SHOREHAM AIRPORT REGENERATION

PLANNING DESIGN AND ACCESS STATEMENT



MAY 2007

Shoreham Airport

ERINACEOUS GROUP PLC



A proposed development by:

Shoreham Airport

ERINACEOUS GROUP PLC

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ENVIRONMENTAL PLANNING

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PART 1 INTRODUCTION



Shoreham Airport is a busy General Aviation airfield, a key business centre and a popular visitor attraction.



1.1 Background

Shoreham is the oldest licensed airfield in Britain and is home to a wide range of general and commercial aviation activities and related engineering operations. It is an important part of Britain's aviation heritage, a key business centre and a popular visitor attraction.

The airport is well placed to contribute to the regeneration of the Sussex Coast – it has the potential to help drive the local economy by providing high quality employment development in a sustainable location.

The core of the airport's business is in General Aviation, serving a broad range of business, training, recreation and emergency services needs. It is also developing more commercial services – short haul commercial flights, air taxi services and smaller business jets. Helicopters are an important feature, including three training areas and the Sussex Police Helicopter. The airport currently caters for 75,000 aircraft movements each year, and an annual airshow.

The Airport was acquired from Brighton and Hove District Council and Worthing Borough Council in July 2006 by the Erinaceous Group plc. Erinaceous secured a long lease on the basis that it would regenerate the airport and its business base, and secure the long term profitability and prosperity for general and commercial aviation, business and visitors.

The plans put forward in this application represent the first phase of investment planned by the new owner. The proposals represent an important step towards securing the airport's future as a successful and sustainable airport catering for modern aviation and business needs alongside a vibrant visitor attraction with high quality buildings and public spaces.

Erinaceous provides a one-stop-shop for a broad range of services related to the management, maintenance, procurement, design, construction and insurance of property. The group runs three core businesses: commercial property services, residential property services, and property insurance services.







1.2 The proposals

The vision for the Airport is to create:

'A successful and sustainable airport catering for modern aviation and business needs alongside a vibrant visitor attraction with high quality buildings and public spaces.'

The proposals will make a significant contribution to this vision through the following elements:

- Restoration of the listed Terminal Building - The external renovation of the listed Terminal Building will bring much needed repairs to the fabric of the building. The existing control tower will be decommissioned and restored to the original 1930's design and the bin store will be relocated away from the main entrance. Departures and arrivals areas will be re-introduced and a new baggage handling enclosure constructed.

- Aviation Square – Two new 3-storey mixed-use buildings flanking the terminal building will provide a focal point at the heart of the airport. The buildings will accommodate shops and visitor centre with café on the ground floor, offices on the first floor, and residential apartments on the second floor (4 apartments on each building).

- Flight Centre – The replacement of the existing municipal hangar building with a new hangar building incorporating mezzanine office/administration space. A new 3-storey serviced office accommodation building will be located to the south of the new hangar.

- Airside operations infrastructure – A new Fire Station and Air Traffic Control (ATC) building along with a re-located fuelling facility and extended apron area.

Two applications have been submitted for the proposed development, a planning application and a listed building consent application. The scope of the planning and listed buildings applications are set out in Appendix 1.

The planning application covers the external work to the listed Terminal Building; the demolition of the existing hangar, fire station, terminal 3 and flight hut buildings; the construction of the new Aviation Square mixed-use buildings, Flight Centre office and hangar building, Fire Station and ATC buildings; associated car parking and landscaping.



Aerial view of the airfield from the north

The listed building consent application covers the external work to the listed Terminal Building and associated car parking and landscaping for Aviation Square. Illustrative plans for the internal layout of the Terminal Building have been included in this statement for information only; a further listed building consent application will need to be submitted for the internal works once detailed designs have been drawn up.

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1.3 The approach

This statement forms part of the planning application and listed building consent application for the proposal. Its purpose is to explain the iterative approach that has informed the evolution of the proposals illustrated in the application drawings. This will show how the land use, urban design and transport issues have been addressed and how the proposals have been designed so as to comply with development plan policy and other material planning considerations.

The statement's methodology follows the four key stages (Figure 1.1) as set out by the Commission for Architecture and the Built Environment (CABE) in its companion guide publication – Design and Access Statements (June 2006):

- **Assessment**
  Investigation of the context for the proposals including: location, history, relevant planning policies and the social and economic characteristics of the area.
- **Involvement**
  Pre-application consultation and discussions with key stakeholders to inform the principles of the development.
- **Evaluation**
  An analysis of the site highlighting the key design considerations.
- **Design response**
  How the final scheme has been arrived at including: the mix of uses; access considerations; the layout, scale, and appearance of the buildings, and the approach to landscaping.

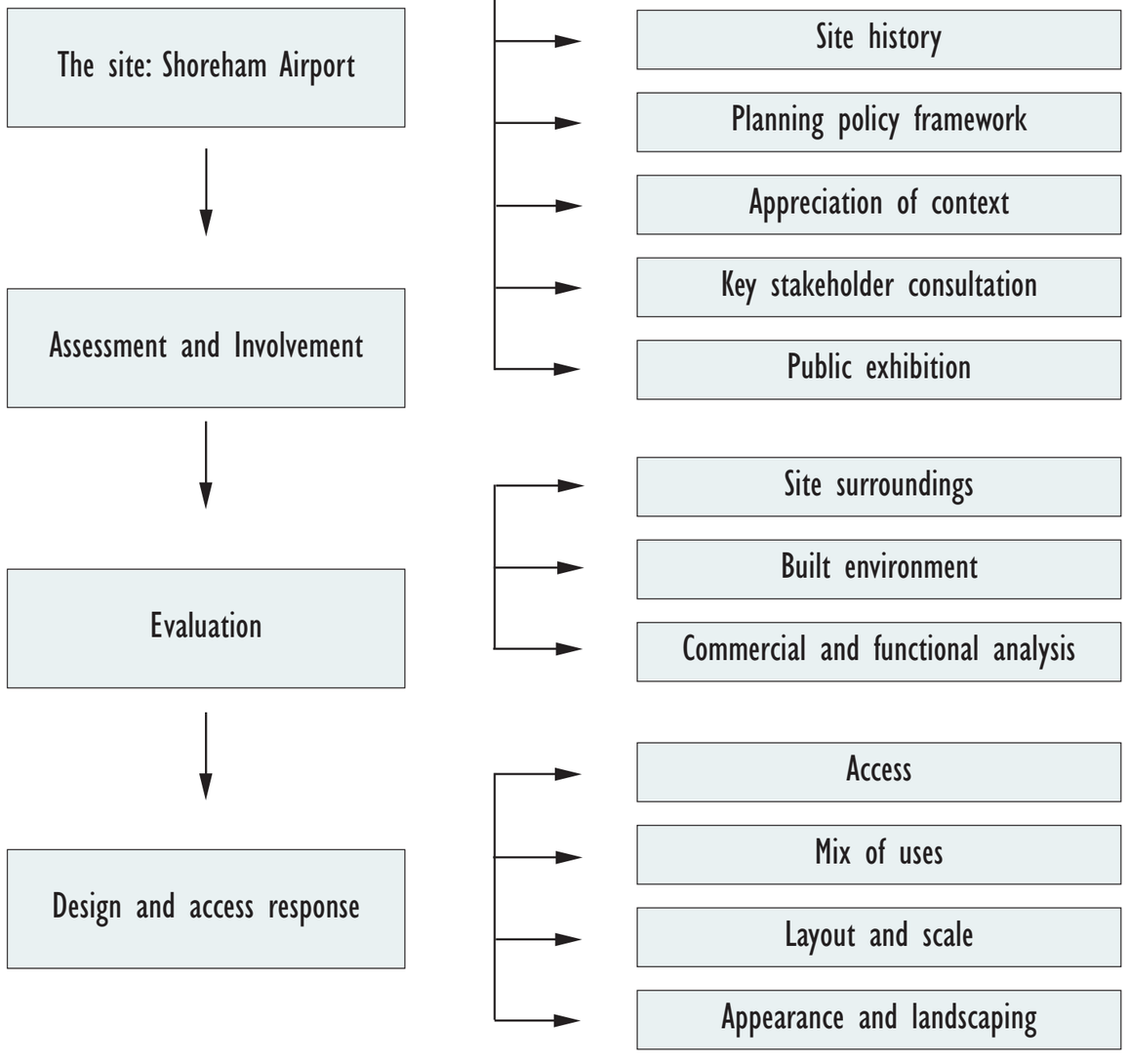


Figure 1.1: Flow diagram showing approach & document structure



PART 2 ASSESSMENT

The proposals have been informed by a careful assessment of the site context

Figure 2.1 Assessment: key considerations

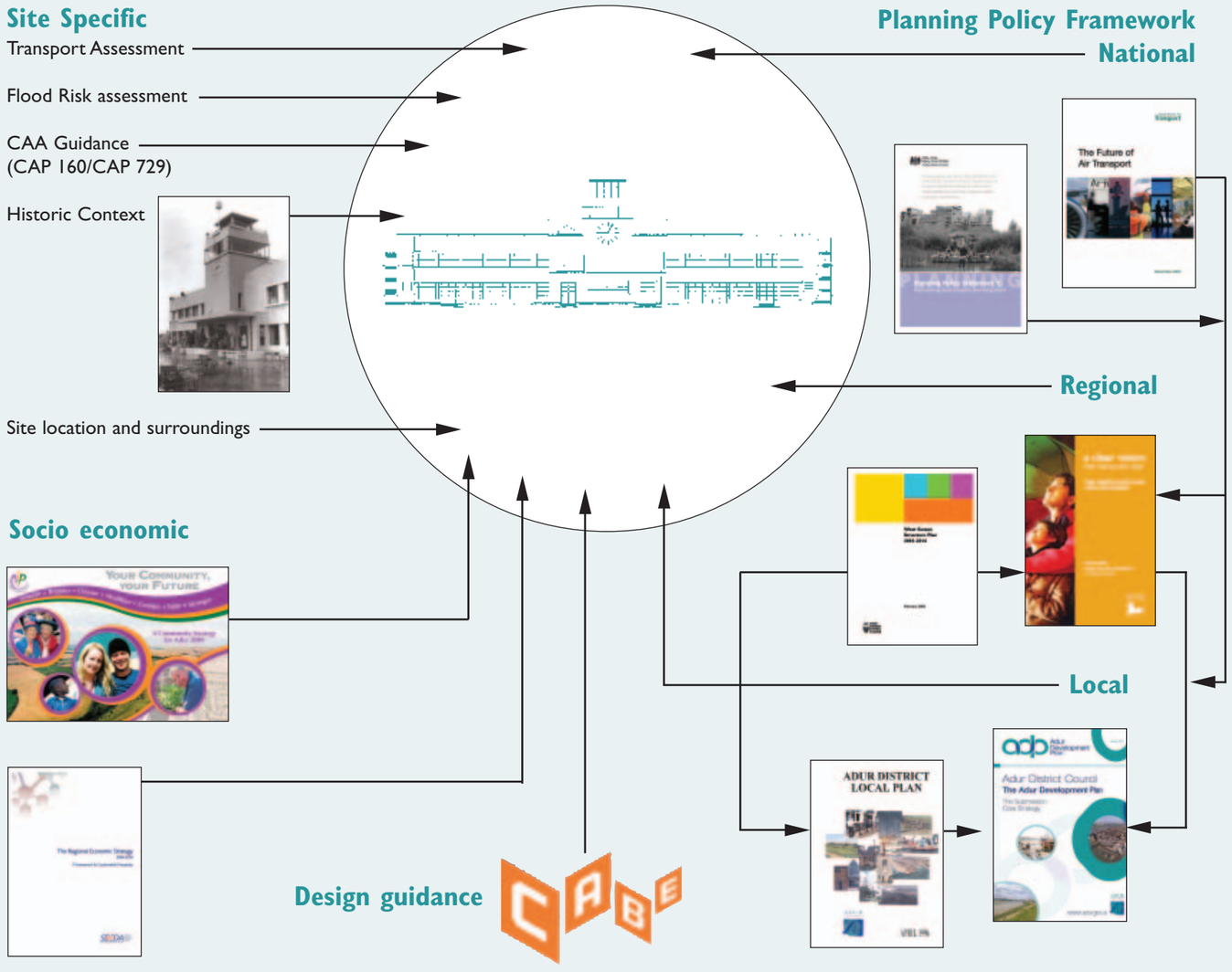


Figure 2.1: Assessment key considerations

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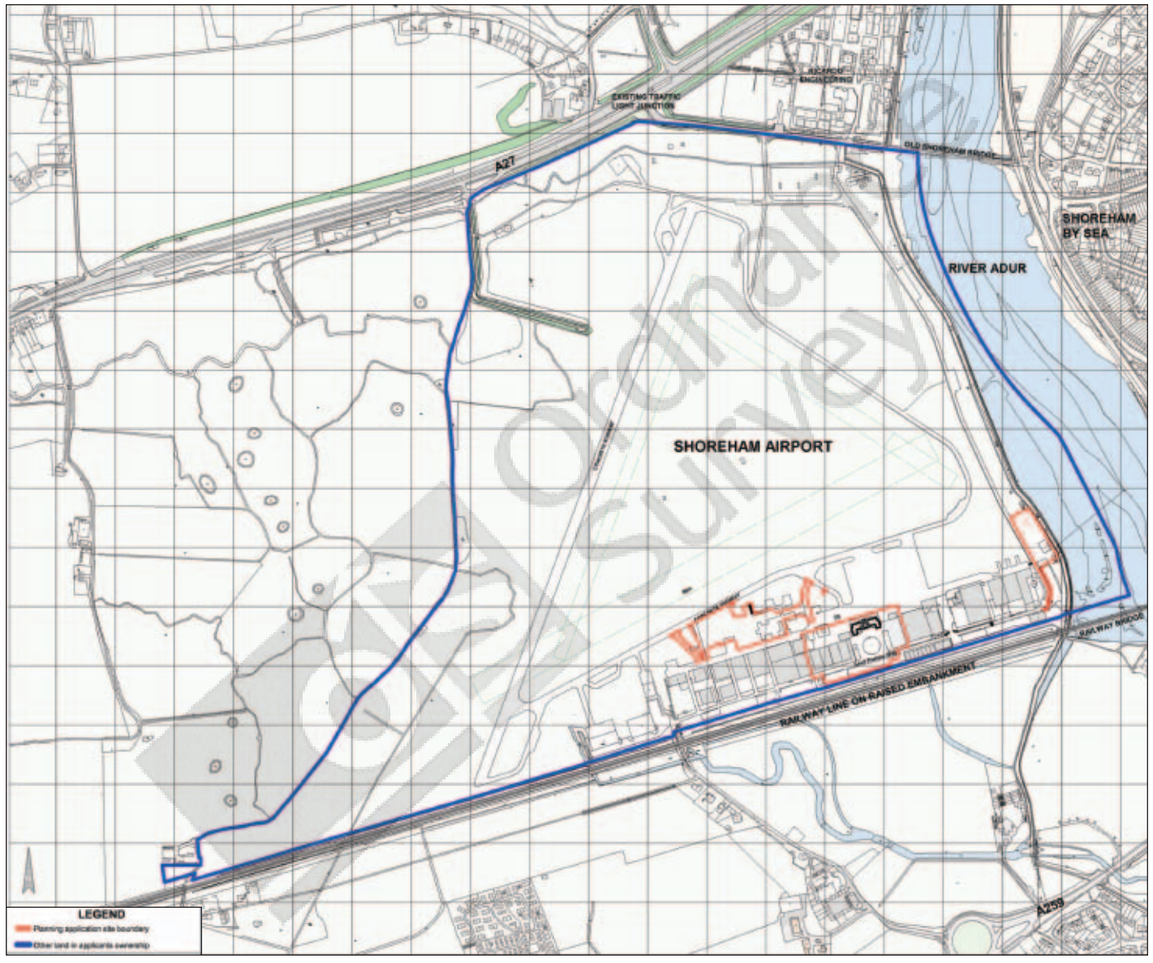


Figure 2.2: Site Location Plan

2.1 Site location

Shoreham Airport is located in a strategic position between Shoreham-by-Sea and Lancing. The airport is enclosed to the north by the A27 and to the south by the Portsmouth to Brighton railway line, both of which are aligned in an east-west direction. To the east, the airport is flanked by Shoreham-by-Sea and the Adur estuary (a Site of Special Scientific Interest). Further urban development borders the airport, including the Ricardo Technical Centre and Sussex Pad Hotel to the north, and outlying areas of Shoreham south of the railway line. In this context, the airport forms an adjunct to the town bordered by an open area of land to the west and the Sussex Downs Area of Outstanding Natural Beauty to the north.

The airfield forms an open and active landscape comprising regularly mown grass, runways, taxiways and apron areas with regular aircraft movements. Built development is located primarily along the southern boundary of the airport, fronting onto the airfield and Cecil Pashley Way. The buildings comprise a mix of hangars, workshops and offices that provide accommodation for a range of businesses, both airport and non-airport related. Many of the buildings have an industrial appearance that reflects their aviation related function. The distinctive grade II listed 1930's Terminal Building is located at the centre of this built up area.

