other members of the Design Team, and includes contributions from Fareham Borough Council regarding the planning statement.

## Other Documents

1.03 The Statement should be read in conjunction with the following documents which support this planning application:

- Archaeology Statement
- Ecology Statement.
- Transport Statement
- Sustainability Statement
- Noise Impact Assessment



# 1.00 Introduction

## Planning Statement

1.04 On 4th August 2011, Fareham Borough Council approved its Core Strategy, which now forms part of the Development Plan. This sets out the key elements of the Borough's planning framework, including policies for areas requiring development and proposals for strategic sites. The following Core Strategy text and policies apply to this application:

1.05 As paragraph 2.12 of the Core Strategy explains, local employment opportunities are very limited in relation to Stubbington & Hill Head, the potential however for developing a marine and aviation cluster has been identified at the Daedalus airfield site, which lies to the east of the settlement. In order to achieve the economic growth, the Core Strategy explains that the Borough's existing established employment base will be expanded and this will be focused primarily at the previous developed land at the Daedalus Airfield site (Policy CS12).

Within the Core Strategy's 'Vision for Fareham' there is a clear focus on creating economic opportunities through the redevelopment of the Daedalus Airfield strategic employment site (paragraph 3.10), as one of the 'Strategic Objectives', SO3, states:

*'SO3 To deliver a sub-regionally important strategic employment site at the Daedalus Airfield and provide a range of other employment opportunities to enable companies to both expand and locate within the Borough, including locally important clusters, whilst maintaining and improving workforce skills and maintaining low levels of unemployment.'*

This strategic objective is at the core of the rationale behind the development of the Innovation Centre. The Innovation Centre's offices and workshops would help support SMEs on the Daedalus site and the wider economy, now and in the future. In paragraph 4.7, the strategic employment site at the Daedalus airfield is identified to accommodate between 10,000-33,000 m<sup>2</sup> of net additional light industrial, general industrial or warehousing floorspace.

### CS1 Employment Provision

1.06 Policy CS1 permits additional employment development to meet a minimum floorspace target of 41,000 m<sup>2</sup> (excluding the SDA). GVA growth is promoted, through completed, safeguarded and committed sites, and

the Daedalus Airfield Strategic Development Allocation accommodates a minimum of 10,000 m<sup>2</sup> and up to 33,000 m<sup>2</sup> of net additional general, or light industrial or warehousing employment floorspace (Policy CS12).

It also supports taking a flexible approach to the redevelopment of existing employment sites for different uses that contribute to economic development. This flexible approach ensures that uses such as the Innovation Centre, that significantly contribute to economic propensity, can be facilitated through the redevelopment of existing employment sites.

In order to support economic and GVA growth, Policy CS1 permits development where it:

*'Supports the continuing use of an existing employment site for uses which contribute to economic development;*

*Allows for diversification and modernisation;*

*Supports the enhancement of identified local clusters;*

*Supports advances in ICT, and the development of communications technology infrastructure.'*

This proposal in accordance with Policy CS1 would help support new and existing businesses on Daedalus, offers a diverse and modern office and workshop space for a range of business and economic activities, as well as support advances in ICT through provision of high-tech ICT provision.

This proposal will deliver a high level of employment at Daedalus, an estimated 150 jobs, which could create local jobs and reduce out-commuting in line with paragraph 4.68 of the Core Strategy.

### CS6 The Development Strategy

1.07 Under the section of the Core Strategy entitled 'Economic Prosperity'; Daedalus is one of four strategic sites (paragraph 5.4) that are anticipated to accommodate the major growth and development opportunities over the plan period. It states that redevelopment of the Daedalus Airfield offers the potential to provide up to 33,000 m<sup>2</sup> of new employment floorspace, with a particular attraction for marine and aviation uses. It states that:

*'Development will be focused in:*

*... Land at the Strategic Development Allocations at ... Daedalus Airfield (Policy CS12). ... The strategic employment allocation at Daedalus airfield lies outside the settlement boundary but will provide significant new employment opportunities (Policy CS12).'*

### CS12 Daedalus Airfield Strategic Development Allocation

1.08 The strategy for each strategic site is set out in individual spatial policies; Policy CS12 applies to Daedalus Airfield Strategic Development Allocation.

Attention is drawn to particular sections below, but the content of the overall Design and Access Statement, including its supporting statements, should be referred to in response to demonstrating compliance with the full core requirements of CS12 and those other relevant policies.

1.09 *Ecology:* In the supporting text of this policy, paragraph 5.48 states that proposals must ensure that there will be no adverse impacts on designated sites as a result of the proposed development or during the construction phase.

A supporting ecology statement has been prepared by Ecological Planning & Research Ltd, (EPR), on behalf of Leadbitter, ref P13/71-1A, dated 10 January 2014, which should be read with this application.

In summary, this advises the Site at Daedalus Airfield comprises a mixture of grassland and hard standing with a couple of small areas of scrub. These habitats have negligible ecological value, however the Site has potential to support nesting birds. In respect of potential effects on these legally protected species, providing the recommendation made within EPR's statement letter are implemented, the future development is considered unlikely to have a negative ecological impact, and will comply with nature conservation legislation and planning policy.

1.10 *Archaeology:* Paragraph 5.52 of CS12 states that the site contains historical buildings and possible areas of archaeological interest.

A Written Scheme of Investigation for Archaeological Mitigation has been prepared by Wessex Archaeology, on

behalf of Leadbitter, dated December 2013, ref 89352.02, which should be read with this application. This Scheme of Investigation has been prepared in consultation with the Hampshire Archaeological Officer.

In summary it advises on certain methodologies, including recording, strip map and record, watching brief, processing and assessment procedures to be employed.

Hangar A is to be demolished with others and is the subject of a separate planning application, ref P/13/1122/PA. It is anticipated that a heritage record of the building will be compiled by the Homes and Communities Agency, although details of the methods to be employed are included in the above.

1.11 *Contamination:* Paragraph 5.52 of CS12 states that parts of the site may be contaminated and these issues will need to be addressed as part of any proposals. A commentary on these particular issues can be found in Section 2.00 'Assessment of Site Context' sub-section 'Ground Conditions' items 2.23 to 2.26 inclusive. A detailed, site specific ground condition survey is currently being carried out.

1.12 *Proposals:* The Core Strategy explains that the Council will expect any associated built infrastructure to be sensitively designed and sited, due to the airfield's location and prominence within the countryside and the Strategic Gap. Please refer to the detailed descriptions of the site and the proposal, including design approach which are contained under Section 2.00 and 6.00 of this document 'Assessment of Site Context' and 'Design Proposals'.

Given the proposed location of the development, it will have no impact on the existing separation of Lee-on-the-Solent, Gosport and Stubbington, and therefore the proposal supports this important strategic objective.

1.13 *Employment:* The strategic employment allocation within Fareham Borough has two principal development parcels - Hangars East and Hangars West - and employment uses will be provided on both parcels (paragraph 5.55). The Innovation Centre is hoped to generate circa 150 jobs within the range of industries identified in the Core policy.



# 1.00 Introduction

1.14 *Transport:* A Transport Assessment has been prepared by Scott White and Hookins, on behalf of Leadbitter, dated 22/01/14 ref SG/lh/W00685. This demonstrates that the existing road network and the new service road can accommodate the proposal without significant safety or capacity issues arising.

Access to the Innovation Centre will be via an upgraded junction from Broom Way, which is currently being constructed by the land owner, The Homes and Communities Agency.

In line with paragraph 5.58, the Innovation Centre would not give rise to unacceptable levels of goods vehicle movements through Stubbington Village nor any open storage provision.

The Innovation Centre would support a mix of employment uses to meet local needs. This will also assist in reducing out-commuting from Gosport, Stubbington & Hill Head.

1.15 *Demolitions:* This proposal will involve the removal of existing floor space 'Hangar A' to make way for the provision of new built floorspace. In accordance with paragraph 5.58, through a separate prior approval application (P/13/1122/PA) the timely and sensitive removal of Hangar A is scheduled for March 2014 so the construction of the Innovation Centre can commence in May 2014.

1.16 *Hangars East.* The development strategy separates Hangars East into three zones; southern, central and northern. It states that the southern area, where the Innovation Centre would be located, could accommodate up to 8,000 m<sup>2</sup> of general aviation floor space on a single level, including ancillary office accommodation on 2 levels. To ensure that the buildings do not dominate the open landscape character, of the site as a whole, this proposal has been integrated into the landscape and appropriately sited and scaled. For details of the Design Proposals refer Section 6.00.

1.17 *Deposits of Sand and Gravel:* The proposals do not include for extraction of mineral deposits.

1.18 *Sustainability:* A sustainability report has been prepared by the RHB Partnership on behalf of Leadbitter, ref 3714/DH/GS, dated 29/01/14.

The Innovation Centre has been designed and specified to deliver a range of sustainable benefits that will contribute significantly towards sustainability objectives. These include:

- Reduction in building related carbon emissions of around 10% better than the current Building Regulations minimum standard.
- Water savings
- Provision of good quality cycle storage and cyclist facilities.
- Planting to encourage native wildlife.
- Low NOx (mono-nitrogen oxides) emission boilers.
- Best practice lighting design to minimise light pollution.
- All timber specified to UK Government Timber Procurement Policy standard.
- Extensive use of Green Guide (a bespoke Specification Tool for BREEAM Assessors) to Specification 'A+' and 'A' rated materials.

The Sustainability Statement confirms that the proposals can achieve a BREEAM 'very good' rating. The possibility of targeting an 'excellent' rating was investigated, but was not viable within the funding and programme constraints. Core Strategy policy CS15 recognises the need to consider viability in determining the BREEAM rating to be achieved by development proposals.

## Policy Overview

1.19 The Daedalus Airfield is allocated for strategic employment development.

1.20 The Development can be seen to meet the following policy criteria:

- it is demonstrated that it does not adversely affect the existing or future potential general aviation operation of the airfield;
- it does not unacceptably diminish the integrity and function of the Strategic Gap between Stubbington/ Lee-on-the-Solent and Fareham/ Gosport;
- it does not adversely affect the integrity of the landscape character of the countryside;
- it can demonstrate that there will be no adverse impacts on European designated sites;
- primary access is from Broom Way (Hangars East);
- it does not have an adverse impact on air quality;
- prior consideration is given to the potential extraction of mineral deposits;
- it incorporates the site's heritage where feasible;
- both archaeological and contamination assessments and evaluations have been carried out prior to the commencement of development;
- it delivers, or facilitates the delivery of high quality development including:
  - a. employment development that retains and strengthens the marine and aviation employment clusters, particularly those that require direct access to an operational airfield;
  - b. between 10,000 m<sup>2</sup> and 33,000 m<sup>2</sup> of net additional general, or light industrial or warehousing (associated with aerospace or marine) employment floorspace with only ancillary office accommodation, to contribute towards the overall provision set out in Policy CS1;

- c. the creation of local employment opportunities that take advantage of and develop local skills, including during construction;
- d. open space accessible to residents particularly those of Stubbington and Hill Head;
- e. landscaping and green infrastructure together with linkages to the existing footpath network and the Alver Valley;
- f. environmental and biodiversity protection and enhancement;
- g. minimising increases in traffic levels and congestion, through sustainable transport arrangements;
- h. a reorganisation and consolidation of existing and new floorspace, including the phased removal of some existing built structures to create an efficient arrangement of buildings and associated activities sympathetic to the landscape and Strategic Gap, whilst having regard to the specific space and operational requirements of aviation related employment uses;
- i. appropriate utility service provision (water, waste water, energy and communications).

Replacement and new buildings will be energy efficient and be designed to reflect existing building heights and mass and take advantage of site topographical and built features that help to reduce adverse impacts upon residential amenity, landscape character and the integrity of the Strategic Gap.

Development takes account of the odour contour on the north of the site from the Peel Common waste treatment works.

In addition, it is recognised Policies CS4, CS5, CS14, CS15, CS16 and CS22 of the Adopted Core Strategy apply to this application and have been addressed by the proposals.



## 2.00 Assessment of Site Context



Aerial View with Site identified



Aerial activity



Glider's view of Daedalus from north east



Oblique aerial view of site from north east

### Location and Surroundings

2.01 The site proposed for the Innovation Centre is located within the eastern boundary of the Daedalus airfield off Broom Way, the main route into Lee-on-the-Solent from the North. The site is approximately 1.25kms (¾ mile) from the town centre and the Solent to the South-West.

2.02 Although the wider airfield lies across two local authority boundaries, the site is situated wholly within Fareham Borough.

2.03 The site's immediate surroundings comprise:

- To the North: The airfield, with several existing individual hangar buildings scattered within its landscape and located along perimeter aprons and road ways. These buildings are not considered to have particular architectural or historical interest and none are listed. Air side activities will remain unaffected by the proposals;
- To the East: The new CEMAST building for Fareham College, due for completion Summer 2014. It is recognised there are strong links between the two developments which are to be encouraged.
- Further east is mostly open countryside with agricultural land, small areas of woodland (including an area of nature conservation importance) and a golf course together forming part of the Strategic Gap between the built-up areas of Lee-on-the-Solent and Fareham and Gosport;
- To the South: An area of allotments together with residential areas comprising mostly detached and semi-detached two-storey suburban housing, much of it developed over the last decade or so;
- To the West: The central zone of the airfield with grassed areas surrounding the runways. The runway nearest the site is to come in to temporary active operation whilst the main runway is refurbished in parallel with the development construction. The Innovation Centre site is not within its flight-path.

### Transport Links

2.04 The site has strategic road links via the B3385 (Broom Way/Newgate lane) to Fareham town centre some 4.5kms (2¾miles) away, and the centre of Gosport, approximately 5.5kms (3½ miles) away, via the B3385 (Broom Way) and the B3334 (Rowner Road).

2.05 Broom Way has an off-road cycle route running along its western side, adjacent to the CEMAST site. It links to Stubbington and Lee-on-the-Solent, but not currently to the centre of Fareham. This is also a shared pedestrian footpath.

2.06 Presently, public transport is limited. Bus services generally run twice per hour along Broom Way, with a journey time of approximately 15 minutes from Fareham town centre and 30 minutes to Gosport (via Lee-on-the-Solent). The nearest stops are located in Broom Way.

2.07 The nearest railway station is in Fareham. Gosport no longer has a station, but is linked to Portsmouth's Harbour Station by the Gosport Ferry boat service.

### Historical Development

2.08 The area occupied by the airfield was mostly open farmland, until the development of a training school for seaplane pilots in 1917. Subsequently it became a base for the Fleet Air Arm and headquarters for Coastal Command;

2.09 The eastern part of the airfield (Hangars East) was developed during WWII when the base became HMS Daedalus and played a key role as a centre for naval aviation.



Seaplane base



## 2.00 Assessment of Site Context

2.10 Following the closure of the base in 1996, the airfield site was earmarked for redevelopment and acquired in 2006 by South East England Development Agency (SEEDA) and the Maritime and Coastal Agency (MCA), which operates a sea and air rescue centre. The hangar buildings in the eastern part of the airfield are mostly occupied by small and medium sized businesses under short-term arrangements.

2.11 A Wessex Archaeology 'Heritage Statement' commissioned by Leadbitter for the Innovation Centre advises that there are no overriding cultural heritage constraints which are likely to prohibit development. There is however potential archaeological interest within the Site which necessitates a programme of archaeological strip, map and record to excavations within the development footprint.

Listed Buildings: There are no known listed buildings within or directly adjacent to the Innovation Centre site.

