

**A MEETING OF THE REGULATORY BOARD
WAS HELD ON 25 OCTOBER 2023**

The Mayor

Councillors Earle, Bradley, Bradley, Casey, Hammond, Scard and Gledhill

25. APOLOGIES FOR NON-ATTENDANCE

An apology for non attendance was received from Councillor Chegwyn.

26. DECLARATIONS OF INTEREST

There were none.

27. MINUTES OF THE MEETING HELD ON 6 SEPTEMBER 2023

RESOLVED: That the minutes of the meeting held on 6 September 2023 be signed as a true and correct garden.

28. DEPUTATIONS - STANDING ORDER 3.4

A deputation was received on item 23/00061/OUT

29. PUBLIC QUESTIONS - STANDING ORDER 3.5

There were none.

**30. TREE PRESERVATION ORDER G.154 - 36 BURY CRESCENT, GOSPORT, PO12
3TZ**

Consideration was given to a report of the Borough Solicitor and Development Manager detailing the request for a consideration on whether to confirm, amend and confirm or not confirm Tree Preservation Order G.154.

The Board was advised that the tree was a well-established Horse Chestnut tree that had been protected with a provisionally order as it was believed to be at risk.

The Board was advised that subsequently an application had been received to undertake pollarding work. This application would be subject to consultation with the arboricultural officer and public consultation as is normal for works to trees protected by TPO.

In answer to a Member's question, the Board was advised that the tree was located to the north of the garden and would not cast a shadow on the property, only to the northern extent of the garden.

Members acknowledged it was an important tree and it had been advised that there was at between 40-100 years of growth left in it.

RESOLVED: That Tree Preservation Order G.154 be confirmed.

31. REPORT OF THE DEVELOPMENT MANAGER

Consideration was given to a report of the Development Manager detailing application 23/00061/OUT.

The Chairman advised that the Board Members and the Ward Councillors had viewed the site to understand the layout, the area, and to visualize the proposal.

The Chairman also advised that he would like to put to the Board for approval a request from Councillor John Beavis to address the Board as Ward Councillor. The Board agreed to the request to allow him to speak.

The Development Manager advised the Board of the following

The hybrid application covers the Waterfront area of the former HMS Daedalus and encompasses the undeveloped elements of the site within the Borough.

The central, southern and south-eastern parts of the site are located within the Daedalus CA and a number of Listed Buildings - the 3 'Type J' seaplane sheds and associated winch houses in Seaplane Square, the Wardroom, Westcliffe House and the former Dining Rooms and Cookhouse.

The full element includes almost 15,000 sqm of industrial floorspace to the north of the site between Daedalus Drive and airfield boundary, the erection of 102 new dwellings and 30 in converted buildings.

The Outline elements - with all matters reserved - includes up to 214 dwelling, 48 retirement/care apartments, 17,500 sqm industrial/commercial floorspace, hotel, museum together with associated access and landscaping. The submitted indicative plans show a maximum height of 7 storeys in the centre of the site with the majority of the proposals being between 2 to 4 storeys in scale.

Overall total of up to 346 residential dwellings + 48 retirement/care units. The employment elements amount to approximately 32,500 sqm floorspace

The Board was also advised that an additional representation had been received raising concerns about the proposal for 3 more blocks of flats to be built on Archer Road in Zone 4. As the owner of a house in Archer Road they are worried there could be an invasion of our privacy and infringement on light with the flats being a nuisance to the way in which we enjoy using our garden. There are already a lot of flats on Archer Road and more consideration should be given to houses. Surely there cannot be 100 flats and only 5 houses on one very small residential road. The volume of traffic 3 more blocks of flats would result in is also worrying as Archer Road is already full of cars some evenings and all weekend from residents and visitors. Where would all of the cars park?

The Development Manager advised that the issues raised had been addressed within the report.

The Development Manager advised the Board that the recommendation, whilst spilt into two parts is to be read as one with the aspect relating to conditions to give flexibility to ensure any requirements from NE can be incorporated prior to any decision being issued.

Alison Roast was invited to address the Board and advised that she was representing Lee Residents Association.

She advised the Board that whilst the LRA raised objections in relation to the application she would like to make it clear that the LRA, and most of Lee on the Solent's residents were in support of the overall vision for the site.

The objection was limited to two concerns in the outline proposal, and although within the outline proposals, were being identified to draw the developer and the planning officer's attention to the two aspects.