Vehicular access to the Airport is from the signal controlled A27(T) 'Sussex Pad' junction to the north and from the A259 roundabout junction via New Salts Farm Road to the south.

A surfaced path runs along the top of the flood bund along the eastern boundary of the airport. The path links to Old Shoreham Bridge, which provides a walking and cycling route across the river to the residential and town centre areas of Shoreham. The path also runs south-east from Cecil Pashley Way under the railway bridge and through Adur recreation ground, where it joins the footway on the A259 to Shoreham town centre.

The airport lies within an area designated as being at risk from tidal or river flooding on the Environment Agency's (EA's) 'Flood Map', although the Flood Map does take account of the presence of flood defences. The EA plans to improve the existing flood defence works along the west bank of the Adur Estuary, although a detailed scheme has yet to be agreed.

The proposed development comprises three areas of land within and adjoining the built up area along the southern edge of the airport:



- The Terminal Building, municipal hangar building and surrounding area is the location for the Aviation Square and Flight Centre elements of the proposals.

- A new Fire Station and Air Traffic Control (ATC) building, relocated fuelling facility and extended apron area situated to the north of the Serenus Aviation, Direct Travel Insurance and Satair buildings.

- An additional car and coach parking area is proposed to the north of the existing Northbrook College car park.

These areas are edged in red in Figure 2.3, which shows the extent of the planning application for the whole scheme.

Figure 2.4 shows the extent of the listed building consent application for the external works to the Terminal Building.

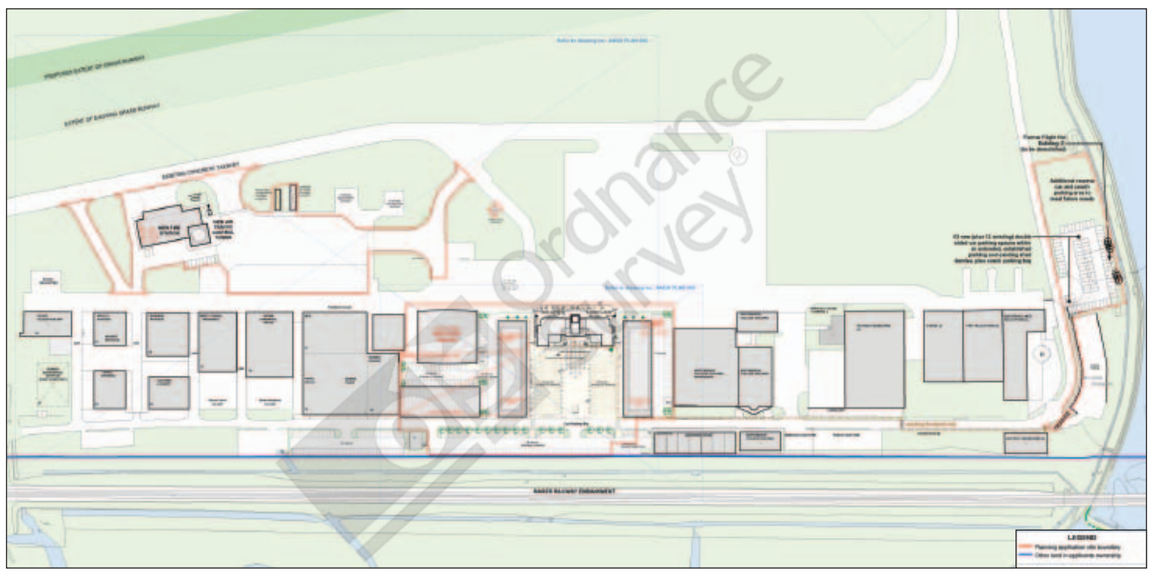


Figure 2.3: Extent of the planning applicaion



The Terminal Building

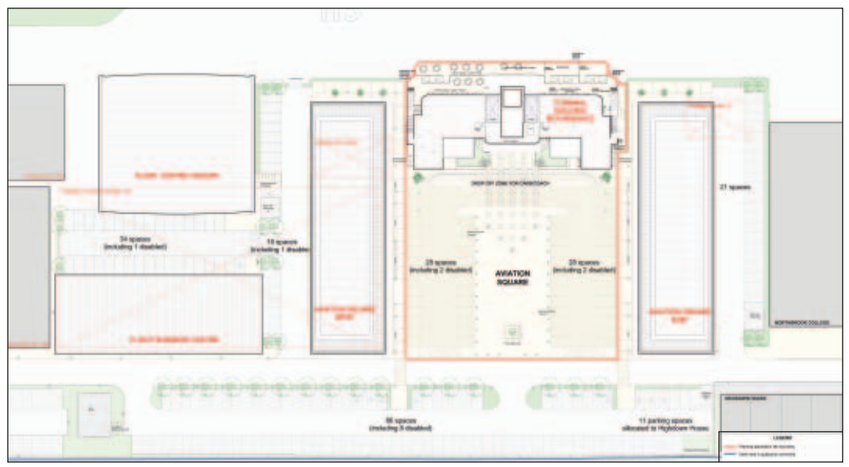


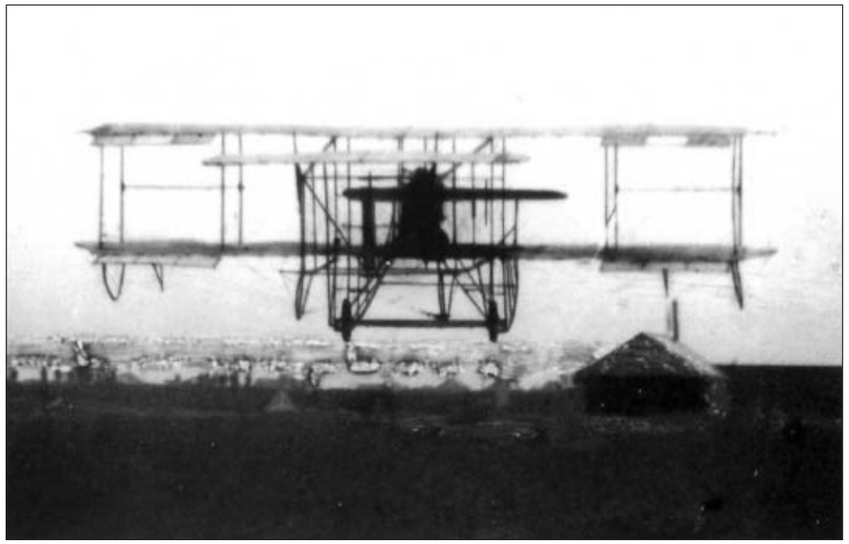
Figure 2.4: Listed building consent application boundary

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2.2 Historical context

Aviation activity has taken place in the area of the current aerodrome since 1910 when Harold Piffard moved his experimental flying machine to Shoreham.

By 1911, the airfield was established, and wooden hangars and grandstands quickly followed for the major events of the day such as the Circuit of Europe and the Round Britain races. The aerodrome was officially opened in June 1911 as the Brighton (Shoreham) Aerodrome, and a flying club was established in 1913. Shoreham became one of several centres of early British aviation, with many famous aviators using the aerodrome.



Hall Piffard airborne over Shoreham flying ground in 1910 (The Flight Collection)



The airfield was used in the 1914-1918 was as a RFC training base (West Sussex County Records Office)



Cecil and Eric Pashley with their Pashley Biplane in1913 (The Flight Collection)



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In August 1914 the aerodrome was requisitioned for military purposes, and was used during the Great War of 1914 – 1918 as an RFC training base. The famous RFC/RAF 14 Squadron was formed at Shoreham before moving to the Middle East.
Throughout the 1920s, the aerodrome continued to develop and in 1932, the Portsmouth, Southsea and Isle of Wight Aviation Company started a scheduled service of four flights a day. The terminal building was built at this time in the art deco style. The building's design was acclaimed by the South Eastern Society of Architects, which held their annual meeting at the airport. It is now a Listed Building of architectural and historic interest and has featured in several TV period dramas.

Military use recommenced in 1937 with the establishment of an air navigation school for RAF volunteers; it was subsequently uses by 225 squadron, the Fighter Interception Unit. The airfield was damaged by air attack on a number of occasions, but survived and was improved over time.

Civilian use recommenced in 1946 and expanded throughout the post war years such that today, Shoreham is the oldest licensed airfield in Britain and is the home a wide range of general and commercial aviation activities and related engineering operations. It is an important part of Britain's aviation heritage, a key business centre and an attractive place to visit. Its regeneration as a general and commercial aviation facility is about to commence under new ownership, and will include the restoration of the historic Terminal Building.



The Terminal Building (The Flight Collection)



SABENA Douglas DC3 at Shoreham during the period September 1939 – May 1940 (The Flight Collection)

2



2.3 Planning policy framework

The planning application will be considered by the Council against relevant national, regional and local planning policies and guidance. Section 38 (6) of the Planning and Compulsory Purchase Act (2004) states that the 'development plan' is the principal consideration in determining planning applications:

> *'...determination must be made in accordance with the plan unless material considerations indicate otherwise.'*

Development plan policies are contained within:

- Regional Planning Guidance for the South East: RPG9 (2001)
- The West Sussex Structure Plan 2001 - 2016 (adopted 2005)
- The Adur District Local Plan (adopted 1996)

Other material considerations include the Government's Planning Policy Guidance notes (PPGs), Planning Policy Statements (PPSs), best practice guidelines, the emerging Regional Spatial Strategy (RSS) and the Local Development Framework (LDF).

In 2004, West Sussex County Council and Adur District Council prepared a Planning Statement for the Airport. This sets out the position of the Local Planning Authorities and provides a background and planning context for the proposals.

As explained in part 3 of this statement, the application has been preceded by extensive consultation, including meetings with stakeholders and two public exhibitions. The applicants have sought to ensure that the proposals fully reflect current planning policy and best practice at local, regional and national levels.

National Planning Policy

White Paper on air transport

The Government's White Paper on air transport (The Future of Air Transport, 2004) recognises Shoreham Airport as a second tier airport where Commercial and Business Aviation are to be encouraged. The White Paper sets a positive and ambitious policy direction for second tier airports. In particular, it noted their ability to provide services to meet local demand and relieve pressures on the main airports. Shoreham Airport is identified as one that should not be overlooked in terms of its potential for growth.

The White Paper also highlights the case for co-locating business and airports, stating that:

> *"Airports…attract business and generate employment and open up wider markets. They can provide an important impetus to regeneration and a focus for new commercial and industrial development...Many airports increasingly act as a focal point for 'clusters' of business development."*

The proposals will help to secure the continued operation of Shoreham Airport as an important centre for General Aviation in line with the Government's policy for second tier airports.



2

PPS1: Delivering Sustainable Development (2005)

PPS1 sets out the role of the planning system in achieving more sustainable and inclusive patterns of development. Mixed-use developments are promoted at locations that allow the creation of linkages between different uses and can thereby create more vibrant places. Efficient use of land is encouraged by optimising the potential of the site to accommodate development, create and sustain an appropriate mix of uses, and support local facilities.

Good design is recognised as a key element in achieving sustainable development:

> *"High quality and inclusive design should create well-mixed and integrated development which avoid segregation and have well-planned public space"' (paragraph 35).*

The proposals reflect the objectives of delivering sustainable development as set out in PPS1 by:

- Making more efficient and effective use of previously developed land.
- Providing for a mix of uses including airport infrastructure, employment, residential, leisure and ancillary retail facilities that will complement one another and enhance the vibrancy and success of the airport.
- A design response that respects the local context through carefully considered scale, layout and appearance of new buildings and the sympathetic restoration of the listed Terminal Building.
- Improving the quality of the built environment at the airport through the use of high quality design and materials, enhancements to the public realm and the delivery of a quality public space at the heart of Aviation Square.
- Providing for jobs and economic growth at a sustainable location that is accessible by non-car modes of transport.
- Securing a commitment to develop a sustainability strategy for the airport.

PPS3: Housing (2006)

PPS3 becomes a material consideration when making decisions on planning applications from 1 April 2007. The principal outcomes that housing policy seeks to deliver through the planning system are:

- High quality, well designed housing built to a high standard.
- A mix of housing to reflect accommodation needs.
- Sufficient quantity of housing taking into account need and demand.
- Suitable locations with good access to jobs, key services, infrastructure and community facilities.
- Efficient and effective use of land, including re-use of previously developed land.

PPS3 recognises that good design is fundamental to the creation of high quality housing and contributes to the creation of sustainable communities. Quality design should be aimed at:

- Creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinct identity and maintain and improve local character.
- Promoting designs and layouts which make efficient and effective use of land, including encouraging innovative approaches to help deliver high quality outcomes.

An important aspect of the proposed development is the mixed-use character of the Aviation Square East and West buildings that flank the listed Terminal Building. These buildings feature a total of 8 apartments on the 3rd storey (4 units in each building).

The apartments are designed to meet the demand for on-airport accommodation. It is anticipated that occupiers will be owners of aircraft located at the airport, people working at the airport, or aircraft enthusiasts. Although this is a niche market, initial feedback from discussion with users of the airport and consultation on the proposals indicates strong interest.

The design and materials proposed reflect the importance of this location at the heart of the airport and the opportunity to make a substantial improvement to the setting of the Terminal building.

2



The apartments and their roof top amenity areas overlook Aviation Square, enhancing the vitality and variety of the public open space, bringing increased surveillance and activity outside normal office hours, and adding to security at the airport. The apartments are also important in ensuring the overall financial viability of the scheme.

Annex B of PPS3 includes the following definition for previously developed (Brownfield) land:

> *"Previously-developed land is that which is or was occupied by a permanent structure and associated fixed surface infrastructure, including the curtilage of the development."*

Although much of the airfield is grassed, all the land within the boundary of the airport meets the above definition of previously developed land. This is consistent with approach taken at other airports in the region.

PPG 4: Industrial and Commercial Development and Small Firms (1992)

PPG4 recognises the benefits of carefully planned mixed-use development, and highlights the importance for regeneration of making the optimum use of land. New industrial and commercial development is directed towards sustainable locations that are accessible by a range of means of transport and take account of the locational demands of business.

PPS 6: Planning for Town Centres (2005)

PPS6 covers town centres and the main town centre uses, which include retail, leisure, recreation, offices, culture and tourism. The key objective is to promote the vitality and viability of existing centres, wider objectives include:

- Addressing deficiencies in provision in areas with poor access to facilities.
- Encouraging investment to regenerate deprived areas, creating additional employment opportunities and improved physical environment.
- Promoting economic growth of regional, sub-regional and local economies.
- Delivering more sustainable patterns of development, ensuring that locations are fully exploited through high density, mixed-use development and promoting sustainable transport choices, including reducing the need to travel and promoting alternatives to car use.

The guidance seeks to promote the efficient use of land and encourages mixed-use development (paragraph 2.20). It highlights residential or office development as appropriate uses above ground floor retail or leisure facilities (paragraph 2.21), and notes that different but complimentary uses during the day and evening can re-enforce each other and contribute to variety and vitality (paragraph 2.22). Paragraph 2.55 recognises that:

> *"… a network of local shops in an authority's area is essential to provide easily accessible shopping to meet people's day to day needs…"*

Paragraph 3.30 of PPS6 relates to shops proposed as ancillary to other forms of development such as airport terminals, employment areas, leisure, and tourist facilities. It recommends that conditions are used to ensure that the retail element is ancillary to the main development. This will depend on factors such as the scale of development involved, the range of goods sold, and the proportion of turnover from goods sold which are not directly related to the main use.



The proposed development includes ancillary commercial development on the ground floor of the Aviation Square East and West buildings. This will provide shops and services to meet the day to day needs of travellers, employees and visitors. The visitor centre will be located in one of the units. Other individual occupiers have not yet been identified, possible uses include a café (possibly linked to the visitor centre), sandwich bar, convenience store, specialist aviation equipment store, gift shop, boutique, and crèche.

The retail component of the scheme will be ancillary to the airport's role as a centre for general and commercial aviation, employment, and as a visitor attraction. This can be secured through a condition on the grant of planning permission.

PPG13: Transport (2001)

Government policy seeks to integrate land use and transport planning in order to ensure new development is accessible to jobs, services and facilities by walking, cycling and public transport. Mixed-use development can provide significant benefits in terms of promoting vitality and diversity and in promoting walking as a primary mode of travel. Places that work well are designed to be used safely and securely by all in the community, frequently for a wide range of purposes throughout the day and evening.

Annex B of PPG13 provides specific guidelines on aviation, highlighting the need for Local Planning Authorities to consider the role of smaller airports and take account of the economic, environmental and social impacts of General Aviation on the local and regional economies. The guidance notes that airports can attract a range of related and non-related development, the extent to which development is related to the operation of the airport and is sustainable in accessibility terms is a consideration in determining planning applications.