The existing hangar within the site area is to be removed by the Homes and Communities Agency, who will commission appropriate recording prior to demolition.



Envirocheck map extracts: 1898 (left) and 1963 (right)

### Daedalus Development Proposals

2.12 Since 2006, framework proposals have been developed for the regeneration of Daedalus as a key component in securing growth within the local and regional economy. These led to the preparation of a masterplan and, in 2011, the submission of an outline planning application, on behalf of the Homes and Communities Agency (HCA - formerly SEEDA), for an employment-led mixed-use development of the airfield.

2.13 In parallel, the 82 hectare Daedalus site has recently been designated an Enterprise Zone to promote local economic and employment growth with a particular focus on advanced manufacturing in the marine, aviation and aerospace sectors. The Solent Enterprise Zone is led by the Solent Local Enterprise Partnership (LEP), the local authorities within the Partnership for Urban South Hampshire (PUSH) and the Homes and Communities Agency (HCA). The aim is to implement the masterplan and to create 3,500 additional jobs by 2026.

2.14 The site proposed for the Innovation Centre falls within the Hangars East Southern Gateway development zone. This zone is identified by the masterplan and accessed from a new service road connecting to Broom Way at its junction with Cherque Way:

- In the North, Hangars East Aviation - a larger development of mostly B2 (General Industrial) and B8 (Storage and Distribution) buildings with heights up to 14-18m;
- In the South, Hangars East Southern Gateway - a smaller development of B1 (Business) buildings up to 7m high fronting Broom Way and B2 (General Industrial) up to 11-12m. The location is seen as important in providing a clear identity with a prominent design. The current proposal is for the Innovation Centre to form part of the smaller development to the south acting as the landmark gateway design for the wider development.

The North and South areas are to be separated by open landscape, maintaining the Strategic Gap and landscape setting.



Solent Enterprise Zone at Daedalus (Hangars East inset)



Hangars East



## 2.00 Assessment of Site Context

### Views of Site and Surroundings

2.15 The main public views into the site are from Broom Way which runs along the Eastern boundary of the Daedalus site. Presently the Southern end of the site has a fully open aspect, but its Northern end is masked by the CEMAST development. There are no areas of hedgerow or planting

2.16 In the future, further public views into the site will also be available from the proposed new service road forming its south-eastern boundary.

2.17 Due to its open aspect, views are currently available from the site in most directions including across the airfield. The CEMAST development will restrict longer views to the eastern aspect.

### Site Character, Landscape and Ecology

2.18 The Innovation Centre development site comprises a generally open grassland setting with hard standings leading up to the single hangar building. It has an area of **0.83 hectares** (4 acres), with no mature trees. The site is relatively level.

2.19 The open character of the site means that it is highly exposed to the prevailing climatic conditions and, in particular, to winds from the South-West.

2.20 Leadbitter commissioned EPR to carry out an 'Ecology Appraisal' for the development site involving a desktop study of available information and an ecological site survey. It finds that the site has negligible ecological or botanical value, and that the site must continue to be maintained to prevent potential future nesting birds.



Site seen from east at Cherque Way/Broom Way junction



From Gosport: Cherque Way/Broom Way junction



Site seen from east on Broom Way with existing hangars



Looking north west



Hanger A (left) plus the open aspect of Daedalus is evident



To Fareham: Looking north up Broom Way

(NB: All photos taken prior to CEMAST construction commencing)



## 2.00 Assessment of Site Context

### Flood Risk and Drainage

2.21 A formal flood risk assessment is not required for this development. However it is known that:

- The whole site is located within Flood Zone 1, with a low risk of flooding from all sources;
- The nearest water course is a tributary of the River Alver, located approximately 250m to the East of the site and flowing in a southerly direction towards the Solent. There are no surface water features within close proximity;
- In respect of hydrogeology, the site does not lie within any source protection zones as defined by the Environment Agency;
- Surface water run-off currently drains into soft landscaping. The proposed development will utilise soakaway systems to prevent run-off from the site;
- The site is not presently serviced by a public foul sewer, however drainage services to the site will be installed as part of the Daedalus masterplan infrastructure proposals by HCA.

### Other Services

2.22 Incoming gas, mains water, electricity and telephone/data services will be installed to the site as part of the Daedalus masterplan infrastructure proposals, as follows:

- Mains water to be provided from a new mains service to be installed by HCA as part of the new access junction and roadway;
- Fire hydrant to be provided from a new service to be installed by HCA as part of the new access junction and roadway;
- Mains gas to be provided from a new mains service to be provided by HCA as part of the new access junction and roadway;
- Mains electricity to be provided from a new sub-station being provided by HCA located to the south of the new road junction serving the Hangars East Southern Gateway area;
- New telephone/data service links to be taken from Broom Way or alternatively the new high speed data links to the wider Daedalus site.

### Ground Conditions

#### 2.23 Geology

- The proposed development is located within the bounds of the Daedalus site, located towards the eastern boundary. The Geology for the development area is indicated as River Terrace gravels overlying the Earnley formation.
- This is confirmed by the consistent ground conditions encountered within the CEMAST site immediately adjacent to the proposed development. Here the site has a layer of top soil over a clay layer down to approximately 1.6m below ground level. Below this the river terrace gravels are found. This provided a bearing pressure of 200 KN/m<sup>2</sup>.
- It is expected, based on the adjacent CEMAST site, that foundations will similarly be formed at approximately 1.6m deep sitting onto the gravel layer.
- The river terrace gravels also allowed soakaways to be utilised for the CEMAST development to fully discharge surface water from the site. It is anticipated this will be the case for the Innovation Centre site.
- On site ground investigations are currently being undertaken by Leadbitter to determine the specific ground conditions. This will including soakaway tests to demonstrate the ability of the ground to accept the rainwater from the site and contamination analysis etc.

#### 2.24 Contamination

- Test results for the wider Hangars East zone suggest the ground is not significantly contaminated, although there may be localised occurrences due to previous uses. The wider investigations also indicate that ground gases such as methane or carbon dioxide are unlikely to be present or to represent a significant issue;

#### 2.25 Unexploded Ordnance:

- Daedalus Airfield has a long history of military use. Items of Unexploded Ordnance, (UXO) have been encountered within the airfield boundary including pipe mines, projectiles and air dropped weapons.

- EOD Contracts Ltd was commissioned by Leadbitter to conduct a non-intrusive Unexploded Ordnance Survey of the Innovation Centre site, which was undertaken on 11th December 2013. The survey was conducted without incident by a UXO survey team consisting of two NATO trained EOD qualified engineers.
- A total of 84 discrete ferromagnetic anomalies were discovered during the survey, which will be removed during the reduced level dig of the site under the supervision of an EOD "watching brief".

#### 2.26 Radioactivity

- Campbell Reith Hill LLP were appointed by VRG Planning Ltd on behalf of Fareham College to produce a Ground Conditions Statement for the proposed Fareham College development at the land at Hangars East, Daedalus. The report, (issued 5th March 2013) identified that, historically, aircraft were burned in the area of our site for fire fighting and training purposes and these aircraft were fitted with radioactive luminised dials, which would have been released into the ground. A burn area and radiation "Hotspot" had been identified to the south west of the Innovation Centre site.
- Prior to commencing the Geotechnical Ground Investigation Study and main site works, Leadbitter commissioned Radman Associates to carry out a non-intrusive radiological survey of the hotspot and site.
- The aim of the survey was to determine whether any radiologically significant contamination was present and to detail the legislative implications associated with any radiological contamination, with specific regard to the Environmental Permitting, (England and Wales) Regulations 2010 as amended and the Ionising Radiations Regulations 1999.
- The non-intrusive survey did not indicate the presence of any radiologically significant contamination, however, given the nature and use of the site, it recommends further "watching brief" monitoring be performed during any ground works operations such as foundations, drainage and external works, which Leadbitter will take on board.



## 2.00 Assessment of Site Context

### Site Analysis: Opportunities and Constraints

2.27 The following are considered significant factors in shaping the development of the site:

1. **Site location;**
2. **Retained airfield** which is intended to support enhanced aviation uses and is central to the aviation and marine employment objectives of the Daedalus development;
3. **Existing Hangar A building to be demolished;**
4. **Existing hangar buildings;**
5. **Existing runway;**
6. **Existing residential developments** to South of the Hangars East section of the Daedalus development;
7. **Broom Way (the B3385)**, which is a major thoroughfare between Lee-on-the-Solent and Fareham. This is potential source of road noise;
8. **Cycleway** running along the western side of Broom Way;
9. **CEMAST development;**
10. **Designated road crossing points** at four-way junction on Broom Way;
11. **Views into site** from new access road;
12. **Views from site** over the airfield;
13. **View into site** from Broom Way;
14. **Potential vehicle access** to site from proposed new access road;
15. **Sun path**
16. **Exposure to South-West prevailing winds**, due to the flat expanse of the airfield;





## 3.00 Consultation & Involvement

### Engagement

3.01 During the Stage C work programme regular Project Group meetings have been held at Fareham Borough Council. The purpose of the meetings has been to develop the brief, monitor design progress, discuss design and briefing issues and review design options.

3.02 Core attendees included key officers from Fareham Borough Council (FBC) and Hampshire County Council (HCC), representatives from the Homes & Communities Agency (HCA) and the UK Business Incubation Association (UKBI), as well as members of the design team.

3.03 The meetings have proved especially useful in providing feedback to the design team and generating a broad sense of ownership in respect of the proposed design.

3.04 As the design has developed during Stage D further meetings have been held with key FBC officers as well as involving the wider design team.

### Pre-Application Planning Advice

3.05 A pre-planning application meeting was held with Fareham Borough Council planning department on 12 December 2013. Items discussed included:

- Planning application documents / consultant appointments
- Pre-application consultation
- Relevance of conditions and obligations imposed on outline planning application
- Future meetings, including with FBC and HCC highways

### Discussions with Other Bodies

3.06 The new access junction serving the wider Solent Enterprise Zone is now being constructed for HCA by Hampshire County Council. Given the importance to both parties of a fully co-ordinated approach, a programme of coordination meetings are being held with HCC.

3.07 The following topics are being discussed:

- Programme
- Services and infrastructure
- Levels
- Public transport links/infrastructure

3.08 Given the importance of the building as the incubative business start up facility for the new Enterprise Zone, meetings were held with the HCA to advise them fully of the design progress.

3.09 Design review meetings were held during the design period with Hampshire County Council's architecture department under their role as Technical Advisors to Fareham Borough Council. At each review, Perkins Ogden Architects presented the scheme to the panel of peers, updating those present on briefing matters, and tabling the current drawings, schedules & other relevant information.

3.10 HCC formally assessed the scheme following the last design review based on the design parameters developed by CABE for education projects. Out of 11 sections 2 achieved the top score of 'excellent' and 9 'good'. HCC confirmed that subject to minor comments and suggestions made at the review, the scheme could be developed into a planning application, which was acknowledged by FBC.

3.11 The Improvement and Efficiency South East (iESE) framework has been employed to procure and deliver the project. Leadbitter have been appointed to develop the scheme up to contract award and have responsibility for appointment of all members of the design team. The iESE framework has formal procedures, including Gateway reviews.

3.12 Four Gateway reviews are to be conducted by the project team at the appropriate times and prior to commencement of the next Gateway stage. iESE recommends that the reviews be conducted with key project staff attending in a workshop environment with a

formal client sign off to conclude. The agenda included the following:

- Overview of project status
- Overview of information/documents/consultations
- Stakeholders
- Project Management
- Design Management
- Cost management
- Procurement
- CDM
- Next steps
- Sign off form

3.13 Gateway meeting no 1 took place on Monday 17 December 2012. Following the presentation of progress reports by the client, design team and technical advisor the recommendation reached was that Gateway 1 could be formally discharged.

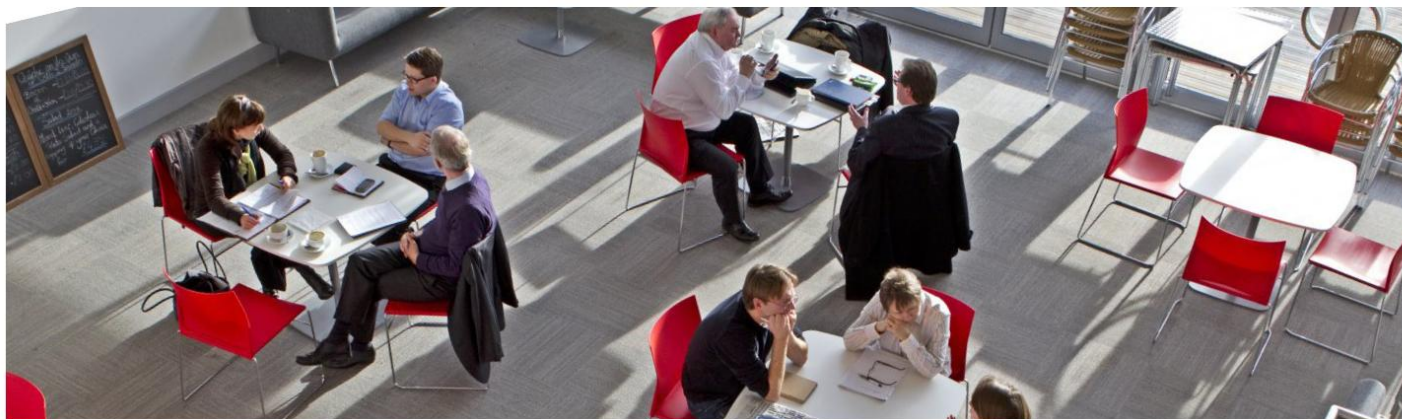
3.14 Gateway meeting no 2 took place on Tuesday 21 January 2014, where presentations of progress reports by the client, design team and technical advisor were made.

3.15 A meeting is to be held with the Crime Prevention Design Advisor of Hampshire Constabulary. The following topics will be discussed:

- Boundary treatment
- Building security
- CCTV
- IT security
- Other possible theft matters
- External lighting
- Construction stage security



## 4.00 Design Brief



### Key Objectives, Opportunities and Constraints

4.01 Certain key objectives have influenced the design of the proposed new building in the broadest sense. These are:

- *Landmark Design:* To develop a new facility, which is a landmark building and a statement of aspiration for the Council, its local communities and stakeholders, and which is also widely recognised for its high quality of design;
- *Promote business development:* To provide self-contained offices and workshop type spaces with appropriate support facilities;
- *High quality modern facilities:* To provide high quality facilities which directly promote the cross fertilisation of ideas and encourage business contact and entrepreneurial activity;
- *Efficiency and flexibility:* To realise a building which is efficient, economic and flexible in use and is also easily adapted to future changes in market demand, technical developments and operational needs;
- *Stimulating non-institutional environment:* To provide a modern, attractive and stimulating environment, which is conducive to working, and which provides high quality supporting facilities;
- *Promote access, inclusion and security:* To realise a building, which is secure but, at the same time, welcoming, and is also inclusive and fully accessible to those with diverse abilities and or mobility needs;
- *Appropriate design image:* To create a design which is appropriate to its location and its surroundings, whilst having a strong image to promote the Centre as a successful concern;
- *Attractive to start-up businesses:* To provide a building which will attract businesses, create a sense of ownership and belonging, and help develop the Solent Enterprise Zone's business aims;
- *Sustainable low energy design:* To adopt sustainable and low energy design principles with passive measures and user-friendly environmental controls where feasible;
- *Premises management:* Consideration to be given to ways in which the Centre is operationally linked with the other sites and facilities, especially Fareham College's CEMAST development opposite.