- 1) The two buildings where the design contravenes the Marine Parade SPD. The two buildings are the seafront apartment blocks and Illustrious in Westcliffe Gardens and the other the Cockerill Block that replaces the former coastguard HQ. While both buildings incorporate design features that soften the impact of their height and non-conforming roof line features, that none the less are still not compliant with the SPD guidance. We do recognize the importance of maximizing the sea view on these apartments, if it means that we retain the hovercraft museum between these two blocks it will be a fair trade off.
- 2) The second of the objections is more substantive, concerning the form of Tungsten, incorrectly labelled as Taranto in LRA's original objection) this apartment block in zone 3 within the Daedalus Conservation area is right next to Westcliffe house. It sits right next to probably the best example of a characteristically exuberant Edwardian design seafront mansion, these descriptive words are taken from the area appraisal. The LRA submits that its adjacent position and flat roof design degrades the inward and the outward settings of Westcliffe House in direct contravention of LP12. Not only does it compromise the last remaining Edwardian mansion in Lee, preserved in its original form by the military through two world wars, the bland square apartment block with flat roof is in appropriate when viewed from the conservation area of Westcliff Gardens and the Fleet Air Arm War Memorial.

While the LRA accepts that these apartments are necessary to make the waterfront development financially viable, this building needs some additional design attention to help it fit within the Conservation Area. A suggested potential fix is not that drastic, with the softening of the roof line being incorporated in Eagle block on the other side of the listed former wardroom that has part pitched roof for the top floor and dormer windows behind a lower parapet would be a suitable and conformant architectural enhancement as used elsewhere.

It is suggested that the waterfront development will successfully revitalise this vital area of Lee formally behind the military fence, in a manner that will not be alien to the Victorian and Edwardian heritage that still colours the town's character. To aid this reintegration it is also suggested that the former main gate of Daedalus be moved to the other end of Eagle Road where seaplane square marks the boundary of the industrial and leisure areas. The move will beneficially enhance the concept that the new residential area are part of town

The main gates in their new position still mark the historical fact that the former military lived cheek by jowl within a new Victorian resort town. Nonetheless it's important the new residents seek fully reintegrated in to residential west Lee, much as the founding fathers of Lee, the Robinson family intended in the original plans for the Town

We should also mention that the Daedalus Development Company have consulted in a most cooperative and comprehensive way with the LRA and residents of Lee. So these comments will not be new to the developer. Thank you for listening

Mr William Murray was invited to address the Board.

Chairman, Mayor, Councillors, officers, Ladies and Gentlemen,

It is with immense pride that we are here before you this evening, as spokesman for the huge team of people who have, over the last three years, brought this incredible project to this point, eagerly hoping that, in line with your officer's recommendation, you will give it your approval, in order that we can get going, and bring this vision to life.

Successful places demand successful partnerships – they are shared enterprises, joint endeavours.

And this application is exactly that – the combination of our professional passion, with passionate local insight.

A collective realisation of a widely held desire to see HMS Daedalus given a more fitting future, and for Lee-on-the-Solent to have this lorry park removed, this great place restored.

A true collaboration from the very beginning; Right from the point at which we brought together a team of people who had been responsible for the delivery of Battersea Power Station, and who saw opportunity in this extraordinary site, and the earliest phone calls and zoom meetings that we had during Covid with the many locals and stakeholders who gave us insight into this close community and its important history.

To our productive relationship with The Hovercraft Museum, its volunteers and trustees, all of whom, but particularly Alex Wheeler, have been so unswervingly enthusiastic, supportive and helpful in the development of this vision, as we have, at the same time, helped them by funding their new business plan, and helping them prepare for their new, exciting future.

We have had a consistent, and valuable, dialogue with the Lee Resident's Association, and particularly with Brian Mansbridge (sorry to be missing this evening as he is visiting his daughter in the Netherlands), and with the people of Lee and Gosport, in the numerous meetings, discussions and public consultations that we have had along the way – the Gosport Society, the Hillhead Residents' Association, The Solent Enterprise Zone Strategic Partnership Group, the Commonwealth War Graves Commission, and with the many other individuals, local businesses and organizations that have helped us get here, all of whom want to see Daedalus restored.

They have helped us hone this masterplan; including prompting us to realise that we should add a Spitfire viewing area on the Northwest corner of the industrial area, or that we might introduce alleyways and setbacks on the houses facing Richmond Road, or provide suggestions, and offers for uses and occupiers, to tell us stories and memories – or, like John Beavis and Richard and Barbara Okill, even by agreeing to be in films evocatively recounting its history!