The accompanying Transport Assessment (TA) has examined existing transport conditions at Shoreham Airport. The traffic impacts of the proposals have been considered and a transport strategy including a Framework Travel Plan has been proposed. The TA concludes that the proposed development accords with national, regional and local transport policy.

PPG15: Planning and the Historic Environment (1994)

PPG15 provides guidance on the protection of historic buildings. In determining planning applications for development that affects a listed building or its setting, local planning authorities are required to have special regard to the desirability of preserving the listed building or its setting or any features of architectural or historic interest that it possesses.

The guidance highlights that the design of new buildings intended to stand alongside historic buildings needs very careful consideration. It recognises that new buildings do not have to copy their older neighbours in detail. A variety of building styles, materials and forms of construction of different periods can be brought together harmoniously to create interesting places.

Paragraph 3.10 recommends that the best way of securing the upkeep of historic buildings is to keep them in active use, with the preference being the continuation or reinstatement of the use for which the building was originally designed.

The guidance recognises that this will often necessitate some degree of adaptation, and that many listed buildings can sustain some degree of sensitive alteration or extension:

> **'….cumulative changes reflecting the history of use and ownership are themselves an aspect of the special interest of some buildings, and the merit of some new alterations or additions, especially where they are generated within a secure and committed long-term ownership, should not be discounted.'** (paragraph 3.13)

Erinaceous has given careful consideration to the use of the listed Terminal Building. The re-introduction of terminal uses to the building is an important aspect of the proposals, this will help retain active public use of the building and secure its long term future.

The overall development will deliver substantial investment in the repair and restoration of the external fabric of the building. Sensitively designed new buildings flanking the terminal and the associated improvements to the public realm will also enhance the setting of the listed building.

Concept plans showing the indicative internal layout of the Terminal Building are included at Section 5.2 for information. A separate listed building consent application will be needed for the internal works once further detailed design work has been undertaken.

2



The red line boundary for the listed building consent application (Figure 2.4) for the external works to the Terminal Building reflects the area that can be considered within the building's curtilage. This reflects the listing itself, which refers specifically to the Terminal Building and does not indicate any group value. It also reflects the principle established by case law that in order for another building to be considered within the curtilage of the a listed building, there has to be a principal / ancillary relationship between the buildings at the time of listing. Whilst the Terminal Building and other aviation related buildings within the airfield boundary are ancillary to the function of the aerodrome as a whole, there is no established principal / ancillary relationship between the terminal and other airport buildings.

PPG24: Noise

PPG24 recommends careful consideration of whether proposals for new noise sensitive development are compatible with existing activities. Recommended noise exposure categories for new residential development are included in Annex 1 of the guidance, with 60 Leq dB(A) regarded as a desirable upper limit for new noise sensitive development.

The proposed apartments will be constructed with appropriate sound insulation to ensure that noise exposure is within recommended limits.

PPS25: Development and Flood Risk (2006)

PPS25 aims to ensure that flood risk is taken into account in order to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. In determining planning applications, local planning authorities are advised to:

- Ensure that planning applications are supported by Flood Risk Assessments (FRAs) where appropriate.
- Minimise risk by directing the most vulnerable development to areas of lowest flood risk, matching vulnerability of land use to flood risk (the Sequential Test).
- Give priority to the use of sustainable drainage systems (SUDS).
- Ensure new development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed.

The FRA that accompanies this application has been undertaken in accordance with Government guidelines, and is based on information provided by the Environment Agency.

The FRA concludes that for the purposes of the PPS25 Sequential Test, the site should be classified as being located within Flood Zone 2 and the proposals classified as 'more vulnerable'. The development promotes a sustainable surface water drainage strategy. The proposals therefore meet the requirements of PPS25.



2

Civil Aviation Authority (CAA) Guidance

Shoreham Airport operates under a licence issued by the CAA. CAA document CAP 168 Licensing of Aerodromes sets out the minimum standards necessary to meet licensing requirements relating to operational management and the planning of aerodrome development. The guidance includes the provision of rescue and fire fighting services and places restrictions on the location and height of buildings in the vicinity of runways and taxiways. The requirements of CAP 168 have been an important consideration in the layout and content of the proposed development, as set out in Section 5.4.

In addition to obtaining planning permission for the proposals, the airport must obtain prior approval from the CAA for any changes to the physical characteristics of the aerodrome. CAP 729 Guidance on Aerodrome Development sets out the procedure for obtaining CAA consent, which includes a requirement for the preparation of a management plan and safety statement for the proposals.

As set out in Section 3.2, the CAA has been consulted during the preparation of the planning application, and has expressed support for the proposals in principle. Formal CAA approval will need to be sought for the proposals once the planning application has been submitted.

Regional Planning Policy

Regional Planning Guidance for the South East: RPG9 (March 2001)

Regional Planning Guidance identifies the Sussex Coastal Towns from Shoreham to Hastings as a Priority Area for Economic Regeneration (PAER). This is an area where there are significant pockets of deprivation and unemployment associated with the decline of the traditional tourist industry as well as the mismatch between the pool of labour and available jobs.

Draft Regional Spatial Strategy (RSS) - The South East Plan

The South East Plan sets out a vision for the region through from 2006 – 2026. It includes improvements that need to be made to ensure that the South East remains economically successful and an attractive place to live.

The South East England Regional Assembly (SEERA) formally submitted the draft South East Plan to Government on 31 March 2006. Once adopted, the South East Plan will replace RPG9 (and the West Sussex Structure Plan) and the Regional Spatial Strategy.

The South East Plan highlights the need to unlock the regeneration potential of major sites in the Sussex Coast Sub-region, with specific reference to Shoreham Airport. The Plan also recognises the role of mixed-use development in securing the delivery of employment land. The key policies in relation to employment development at Shoreham Airport are:

- Policy SCT2 highlights the need for a step change in the economic performance of the Sussex Coast Sub-region and directs measures to promote economic and social regeneration to the areas of greatest need, including Shoreham.
- Policy SCT3 identifies the need to find innovative ways of delivering employment land including mixed uses, and refers to the need for a delivery mechanism to unlock and implement sites with economic development potential including Shoreham Airport.
- Policy SCT4 identifies the need for innovative and pragmatic ways of addressing environmental constraints, and notes that the need for regeneration is so great that some carefully managed encroachment into environmental constraints may be justified.
- Policy SCT6 aims to capitalise on strategic port and airport opportunities at Shoreham.
- Policy E2 notes the marginal viability of many identified employment sites; this may require the introduction of mixed uses to help fund provision of employment.

The proposed development represents the first phase of investment in the airport by the new owners and is an important step towards unlocking the site's economic development potential. The proposals will make a significant contribution to meeting the objectives of the emerging RSS by delivering opportunities for new employment development within the Sussex Coast Sub-region.

2



Strategic Planning Policy

West Sussex Structure Plan 2001 – 2016 (February 2005)

The Adopted West Sussex Structure Plan (February 2005) provides strategic planning guidance. The Structure Plan sets out a requirement for Adur to provide 110,000 sq m of mixed employment use on previously developed land between 2001 and 2016. Other relevant policies include:

- **Employment provision:** Policy NE5 supports the provision of a range of locations, types and sizes of employment premises to meet business needs by safeguarding existing employment sites and permitting new employment uses.

- **Coastal regeneration:** Policy NE6 provides for aviation-related and commercial development and transport interchange facilities within the boundary of the Airport, subject to balancing economic, environmental and social considerations.

- **General aviation:** Policy NE20 allows for new or extended general aviation facilities provided that they would not compromise the safe and efficient operation of general aviation and subject to environmental safeguards.

- **Settlement pattern:** Policy CH3 seeks to retain the separate identity and character of the county's settlements. A number of strategic gaps between settlements are identified, including the gap between Lancing and Shoreham. Development that would compromise the objectives or integrity of the gaps through the actual or perceived coalescence of settlements should not be permitted.

- **Buildings of architectural or historic interest:** Policy CH5 seeks to preserve and enhance the special architectural or historic interest of listed buildings and their settings.

- **High quality development:** Policy DEV1 sets out factors to consider in the construction, layout, scale, appearance, and landscaping of proposals in order to ensure high quality development.

- **Mixed-uses:** Policy DEV2 supports mixed-use developments that make the best use of land, promote vitality and diversity, meet the needs of local people, and help to reduce the need to travel.

- **Travel needs and choices:** Policy DEV4 seeks to ensure that developments provide safe and convenient access by a choice of means of travel and encourages an increase in walking, cycling, and the use of passenger transport.

In line with the Structure Plan policies, the proposed development will contribute to coastal regeneration by delivering new employment floorspace at Shoreham Airport as part of a high quality mixed-use scheme alongside improvements to airport infrastructure that will enhance the safe and efficient operation of the airport for general aviation. The proposals will not result in the actual or perceived coalescence of Shoreham and Lancing.

Local Planning Policy

Adur District Local Plan (1996)

The Adur District Local Plan was adopted in April 1996. The policies in the Plan have been 'saved' until they are replaced by Local Development Framework (LDF) documents. National and regional planning guidance and the emerging LDF represent material considerations which may supersede policies in the plan.

The Local Plan recognises the need for the Airport to be economically viable and supports further development consistent with environmental protection policies. The Plan allocates all of the land within the airport boundary as 'Business, Industry and Warehousing'. Within this overarching allocation, an area along the southern boundary is defined for buildings, and priority is given to uses that require an airport location. Policies that specifically relate to Shoreham Airport include:

- Policy AT9 supports the continued operation of Shoreham Airport as a General Aviation airfield, and its development as a business aviation centre is encouraged. Facilities which are necessary for the safety and operational efficiency of the airfield are permitted subject to criteria. This policy is particularly relevant to the new control tower and fire station building, which is required to enable the restoration of the listed terminal building to take place without extensive disruption to airport operations and to provide improvements to these facilities in line with CAA guidelines set out in CAP 168.

- Policy AE10 allocates a 'Defined Area for Buildings' at along the southern boundary of the airport and gives priority to uses that require an airport location. All of the commercial elements of the proposed development are located within the Defined Area for Buildings. The proposed new fire station and control tower building is located outside this area; however this is operational development that is needed for the safety and operational efficiency of the airport as provided for under Policy AT9.



- Policy AE11 permits new hangars for business aviation at the airport, subject to environmental considerations.

- Policy AE12 provides for conditions to restrict uses in line with Policies AE10 and AE11.

- Policy AE13 supports improvements to Northbrook College.

- Policy AE14 recognises the need to control the emission of noise and fumes.

- Polices DP.AE9 and DP.AE10 allocate two areas of land for business, industrial, warehousing or similar development along the southern boundary of the airport. These allocations have subsequently been taken up.

- Policy DP.AE11 supports the establishment of a Heritage Aviation Museum within the Airport's boundary, subject to scale and location.

Other relevant Local Plan policies include:

- Policy AB11 states that new development that would adversely affect the setting of a listed building will not be permitted.

- Policy AC4 protects the strategic gap between Lancing and Shoreham in order to prevent coalescence and retain the separate identities of the settlements in line with Structure Plan policy CH3.

- Policy AP3 requires that new development in areas at potential risk of flooding should be appropriately designed, with habitable rooms above flood risk level where appropriate.

- Policy AB31 requires that where practicable, buildings open to the public and buildings used for employment and educational purposes should provide suitable access and facilities for people with disabilities.

Shoreham Airport Planning Statement

A joint Planning Statement by Adur District Council and West Sussex County Council published in April 2004 provides a background on the town planning aspects of the airport and a context for future proposals.

It recognises that the Airport has potential for income generating development within, or possibly outside of, the defined development area. It is also prepared to consider relaxing the policy to allow non-airport related uses if there is a good economic case.

The impacts on the character of the land between Shoreham and Lancing is an important consideration. The airport is visible because of the openness of the site. Views to it are obtained from the A27, the railway and the downland public open spaces and footpaths.

Proposals for development at the airport are expected to:

- Have regard to existing development in considering the scale and form of proposed new buildings. The terminal building and its setting is particularly important.

- Encourage and promote buildings that are architecturally pleasing and avoid stereotypical 'bland boxes'.

- Use good quality materials to produce an attractive and harmonious appearance on the site and with neighbouring buildings.

- Promote sustainable and energy efficient buildings and structures through the use of sustainable, recyclable, and energy efficient materials including water and waste management systems.

- Establish principles of safe pedestrian, cycle and vehicular access onto, through and within the site, and links to rail and bus routes either through segregated or shared surfaces.

2



Section 5 explains how the design has responded to these considerations.

The most recent local planning policy document is the Adur Development Plan Submission Core Strategy, published in January 2007 following consultation on Issues and Options in 2005 and Preferred Options in 2006. An independent public Examination of the Submission Core Strategy will be held in the summer of 2007, followed by adoption in 2008.

The Spatial Vision for Adur states that:

> *"Shoreham Airport will be a successful and sustainable general aviation airport that makes an important contribution to the economy as well as a key location for new businesses, including high value firms."*

The Spatial Strategy identifies Shoreham Airport as a key area for regeneration, new employment and as a visitor attraction.

Policy R1 Regeneration sets out a number of measures to achieve economic growth and regeneration including unlocking of the regeneration potential (including the visitor economy) of Shoreham Airport.

Policy R4 Shoreham Airport highlights the airport as a key location for new employment development. The policy supports the provision of additional development land for mainly high quality airport related businesses and small-scale ancillary uses and identifies the need for: sustainable transport improvements; high quality design of buildings and spaces; enhancement of the quality of the environment; mitigation of environmental impacts, and retention of the gap between Shoreham and Lancing.

Policies E1 Retaining and Enhancing Existing Employment Sites and E2 New Employment Provision support the retention, upgrading and provision of new employment floorspace at regeneration sites including Shoreham Airport. The proposed development meets the criteria set out for the provision of new employment floorspace:

- Making use of brownfield land.
- Providing flexible office accommodation that can easily adapt to meet floorspace requirements of potential occupiers.
- Including a mix of uses including housing, leisure, and retail.
- Meeting modern needs of business in terms of floorspace, security, quality of environment, good access and services.

Policy E3 The Visitor Economy supports mixed-use developments that include visitor attractions and facilities to meet the needs of local businesses for conferences and training.

Policies ENV2 Sustainable Energy Generation and ENV4 Resource Efficient Buildings encourage new developments to provide a minimum of 10% of their energy requirements from on-site renewable energy generation and to meet the Building Research Establishment Environmental Assessment Method (BREEAM) standard of at least 'very good' or equivalent.

It is not feasible or viable to incorporate renewable energy generation in the current proposals due to the constraints imposed by the listed Terminal Building and the significant cost of airside infrastructure improvements (the new fire station and control tower, apron and fuelling areas). However, the airport intends to investigate opportunities for the future provision of renewable energy on-site as part of its wider development plans and its sustainability strategy.

The new office and mixed-use buildings will meet at least the BREEAM 'good' standard, and further consideration will be given to the feasibility of achieving 'very good' as details of the M&E services are agreed.

Policy ENV5 Landscape and Townscape Character requires development to respect and reinforce the distinctiveness and sense of place of the district's landscape character, settlement pattern and townscape.

Policy ENV6 Gaps Between Settlements seeks to protect an open area of land between Shoreham and Lancing of sufficient size to maintain the identity of the settlements and prevent coalescence, whilst recognising that the airport will be a key location for regeneration and new employment.



As set out in Section 5.4, the proposed fire station and control tower building relates well to the built environment of the airport and will not result in any loss of identity of Shoreham or Lancing, or coalescence between the two settlements.

Policy ENV7 The South Downs seeks to conserve and enhance the Sussex Downs Area of Outstanding Natural Beauty (AONB). Although the proposals are outside the AONB, careful consideration has been given to the scale, layout and appearance of the new buildings to minimise the impact of the development in views to and from the AONB.

Policy ENV8 The River Adur seeks appropriate measures to address flooding and sea level rise.

Policy ENV10 The Built and Historic Environment and Public Realm aims to secure improvements to the public realm, as well as measures to improve community safety. Listed buildings will be preserved and enhanced.

Legal Agreement

A legal agreement under Section 52 of the Town and Country Planning Act restricts development to a zone along the southern edge of the airport boundary, which broadly accords with the Defined Area for Buildings shown in the adopted Local Plan. West Sussex County Council has indicated that it is willing to re-negotiate this agreement to accommodate the proposed development on the understanding that the airport will prepare a Sustainability Strategy to help guide its longer term management and development.