## 4.00 Design Brief

### Activities and Use

4.02 The new Innovation Centre is intended to provide an inspirational and fully supported facility tailored to suit new and aspiring small to medium sized businesses (SME's) in new start up businesses. There is to be a focus towards the hi-tech aviation, aerospace and marine engineering type industries given the nature of the surrounding area, however other uses would not necessarily be restricted. The lettable spaces within the centre can be split into three main groups:

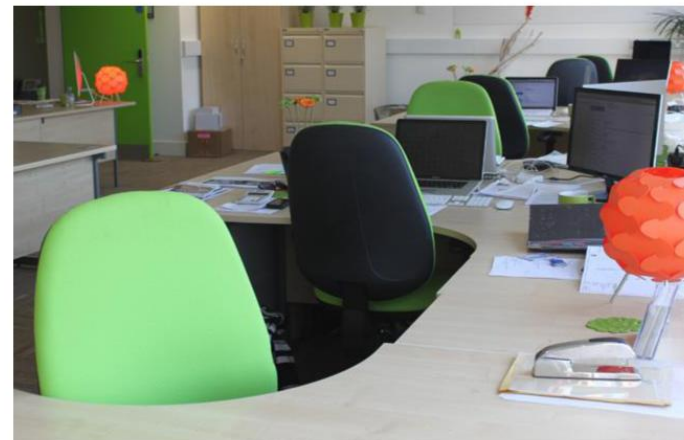
- **Office Spaces:** Office space will be provided for start up or growing businesses. A variety of sized rooms with occupancies of 2, 4 and 6 persons is available to allow for flexibility and future growth;
- **Workshop Spaces:** Flexible high bay workshop spaces are provided to serve small scale, high tech mechanical, electrical and engineering activities focused on the marine and aero industries;
- **Drop-in Spaces:** Open spaces containing work stations that can be hired by individuals on an hourly or daily basis to provide them with facilities and support;

4.03 A key aspect of the Centre will be the support it can offer potential tenants. This will include:

- The use of rentable meeting rooms,
- Open informal meeting spaces promoting cross fertilisation of ideas and generation of business contacts.
- Links to the new CEMAST development for use of presentation spaces and specialist resources.
- Business mentoring services

4.04 The building will require a range of administrative support facilities. These include administration offices, reprographic facilities, business and staff support.

4.05 In addition the building will provide appropriate ancillary accommodation including self service catering and social facilities, along with high quality wc and shower rooms.



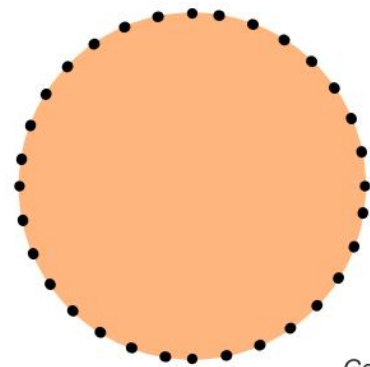
### Specific Design Requirements

4.06 The briefing process has identified a number of specific requirements which have influenced the design of the new building. These are:

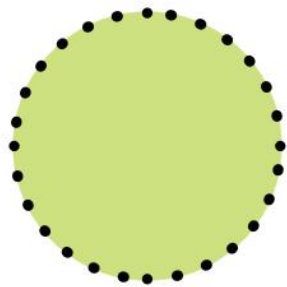
- *To provide a modern and professional impression*  
The centre must present itself in a modern and professional manner to give both tenants and visiting clients and investors the right impression. This involves providing both an inspirational design of real architectural merit and also ensuring the appropriate facilities are included such as a manned reception desk, light and open / airy waiting areas, high quality finishes etc;
- *To plan for shared support facilities*  
To greatly improve the opportunity for success of startup businesses, the centre will provide purpose designed spaces in which tenants can conduct their business. These will include a number of climate controlled private meeting rooms and bespoke informal meeting areas. Further, larger meeting and conference type spaces are available in the new CEMAST development adjacent and this key link has influenced the siting of the Innovation Centre to allow ease of direct access between the two buildings;
- *To promote flexibility and adaptability of use*  
As far as activities permit, a modular design has been developed to allow spaces to be easily adapted to suit a diverse market and developing businesses. In a similar manner a variety of sizes of spaces have been provided to facilitate growth, and open spaces can be used for informal meetings and exhibition. All spaces, both office and workshop, will have access to high speed broadband;
- *To promote interaction*  
Specific focus is to be placed on creating spaces that promote interaction between the centre's tenants. This should work to strengthen business connections, introduce cross fertilisation of ideas and strengthen the incubative aims of the centre. In response to this the circulation has been opened up to create comfortable, usable breakout spaces that can serve as flexible areas for the tenants to use as they see fit;
- *To promote efficient construction methods*  
Consideration is to be given to innovative construction techniques to promote 'buildability', speed of construction and best value, and to respond to the aims and characteristics of the Daedalus airfield development.



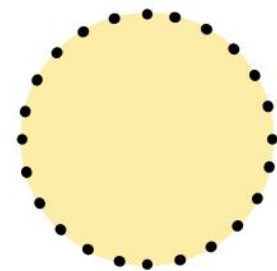
## 4.00 Design Brief



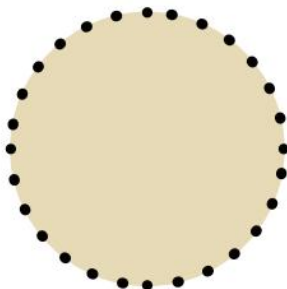
General Office  
775 m<sup>2</sup>



Workshop - High Bay  
468 m<sup>2</sup>



Workshop  
(conversion to offices possible)  
415 m<sup>2</sup>



Circulation  
489 m<sup>2</sup>

FAREHAM BOROUGH COUNCIL, INNOVATION CENTRE, SOLENT ENTERPRISE ZONE					5258/A5
SCHEDULE OF ACCOMMODATION					
Type of Space	Schedule of Accommodation				
	Number of Spaces	Area of Each Space m <sup>2</sup>	Combined Net Floor Area m <sup>2</sup>	Notional Occupancy	% of Total GIFA
<b>Lettable Rooms</b>					
<b>General Office</b>					
2 Person	4	18	72	12	
4 Person	8	37	296	48	
6 Person	6	48	288	48	
Lettable Drop-in	2		57	19	
Small Meeting Rooms	2	12	24		
Meeting Rooms	2	19	38		
<b>Sub-total General Office</b>	<b>20</b>		<b>775</b>	<b>127</b>	<b>32</b>
<b>Workshop - High bay</b>					
Type A	6	78	468	18	
Type B	0	50	0	0	
<b>Sub-total Workshop</b>	<b>6</b>		<b>468</b>	<b>18</b>	<b>19</b>
<b>Workshop (potential conversion to office)</b>					
Type C	1	75	75	3	
Type D	4	48	192	8	
Type E	4	37	148	4	
<b>Sub-total Shared Resources</b>	<b>9</b>		<b>415</b>	<b>15</b>	<b>17</b>
<b>Total Lettable Space</b>			<b>1,658</b>	<b>160</b>	<b>68</b>
<b>Joint Facilities</b>					
Reception			12		
Manager's Office			12		
Premises/Caretaking Stores	1		4		
Kitchenette	1	15	15		
Store	3	3	9		
<b>Sub-total Joint Facilities</b>			<b>52</b>		<b>2</b>
<b>Balance Area</b>					
Toilets/Shower			75		
Plant Room			45		
Server Room			6		
Electrical Intake			6		
<b>Sub-total</b>			<b>132</b>		<b>5</b>
Informal meeting areas - various			73		3
Partitions / circulation etc			489		20
<b>Sub-total Balance Area</b>			<b>746</b>		<b>31</b>
<b>TOTAL GROSS INTERNAL FLOOR AREA (GIFA sqm)</b>			<b>2,404</b>		<b>100</b>

### Amount of Accommodation

4.07 Using the results from the initial workshop meeting reviews and analysis of other Innovation Centres around the country, a target accommodation schedule was established. These are shown in the Accommodation Schedule (see left). The schedule demonstrates that the gross internal floor area for the new building is approximately 2,400 m<sup>2</sup>, and will provide in the order of 160 workplaces, in its initial configuration.

4.08 The schedule of accommodation uses the following classification of space types:

- *Offices* - general purpose office rooms used for all forms of professional business, consultancy and engineering type pursuits including clerical and administrative purposes;
- *Workshop Highbay* - 4.5m high open plan robust spaces for practical activities related to the wider aspirations of the Solent Enterprise Zone and including external access;
- *Workshop - potential conversion*. These spaces allow for potential conversion to office space and can be linked back into the main two storey office building;
- *Shared/Resources* – shared facilities which are mostly used on an open-access basis;
- *Balance Areas* – circulation, plant and other non-usable areas.

4.09 The provision of sanitary facilities is to comply with The Workplace (Health, Safety and Welfare) Regulations 1992.

### External Facilities and Parking

4.10 There is a requirement for parking for 100 cars of which 5% are allocated for disabled provision. In addition parking space is provided for 4no motorcycle and 13 cycles all for use by tenants, staff and visitors.

4.11 Suitable external hard standing and road ways are provided around the building to permit full lorry manoeuvring and access to all workshop units.



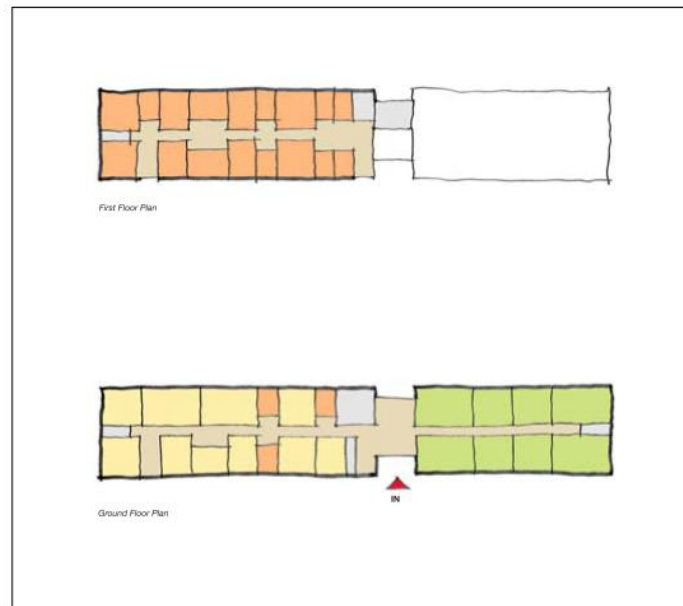
## 5.00 Evaluation of Options

### Preliminary Design

5.01 Following the appointment of the design team, three development options were initially considered during early November 2013:

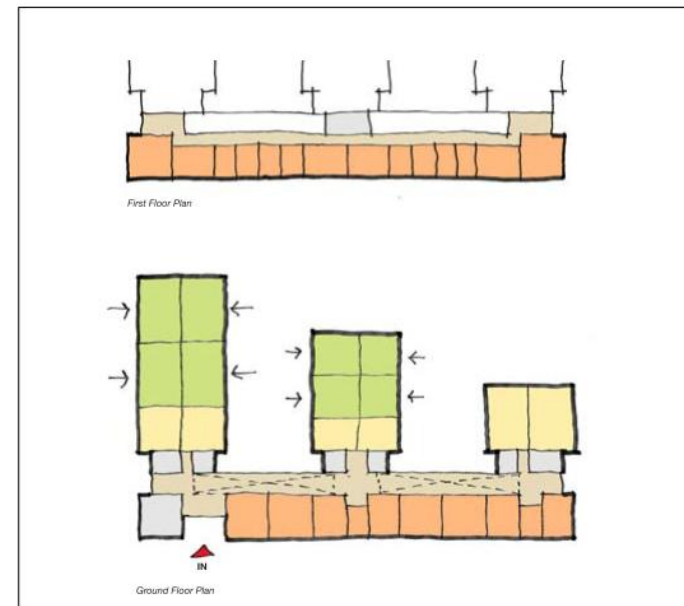
#### Option 1:

A linear two storey office / workshop block with linked Hi-bay workshop block organised to either side entrance reception 'buzz' space;



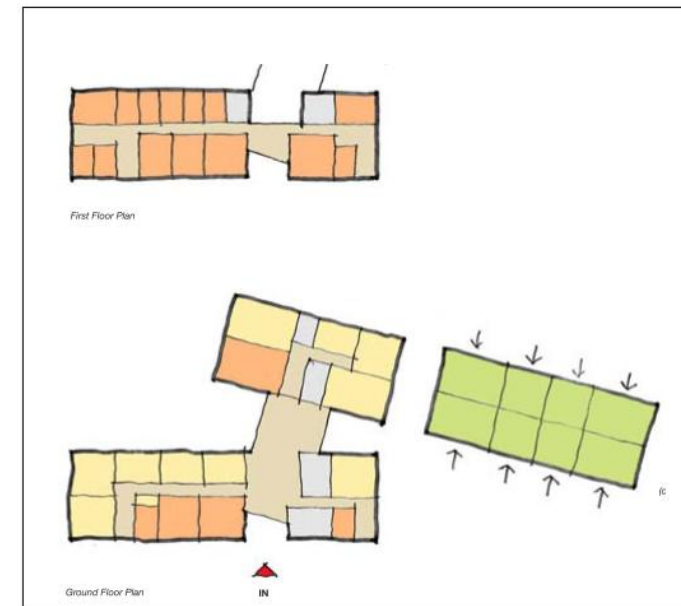
#### Option 2:

A linear two storey office including dynamic two storey circulation 'street' with adjoining single storey Hi-bay workshop block;



#### Option 3:

Separate two storey office block with linked single storey / workshop block off main entrance;



Following review, assessment and scoring via matrix, Option 2 was selected for further development.

5.02 Through December 2013 and January 2014, the preferred option has been developed to reflect Fareham Borough Council's particular requirements.

<span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Office	<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Workshop - Potential Conversion
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgrey; border: 1px solid black;"></span> Support	<span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Workshop High Bay



# 6.00 Design Proposals

## Approach to Design

6.01 A cohesive architectural approach has been taken. The overall aim of the design programme has been to achieve a design that works at all levels and is a successful synthesis of its elements. The design draws upon the particular context of its site, the adjacent CEMAST development and its accommodation brief and technical requirements, with the objective of providing a high quality and stimulating environment with good functionality, in which tenants, staff, visitors and the wider community can take pride.

6.02 Key aspects to this approach are:

- An on-going and extensive consultation programme to inform the design. This has involved Fareham Borough Council's officers and members, the Homes and Communities Agency, Hampshire County Council and other stake holders;
- Providing a design to ensure long-term adaptability and flexibility to suit various organisational structures and business arrangements;
- Realising a design which reinforces the idea of a business gateway to the wider Solent Enterprise Zone;
- Adopting design principles which fit with the Daedalus masterplan and its design guidelines;
- Achieving a development which responds to the needs of the regional economy for future engineering skills and the objectives of the Solent Enterprise Zone.