And clearly this has been a collaboration between the huge team of dedicated professional, world-class consultants; architects, engineers, landscape designers, ecologists, transport engineers, environmental specialists, heritage consultants, planners – and prospective development partners, including Bellway; who have joined this team to help us design and formulate a scheme that is both market-appropriate and deliverable, attractive and exciting.

To create a design that is appropriate to *here*: height and massing that respect the buildings around them. House types and unit mix that support local needs. Building materials and architectural styles that reflect their context. Building positions and plot densities that protect important views and create new public spaces – new green space that is more than replacing that which is lost. Landscaping and amenities that ferment community. Streets and spaces that favour cyclist and pedestrian, young and old – but that meet parking needs and encourage active travel. Bold ideas that proclaim confidence, and a narrative and a vision that protects and retells the story of HMS Daedalus.

And this has been a deep partnership - first with Homes England, who have pushed and guided us, and helped us set the important rules that will ensure the long-term protection of this place...But perhaps, most of all - it has been a partnership with the officers of your Planning Department - Debbie Gore, Jason Grygiel, Richard Whittington and particularly with Simon Barnett - who has been a guiding hand, an invaluable, Critical Friend, key to our

partnership with your Council - marching together in close formation, for all this time, to bring this application, and this report, to your committee, and, hopefully, for your approval.

Their report before you is thorough and comprehensive, and clearly presents the key issues and balancing factors that have been assessed so carefully over the past 18 months.

We strongly endorse the analysis and your officer's recommendation, and we relish the opportunity to answer any questions that you may have about the detail of the project.

A project which we passionately believe will provide a long-term benefit, not only to Lee-on-the-Solent, but to Gosport (and Fareham) for many years to come - bringing much needed jobs and opportunities within our industrial and commercial units, saving the beautiful and historic structures of Daedalus, and perhaps just as importantly, celebrating its phenomenal history.

Working with the Hovercraft Museum, and its nationally significant collection, to secure its future, with a commitment to offer them a long-lease, and to help nurture a new, national destination, by providing them with the funds to support their national heritage lottery funding application, all of which is secured within the S106 agreement.

All anchored within a whole place - a new community, delivering much needed new homes, with exemplary environmental and social benefits – BREEAM Excellent Industrial units, all electric homes, PV panels and car share – and we are exploring a micro-grid to manage energy use. A community hall in the restored dining hall of the Wardroom, a site-wide estate management strategy, and we are in discussions with a Veteran's Housing and skills provider to support our affordable housing strategy – all arranged around four new, publicly accessible areas of pedestrianized, car-free public space – accessible for the first time in more than 100 years; in Seaplane Square, Unicorn Square, Daedalus Square and Westcliffe Gardens, in a mixed-tenure community, saving forever the magnificent Wardroom, the Cook House, the Guardhouse, the Barracks, the Hangars and the rest of this historic site.

All of which will, we hope, help to restore all our justifiable pride in this place, in this history, in this extraordinary site. All of which will, with your approval, provide a fitting new lease of life for Her Majesty's Ship Daedalus. Thank you.

In answer to a Member's question, the Board was advised that the proposals being considered for solar panels were for an integrated flush fitting design but installation would be dependent on the feasibility of a micro energy grid.

In answer to a further question the Board was advised that discussions were ongoing with the Hovercraft Museum and wider to look at options for moving the Princess Anne hovercraft.

Members sought clarification with regard to the car sharing proposals, and the Board were advised that spaces were allocated to business and used accordingly by them. Concern

was expressed that there was overspill into Vengeance Road. The Board was advised this could be looked at to support the sharing of surplus leases to other buildings.

The Board was also advised that details of the jobs provided by the proposal were detailed in the social impact statement and was subsequently confirmed that up to 1250 roles would be created, including through the construction.

Members were advised that a number of design matters were reserved and would be presented to a future board.

In answer to a Member's question, the Board was advised that the parking management plan was in place and that accounted for the low car use, predicted increase in electric cars, and the provision of a car club. There would also be leased spaces, which would not transfer when properties were sold but would be available for those interested in leasing them.

This would be progressive as each stage of the development was built.

The Board was advised that Councillor John Beavis had made a late request to speak as ward Councillor, this was agreed.