2.4 Social and economic context

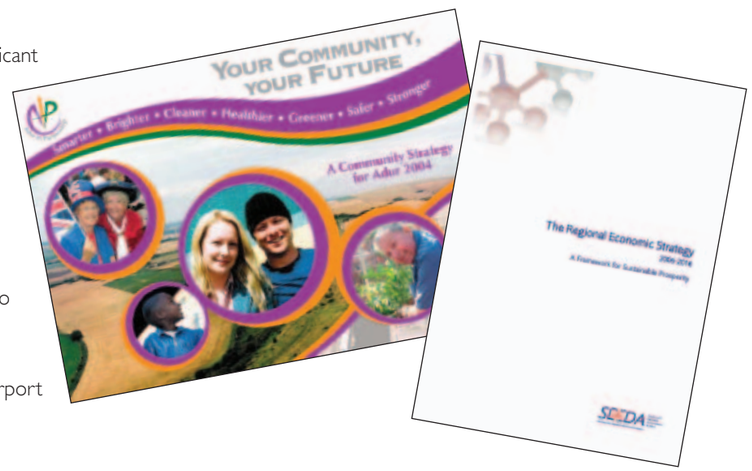
The Sussex Coast Sub-region has extensive regeneration needs resulting from persistent problems of poor economic performance and associated deprivation. The Regional Economic Strategy 2006-2016 identifies a number of priorities for the area, including the provision of sufficient employment land.

Adur District Council recognise that problems of deprivation, low paid employment, unemployment and out-commuting exist within the District. Economic regeneration is considered essential and the need to unlock the regeneration potential of the airport is a priority.

The Community Strategy for Adur (2004) aims to secure a vibrant local economy, a key priority is to support major regeneration projects and identify new development opportunities.

The Adur Employment Land Review (2006) provides a detailed analysis of employment land and premises and the extent to which supply can meet future demand. The review highlights the airport as one of the few locations with the potential to meet demands for higher quality modern floor space in the area; it is identified as the most attractive potential development location in the District and an opportunity to provide a significantly higher standard of business park space than Adur's current offer.

The proposed development will make a significant contribution towards meeting the regeneration objectives for the area by providing quality employment floorspace alongside an attractive venue for leisure and community activities.



It is estimated that the development could deliver in excess of 200 new jobs[1]. In order to maximise the regeneration potential of the proposals, it is important that the new employment floorspace is not restricted to airport related businesses only.

[1] Based on English Partnerships employment density guidelines of one workspace per 19 sqm for office uses, the office component of the development could accomodate 246 jobs.

PART 3 INVOLVEMENT



The proposals have been informed by extensive consultation, including two public exhibitions.



3.1 The design team

The proposals have been drawn up by a multi-disciplinary team of consultants which has worked with Shoreham Airport and Adur District Council as well as a wide range of consultees and stakeholders to ensure that the proposed development meets the Airport's needs whilst respecting and enhancing the natural and built environment.

The following specialists have informed the proposals:

- Erinaceous Project Services - Project management, building surveyors, building services engineering and structural engineering.
- Thorpe Wheatley - Architecture and masterplanning
- Savills - Land use planning and co-ordination of the application
- Allen Scott - Landscape architecture
- WSP - Flood risk and drainage
- i-Transport - Transport consultants
- Rose Project Services - Post-planning project management
- Francis Graves - Cost consultants

3.2 Pre-application consultation

The early involvement of the public and key stakeholders is actively encouraged as part of the planning process, to achieve the government's aims of sustainable development.

"The outcomes from planning affect everyone, and everyone must have the opportunity to play a role in delivering effective and inclusive planning. Community involvement is vitally important to planning and the achievement of sustainable development." PPS1 paragraph 40

Consultation and collaborative work has taken place throughout the preparation of the planning application. Meetings have taken place with the public and with key stakeholders including Adur District Council, West Sussex County Council, the Civil Aviation Authority, the Highways Agency, the Environment Agency, the South East England Development Agency and Shoreham Airport Operators Association.

The following paragraphs describe the consultation that has been undertaken and provides a summary of the changes to the proposals that have been made as a result of the comments received.

There will be further opportunity for public consultation once the planning application has been submitted.



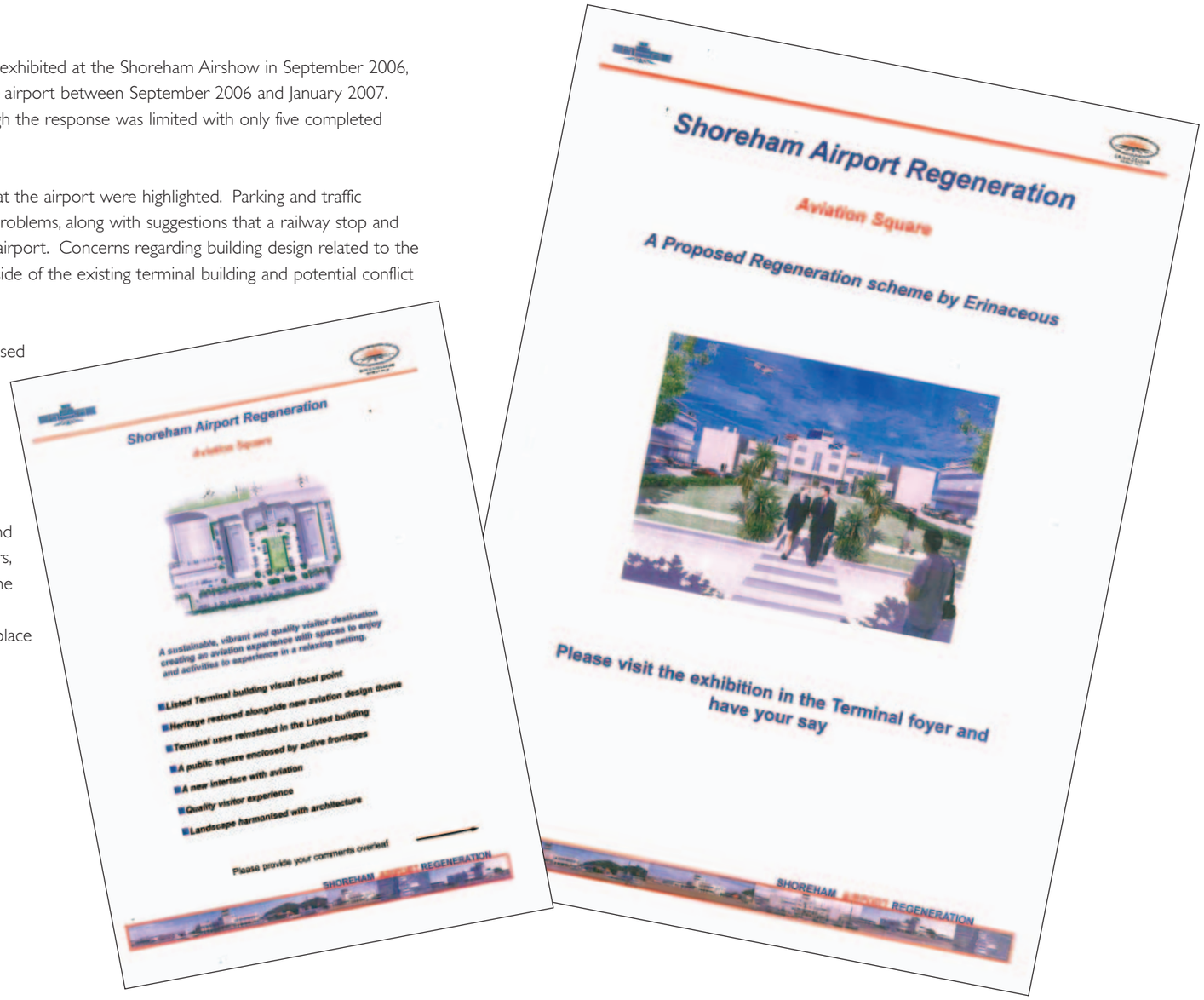
Shoreham Airshow

The initial development proposals were exhibited at the Shoreham Airshow in September 2006, and were subsequently on display at the airport between September 2006 and January 2007. Comments were mainly positive, although the response was limited with only five completed comments forms received.

The need for hotel/conference facilities at the airport were highlighted. Parking and traffic generation were identified as potential problems, along with suggestions that a railway stop and bus terminal should be provided at the airport. Concerns regarding building design related to the height of the proposed buildings either side of the existing terminal building and potential conflict with the control tower sight lines.

A number of operational issues were raised including the size of the proposed new hangar and the importance of ensuring that the proposals are compatible with the operational requirements of the airport.

As a result of the comments received and the ongoing discussions with stakeholders, the scale, layout and design of the scheme was amended. A further consultation exercise on the revised proposals took place in January 2007.



3



Public Exhibition

An advert was placed in the Shoreham Herald on 25 January 2007 inviting people to attend a public exhibition on the revised proposals. Coverage was also received in the Argus and on the Shoreham-by-Sea and Shoreham Today websites. In addition to the above, invitation letters were sent to the following:

- Shoreham Airport businesses and contacts
- Shoreham Airport Consultative Committee members
- Adur District Council members
- Lancing Parish Council
- Sompting Parish Council
- Coombes Parish Council
- Shoreham Society
- West Sussex County Council councillors for Shoreham and Lancing

The revised proposals were presented at a staffed public exhibition held at Shoreham Airport on 1 February 2007 3pm – 8pm. We estimate that approximately 100 people attended the exhibition.



Shoreham Airport

Consultation on development proposals

Erinaceous, the new owners of Shoreham Airport, will be displaying proposals for the refurbishment of the listed Terminal Building and associated development between **3pm and 8pm** on **Thursday 1 February 2007** at Shoreham Airport, Premier House, Ground Floor Eastern Entrance, Cecil Pashley Way, Shoreham-by-Sea BN43 5FF.

The proposals feature:

- Restoration of the listed Terminal Building - improved public access with terminal functions and a restaurant on the ground floor and an aviation club and a function/conference suite above.
- Aviation square - two new three storey mixed-use buildings flanking the terminal building to provide a focal point at the heart of the airport.
- Flight centre - a new hangar and serviced office accommodation building.
- Airside operations building - a new fire station, air traffic control tower, and maintenance building.

Members of the public are invited to drop in to view the plans and discuss the proposals, representatives of Erinaceous and Shoreham Airport will be in attendance to answer queries and comments forms will be made available for feed back on the day.

Copies of the display boards will also be available to inspect at Adur District Council Offices from the 5th to the 9th February and on-line at http://www.shorehamairport.co.uk from 5th February.



The exhibition boards were then put on display between 5th and 9th February at Adur District Council Offices. Copies of the boards used at the exhibition are shown in Appendix ii.

A leaflet was provided alongside the exhibition. The leaflet set out the guiding vision for the airport along with a non-technical summary of the proposals, and asked for comments on the proposals in relation to the following questions:

1. **Do you agree with the guiding vision for Shoreham Airport? What would you like to change or add?**

2. **Do you support the mix of uses proposed? Are there any other services and facilities that you would like to see provided as part of the proposals?**

3. **Do you consider that the proposed new buildings are an appropriate layout, scale and design?**

4. **Any other comments on the proposals**

Approximately 100 copies of the leaflet were distributed at the exhibition at the airport and Council offices. The consultation material was also provided on-line at www.shorehamairport.co.uk. The website included an online response form.





3

Consideration of responses

A total of 28 response forms were received from a range of stakeholders including local residents, businesses based on the airport, visitors, and users of the airport. In general the response to the consultation was positive and constructive. The majority of respondents supported the guiding vision for the airport. Most respondents considered the proposed new buildings to be of an appropriate scale, layout and design. Opinions on the mix of uses were divided – half of those that expressed an opinion were supportive of the proposals and half suggested alternative uses, services and facilities. An analysis of responses is shown in figure 3.1.

In addition to the completed consultation forms, Erinaceous Group Plc also received a letter from the Shoreham Airport Operators Association (SAOA) and a letter from Apollo Aviation Advisory Ltd and Serenus Aviation with a range of questions and comments primarily relating to airport operational issues. A series of meetings have been held with SAOA to discuss these issues.





Careful consideration has been given to all of the responses made during the consultation process. A summary of the comments received and how they have been incorporated into the proposals are set out below under the following headings:

- layout and design
- traffic and movement
- hotel
- residential
- hangar and workshop space
- control tower / fire station
- airport operational issues
- other views and comments

3



Layout and Design

Following consultation on the proposals put forward in September 2006, the two Aviation square flank buildings were reduced in height from 4-storey to 3-storey. Early discussions with the local planning authority also resulted in a reduction in the height of the Flight Centre office building from 4-storey to 3-storey.

Traffic and movement

A number of respondents felt that the scheme provided insufficient car parking. Following the public consultation event, a detailed assessment of car parking provision was undertaken as part of the Transport Assessment. The initial assessment confirmed an under provision of car parking in the consultation proposals.

In response, the proposals were amended to include additional parking provision on the eastern edge of the built up area of the airport. This will provide a level of car parking in line with West Sussex County Council standards. Further detail on parking provision is set out in the accompanying Transport Assessment.

Local residents raised concerns about the volumes and speed of traffic using New Salts Farm Road. There is also a perception of rat-running between the A259 and A27, although this issue was not identified in a registration plate survey undertaken in July 2006.

The accompanying Transport Assessment includes a full assessment of the traffic impacts of the proposals. The assessment notes that in real terms, the increase in traffic along New Salts Farm Road would be minimal. A demand management strategy is proposed to minimise the traffic generated by the development. This will include a Travel Plan, improvements to walking and cycling routes, and investigation into the provision of a demand responsive mini-bus. The airport will initially undertake a marketing campaign aimed at raising awareness of the 20mph speed limit on New Salts Farm Road amongst airport occupiers. Should concerns continue to be raised, the airport will consider further measures.

Hotel

A number of respondents suggested that the proposals should include a hotel, with several people highlighting a lack of hotels in the Shoreham area. Whilst the airport recognises the need for hotel provision in the locality, the proposed development focuses on the area around the Terminal Building where employment and aviation infrastructure needs are considered to be the priority. Hotel provision at the airport remains an aspiration and will be considered as part of the longer term strategy for the airport to be progressed through the Council's emerging LDF.

Residential

A number of respondents were highly supportive of the residential apartments proposed on the third floor of the Aviation Square flank buildings. Others were concerned that this may set a precedent for further residential development at the airport.

In response to this concern, it is important to note that the residential component of the scheme represents a response to the unique opportunity that arises from the need to redevelop a vibrant, safe and secure public/visitor area around the terminal building; the residential component will greatly contribute to this important aim. These characteristics and considerations do not and will not exist elsewhere on the airport, where the focus of development will remain on the operational and employment functions of the airport. The proposals have been designed to ensure that the residential component will not compromise the safe and efficient continued operation of the airport.

Fire Station and Air Traffic Control tower

Concern was raised over the location of the Fire Station and Air Traffic Control tower outside the current Defined Area for Buildings. The location of the building reflects the operational needs of the two services. There are no suitable alternative locations available within the Defined Area for Buildings. Consequently, a location was selected that is within the airport's allocated area, is well related to the Defined Area for Buildings, and offers good access to the wider airport. Accordingly, this element would not compromise the aims of the Strategic Gap in relation to preventing coalescence and maintaining the separate identity of Shoreham and Lancing.

Airport operators in the vicinity of the proposed Fire Station and Air Traffic Control tower raised a number of issues regarding the circulation of aircraft, location of fuelling facilities, vehicle access, loss of aircraft parking and access to apron areas.

The position and layout of the fire station and control tower buildings have been revised following detailed consultation with the CAA and airport operators.



Hangar and workshop space

The loss of hangar and workshop space during and after construction was raised by airport users who use the municipal hangar for workshop space or aircraft storage.

In response to concerns regarding the loss of workshop units, construction is about to start on 8,000 sq ft of small business units on the vacant plot to the south of Cecil Pashley Way, opposite Fast Helicopters. This will provide an opportunity for existing business that will be affected by the proposed development to relocate on-airport.

Although the proposals result in a net loss of hangar space, it is anticipated that this will only be temporary as the airport's intention is to develop two further hangars to the west of the new hangar building, as well as to promote opportunities for additional hangar space elsewhere on the airport.

Many of the aircraft currently kept within the municipal hangar can be stored outside during the construction phase, and possibly in the longer term. Those that cannot be stored outside will need to be re-housed elsewhere on the airport or be re-located temporarily to another aerodrome. On completion, the new hangar will provide a much improved facility for airport users.

Office space

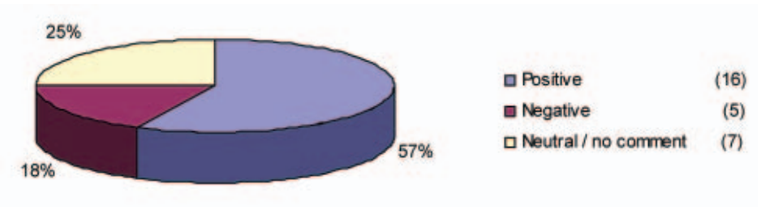
A number of flying clubs currently rent office space on the first floor of the Terminal Building, and have expressed concerns that their businesses may be disrupted as a result of the proposals.

The airport wish to retain existing businesses at the same time as providing premises for new or expanding businesses. The proposals will provide new and improved facilities for the flying clubs, including purpose built office accommodation, an aviation club, a new conference / function suite, enhanced public spaces, and improved airport infrastructure.