## Site Layout

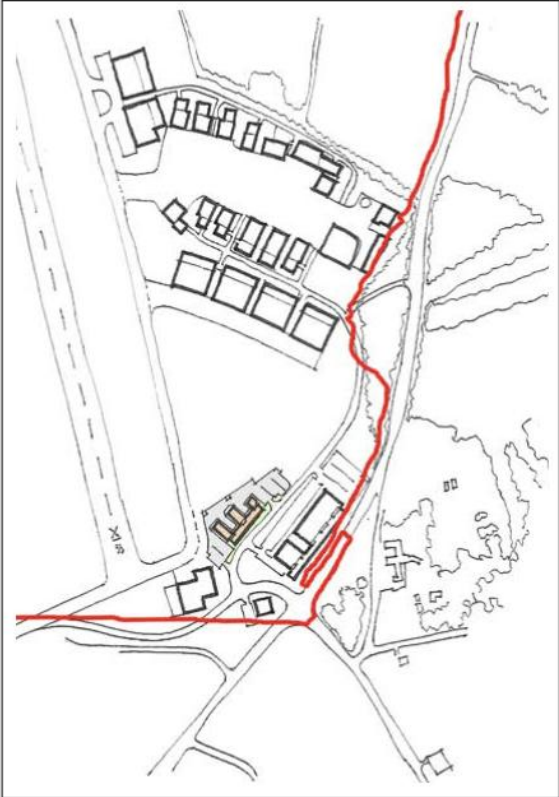
6.03 The proposed layout aims to make best use of the designated site by drawing upon its context, location and surroundings, and making assets of outdoor spaces. The layout has been derived from the assessment of context and site analysis reported in Section 2.00.

6.04 Key factors influencing the design include:

- *The important road frontage* to the proposed new access road serving the Hangars East areas of the Daedalus development, which includes views from Broom Way. This frontage provides a significant opportunity to promote the Innovation Centre and the wider Enterprise Zone;
- *Pedestrian and cycle routes* leading to the site;
- *The route and levels of the proposed new access road*, suggesting a main pedestrian entrance at the South Eastern side of the site, with vehicle access from both the South and North;
- *Height restrictions for new buildings* on this site of approximately 11m proposed under the Daedalus masterplan;
- *A relatively flat site*;
- *The open aspect of the site* providing good views across the airfield but severe exposure to prevailing climatic elements;
- *The new Fareham College CEMAST development to the East*, which forms a strong architectural foil and will provide an opportunity for sharing facilities;
- *Potential to expand the site* to the North-East if required in the future.



Solent Enterprize Zone: Hangars East



Hangars East with Innovation Centre

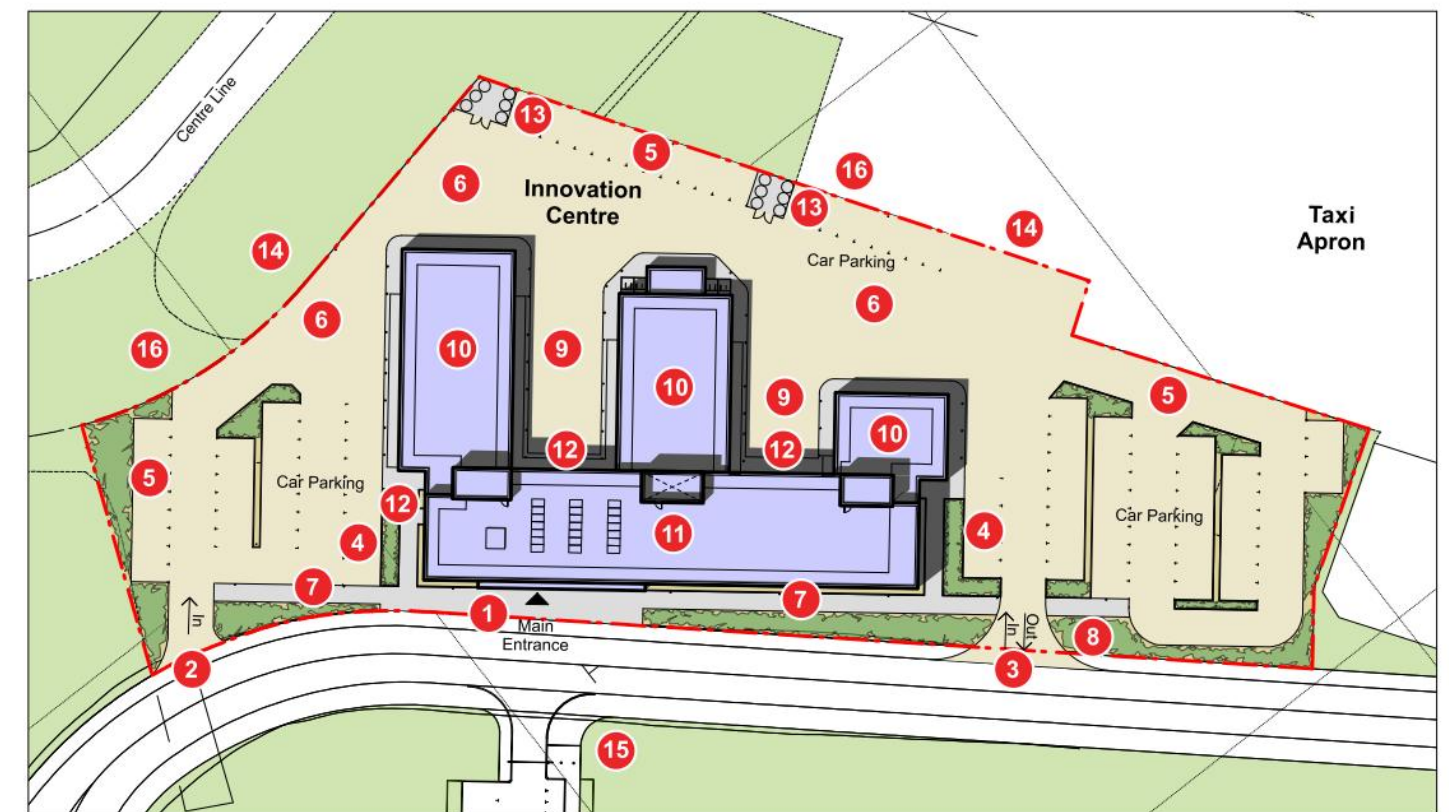


## 6.00 Design Proposals

6.05 The design aims to produce a coherent layout for the different functions of the building, maximising the contribution of the site as a whole and, where feasible, the potential of external space for social amenity. It comprises the following elements (identified on the Site Layout diagram opposite):

1. **Main entrance** positioned directly off the new access road on the main frontage to the Innovation Centre to ensure maximum visibility;
2. **Southern Vehicle entrance** (in only) off the proposed new access road. This forms the main entrance in for both cars and lorries;
3. **Northern Vehicle entrance and exit** to the car park, permitting egress for both cars and lorries thereby avoiding any unnecessary turning;
4. **Visitor and Disabled car parking areas;**
5. **Main car parking areas** giving a total provision including visitors etc of 100 spaces;
6. **Hard standing** for Lorry use with access to all workshop units;
7. **External pathway** to the front of the building directly connecting both main parking areas to the main entrance and allowing direct access from the pavement and direct links across the access road to the new CEMAST development opposite;
8. **Soft Landscaping** to soften edges of hard landscape providing ecological benefits and softening pedestrian areas;
9. **Sheltered courtyards** to permit flexibility of use and promote external amenity;

10. **Workshop blocks** located to the rear of the office element, facing airfield activity;
11. **Two Storey Office Block**, providing a visual and acoustic foil to the workshops and working courtyard spaces behind;
12. **Alternative access points** to allow easy access to all parts of the building and all facilities by Tenants;
13. **Secure refuse areas** which are easily and fully accessible to all users including recycling waste area, bin stores and compactor area and which are readily serviceable by refuse lorries etc;
14. **Secure Fence to Airside Activities.** To be installed by the Homes and Communities Agency.
15. **Direct pedestrian link to CEMAST.**
16. **Site boundary set 26m from centre line of taxi way.**



Site Layout Diagram



## 6.00 Design Proposals

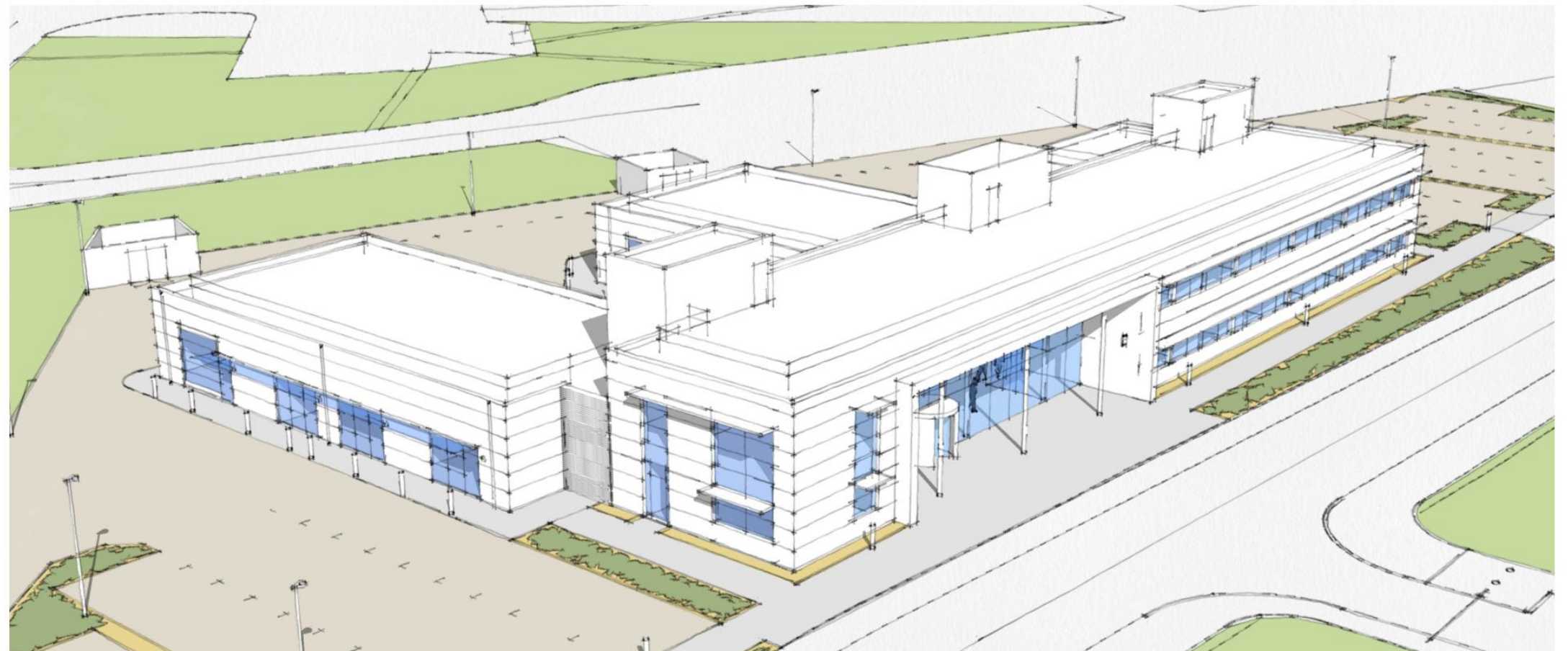
### Form, Massing and Scale

6.06 The building is designed as a combination of single and two-storey parts in order to best meet the essential requirements briefed. The workshops being better suited to light weight flexible open plan spaces, with offices better suited in two storey arrangements, all providing better flexibility in use and future adaptability. Overall heights are limited as the Daedalus design guidelines with heights not exceeding 11m.

6.07 The design adopts three distinct forms to reflect the building's functions and to provide a clear identity and a strong public presence on the frontage:

- Two storey office block with a clipped low parapet and flat roofs. Large glazed openings and continuous ribbon style windows help to convey both internal activity and the nature of the office accommodation within. The main atria spaces are carved from the whole with exposed circular steel columns, and careful detailing, to provide an elegant layered and articulated facade. The glazed curtain wall has an open aspect, permitting good views to the outside and displaying the activities within;
- Workshop accommodation is in three wings or fingers, of accommodation located off the rear of the office element, providing internal heights up to 4.5m to suit engineering and other related manufacturing and assembly type activities. Again there are low parapets and flat roofs. These blocks front onto the proposed new hard standing areas permitting ease of lorry vehicle access;
- Service cores containing stairs, toilets, stores and plantrooms etc. These elements separate and articulate the junction between the offices and the workshops and form important architectural features to help provide scale and visual interest at roof level.

The objective is for the form of the building to clearly express its component parts within a coherent whole, with a scale appropriate to its various functions and its site context.



3D development studies



## 6.00 Design Proposals

### Internal Layout

6.08 The internal spatial arrangements are a clear expression of the key elements of accommodation, based on patterns of use and the buildings organisational structure. There are four key elements of accommodation:

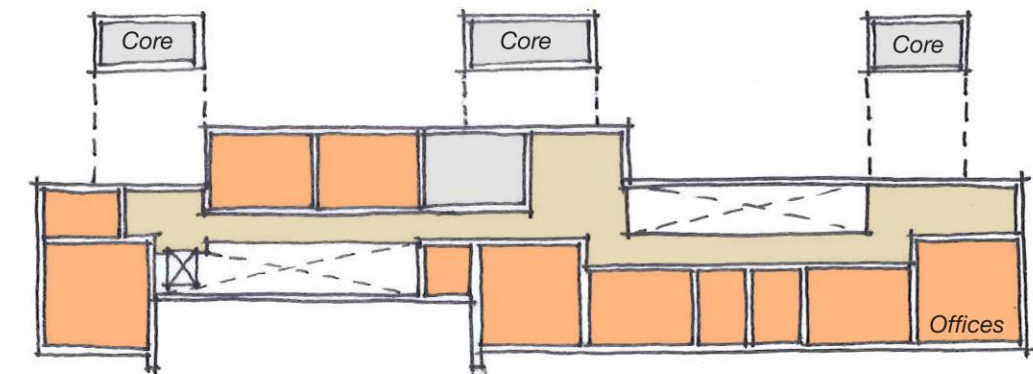
- **The Main Central Circulation Atria Spaces** which open out on either side of the two storey footprint of the office block to provide both a publicly visible dramatic double height main entrance space and a more private but equally dramatic double height informal meeting space facing the northern courtyard area. These spaces organise the building allowing ease of access and orientation, accessing the informal meeting / break-out areas, display, social and kitchennette functions, and open access IT areas. The entrance main façade is fully glazed to the outside forming a transparent and open dynamic frontage. ;
- **Service Cores**, accommodating stairs, toilets, plant areas and other ancillary accommodation align with the workshop accommodation;
- **The Offices** simply wrap around both sides of the main circulation areas on two levels;
- **The Workshop Blocks** form stand-alone elements accessed externally via canopies linking back to the main office building

6.09 The proposed building has a gross internal floor area of **2,404m<sup>2</sup>**.

### Flexibility and Adaptability

6.10 'Future-proofing' is a major design consideration. The building is intended to be inherently flexible in use and easily adaptable to change. Measures include:

- Structural, planning grids and elevation treatments developed to permit flexibility of use and ease adaptability. These include standard floor to floor heights 3.6m (4.5m in the Workshop Blocks), structural grids (generally 7.2m) and elevational/planning grids (generally 1.8m);
- Provision of lightweight partitions in all areas generally for ease of adaptation;
- Zoned internal planning based on function and potential for change. This approach includes clear separation of Hi-bay and general workshop spaces, with 'fixed' service cores accommodating toilets, plant and ancillaries;
- Zoned planning of lighting, power and heating services to aid flexibility, with primary distribution in accessible ceiling voids generally or exposed overhead in workshops;
- Internal planning arrangements to promote public/ community use of facilities;
- Potential for the Office Block to be expanded to the North and South;



First Floor Internal Layout Elements



Ground Floor Internal Layout Elements



6.00 Design Proposals

Appearance and Materials

6.11 The external appearance of the building, selection of materials and types of construction have been influenced by a wide range of factors, including:

- Aesthetics, image and visual impact appropriate to the context;
- Requirement for a landmark building to serve as a gateway to Daedalus’ Hangars East zone;
- Aspiration for an exciting and attractive public frontage;
- Efficiency and flexibility of use;
- Future-proofing and ease of adaptation to suit future changes;
- Suitability for intended uses;
- Quality, robustness and durability;
- Economy and value;
- Available capital funds for the building;
- Sustainability and environmental performance;
- Fire, security and safety requirements;
- Maintenance and operational requirements;
- Speed and ease of construction.