Councillor Beavis advised the Board that the application was the most important the Board had seen in a long time. The site had closed as a naval base in 1996 and remained unused since. A number of developers had come forward with unacceptable proposals and that this one was very acceptable.

The developer had been considerate, providing comprehensive exhibitions, and plans at consultations. They had taken great care in answering questions and queries and had been available to speak directly with members of the public. The developers had worked hard on the proposal and had regularly reached out to interested parties.

It was recognised that employment was an essential part of the proposal and that the planning officers should also be congratulated for their work on the project, including a comprehensive question and answer session.

The Board was advised that there was much support for the proposal from residents and interested parties and that most concerns had been addressed.

It was recognised that the proposal would take up to 10 years to execute but that it was an excellent proposal for the site.

In answer to a Member's question, the Development Manager advised the Board that transport assessment had been undertaken with the designated entry points of Daedalus Drive, but had also reached further into looking at any upcoming proposals for development from Fareham Borough Council looking at the implications of these, rather than just the development in isolation. It looked at how the traffic would affect the network and considered if improvements would be required, and would do their utmost to mitigate any impact.

The Board was advised that as well as the Broom Way junction, the Peel Common roundabout junction had also been considered.

In answer to a Member's question, the Board was advised that affordable housing was independently reviewed and that the site had been challenging to deliver in a way that made the proposal viable but that the developed had exceeded the requirement under LP24. The Board was advised that social housing covered a wide range of property types that could include shared ownership, social housing, starter homes and what was placed on site would be determined by local need.

Members reiterated their congratulations and thanks to the planning officers and the developers.

in answer to a Member's question, and in clarification the Board was advised that a section 106 agreement relating to school travel contribution was aimed at supporting things such as creating safe routes to local catchment schools, facilitating travel to school that did not use cars,

Members also questioned the design of the four bed properties in the Ariel block and the light to their kitchens and was advised that the existing layout of the building lended it to that configuration.

Members were advised that they were keen to see the heritage of the site preserved and hoped that it was highlighted as part of the proposal. Members were advised that it was hoped there would be engagement with local artists for public displays.

Members hoped that some of the considerations of the LRA and of the concerned residents could be taken in to account, however it was acknowledged that the land on Archer Road had always been allocated as residential in the long term plan for the site.

Members were grateful for the work on the project and complimented both the developer and the planning officers.

RESOLVED: That the following recommendations be approved

that, subject to no adverse comment being received from Natural England in respect of the Local Authority's Appropriate Assessment, delegated authority be given to the Development Manager to grant Planning Permission subject to the prior completion of a legal agreement pursuant to S106 of the Town and Country Planning Act 1990 (as amended) to secure the following planning obligations and subject to the following conditions

RECOMMENDATION B: that delegated authority be given to the Development Manager to add, amend and delete conditions where necessary

Equalities Impact Assessment: No Implications

RECOMMENDATION: Grant Permission

Subject to Section 106 agreement relating to

1. the mothballing of the Wardroom & Westcliffe House
2. the securing of nitrates mitigation
3. the securing of mitigation for direct and indirect recreational disturbance associated with the development for both the Solent and New Forest SPAs
4. the provision of 10% affordable housing within Zone 2
5. the provision of 10% affordable housing for the remainder of the site within Zone 4
6. the undertaking of a further viability review if the final phase of residential development is not commenced within 10 years
7. secure the delivery of off-site highway works
8. secure the payment of highway related contributions
9. secure public access to the site by vehicle, cycle and foot along main road network

10. secure the delivery of, and public access to, the open spaces to be provided in Westcliffe Gardens, Daedalus Square and Seaplane Square)
11. secure the implementation of a Travel Plan
12. secure the payment of a school travel contribution
13. secure the submission and implementation of a Museum Use Plan relating to the Hovercraft Museum
14. secure the provision and long term management of community space in the ground floor of the Wardroom

and subject to the conditions in the report of the Development Manager.

23/00062/LBA -LISTED BUILDING APPLICATION - INTERNAL AND EXTERNAL ALTERATIONS TO FACILITATE CONVERSION TO FORM 9 DWELLINGS (CONSERVATION AREA)

Building 91 (Dining Rooms And Cookhouse) Former HMS Daedalus Lee-On-The-Solent Hampshire

RESOLVED: That listed building consent be granted subject to the conditions in the report of the Development Manager

32. ANY OTHER ITEMS

There were none.

CHAIRMAN

Concluded at 7.14 pm