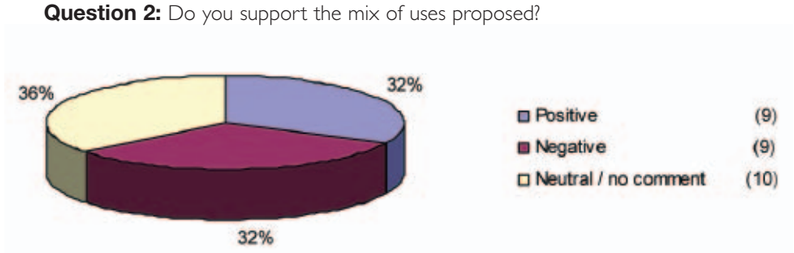
It will be necessary for existing businesses to re-locate from the Terminal Building, but the proposals include a significant amount of new office space in the Aviation Square flank buildings and the Flight Centre office building. These will provide flexible accommodation to suit a wide range of users, including those that wish to re-locate there.

The airport will seek to provide temporary office accommodation for business that need to relocate as a result of the proposals. A planning application has already been submitted for one temporary accommodation unit, further accommodation will be arranged as and when planning permission for the development is granted.

Question 1: Do you agree with the guiding vision for Shoreham Airport?



Question 2: Do you support the mix of uses proposed?



Question 3: Do you consider that the proposed new buildings are an appropriate layout, scale and design?

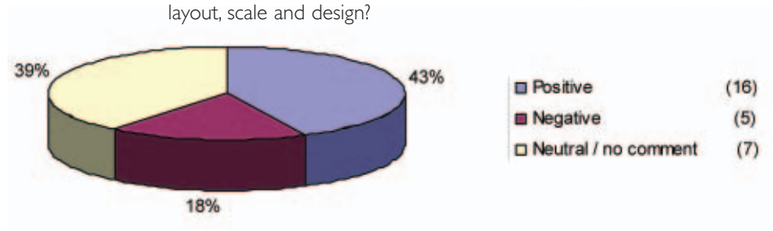


Figure 3.1: Analysis of questionnaire responses.

Other views and comments

Several residents expressed concerns that the proposals were linked to a new runway or an increase in the size or number of aircraft using the airport. It should be noted that the proposed development does not include any extension to the runway or increase in aircraft movements.

PART 4 EVALUTION



The proposals have been informed by an evaluation of the site surroundings, built environment and the commercial and functional needs of the airport.

4.1 Site surroundings

The Airport is positioned in the flat coastal plain, between the sea and the South Downs.

To the east of the airport, the inter-tidal mudflats and saltmarsh of the Adur Estuary are designated as a Site of Special Scientific Interest. The eastern edge of the airfield is defined by a mounded grass flood defence embankment topped by a concrete footpath. A 20m to 25m wide grass verge between the embankment and Cecil Pashley way contains a few small trees and shrubs, along with several hard surfaced lay bys which are used as informal parking areas, mainly by visitors watching aircraft.

To the north of the airport, the Ricardo Technical Centre is located between the A27 and the river. It specialises in the design, research and development of engineering systems. Buildings are similar in form to the industrial hangar buildings within the airport. A bank of evergreen trees has been established as a visual screen between this development and the edge of the airfield. Beyond the A27, the land rises naturally to the South Downs, emphasised by the statuesque backdrop of the gothic buttressed Victorian Chapel of Lancing College.

The land to the west of the airport has historically been in agricultural use, although approval has recently been granted for a golf course.

The southern edge of the airport is bordered by a raised embankment at least 2m higher than the general ground surface, associated with the main south coast Brighton to Portsmouth railway line. Beyond the railway, open countryside and a small number of individual residential properties along New Salts Farm Road lead to the large roundabout on the A259 Brighton Road, to the south of which lies a band of residential development fronting onto Shoreham beach and the sea.

The airfield itself is by nature a largely open expanse of land, predominantly laid to grass with no trees or other significant vegetation. A concrete runway lies towards the western edge of the airfield and a perimeter concrete taxiway system runs parallel to two further grass runways.



The airport and its surroundings viewed from the south.



4.2 Built environment

The classic view of the airport is from the main northern site access, looking across the airfield, with the northern façade of the Terminal Building located at the centre of a 'terrace' of existing buildings.

This row of buildings has established an almost continuous southern backdrop to the airfield, with generally only narrow gaps between most of the buildings. Many of the buildings that face directly onto the airfield are aircraft hangars, recognisable in form by wide service doors. Planes and helicopters in front of these buildings set the scene and define the visual character of the Airport

Buildings are generally commercial scale 2-storey development, nearer 3-storey in residential terms. Building footprints vary, with the consequential effect that the ridges, for example on Premier House, rise to a significant height.

The dominant elevation of most buildings faces north in the direction of the airfield, allowing airside access and providing the best view of aircraft on the apron and runway, the focus of airport activities. As a result, the southern facades which include the main entrances of many buildings become secondary in functional terms.

This is especially true of the Terminal, with its panoramic fenestration facing onto the airfield, in contrast with its southern entrance façade, which forms a 'decorated', central point of access with symmetrical wings that are designed to provide a sense of enclosure, drawing visitors into the building.

The general building line is close to the edge of Cecil Pashley Way up to Northbrook College, at which point it gives way to the open space in front of the Terminal.

The area of hard standing between the Terminal and Northbrook College once accommodated a row of workshop buildings facing the hangar on the other side of the Terminal main entrance. The removal of these buildings has resulted in an imbalance between the mass of the municipal hangar to the west and the gap to the east of the Terminal, which detracts from the symmetrical form of the Terminal.

Apart from the Terminal and municipal hangar, the majority of buildings are of relatively recent construction (within the last twenty five years). Most are clad in either profiled metal or metal panels, with pitched roofs consistent with the form of portal framed industrial buildings and some additional applied features, such as the canopy to Northbrook College.

There are a number of frontage buildings, for example the Ricardo Engineering building to the east and more recently the Direct Travel Insurance to the west of the Terminal Building, that are not dedicated to aircraft storage and maintenance and are of a higher architectural quality than the general standard.



The Terminal Building viewed from the north

4



The municipal hangar

The municipal hangar located directly to the west of the Terminal Building is effectively of the same industrial form as the general building stock on the airfield, although of an older generation, and much larger than the other hangars. It has a width of 65m, a depth of 33m, and a ridge height of over 13m, which combined with the monotonous dark grey vertical cladding results in a dominant structure in the context of the general built form of this part of the airport, especially when viewed from the south.

A recent assessment of the architectural and historic interest of the hangar building undertaken by Richard Andrews, a Director of Carden & Godfrey Architects and a specialist in building conservation concluded as follows:

"The Shoreham hangar was constructed at the same time as the terminal building, but there is no evidence that the architect of the terminal was involved, and it is probable that no architect was involved in this factory-produced structure."

"The two bay steel framed structure is typical of many factories and other large sheds of the period, is not innovative when compared to hangar developments at the time, and is not considered to be of architectural interest. Although the frame is original, the cladding is modern, the hangar having suffered from a bomb during the War, and been repaired and altered since."

"There are no historical associations related to its hangar use, although after World War II it was adapted to provide factory facilities for aircraft production, latterly and most famously associated with Beagle aircraft; all evidence of the factory and associated offices has since been removed."

"The hangar appears to have no special architectural or historic interest"



The municipal hangar.



The Terminal Building

The most significant building on the Airport in architectural and historic terms is the existing and original Terminal Building, designed by architect R Stavers Tiltman. This Grade II listed building is a fine example of white rendered International style. This is particularly evident in the strong 'streamlined' emphasis of the first floor windows, with curved glass corners facing north on to the airfield.

The design also includes Art Deco detail, for example, in the narrow vertical window over the main southern entrance and in the magnificent 'Moderne' interior to the central reception hall, which survives with roof lights either side of the dramatic high level domed ceiling and 'streamlined' balcony at first floor level.

The Terminal is a symmetrical structure with concrete floors and roof supported on the original steel frame and external walls formed with brick infill, rendered externally. The windows and doors are generally original and in good condition, being single glazed in steel frames, typical of the era. It has two storey wings on either side of a taller central three storey pavilion, emphasised by curved cantilevered concrete canopies on both sides of the building, reflecting the detail of the main body of the building.

The existing air traffic control tower, which replaced an early square lantern roof, is a much more recent addition with modern anti reflection sloping glass walls positioned on top of the original square control tower (which still exists) with continuous perimeter steel framed windows.

The original access to the terraced roofs was by means of steel cantilevered straight flight stairs with rendered balustrades on both ends of the building, and there remains photographic evidence that the public in large numbers were allowed access to view aircraft from this vantage point, especially on 'Air Days' in the summer. The steelwork supporting the flights is now corroded and so the stairs are not suitable for public access.

Alterations to the building internally have been carried out sympathetically, and much of the original features remain intact. There are areas where the fabric of the building is in a tired and poor condition. The toilets although in part have original features and tiling, are beyond realistic renovation and need re-planning to provide an effective function for any updated use of the building. The building systems including heating, power, communications are in serious need of overhaul, especially those serving the air traffic control tower.

The listed Terminal Building is the focal point of the Airport. This in part is due to its public interface: activity is generated in and around the building with front entrance car park, visitor centre, restaurant, viewing areas with planes in close proximity. The focus provided by the Terminal Building is also due to the clarity and quality of its original design in a light, modern and symmetrical form, with a central main entrance and tower, giving it notoriety as an iconic building.







Historic photo's of the Terminal Building, courtesy of the Shoreham Airport Collection



4.3 Commercial and functional analysis

Aviation Square

A number of issues have been identified with the disposition of land uses and buildings in the area around the Terminal Building:

- Car parking is intrusive and inefficient.
- Public spaces lack cohesion.
- The municipal hangar building is at the end of its useful life.
- The area of hardstanding the east of the Terminal Building is a missed opportunity.
- The existing fire station requires upgrading to meet changing operational requirements.
- Passengers arrive and depart through a separate building, Terminal No 3, which lacks the ambience of the main Terminal Building, draws customers away from the main focal point of the Airport and dilutes the role of the main Terminal.
- A shortage of quality office accommodation.

Redevelopment of this area has the potential to generate new employment opportunities, improve the public realm, create vibrant spaces, improve airport infrastructure and enhance the airport's role as a visitor attraction.

The Terminal Building

The Terminal Building itself is in poor physical condition. The restoration of the building to its original condition, style and status is central to the regeneration of the airport. Principles that have informed proposals for the listed Terminal Building include:

- Retain the building's public function - The existing success of the restaurant, plus the income generated at present by the hire of rooms as function spaces, are examples of the importance attached to ensuring the continued public use of the building.
- Restore the top floor to its original form - In order ensure that the airport can continue to operate efficiently, both during the construction phase and in the longer term, it is necessary to re-locate the ATC facility. This provides the opportunity to restore the top floor of the building to its original form.
- Bring the Departures and Arrivals function back in to the restored building - The management of passengers departing from, or arriving at, the airport is a key issue. For the Terminal Building to remain the focal point of the airport, it is important that visitors and passengers experience the style and grace that was evident when this building was first constructed.



Car parking areas to the south of the Terminal Building



The Terminal Building in its poor physical condition





Fire Station and Air Traffic Control Building

Both the existing Fire Station and the ATC facilities on the airport are in need of updating. It is not possible to replace either facility in their current location without temporary closure of the airport.

The Fire Station is becoming too small to house and maintain the vehicles, apparatus and staff facilities that are required to serve the airport. There is currently only provision for one full height fire appliance vehicle plus two smaller vehicles. A further fire appliance vehicle has to be parked in the municipal hangar. The configuration of the current building also requires vehicles to reverse in, this is a disadvantage compared to 'drive through' facilities.

The existing ATC facility relies on systems and electronic equipment that are reaching the end of their effective life and need to be upgraded and replaced for the airport to function in the future. Much of the existing ATC equipment is unsuitably located in the Terminal Building and the constraints imposed by the listed building make upgrading difficult.

The existing underground 'Aviation Gas' fuel tank located in front of the existing fire station is also nearing the end of its effective life.

Security

The airport benfits from a 24 hour security presence. The airport's existing CCTV coverage will be extended to ensure coverage of the new development.







Shoreham Airport Rescue and Fire Fighting Service

PART 5 THE DESIGN RESPONSE



The proposals will enhance the listed Terminal Building, improve access, provide accommodation to meet modern aviation and business needs, and contribute to regeneration.



5.1 Access

This section provides a summary of the vehicular and transport links between the proposed development and surrounding areas, and a description of the measures incorporated within the design of the scheme to ensure inclusive access. The accompanying Transport Assessment and Framework Travel Plan prepared by i-Transport provides a detailed account of the transport aspects of the proposals.

Vehicular and transport links

Vehicle access will continue to be predominantly from the A27 junction to the north of the site. A smaller proportion of vehicles will access the site from the south, via New Salts Farm Road.

The proposed development is accessible by non-car modes of transport including walking, cycling and bus services. Shoreham town centre, Shoreham Station and the majority of the Shoreham residential area are within a 2km walk of the Airport. Shoreham and the towns of Lancing, Sompting and Southwick are all within 5km cycling distance. A number of bus routes pass to the north, south and east of the airport, destinations served include Shoreham, Lancing, Worthing, Southwick, Brighton and Littlehampton.

Walking routes link the airport with Shoreham town centre via a surfaced path along the riverbank to Old Shoreham Bridge, and via a public right of way from Cecil Pashley Way south-east under the railway bridge through Adur recreation ground to the A259. There is an existing continuous footway of approximately 1.8m width on Cecil Pashley Way through the building zone, alternating between the north and south side of the road. A new footway is proposed linking this to the proposed new parking area on the eastern edge of Cecil Pashley way.

A signed 'on-road' cycle route links Shoreham Station to Old Shoreham Bridge, from which cyclists can cross to the Airport. A dismantled railway line provides a northbound cycle link from Old Shoreham Bridge.

A demand management strategy is proposed to minimise the traffic generated by the development. This will include:

- A Travel Plan to promote car-sharing and non car modes of transport to employees based at the airport.
- Transport contributions to be secured through a Section 106 agreement to assist in bringing forward improvements to the existing walking and cycling linkages between Shoreham Airport and the town centre.
- Measures to reduce traffic speeds and rat-running along New Salts Farm Road. Initially this will be through a campaign to raise awareness of the 20mph speed limits amongst airport occupiers.

Cycling will be encouraged by provision of ample cycle parking within the development, and by the provision of shower rooms in the new buildings. The scale and design of each shower facility (designed also in accordance with Part M) provides adequate room for changing and is also suitable for wheelchair access.



The scheme provides a total of 268 car parking spaces, 28 cycle spaces and coach parking space, distributed as follows:

- 56 car parking spaces within the new Aviation Square in front of the Terminal Building with 8 standard Sheffield cycle hoops providing 16 cycle spaces, within two defined and covered bicycle parking zones.
- 21 car parking spaces in a new single sided parking aisle to the rear of Aviation Square Building East.
- 16 car parking spaces in a new single sided parking aisle to the rear of Aviation Square Building West with 6 additional standard Sheffield cycle hoops providing 12 cycle spaces (28 cycle spaces in total), within a similar defined and covered bicycle parking zone.
- 34 car parking spaces between the rear of the new Flight Business Centre and the front entrance Flight Hangar Building.
- 86 car parking spaces in the existing double sided parking aisle adjacent to the railway.
- 10 operational parking spaces adjacent to the new fire station and control tower, with a dedicated airside access provided between the Apollo Aviation and Serenus Aviation Hangars.
- 63 car parking spaces and 1 coach parking space located within a new parking area on the eastern edge of Cecil Pashley Way in the south eastern corner of the airport. A further extension to the north of this car park has been identified as a reserve car and coach parking area should this be required to accommodate future increases in employment and visitor numbers. A new designated footway route will link this car park with the existing footway along Cecil Pashley Way.

The proposals allow sufficient space for coaches to enter Aviation Square, within the western parking aisle, use the drop off bay in front of the Terminal entrance and leave in the same clockwise direction, via the eastern parking aisle. This direction of circulation ensures that passengers are dropped off directly onto the footway. The new parking area to the eastern corner of the airport includes a dedicated coach parking bay.



Figure 5.1: Walking and Cycling Distance Plan

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Pedestrian routes have been designed to provide simple, direct routes that minimise pedestrian and traffic conflicts and assist way finding and legibility. As noted above, the scheme includes a new designated pedestrian footway, 1.5m in width between the car park and the existing footway on Cecil Pashley Way.

Two thirds of the development is directly accessible to the emergency services from the vehicular carriageway and one quarter is accessible from airside. All facades are within the 40m hosing range of the fire service.

Inclusive access

The proposals have been designed to provide access for the widest possible range of users. New buildings will be fully compliant with Part M of the building regulations and the DDA.

A designated 'Drop Off' lane has been provided immediately in front of the main entrance to the Terminal Building to allow passengers to alight close to the principal entrance. This will serve passengers arriving by car, coach or taxi, especially those with young children or with any form of mobility impairment.