The objective has been to strike an appropriate balance between frequently conflicting needs to achieve the required levels of performance and functionality.

6.12 The principal forms of construction and materials proposed are:

- *Structure:*  
The new building will generally be of steel framed construction with concrete floors and foundations;
- *Roofing:*  
The proposed design has high performance PVC polymeric or equivalent flat roofing systems, laid on profiled metal decks. The decks will form exposed self finished soffits in the Workshop Blocks. Rain water will be managed by gravity rainwater system with polyester powder coated aluminium rainwater pipes, discharging to soakaways on site;

- *Windows and External Doors:*  
Windows, curtain walling and external doors will comprise a polyester powder finished double-glazed aluminium system incorporating opening lights where required for ventilation. These will include automatic opening lights at high level in the Atria areas. The external glazing will generally have clear low emissivity glass, with the Atria low emissivity solar control glass. Horizontal aluminium sun louvres will be fitted to the south-east / west facing elevations. Vehicle access doors to the Workshop Blocks will be formed of aluminium sections with glazed panels;
- *External Walls:*  
The finish to the external walls will generally comprise a mix of;
  - metal composite flat panels fitted horizontally;
  - flat high pressure laminate panels or equivalent panels for the external wall cladding to the entrance and stair cores.

Materials Palette

- A desire to establish a coherent visual approach to the ongoing development of the Solent Enterprise Zone;
- Materials and form should therefore complement the adjacent CEMAST building, reflecting and reinforcing the ambitions and qualities sought within the Solent Enterprise Zone;
- It is envisaged that the following materials, also used at CEMAST, would be successfully employed on the Innovation Centre:

- 01 Composite cladding panels (eg Kingspan);
- 02 High pressure laminate (eg Trespa);
- 03 PPC Curtain Walling (eg Sapa)
- 04 PPC Brise soleil solar control (eg Levolut);



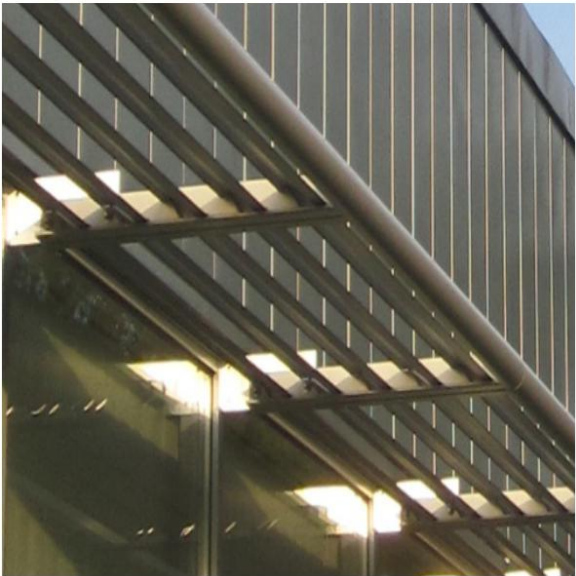
01



02



03



04



## 6.00 Design Proposals

### Sustainability, Environmental Control and BREEAM

6.13 Working within the constraints of the available capital funding, and the Council's operational requirements, the building is designed to be sustainable, robust and adaptable to ensure longevity. The design adopts a responsible approach to the use of sustainable materials, promotes the efficient use of water and energy, whilst reducing carbon dioxide and other harmful emissions. It complies with the waste management policies which encourage recycling, and the reduction of waste.

6.14 The approach to the design of environmental control systems for the new building has been governed by the desire to adopt measures appropriate to the activities within the building. Emphasis is placed on providing satisfactory levels of comfort while minimising energy consumption. Where feasible and effective, the design aims to make use of passive systems for environmental control, reducing the dependence upon mechanical plant. Key elements include:

- Natural ventilation generally via opening windows, and remotely-operated high level windows, positioned to allow cross ventilation where feasible;
- External roof overhangs and solar-control glazing to reduce solar gains in the Concourse;
- External 'brise-soleil' sunshading to south-facing windows elsewhere;
- Low emissivity glazing and good levels of external and wall roof insulation to reduce heat losses;
- An efficient heating system;
- Good levels of daylight from windows;
- High efficiency light fittings with automatic controls;
- Efficient gas-fired plant;
- Sub-metering of energy use;
- High level sound absorbent finishes providing good room acoustics.

A rational use of local/central and manual/automatic control systems is proposed, allowing user choice and selection where feasible.

6.15 A BREEAM 2011 Stage C Pre-Assessment has been undertaken to assess the design proposals. This indicates a 'Very Good' performance rating should be achieved. The Pre-Assessment indicates that a higher rating is unlikely due to budget constraints and the building's location being a previously un-developed part of the Daedalus site.

6.16 The BREEAM assessment process comprises nine areas:

- Management
- Health & Wellbeing
- Energy
- Transport
- Water
- Materials
- Waste
- Land Use & Ecology
- Pollution

Each of the nine sections consists of various 'assessment criteria' and each section has a different weighting. Whilst the building design is important, management operations and construction activities are also key factors in influencing the rating to be achieved.

The Pre-Assessment suggests the design proposals and the project programme will help to deliver a wide range of sustainability benefits across all nine sections



6.00 Design Proposals

Waste Management

6.17 A Waste Management Plan will be prepared as part of the Innovation Centre development programme.

The plan will include the following elements:

- Easily accessible storage areas, to be constructed as part of the proposed new development. These will be located in the rear north-eastern car park area of the site and will be accessed by vehicles from the proposed new service road;
- These central storage areas will include:
  - Secure refuse bin / skip facilities, with provision for the separation and recycling of waste materials, and with different areas for general waste and kitchen waste;
  - Space for a paper compactor;

Precise details will be determined following consultation with the Local Authority’s waste collection services regarding the type and capacity of storage containers, the segregation and recycling of waste, the arrangement of storage enclosures, vehicle access arrangements and hygiene and fire protection measures.

The development will comply with Part H6 of the Building Regulations (ODPM: 2002) in regard to waste storage.

Landscaping and External Works

6.18 The landscape, whilst limited in extent, forms an important consideration in achieving a well-functioning design which responds to its local context. Key design objectives are to:

- integrate the new building into the surrounding airfield, countryside and suburban areas and the wider landscape context;
- minimise the impact of the development on the Strategic Gap;
- form spatial and visual connections between the building and its landscape;
- create external social facilities for users;

- provide an external environment which is welcoming, distinct and legible to tenants, staff, visitors and all members of the community;
- reduce the visual impact of car parking;
- provide for delivery, refuse, service and fire/emergency access to the building without impacting detrimentally on the overall building design and its environment.

6.19 The landscape design includes proposals for the following elements:

- *Vehicle access points:* to both ends of the site to ease traffic flow into the site and around the buildings;
- *Vehicle areas and car parks:* which will be constructed with permeable block paving to manage surface water and provide attenuated soakaway drainage.
- *Entrance frontage:* high quality pavings with low shrub planting;
- *Paved pedestrian areas at the building’s perimeter:* of small element precast slab paving including steps at the campus entrance;
- *Service yard and refuse storage areas:* including storage for recyclable metal waste;
- *Perimeter areas seeded with grass/wildflower mix:* to south and west, to provide shelter and assist security while allowing clear views to the wider landscape
- *Secure fence:* to north western boundary is to be provided by the HCA



Derek Jarman’s garden at Dungeness



Wildflower bank



6.00 Design Proposals



*verbena bonariensis*



*Ulex europaeus*



*Cistus purpureus*



*Euphorbia cahracias subsp.wulfenii*



Heather (left) and *Phlomis russeliana*



*Armeria maritima* (left) and *Crambe maritima*



*Escallonia* hedge (left) and *Festuca glauca* 'Elijah blue'



Wildflower meadow mix (left) and *Miscanthus sinensis*

Coastal planting:  
Grass, shrubs, hedges  
and ornamental planting  
species

General Notes

Species shown here are illustrative of the types and quality of plants to be used but are not exhaustive lists. All planting is subject to further detail design with Fareham Borough Council, the ecologist's recommendations and soil surveys. Horticultural works are to be carried out in accordance with BS4428 and BS4043 by a competent landscape contractor, within the appropriate season. All plants to be in compliance with the HTA National Plant Specification and BS3936.

Topsoil to be as far as feasible site-won, stripped prior to construction, stored in protected piles no more than 2m high and screened to remove large stones and perennial weed roots.

12 months landscape maintenance to be included in the works.



## 7.00 Access Proposals

### Approach to Inclusive Access

7.01 An integrated approach has been adopted, in which the design proposals have been developed closely with Fareham Borough Council to reflect its relevant policies. This benefits the wider community whilst prioritising the needs of people with disabilities. The objective is to develop an accessible design which is functional and sustainable in the longer term.

7.02 The approach adopted is intended to incorporate, where relevant, the best practice principles and objectives for inclusive and accessible design in the sector. These are:

- To achieve optimum accessibility for all users of the building's facilities;
- To respond to users with diverse learning and mobility needs;
- To overcome stereotypical barriers to both individuals and or groups;
- To provide, where appropriate, for users with special needs, eg sensory, alongside other users;
- To create a secure and welcoming place.
- To design the building and its external areas for the beneficial use and enjoyment of all users;
- To provide spaces which vary in character and are reasonably flexible in use and adaptable to change;
- To recognise the positive reactions and user satisfaction which can result from well-designed environments;
- Where appropriate, to make the facilities accessible for community use.

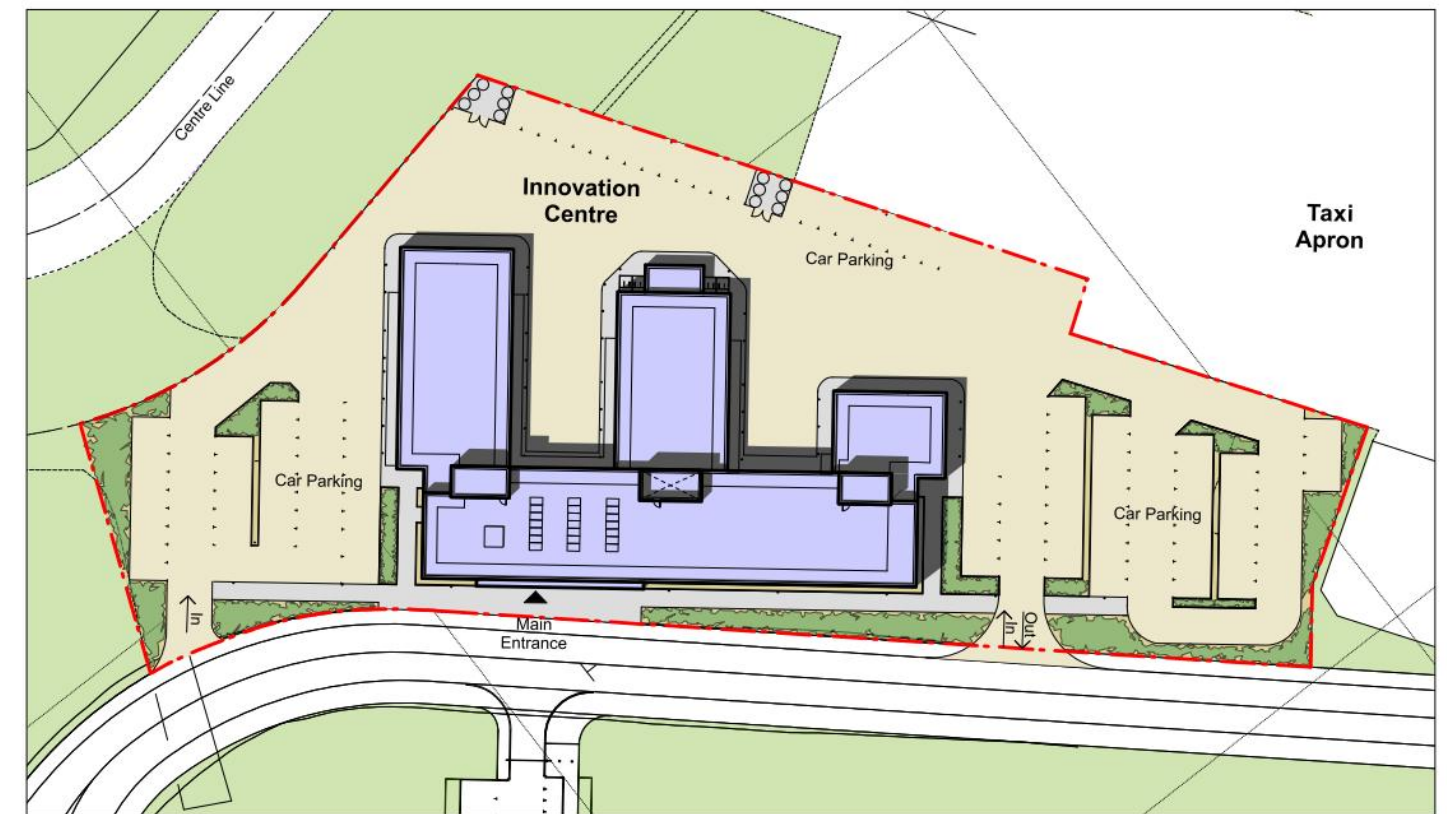
### Consultations

7.03 Consultations have been undertaken with Hampshire County Council and Fareham Borough Council officers. Feedback has been incorporated into the design.

### Vehicle and Transport Links

7.05 Transport links to the Innovation Centre site, which is located within the eastern boundary of the Daedalus airfield, presently comprise:

- Strategic road links to Lee-on-the-Solent and Fareham via the B3385 (Broom Way/Newgate Lane), which runs past the site, and Gosport and Stubbington via the B3385 (Broom Way) and B3334 (Rowner Road/Gosport Road);
- A public bus service (no.6) run by the First Group linking to Fareham town centre and to Gosport (via Lee-on-the-Solent). During the daytime, this generally runs twice per hour along Broom Way. The nearest stops are located about 150m to the South of the site in Broom Way;
- Broom Way has an off-road shared cycle route running along its western side, which is to be extended in the Daedalus site as part of the new road infrastructure works. This cycle way links to Stubbington and Lee-on-the-Solent. Covered cycle storage is provided for 14 bicycles along with suitable showering provision provided.



Proposed Site Plan



## 7.00 Access Proposals

### Approaches to the Building

7.06 The main pedestrian entrance to the Innovation Centre site will be from the south east corner from the new access road leading off the new Daedalus access road being constructed from the new Broom Way/Cherque Way junction. This new junction will include the provision of accessible road crossing points, including pedestrian-controlled traffic lights, permitting safe crossing of both Broom Way and the new Daedalus service road. All works will be to the Highway Authority's standards.