5% of the parking spaces will be designated as disabled parking spaces in accordance with West Sussex County Council's parking standards guidance and the Department for Transport's Inclusive Mobility document. This amounts to four dedicated parking bays located immediately on front of the Terminal, two within the vicinity of the Hangar and Business Centre and eight within the southern car park.

Flush kerbs are to be incorporated at all crossing points and where access to the designated footway is required from dedicated parking bays.

The paving will form a firm, level, durable and slip resistant surface. All pedestrian crossing points will be identifiable to visually impaired users through the use of stainless steel blister studs laid out in accordance with Section 1.13 of Part M of The Building Regulations 2000. All stepped access routes to and from the building will be demarcated with corduroy hazard warning paving in a contrasting colour to the surrounding pavement.

The ground level within Aviation Square will be raised and the falls adjusted, so that new buildings are raised by 0.3 metre, to comply with the recommendations of the flood risk assessment, whilst also maintaining level access to all entrances and exits. Additional ramped access will be provided into the Terminal from both sides and to both the airside and the apron-side viewing terraces. No ramp will be steeper than a 1 in 12 gradient, with a length no greater than 2m. Intermediate platforms and 'warm to the touch' handrails will be provided, where required, also in accordance with Part M.

The concept plans for the internal layout of the terminal building aim to allow access for all, with the provision of two lifts within the refurbished
building.



5.2 Mix of Uses

The mix of uses proposed are designed to support the airport's multi-faceted role as a transport interchange, employment site, leisure destination, visitor attraction, and community facility.

Aviation Square Buildings East and West

Both buildings have been designed to provide flexible space for uses that are complementary to the operation of the Terminal Building and will contribute to the vibrancy, activity and success of the airport and more specifically to Aviation Square as the central focal point.

The existing Visitor Centre is a well established attraction and will be re housed on the ground floor of Aviation Square, ideally located at the northern end of either building with views over the airfield.

Retail use at ground level will be ancillary to the wider use of the airport, providing for the day-to-day needs of passengers, employees and visitors to the airport. Examples of uses which could be accommodated include:

- A1 (shops) - small convenience store, confectionist, boutique, hairdresser, gift shop, travel agent, ticket agency, aircraft charter and sales office, specialist aviation equipment store.
- A2 (Financial and Professional Services) – insurance broker, employment agency, professional and financial services and possibly aircraft flying schools.
- A3 (Restaurants, snack bars and Cafes) – sandwich bar, café, or restaurant to complement the visitor centre and the existing bar and restaurant in the Terminal Building.

The ground floor space in each building has been designed as four flexible suites that can be easily subdivided or linked together to form units of varying size.

The first floor to both buildings is arranged as four B1 'office' suites which can be subdivided, or linked together to provide flexibility for units of varying scale. Whilst it is not proposed to dedicate this accommodation solely to airport related uses, there are a number of existing companies located in the Terminal Building that may naturally relocate into this new accommodation.

The second floor level on both buildings is dedicated to residential use in the form of four apartments on each building. By virtue of their position and prominence they will be of high quality and value. They will provide a 24-hour presence within this central square of the airport, giving life and activity to an otherwise 'daytime' commercial area.



Figure 5.2: Aviation Square from the south

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Terminal Building

The following uses are proposed within the main Terminal Building, following the building's restoration and refurbishment:

- The Main Entrance Hall will remain as a public reception and circulation space at the heart of the building.
- A Departures and Arrivals area in the main body of the Terminal Building at ground floor level east of the entrance hall.
- The existing restaurant and cafeteria will be refurbished, but will remain in the same location at ground floor level – west of the reception hall.
- A new Aviation Club located at first floor level in the eastern wing of the building is intended for use by aviation societies, flying schools and clubs, and others who use the airport for aviation purposes.
- A new Function Suite at first floor level on the western wing of the building is intended to expand on the existing uses by providing a suite of function rooms that can be hired for social and corporate events, including weddings, christenings, conferences etc.
- The intermediate second floor level will house service and plant, including a new boiler room.
- The top floor and the new upper lantern can be used as an additional small function suite and conference facility and as a viewing gallery and visitor attraction.
- Use of the roof top terraces on the east and west flanks of the building.

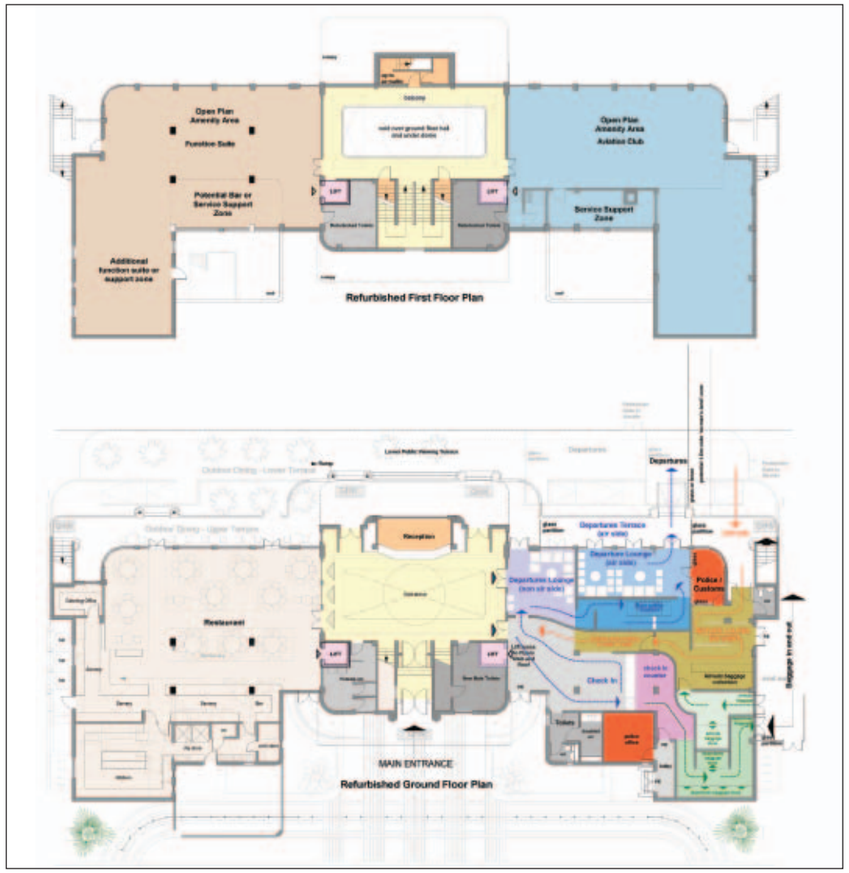


Figure 5.3: Terminal Building Indicative Floor Plans. Please note: the internal works to the Terminal Building are not part of this application.



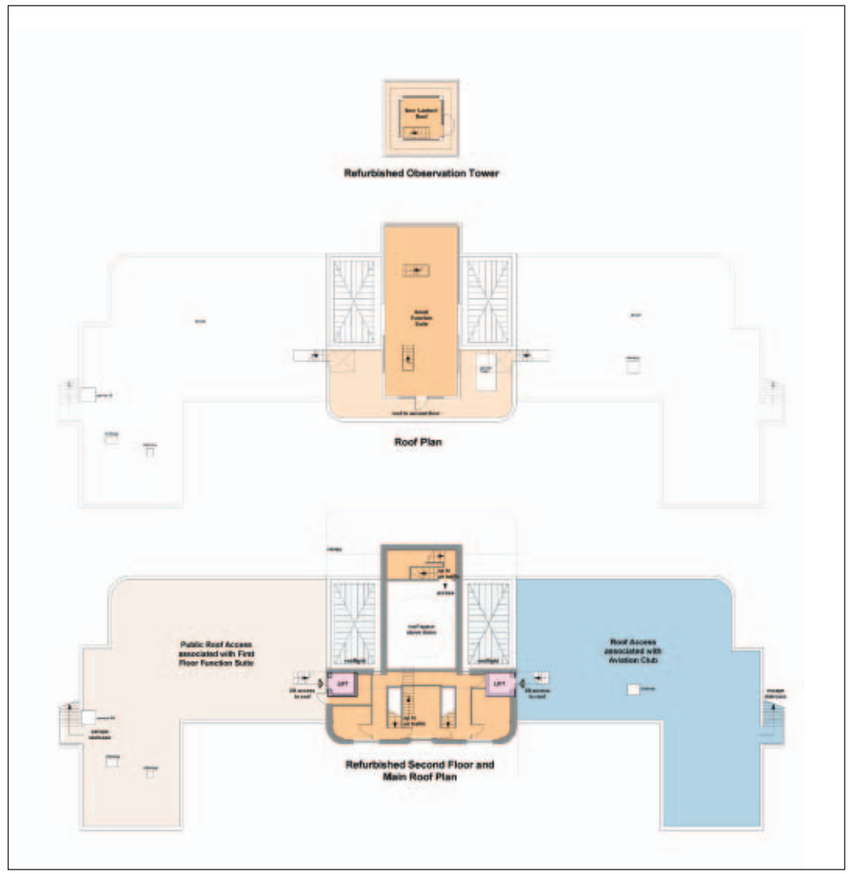


Figure 5.3 (cont.): Terminal Building Indicative Floor Plans. Please note: the internal works to the Terminal Building are not part of this application.

Flight Centre Hangar Building

This building is intended primarily as an unheated space for the storage of planes. There remains the flexibility to establish a dedicated conditioned zone at the back of the building under the upper level mezzanine, which can be used specifically for associated aircraft maintenance.

The upper level mezzanine has been designed to provide ancillary administrative support accommodation to companies that use or service aircraft housed within the hangar.

Flight Business Centre

The flight business centre is designed to provide flexible B1 'Business Use' accommodation for airport and non-airport related businesses of varying sizes.

The ground floor has been designed with perimeter full height glazed screens that could, if required, be replaced in certain bays to allow separate individual unit access either for smaller individual companies or uses that require a more significant service access, i.e. for small workshops for clean, light bench assembly or research and development.

5



Fire Station and Air Traffic Control building

There are significant operational advantages to locating the airport's Rescue and Fire Fighting Service and Air Traffic Control facility within the same building. Their functions are closely linked and require close liaison with the airport management team.

The Fire Station occupies the ground floor. The main appliance hall can accommodate four vehicles, with an external canopy providing further covered space for parking and maintenance.

The building has been designed to be built in two phases to allow ongoing improvements to the facilities. Phase one includes staff accommodation comprising a rest room, showers, toilets and lockers, two offices and a meeting room.

Phase two provides an additional office, gym and equipment storage space. This allows increased space for vehicles within the main appliance hall, with two further full height doors providing 'drive trough' access to all four parking bays.

The Air Traffic Control tower is arranged on four storeys with the ground floor level occupied by the operational staff of the Fire Station. The next two levels provide office and amenity accommodation for the Air traffic control and airport operational staff. The top floor is dedicated to the main Air Traffic Control facility.

Additional uses within and adjacent to the building include a room to accommodate runway lighting equipment, a separate Pilot's 'airfield' toilet, a fuel office and an externally located standby generator.

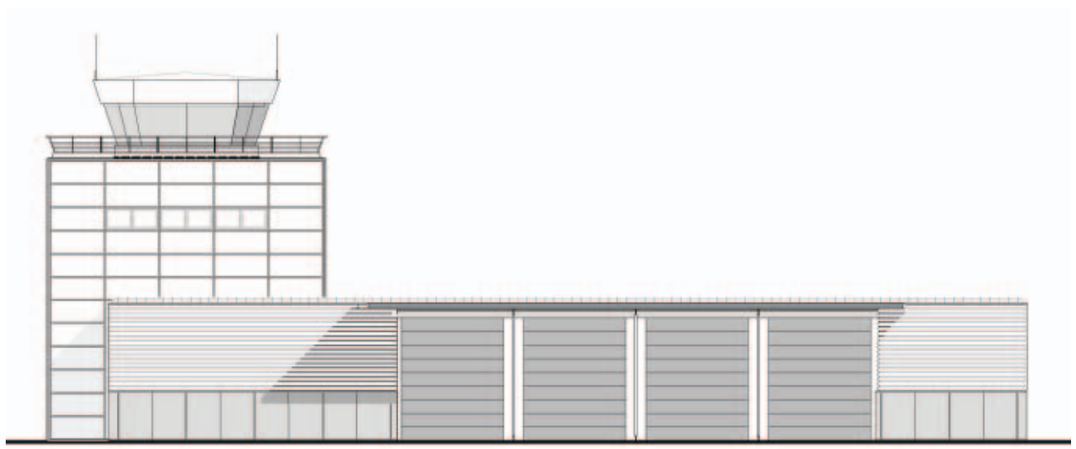


Figure 5.4: Air Traffic Control Tower/Fire Station north elevation

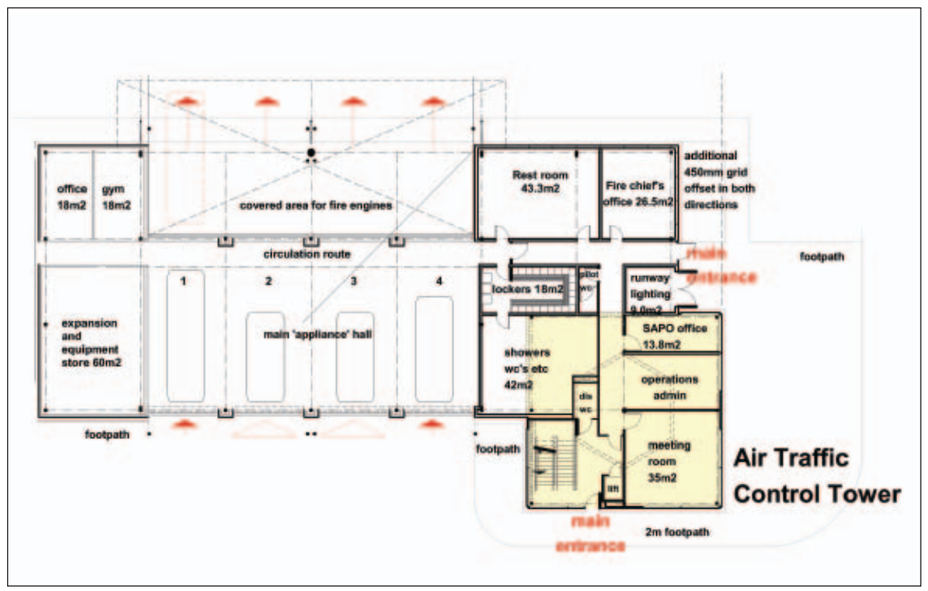


Figure 5.5: Fire Station Ground Floor Plan



5.3 Amount

Figure 5.6 provides a summary new floorspace (Gross External Area – GEA) proposed.

In total, the scheme will deliver:

- 4685 sqm B1 office accommodation.
- 1976 sqm ancillary A-class units (A1/A2/A3) and visitor centre.
- 1294 sqm residential (4 apartments).
- 1380 sqm hangar and ancillary office space.
- 1005 sqm fire station and air traffic control building.

The amount of development proposed for Aviation Square reflects the design-led approach determined by the listed Terminal Building and the aim to establish a mix of uses in this area.

The Flight Centre hangar and office buildings will provide a significant level of new employment floorspace, although with some reduction in hangar space. The proposals reflect the existing operational and commercial situation: the majority of aircraft can be stored outside and additional office space will help to underpin the airport's financial viability. In the longer term, the airport aims to increase hangar space with two further hangar units to the west of the new hangar, and will pursue opportunities to provide additional hangar space elsewhere on the airport.

The size of the Fire Station and ATC building has been determined by CAA guidelines and the airport's operational needs.

SCHEDULE OF AREAS (GROSS EXTERNAL - GEA)							
		GROUND FLOOR (m2)	FIRST FLOOR (m2)	SECOND FLOOR (m2)	THIRD FLOOR (m2)	FOURTH FLOOR (m2)	BUILDING TOTAL (m2)
	NEW FIRE STATION & ATC	558 - Phase 1	152	152	36		898 (phase 1)
		665 - Phase 2	152	152	36		1,005
AVIATION SQUARE							
	TERMINAL BUILDING	703	573	116	68	10	1,470
	AVIATION SQUARE 1	988	1,080	647			2,715
	AVIATION SQUARE 2	988	1,080	647			2,715
		-	-	-	-	-	-
FLIGHT CENTRE							
	FLIGHT HANGAR	1,130					1,130
	Hangar office mezzanine		250				250
	FLIGHT BUSINESS CENTRE	795	798	932			2,525
DEVELOPMENT TOTAL							11,810

Figure 5.6: Schedule of development



5.4 Layout

Aviation Square and Flight Centre

The layout aims to re-emphasise the strength and significance of the Terminal Building main entrance as the final and central point of arrival at the Airport.