7.07 The main building entrance is adjacent a new level pathway linking the new car parks and the access road pavement. This main entrance will be available for all users, visitors and staff, with a covered level approach suitable for wheelchair users. A powered revolving door is proposed, along with an adjacent powered hinged door suitable for wheelchair access. These elements will be designed in accordance with Approved Document M of the Building Regulations.

7.08 Secondary footpaths are to be provided all around the building perimeter providing a level approach to all workshop units, entry door positions and fire exits .

7.09 Vehicles will enter the site via two entry points off the new service road on the south-east side of the building, with an 'in' only to the south and 'in and out' to the north. A total of 100 car parking bays including five designated for disabled users. These dedicated bays will be provided in two separate locations on either side of the main frontage to the building. Motor cycle and cycle parking is also provided near both entrances,

7.10 Level approaches will be provided from the designated car bays to all building entrances. These routes will be designed in accordance with Approved Document M of the Building Regulations and incorporate hazard paving and dropped kerbs where required.

### Main Entrances and Reception

7.11 The main entrance at the south eastern end of the building will be the principal entrance. It has been designed to be welcoming for all users, easily distinguished, with automatic doors of suitable clear width. It will also have appropriate signage and be well lit, and any glazing will be of safety glass with clear manifestation. A reception desk will be located immediately adjacent to the main doors permitting reception staff to oversee the entrance. It is intended to provide a well-lit, split-height reception desk, suitable for wheelchair users, with hearing assistance. Other facilities proposed include a waiting area with seating for persons with mobility impairment, space for a wheelchair, and visual and tactile information, and a door entry control system with intercom.

7.12 Other user entrances will be available around the building to ease access generally.

### Facilities within the Building

7.13 Physical measures incorporated at this stage of the design to aid access include:

- For circulation within the building: Circulation routes and corridors of suitable width for two wheelchairs to pass, and allow unimpeded and unobstructed horizontal movement;
- Other facilities: Unisex wheelchair accessible toilet facilities are provided within the cores at ground and first floor level. The separate sex toilet facilities for tenants, visitors and staff will incorporate compartments and fittings suitable for ambulant disabled use;
- For environmental control: Particular attention is being paid to acoustics, environmental conditions and services installations. These elements will be developed in greater detail during the later design stages.

All such elements will be designed in accordance with Approved Document M of the Building Regulations.

### Security

7.14 A key design consideration is building security. Based on consultations with the Council and planning officers, the following passive and active measures are proposed:

- Zoned security within the building, allowing separate usage of the Workshops and office areas;
- A transparent main entrance façade and welcoming main entrance/reception area with good supervision of entrance;
- External routes around the building which are overlooked and will be well-lit;
- Good supervision within the building;
- CCTV coverage of the all key areas, main entrances (internally and externally), and external building facades, courtyard and car parks etc.



3D Study - Aerial View

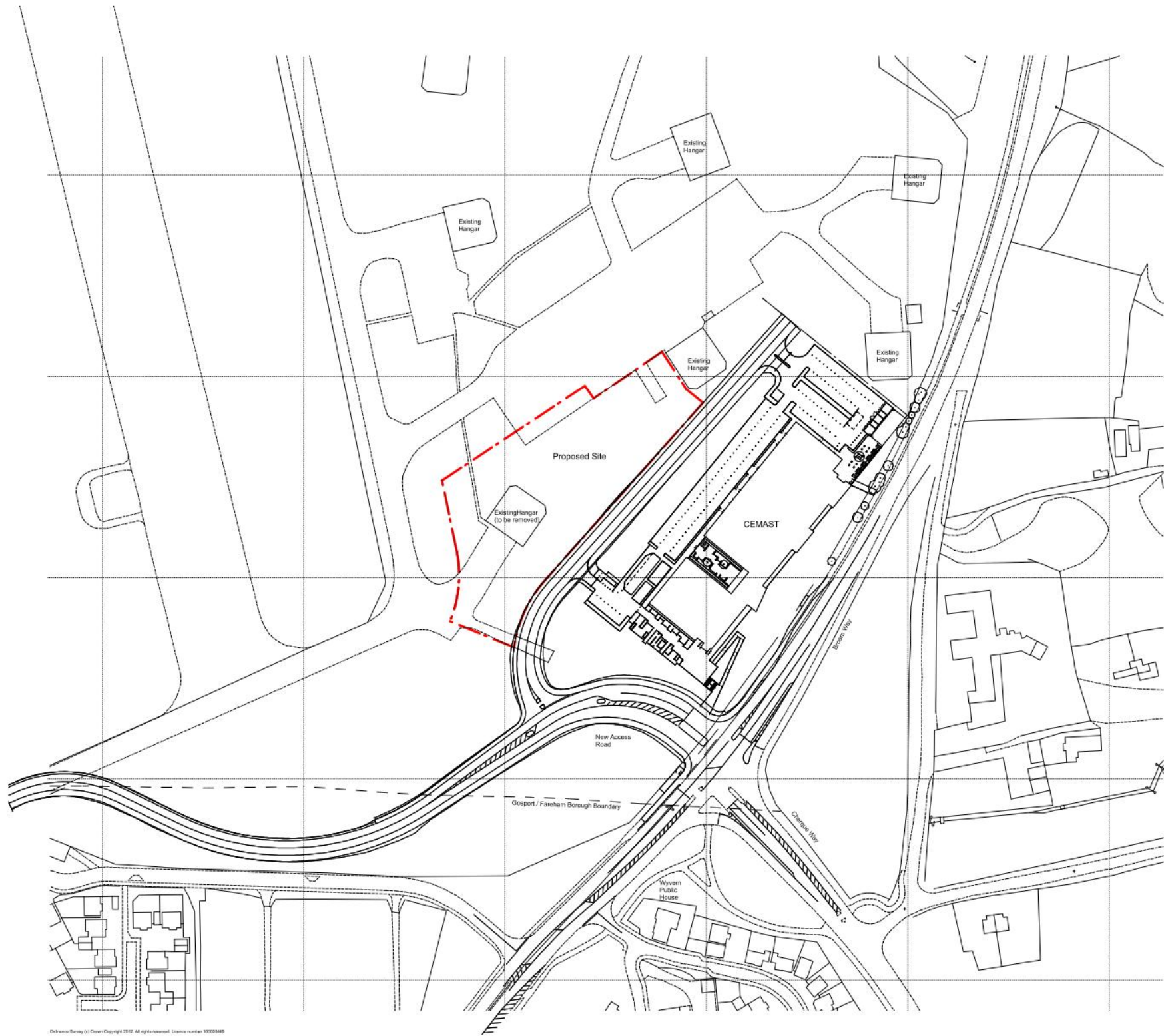


### ANNEX

#### Planning Drawings

- 5258\_PL\_1.001 Existing Location Plan  
(scale 1:1250)
- 5258\_PL\_1.002 Existing Site Plan  
(scale 1:500)
- 5258\_PL\_1.003 Proposed Site Plan  
(scale 1:500)
- 5258\_PL\_1.004 Proposed Ground Floor Plan  
(scale 1:100)
- 5258\_PL\_1.005 Proposed First Floor Plan  
(scale 1:100)
- 5258\_PL\_1.006 Proposed Roof Plan  
(scale 1:100)
- 5258\_PL\_1.007 Proposed SE & NW Elevations  
(scale 1:100)
- 5258\_PL\_1.008 Proposed SW & NE Elevations  
(scale 1:100)
- 5258\_PL\_1.009 Proposed Sections Sheet 1  
(scale 1:100)
- 5258\_PL\_1.010 Proposed Sections Sheet 2  
(scale 1:100)
- 5258\_PL\_1.011 Proposed Sections Sheet 3  
(scale 1:100)
- Perspective Study: Day Time
- Perspective Study: Night Time





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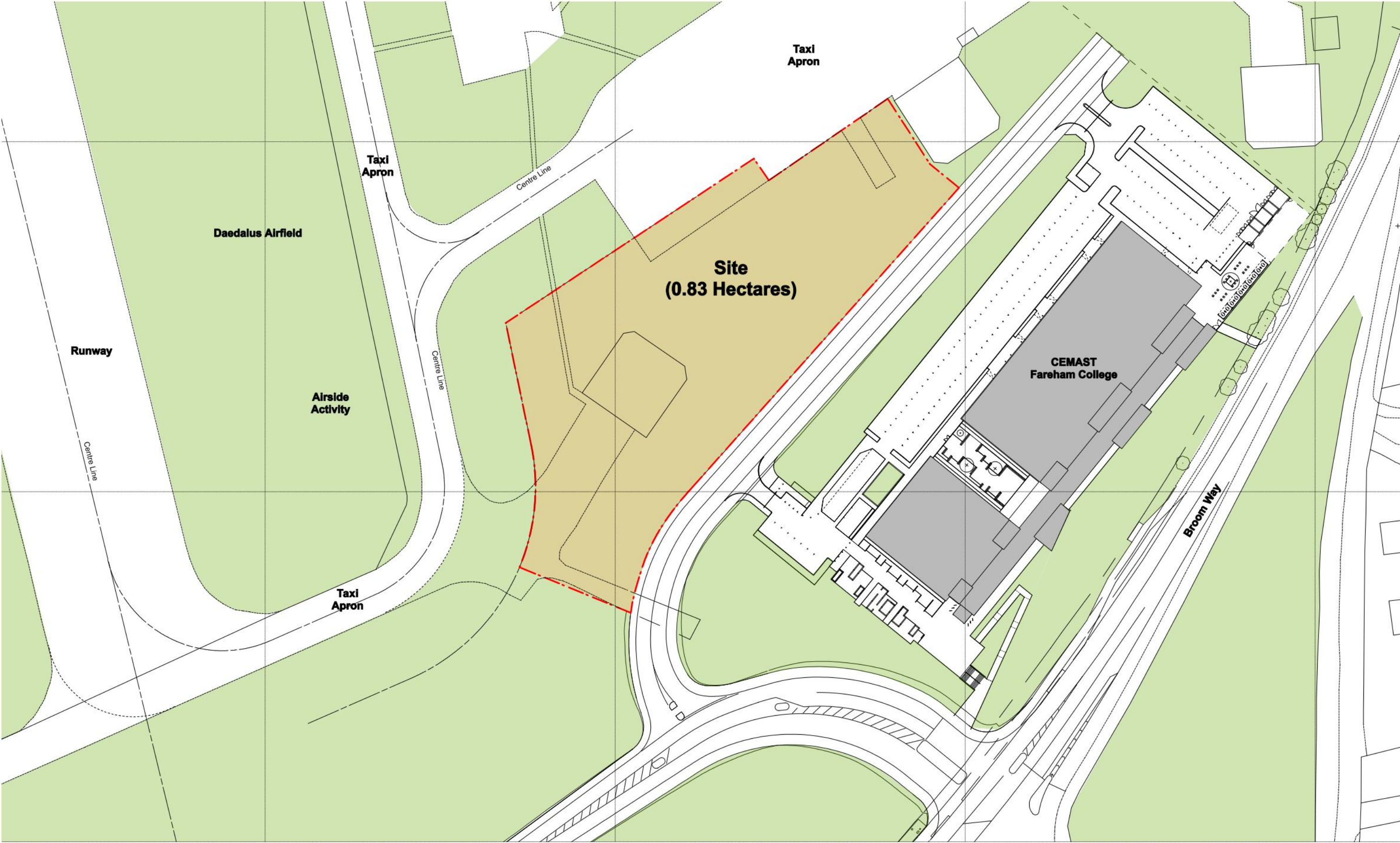


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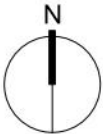
PLANNING APPLICATION DRAWING

Perkins   Ogden <i>Architects</i>		Construct House Winchester Road Alresford SO24 9EZ Tel (01962) 735155 Fax (01962) 734305		
SHEET CONTENTS				
Fareham Borough Council, Innovation Centre, Solent Enterprise Zone, Daedalus, Lee-On-Solent				
<b>Existing Location Plan</b>				
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Existing Site Plan

SCALE

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1:1000 @ A3

CREATED

01/14

DRAWN

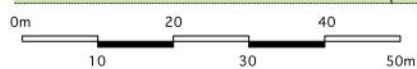
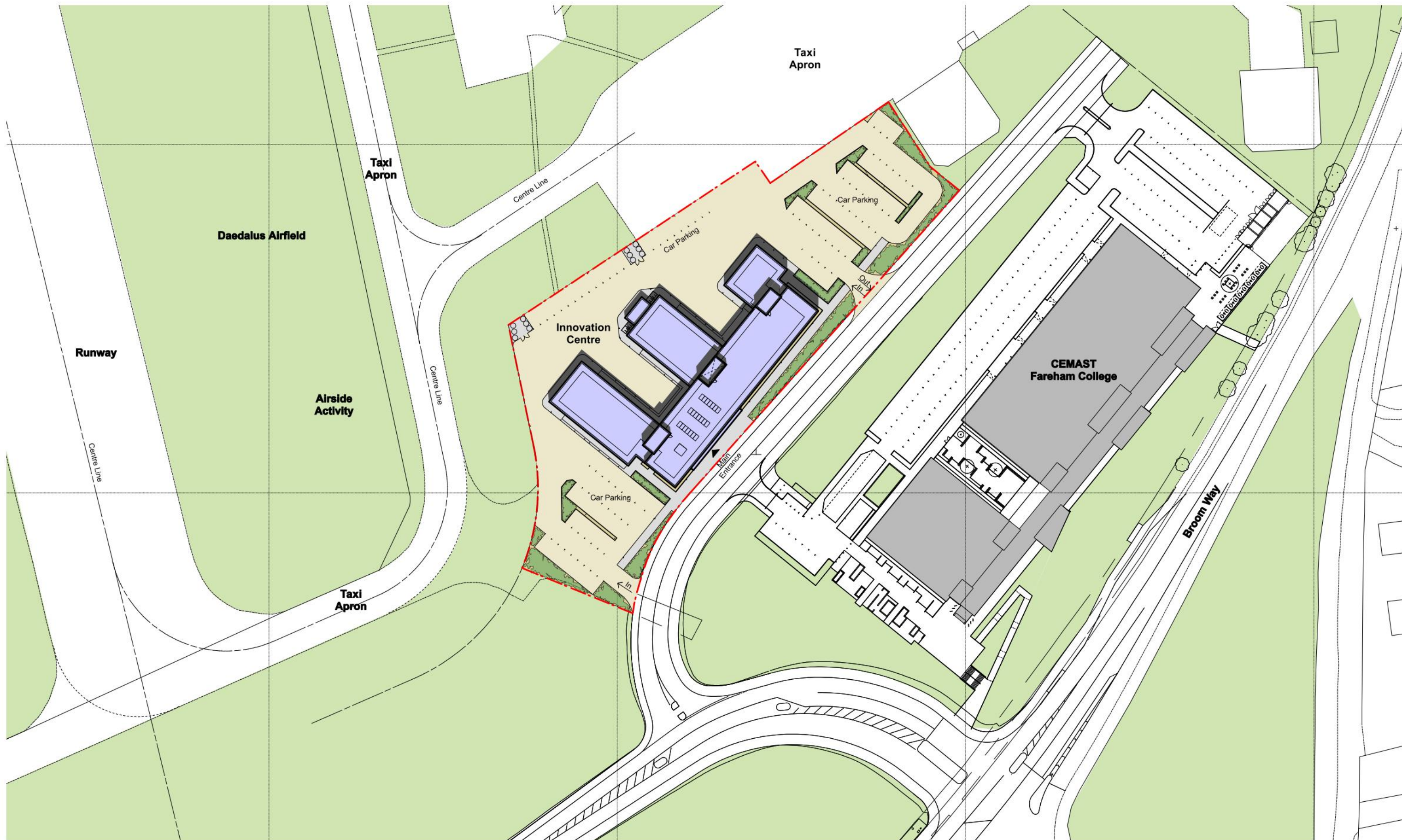
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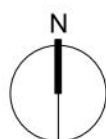
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SHEET CONTENTS