A new 'piazza', or formal square will be created by the new buildings on either side of the Terminal. The two buildings are identical, a mirror image of each other emphasising the existing symmetry and axis of the central and dominant Terminal Building and its sense of enclosure demonstrated by the returns at each end of its south facing elevation.

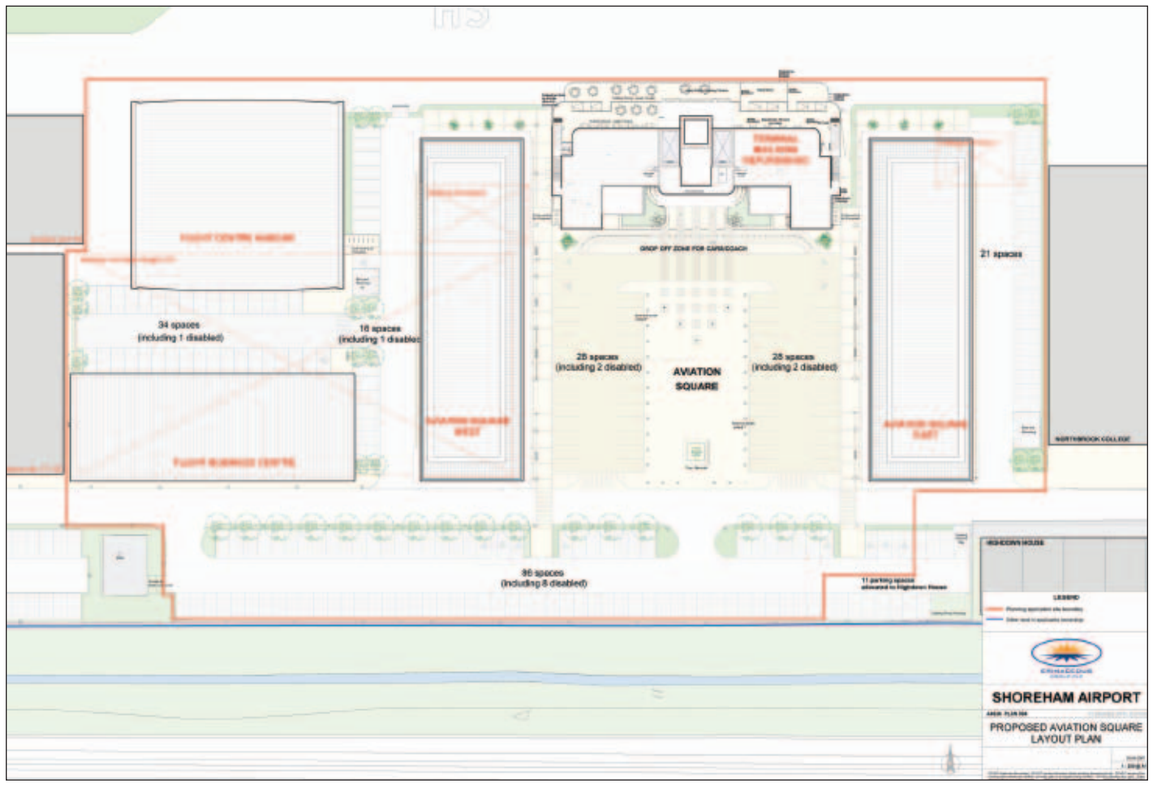


Figure 5..7: Aviation Square and Flight Centre Layout Plan.

Aviation Square will be a significant open space approximately 60m wide by 40m deep clearly defined by buildings on three sides. It will maintain the central point of entrance to the Terminal, with active frontages at ground floor level provided by the retail uses and visitor centre.

The two new buildings are set a respectful distance back from the end Terminal staircases, allowing a wide angle of view into the square, which will retain full visibility of the listed Terminal Building when viewed from the roundabout on the A259. The gaps between the buildings allow views between the buildings from both directions and will frame views from the square towards the airfield. These 'gaps' link to two smaller spaces to the north of the Aviation Square Buildings East and West, which provide views across the airfield.

The southern ends of the two new buildings are set back from Cecil Pashley Way by approximately 2 metres to form a continuation of the roadside footway.

The covered pedestrian routes to the north and south of both new buildings link the square with additional parking areas on both sides and provide routes to the two Flight Centre buildings to the west. The breaks created by these two symmetrical parking zones create additional transparency, with further views through the development from both the north and the south.

The northern facade of the new hangar is located on the same alignment as other established hangar buildings, offering direct access onto the airfield apron.

The Flight Business Centre has direct frontage onto Cecil Pashley Way, reinforcing the importance of the southern access route, especially to the west of Aviation Square.

Although not part of this application, the general internal layout of the Terminal has been taken into consideration to ensure the necessary circulation pattern can be accommodated. This includes check-in, baggage handling, departure lounges, security, customs and arrival baggage claim, as illustrated in Figure 5.3.

In order to accommodate the terminal function, it is necessary to divide the space in front of the Terminal Building facing on to the airfield into airside and non-airside departures. The use of frameless glass partitions will maintain a clear and transparent view across this space.

The layout of the Terminal Building also allows for the refurbishment of the existing restaurant. The existing external service enclosure on the southern elevation will be removed and additional narrow glass framed enclosures are proposed under the external staircase, adjacent to the western façade, matching similar external baggage route enclosures on the eastern building elevation.



Fire Station and Air Traffic Control tower

The layout of the Fire Station, Air Traffic Control tower, apron area and fuelling facility has been determined in consultation with airport operators and takes into account CAA guidelines, the airports operational and safety requirements, and the wider landscape considerations.

A number of different layout options have been considered, including separate Fire Station and ATC buildings. Linking the two functions improves visibility from the control tower and makes more efficient use of adjacent land for the safe manoeuvring of aircraft.

CAA licensing regulations are a key consideration. These require a strip of land either side of the runway centreline to be kept clear of buildings, structures, parked aircraft and vehicles. Beyond the runway strip, building heights are limited by a transitional surface (1 in 5 gradient) that allows buildings heights to rise with distance away from the runway. The regulations also require a clear space of at least 19.5m either side of the taxiway centreline.

The Fire Station has been located to optimise response times and allow front and rear 'drive-through' access to the building. The new building is closer to the main runway than the existing Fire Station and provides direct access to the taxiway avoiding aircraft parking areas close to hangar buildings. Within the building, staff facilities are located at ground floor level directly adjacent to the main appliance hall.

In order to complying with building height restrictions, the position of the ATC tower is set back from the line of the Fire Station, and grass runway 07/25 will be reduced to 18m in width and 799m in length.

The location and height of the tower has been checked and surveyed on site by the operations team at the airport accompanied by representatives of the CAA, so that maximum visibility is maintained not only along the length of the runway, but also for approach areas to the south of the airport and for the re-fuelling and apron areas, where planes are constantly maneuvering and preparing to taxi to the main runway.

The tower is approximately 12m square and is arranged on four storeys, with a single access staircase and lift, including a proprietary standard Air Traffic Control cabin, which is to be located at the centre of the roof terrace, overlooking the airport in all directions.

A replacement fueling facility is proposed adjacent to the current jet–fuel tank. This location is closer to the taxiway, further away from existing buildings, and in reasonable proximity to the new Fire Station.

The extended apron area provides the rotational space needed for aircraft circulation between aircraft parking areas, hangars, the taxiway and re-fuelling areas.

In order to ensure that the airport can remain operational throughout the development, the new Fire Station and Air Traffic Control tower will need to be in place before work starts on the Flight Centre and Aviation Square components of the scheme.

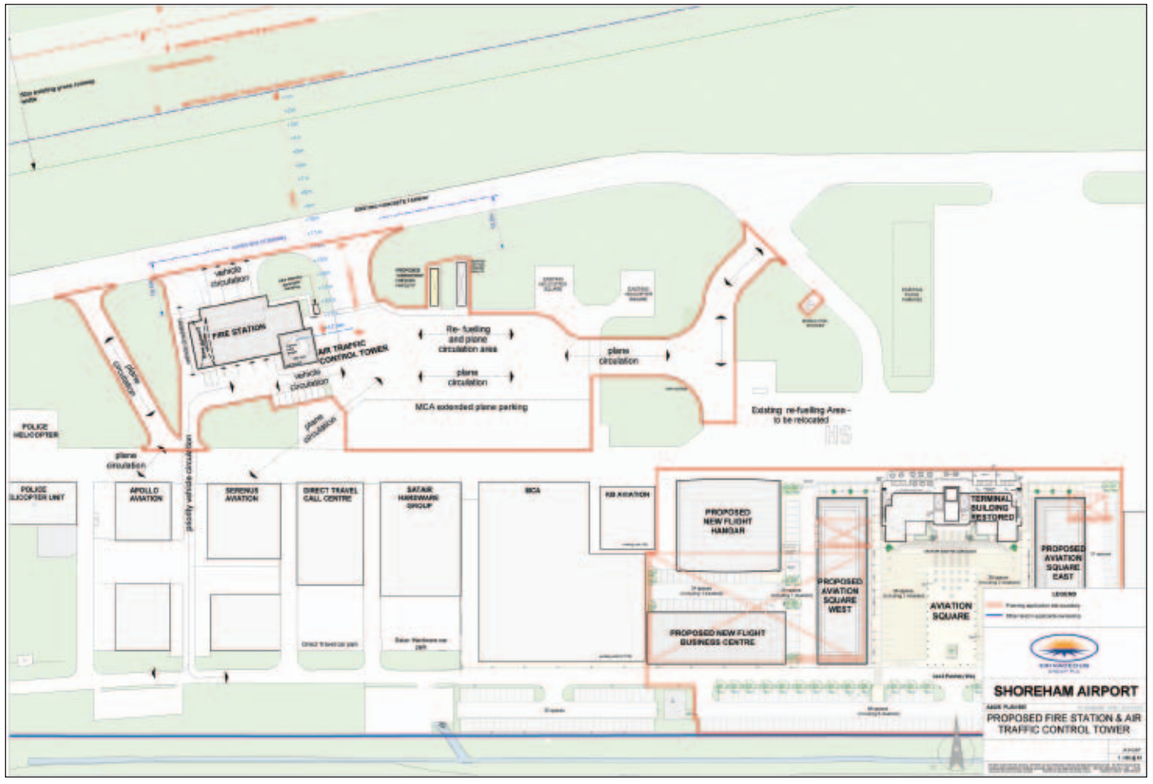


Figure 5.8: Fire Station and ATC tower Layout Plan showing CAA requirements

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5.5 Scale

The scale of buildings facing north on to the airfield and south onto Cecil Pashley way are illustrated in Figure 5.9, set within the existing photographic context of the Airport.

The highest structure on the Airport remains the Terminal Building at 15m above ground, even after the proposed changes to the Lantern roof, which has reduced its height by approximately 0.8m.

After a series of early proposals within Aviation Square for buildings of varying height, it became clear that care was needed to avoid buildings that could be perceived as dominating the Terminal Building. This has been achieved by ensuring that the parapet height of the two new buildings flanking the terminal is no higher than the equivalent level of the parapet on the Terminal. This level relates to the typical height of a two storey office building, even though the Terminal, has accommodation over four storeys.

The design of Aviation Square East and West has therefore maintained this parapet level, with an additional row of apartments at a terraced third storey roof level. The apartments act as an intermediate level between the scale of Aviation Square and the Flight Centre buildings to the west. With the apartments set back by at least 3.5 metres, the perception of height within the Square relates closely to the scale of the Terminal roof. The apartments are capped by a continuous thin glass bris soleil above door level on the perimeter roof edge.

Continuous canopies above ground floor level define and protect the perimeter circulation routes of the retail units within the square and create additional horizontal emphasis to the elevations, reducing the relative scale of the two storey element of both new buildings.

Both the Flight Business Centre and the two new buildings on Aviation Square are all three storeys in height, although the scale of the residential element at roof level within Aviation Square assumes a slightly lower roof line, due in part to its use and the sensitivity in relation to the Terminal. The light colour of the building and the horizontal emphasis of the third storey with its linear window fenestration, is in marked contrast to the building it is replacing.

The scale of the new Flight Hangar building is considerably reduced from the 'twin ridge' form of the municipal hangar it is replacing. The building is half the length of the current hangar, and although the eaves are at the same approximate height, the shallow profile of the gabled gently curved roof means it is less dominant and more in keeping with the surrounding context. The eaves height is approximately equivalent to the ridge heights of both the adjacent Aviation Square West Building and the existing Premier House building to the west.

The scale of the Fire Station and Air Traffic Control tower building is governed by operational requirements. The difference in role between the two functions is reflected in the building's form. The horizontal clad single storey Fire Station is governed in scale by the height of the service doors and internal spaces, contrasting with the four storey control tower which is required to provide views across the airfield and surrounding area.



Figure 5.9: Photomontage showing the proposals in views from the north and south.



5.6 Appearance

The external renovation of the Terminal Building will significantly improve the decorative and material condition of the building. The removal of the kitchen service enclosure at ground level restores symmetry to the entrance elevation. The existing control tower will be replaced with a replica of the original Lantern roof. The standard of new external hard landscape will raise the quality of the surrounding area.

The new buildings do not attempt to compete with the style or external materials of the Terminal. The intention is not to stylize the buildings, but rather to simplify them by cladding them in horizontal panels of white glass above the level of the perimeter canopy, interrupted only by a horizontal line of clear frameless glass bris soleil panels.

The introduction of white panels of glass will provide a clean and bright backdrop to the two new edges of Aviation Square. White glass at the higher level will also reflect the profile of the Terminal itself, which will further emphasise its status.

The retail units fronting the square use clear vision panels set between exposed silver aluminium half round column casings. Grey aluminium louvres will be used on the rear elevations, due to the requirement for ventilation and access to plant and storage areas.

In designing the Flight Business Centre, it has been an aim to replace the municipal hangar with a lower, lighter and predominantly linear form of building, with a horizontal band of second floor windows set within a light rendered façade, similar to, but slightly lighter than the Terminal.

As with the two Aviation Square buildings, the ground floor accommodation is recessed with exposed columns at low level supporting visually the upper level of accommodation. The difference with the Flight Business Centre is that columns rise up to support the second floor of accommodation, which allows this detail to be expressed in a more linear format above the level of the railway embankment when viewed from the south.

The Flight Hangar has the characteristic wide access door set within a 'gabled' elevation that strengthens its visual relationship with the airfield. The roof form has been expressed externally at both gable ends of the building with a dark silver, gently curved deep profile tubular steel truss, set at high level in front of light silver curved profile horizontal metal cladding. The central, wide-format service door is framed on both sides with a wall of semi translucent horizontal panels.

The fire station is a simple horizontal clad single storey structure governed in scale by the heights of the service doors and internal spaces. It is predominantly faced in curved silver profile horizontal cladding with solid mitred corners. Staff accommodation has a continuous band of glazing at low level. A central overhanging canopy roof facing north towards the airfield provides a daytime covered hard standing for fire appliances.

In contrast with the horizontal expression of the fire station, the Air Traffic Control Tower is a simple glazed cube, 12m high by 12m square. The horizontal wall panels are faced in white glass, a link with Aviation Square with white fritted vision panels on the opening windows.

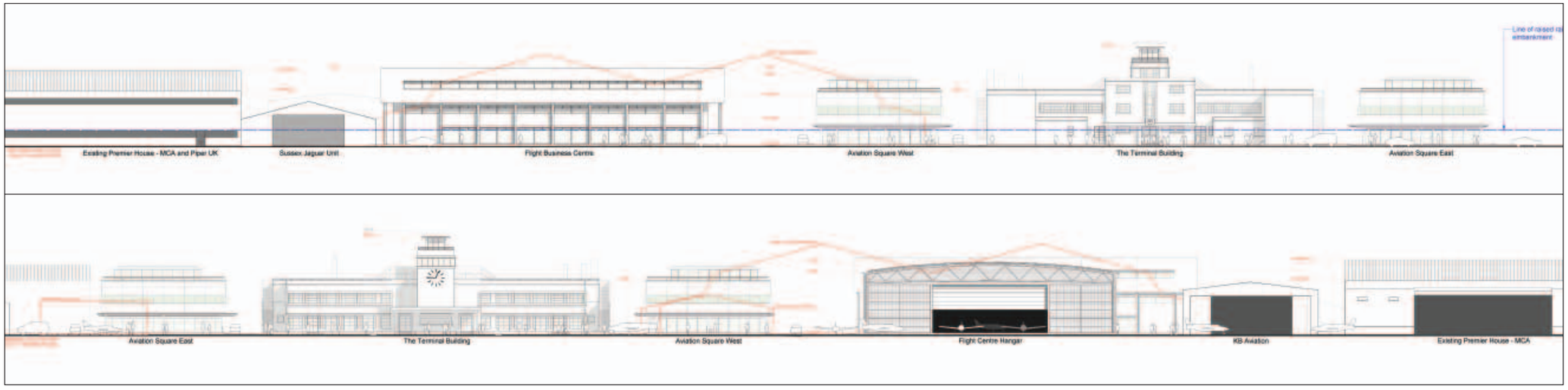


Figure 5.10: North and south site context elevations – drawing 06



5.7 Landscaping

Aviation Square

The landscape has been designed to establish an open and uncluttered, harmonious and flexible external setting for the Terminal Building.