Fareham Borough Council, Innovation Centre, Solent Enterprise Zone, Daedalus, Lee-On-Solent  
**Proposed Site Plan**

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1:1000 @ A3

CREATED

01/14

DRAWN

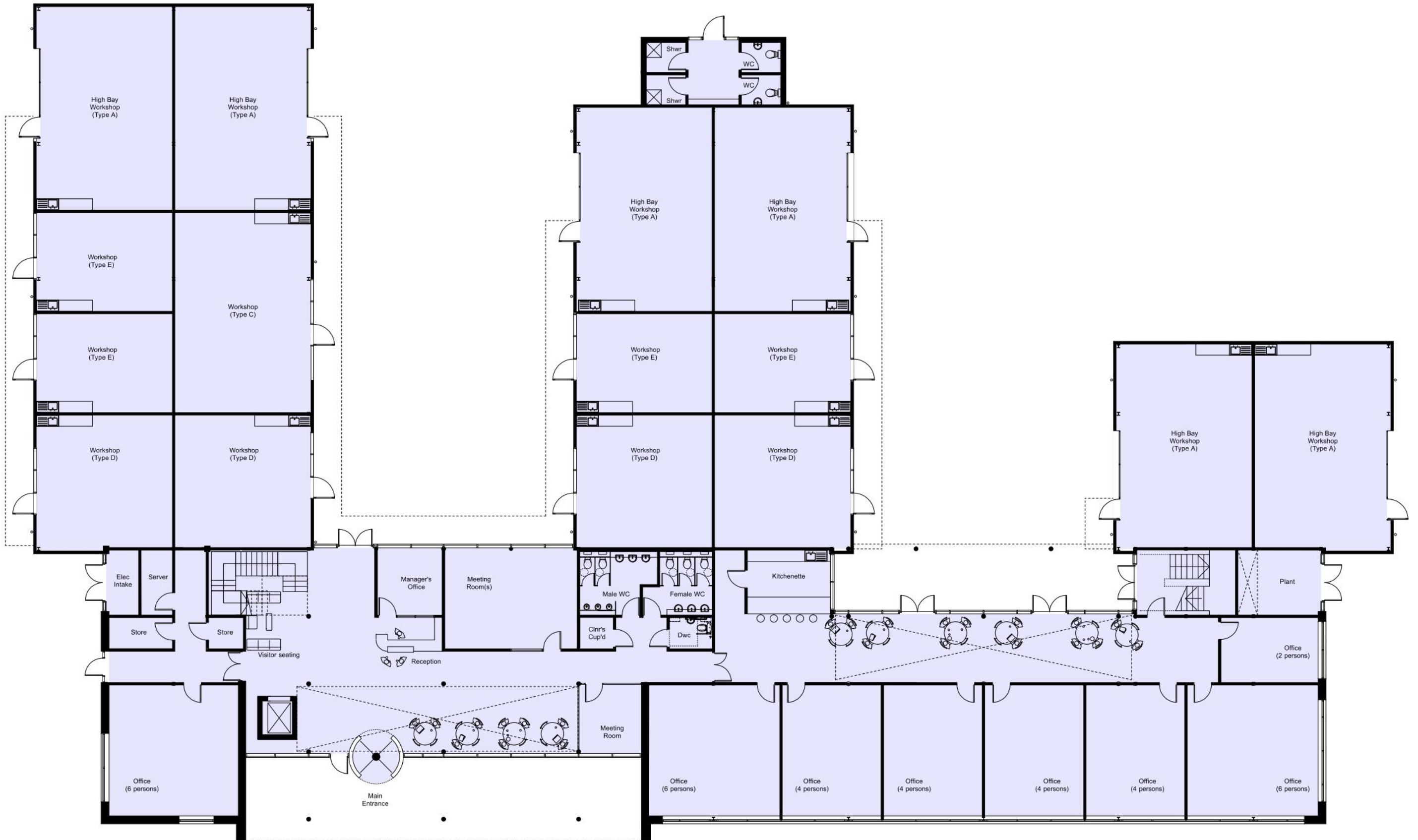
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**5258/PL/1.003**

REVISION





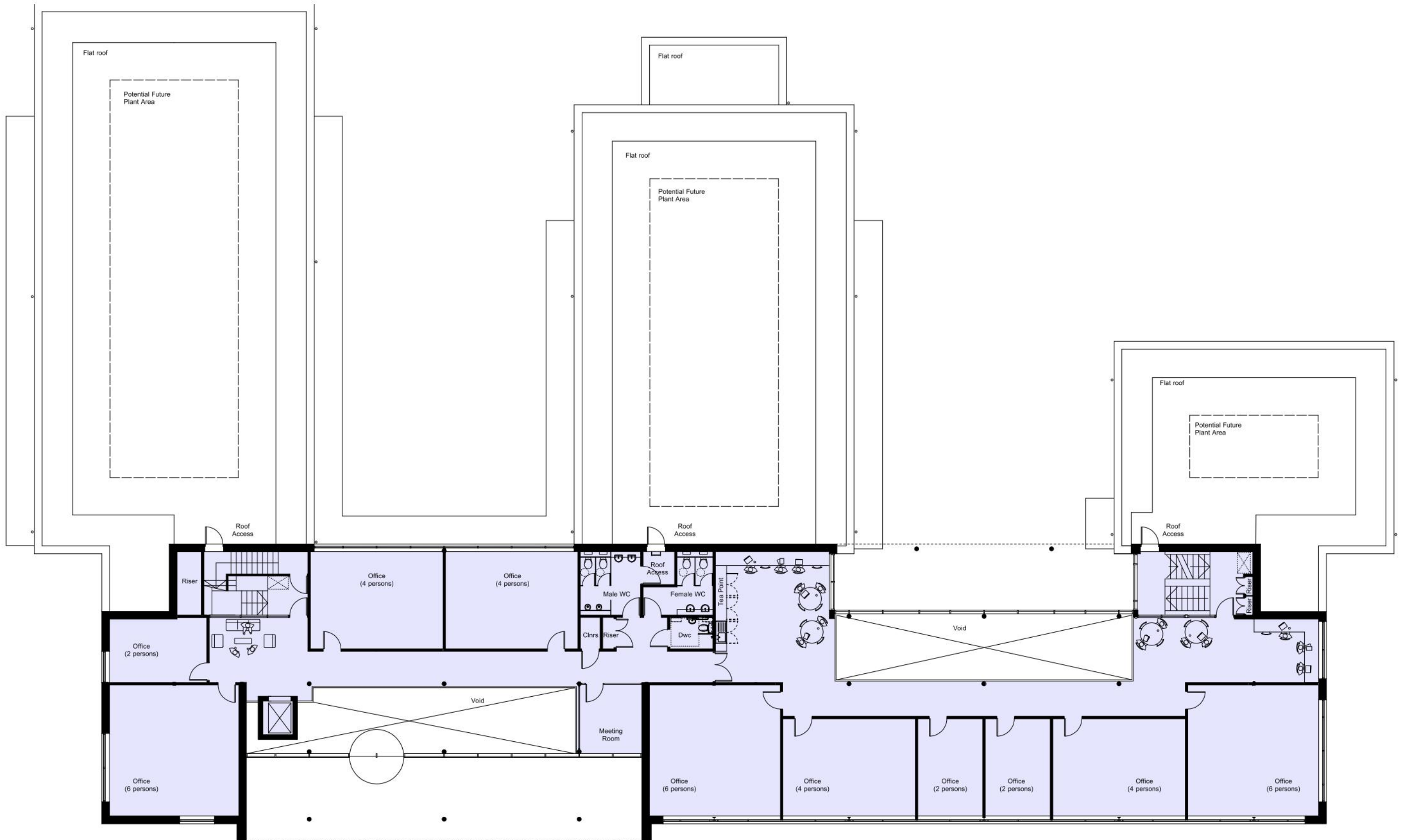
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SHEET CONTENTS				
Fareham Borough Council, Innovation Centre, Solent Enterprise Zone, Daedalus, Lee-On-Solent				
Proposed Ground Floor Plan				
SCALE 1:100 @ A1 1:200 @ A3	CREATED 01/14	DRAWN POA	DRAWING NO. 5258/PL/1.004	REVISION





rev	date	description	drw	chkd



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SHEET CONTENTS

Fareham Borough Council, Innovation Centre, Solent Enterprise Zone, Daedalus, Lee-On-Solent

Proposed First Floor Plan

SCALE

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01/14

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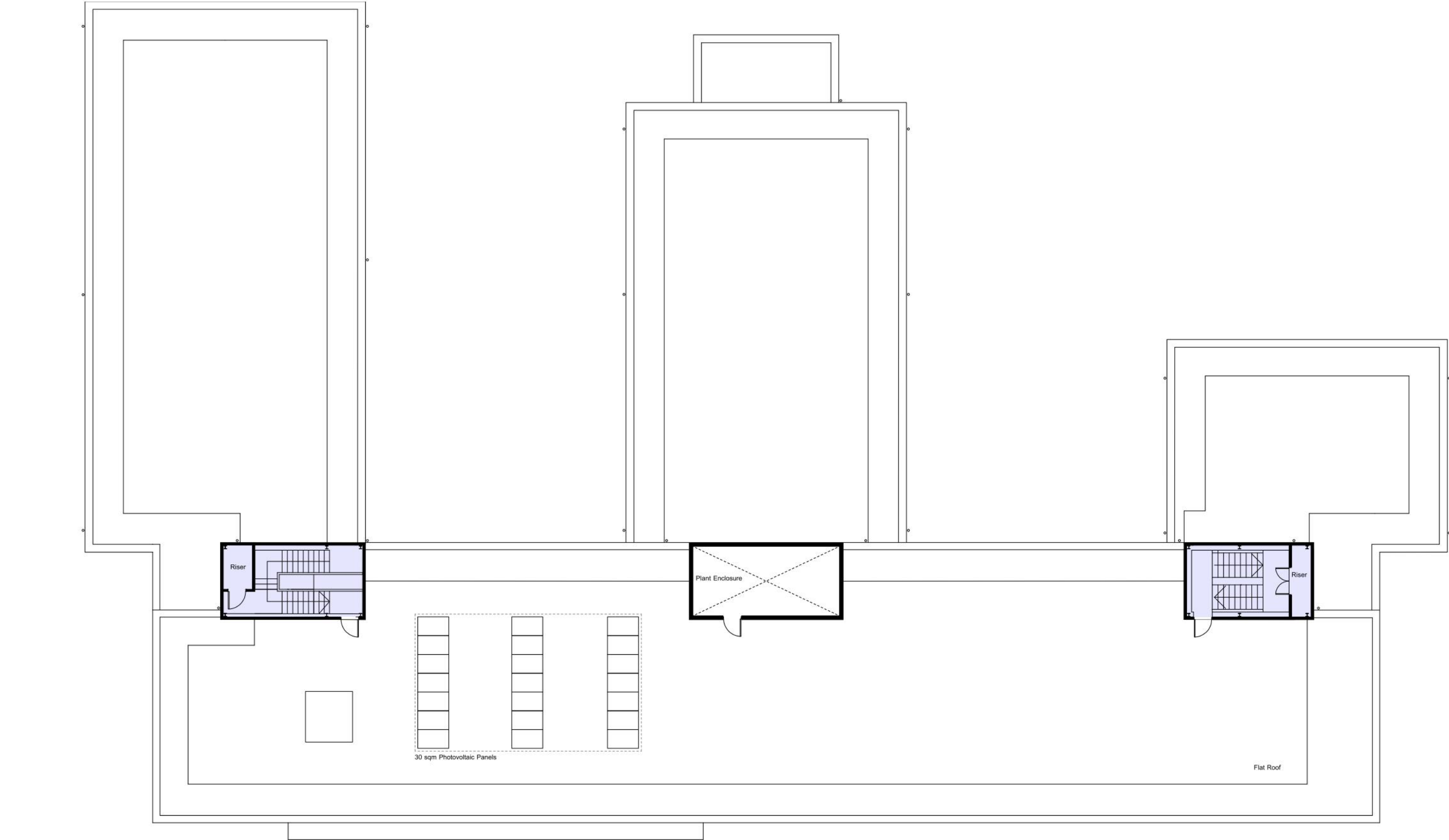
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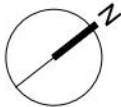
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REVISION





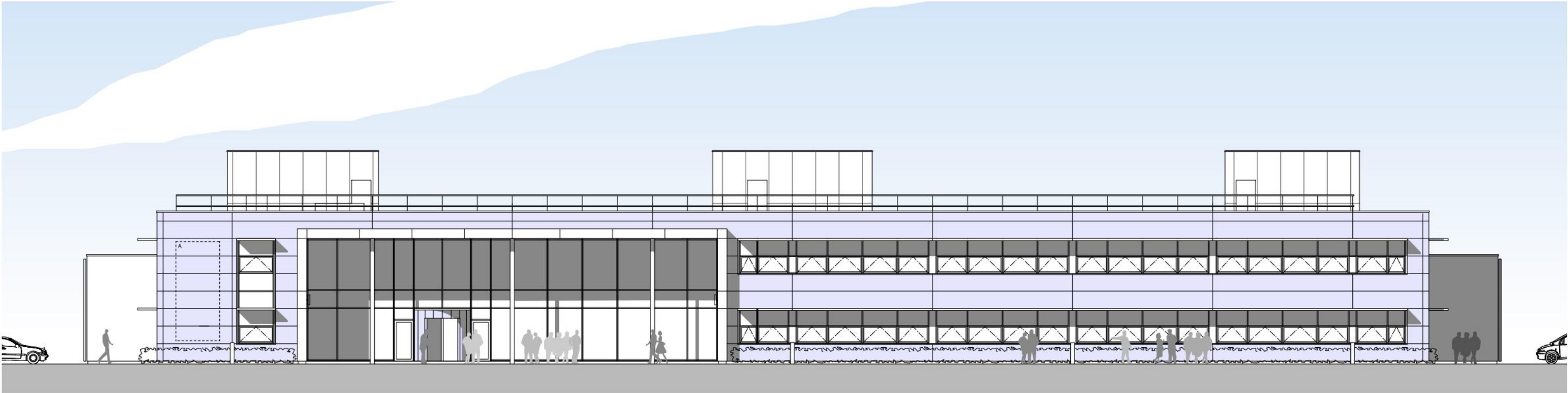
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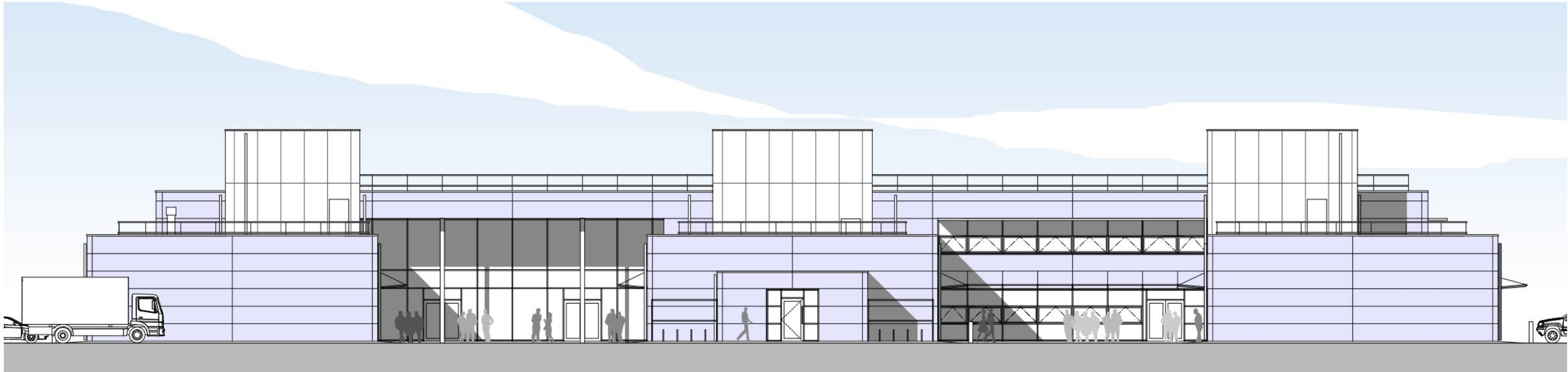
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SHEET CONTENTS				
Fareham Borough Council, Innovation Centre, Solent Enterprise Zone, Daedalus, Lee-On-Solent				
<b>Proposed Roof Plan</b>				
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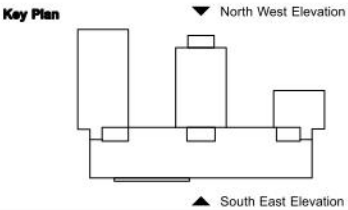
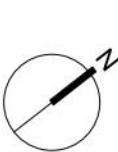
South East Elevation



North West Elevation



rev	date	description	drw	chkd



**External Materials:**

Curtain Walling: Polyester powder coated aluminium double-glazed system incorporating opening lights  
Cladding Generally: Metal composite flat panels  
External Service Cores: Flat high pressure laminate panels  
Windows & Doors: Polyester powder coated aluminium double-glazed systems  
Workshop Roller Shutter Doors: Glazed sectional overhead doors  
Roof: High performance PVC polymeric flat roofing system  
Bins/recycling Area: Flat high pressure laminate panels to enclosures with matching gates

Potential signage zone

PLANNING APPLICATION DRAWING

Perkins

Ogden Architects

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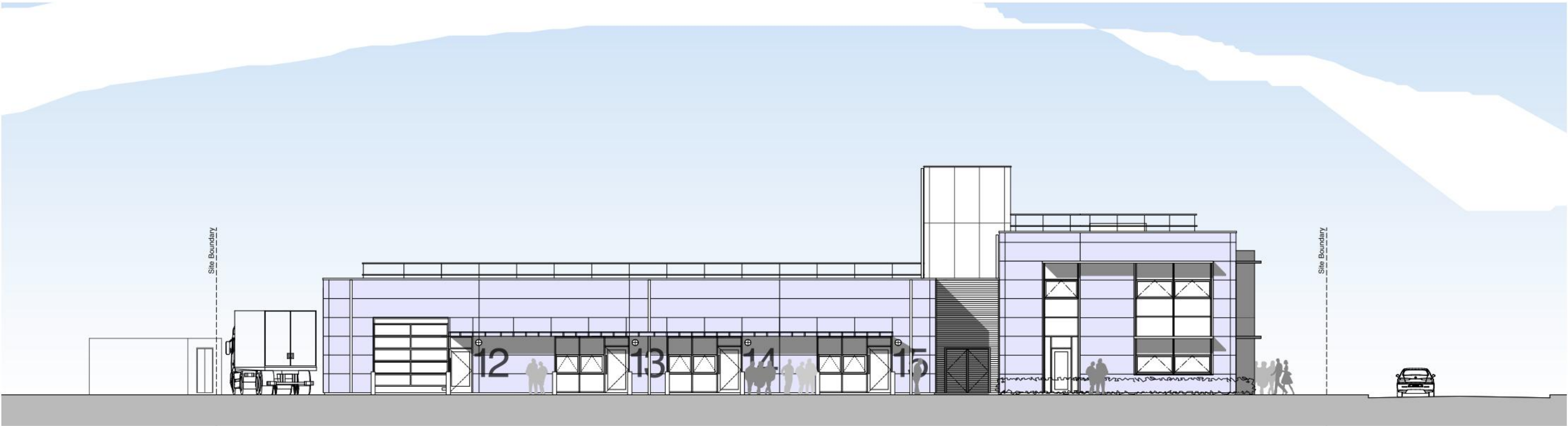
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Fareham Borough Council, Innovation Centre, Solent Enterprise Zone, Daedalus, Lee-On-Solent

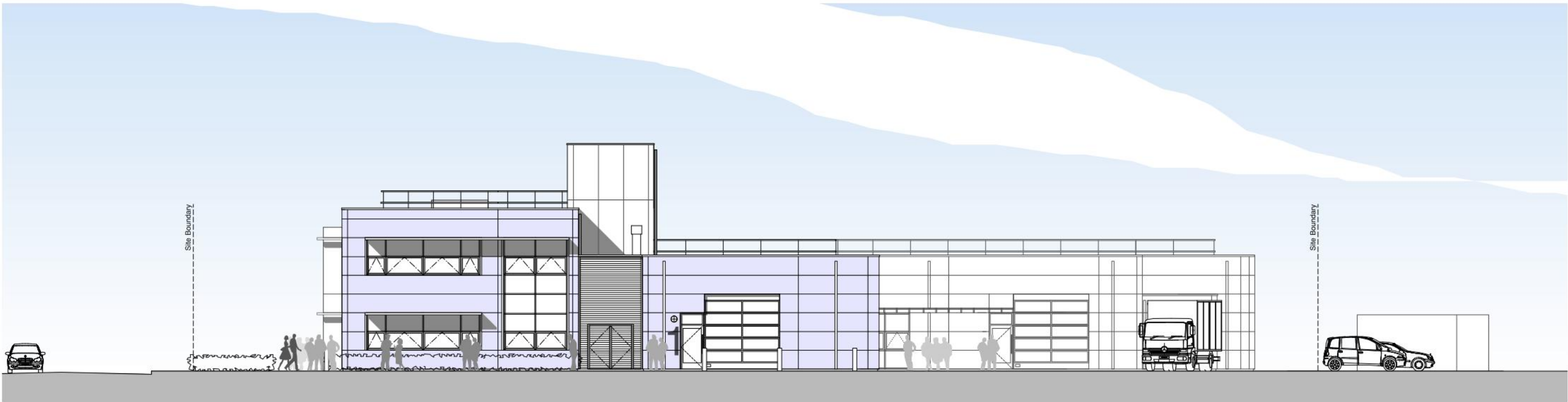
Proposed South East and North West Elevations

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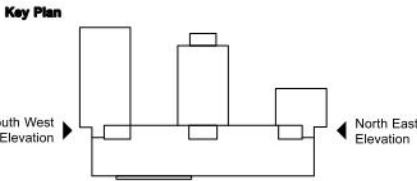
South West Elevation



North East Elevation



rev	date	description	drw	chkd



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Fareham Borough Council, Innovation Centre, Solent Enterprise Zone, Daedalus, Lee-On-Solent

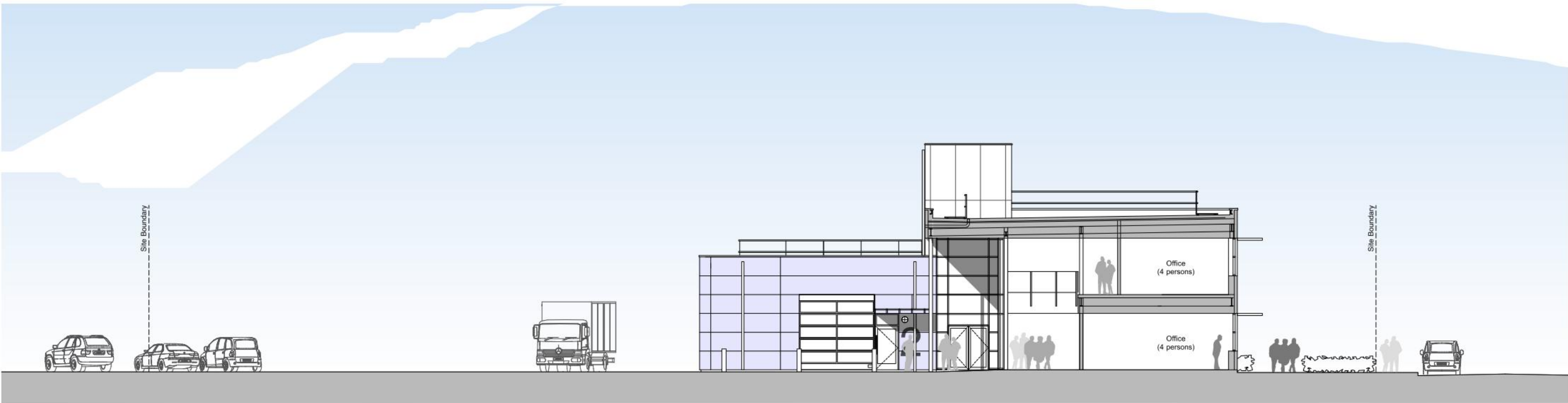
Proposed South West and North East Elevations

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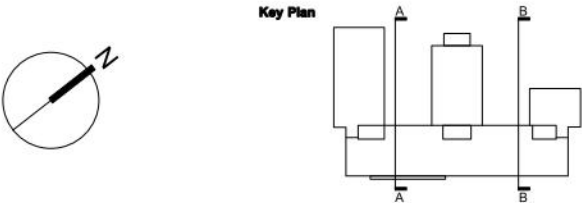
Section A-A



Section B-B



rev	date	description	drw	chkd



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SHEET CONTENTS

Fareham Borough Council, Innovation Centre, Solent Enterprise Zone, Daedalus, Lee-On-Solent

Proposed Sections Sheet 1

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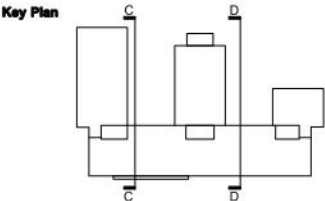
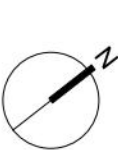
Section C-C



Section D-D



rev	date	description	drw	chkd



- External Materials:**
- Curtain Walling: Polyester powder coated aluminium double-glazed system incorporating opening lights
  - Cladding Generally: Metal composite flat panels
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  - Windows & Doors: Polyester powder coated aluminium double-glazed systems
  - Workshop Roller Shutter Doors: Glazed sectional overhead doors
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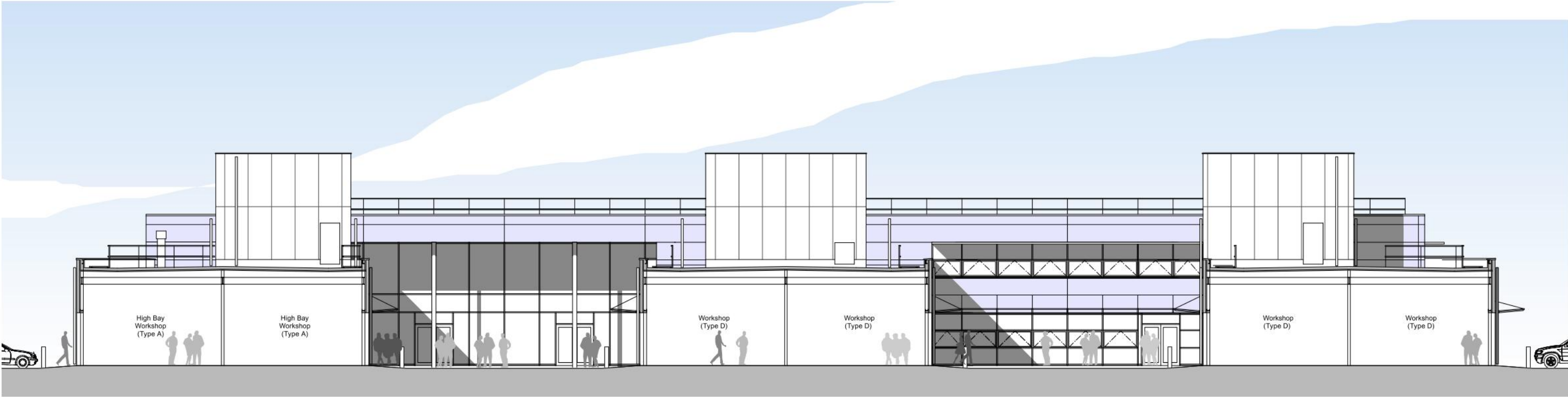
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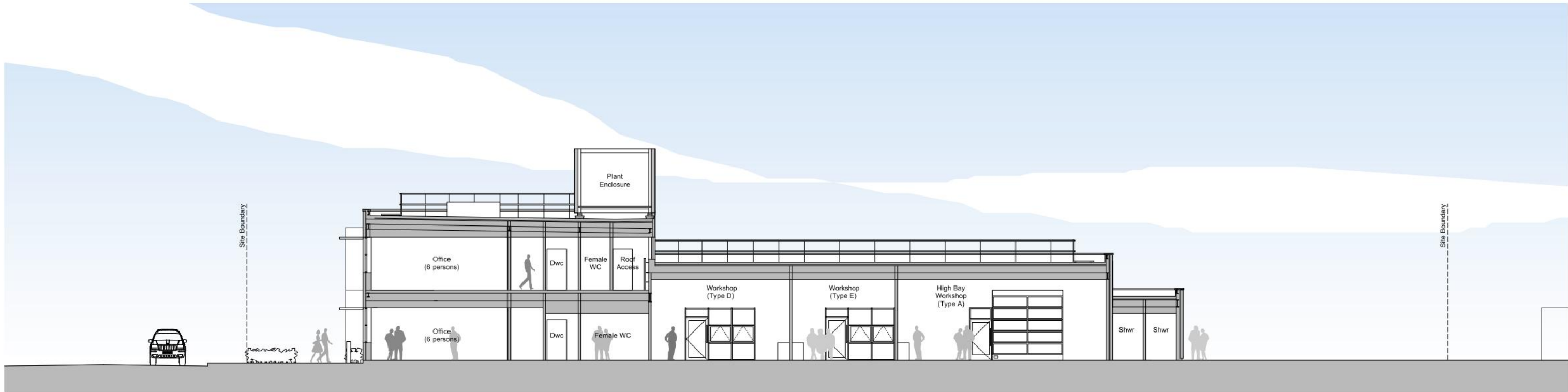
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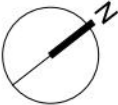
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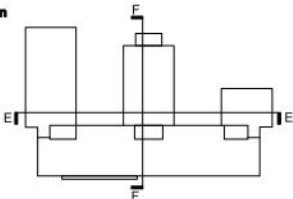
Section F-F



rev	date	description	drw	chkd



Key Plan



External Materials:

- Curtain Walling: Polyester powder coated aluminium double-glazed system incorporating opening lights
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PLANNING APPLICATION DRAWING

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SHEET CONTENTS

Fareham Borough Council, Innovation Centre, Solent Enterprise Zone, Daedalus, Lee-On-Solent

Proposed Sections Sheet 3

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**Fareham Borough Council: Innovation Centre**  
**Design & Access Statement**  
31 January 2014