Parking has been laid out to allow an uninterrupted view of the Terminal from the approach along Cecil Pashley Way, whilst also retaining and strengthening views of the airfield between the buildings. Whilst parking forms a critical requirement within Aviation Square, the intent is that it should not be the dominant feature.

The use of a high quality paving material, combined with flush kerbs, will allow the whole square to read as one space. The central paved area can be used for organised events and exhibitions.

The limited palette of materials selected reflects the clean lines and simple colour theme of the Terminal Building. Lighting and street furniture is strictly ordered along pedestrian routes on a simple grid of paving that relates back to the underlying grid of the new buildings on both sides. Lighting, bollards and seating are combined into one single element, the 'Pagoda' unit, to reduce visual clutter while creating a stunning nightscape.

A paving motif incorporated into the entrance paving draws upon the 'Streamlined and Art Deco' imagery and detail displayed on and within the Terminal itself, creating a string visual focus, and emphasising the building's prominence. The extension of the paving bands across the Plaza from the main entrance seeks to reinforce the connection between the Terminal and the wider landscape, in particular the flagpoles. Small recessed LED marker lights will be integrated into the paving to highlight the motif at night.

Simple lighting columns will be used to provide a comfortable level of illumination along pedestrian and vehicular routes at night. Uplighters will be used to highlight specimen planting within the beds flanking the main terminal entrance and the Propeller Memorial relocated on a simple stepped plinth within the central paved area. The Pagoda lighting seat bollards will provide soft pools of light on the ground plane.

Two paved anti-spaces are formed to the north of Aviation Square East and West Buildings. These contain seats with integrated planters and provide a more secluded place to sit and relax with views across the airfield and the Downs beyond.

Planting within Aviation Square consists of the beds flanking the main entrance and specimen planters incorporated into seating units containing plants with strong architectural forms characteristic of the Art Deco era, such as Phormiums and Chusan Palms. The entrance beds will feature a pair of Bonsai Cloud Pines underplanted with a simple carpet of ornamental grasses, edged with clipped box hedging.









Examples of the materials and lighting proposed.



The Terminal Building

The viewing terraces to the north of the Terminal Building will be re paved to provide a clean, crisp surface in keeping with the wider landscape refurbishment. The upper terrace will be extended to provide disabled access, ensuring inclusive use of both the upper and lower dining terraces and full access to airside. Balustrades to the ramps and terraces (to ensure compliance with current Building Regulations) as well as railings to replace the existing utilitarian guardrails on to the airfield will be sympathetic to the style of the building.

Car Parking Areas

Wider car parking areas will have a simpler landscape treatment. Parking bays and access roads are to be paved with tarmacadum and pedestrian footways with silver grey paving flagstones.

Low maintenance planting is used to provide a degree of visual separation between Cecil Pashley Way and the southern car park and to edge building facades. Species have been selected to be robust and hardy, while providing good seasonal interest and colour. An avenue of trees is proposed to line the main spine road to provide a greater sense of visual coherence along a route that currently lacks unifying elements.

External lighting will be provided to all public areas including the car parks. This will provide a minimum ambient lighting level of 20 lux to ensure pedestrian safety. Pole top fixtures with no upward escape of light have been selected to achieve the desired lux levels, but also to remain 'Dark-Sky' compliant in accordance with CIBSE guidance.

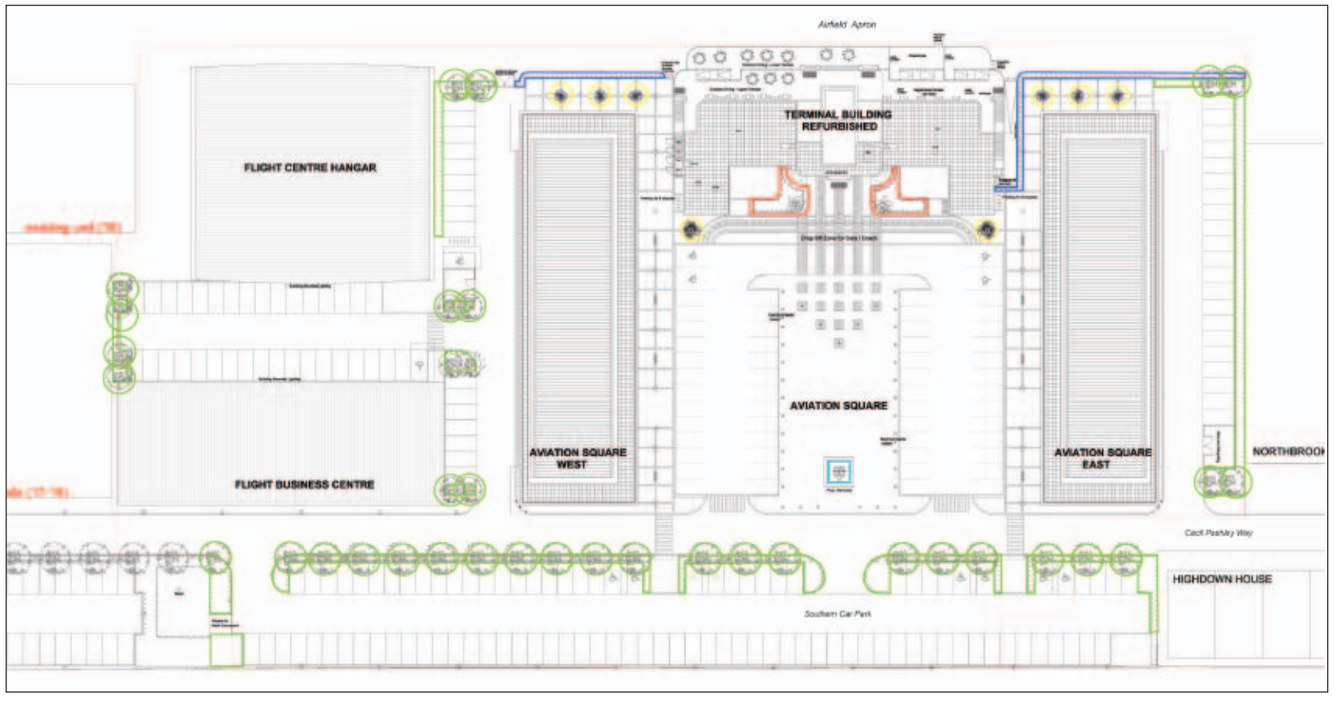


Figure 5.11 Indicative planting plan

PART 6 SUSTAINABILITY STRATEGY



The airport will develop a Sustainability Strategy to guide future development.

6.1 Commitment to an airport wide Sustainability Strategy

The airport intends to develop a Sustainability Strategy in order to help to ensure the operation of the airport in a sustainable manner and to guide future development proposals.

Issues that will be considered in the strategy include:

- Energy efficiency
- Renewable energy
- Sustainable construction
- Water environment
- Waste management
- Landscape and ecology
- Historic environment
- Noise
- Transport
- Community and education



Images: from consultation Board 8

6.2 Sustainability considerations

In addition to the commitment to develop a sustainability strategy for the whole airport, the proposals will contribute to sustainable development through:

- Making efficient and effective use of previously developed land.
- Mix-use development including services and facilities to meet the needs of passengers, employees and visitors.
- The site is accessible by a range of transport modes, with a strategy in place to encourage non car modes of transport.
- The provision of long term employment and economic growth through regeneration and the development of high quality employment floorspace.
- Energy efficient new buildings.
- A sustainable surface water drainage strategy.
- Restoration of an important heritage asset.

The aim is for the two new Aviation Square Buildings, the Flight Business Centre and Fire Station and Air Traffic Control Tower is to achieve a minimum BREEAM rating of 'Good'. Options that will be considered for the new buildings in order to achieve this rating include:





- Combined heat and power systems.
- Ground source heating.
- Passive solar control systems, eg: bris soleil and other suitable shading devices.
- High levels of thermal insulation in walls, windows, floors and roofs.
- Passive cooling and heating systems, e.g. 'Termodeck', or equivalent, hollow pre cast concrete floors, to reduce the heating and cooling load of the building by utilising the thermal mass of the floor construction, avoiding as far as possible the use of external chillers.
- Solar collectors, especially associated with the provision of hot water, e.g. on the fire station, where a number of showers are provided.
- Water management systems.
- Building management systems.

It is not intended to apply for a BREEAM rating for the refurbished Terminal Building or the new hangar building. Many of the features of the listed Terminal prevent upgrading to the levels of thermal insulation required by current Building Regulations or any reasonable BREEAM rating. The new hangar is an unheated building of substantial scale that is not easily addressed under the assessment criteria.



PART 7 CONCLUSIONS



7 Conclusions

The proposed development has been informed by a careful assessment of the site context, including physical constraints, the airport's history, planning policy, social and economic conditions.

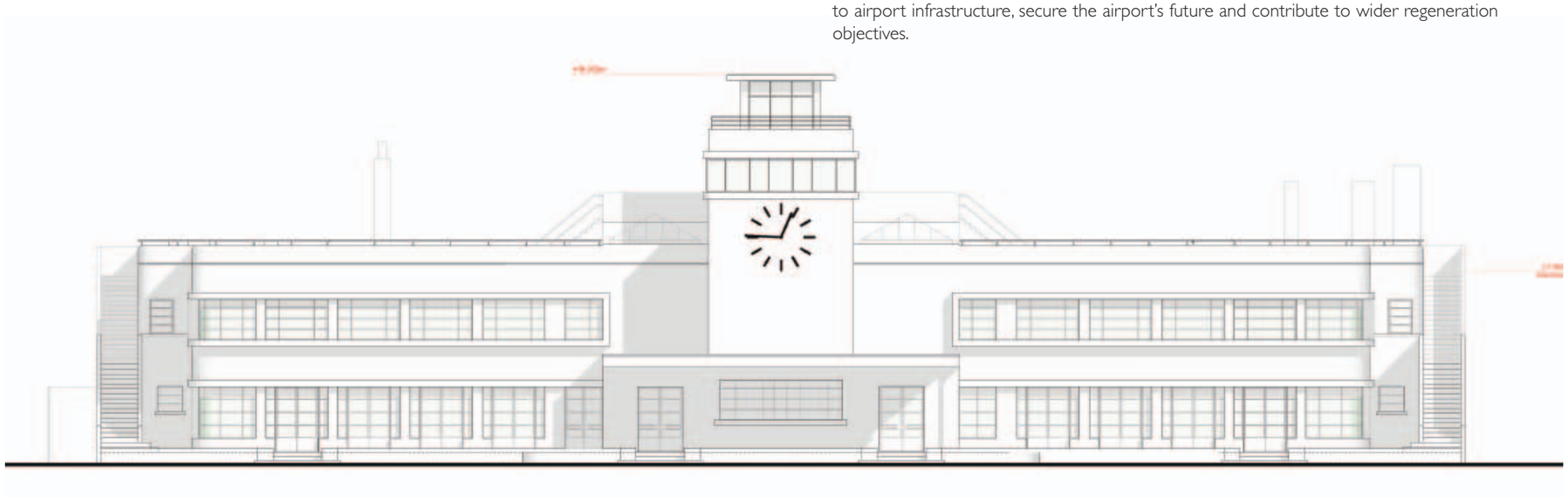
Extensive pre-application consultation has informed the overall scheme layout, design and the mix of uses included in the planning application. Feedback on the consultation was constructive and a number off issues were identified, in particular in relation to the scale of the proposed buildings, the airport's operational requirements, and car parking. The scheme has been amended to accommodate these as far as possible.

The scale of the Aviation Square and Flight Centre buildings have been reduced from four storey to three storey. The position and layout of the Fire Station and ATC tower building and the apron area has been revised to allow improved aircraft circulation. Car parking provision has increased. The design of the Flight Centre office building has been amended to reflect the transition from Aviation Square to adjoining airport buildings.

The overall design rationale for the proposed development can be summarised as follows:

- Restoration and refurbishment of the listed Terminal Building.
- Creation of two new buildings flanking the listed Terminal Building to establish the partial enclosure of the new Aviation Square.
- Maintain long distance views of the Terminal Building and preserve landscape character.
- Establish an external appearance that complements and enhances the setting of the restored Terminal Building, rather than competing with it in terms of style.
- To create additional business space and a new hangar within the new 'Flight Centre' development to replace municipal hangar.
- To establish a new Airport Fire Service and Air Traffic Control facility designed using good quality external materials, and recognisable by the form of its two independent functions.

The proposed development will enhance the setting of the listed Terminal Building, provide suitable accommodation to meet modern aviation requirements, deliver significant improvements to airport infrastructure, secure the airport's future and contribute to wider regeneration objectives.





Appendix 1: Scope of Planning and Listed Building Applications

Planning Application

Buildings to be demolished or removed:

- The 'Municipal Hangar', protecting and retaining the existing sub station.
- The existing 'Fire Station Building'.
- The existing 'Terminal 3 Building' – existing departures and arrivals.
- The existing 'Flying Hut' building on the eastern edge of the airfield.
- The existing below ground Aviation Fuel Tank, accompanied by ground re-instatement.

Terminal Building external works:

- Demolition of the rendered single storey, south facing service enclosure.
- Removal of the existing Air Traffic Control Unit (later modern addition) on the top of the building and replacement with new replica lantern roof.
- Removal of existing external timber south facing door to restaurant / bar area and replacement with new replica of original door.
- Removal of existing escape ladder and replacement of asphalt roof and structure to original single storey kitchen storage area.
- Removal of external render finish to walls and re render to approved specification.
- Removal of roof finish in part and replacement with paving grade asphalt.
- Replacement of existing and formation of new external ground surface associated with the Terminal Entrance, Apron Terraces and to Aviation Square, with associated ramps, ancillary fittings, refuse / recycling enclosure, baggage in / out, airside departures and arrivals areas, covered bicycle parking, car parking and soft landscape.

Aviation Square East and West:

- The erection of a two new 3 storey buildings, each with four ground floor A-class ancillary retail units/visitor centre, four first floor office suites and four residential apartments at second floor level.
- Formation of new external ground surface, fittings, enclosures, car parking soft landscape etc, in addition to the areas associated with the Terminal Building.

Flight Business Centre:

- The erection of a new 3-storey B1 use building.
- Formation of new external ground surface, fittings, enclosures, car parking soft landscape etc.

Flight Centre Hangar Building:

- The erection of a new single storey hangar building, with high level office mezzanine floor.
- Formation of new external ground surface, fittings, enclosures, car parking soft landscape etc.

Fire Station and Air Traffic Control Building:

- The erection of a new single storey Fire Station with ancillary staff facilities, plus additional accommodation, including a runway lighting facility, a pilot's wc and fuel office.
- The erection of a new 3 storey Air Traffic Control Tower, attached to the fire station, and incorporating both air traffic control staff facilities and equipment, plus additional operational facilities and car parking.
- Proprietary ATC unit, located at the level of the tower roof terrace.
- Remotely positioned, adjacent to the fire station, standby generator and housing.



The construction of additional concrete hard standing, to the west of the Terminal Building, between the edge of the concrete apron and the existing Taxyway:

- Providing a new refuelling location.
- Adjustments to the position of the existing Jet fuel tank.
- An additional location for new Aviation Fuel tanks.
- Additional rotational space for aircraft.
- A re-adjustment to the existing MCA parking concrete hardstanding for planes.

Eastern Car park:

The construction of an additional car parking area in the south-eastern corner of the airport, to the north of the Northbrook College car park. The new parking area will provide:

- A replacement for 12 existing spaces associated with Eastern Atlantic Helicopters.
- A further 63 spaces.
- A coach parking bay.
- A new designated footway route to link this car park with the existing footway along Cecil Pashley Way.

A further extension to the north of this car park has been identified as a reserve car and coach parking area should this be required to accommodate future increases in employment and visitor numbers.

Listed Building Consent Application

Terminal Building external works:

- Removal of external render and replacement with a silicon render finish on 30mm mineral fibre insulation to provide protection to the existing structure for the avoidance of excessive thermal movement. Samples and junction details will be provided for approval by Planning Officers.
- The external windows are to be retained and refurbished, with a method statement, paint system and colour to be agreed with Planning Officers.
- Removal of the existing Air Traffic Control unit (later modern addition) on the top of the building and replacement with new replica lantern roof to match as far as possible the original feature.
- Removal of existing external timber south facing door to restaurant / bar area and replacement with new replica of original door.
- Demolition of the rendered single storey, south facing service enclosure. This recent addition, although compatible in form and detail, encroaches into Aviation Square and dilutes the symmetry of the original building design. It is therefore proposed to remove the extension and restore the original southern single storey façade.
- Removal of existing escape ladder and replacement of asphalt roof and structure to original single storey kitchen storage area. The internal planning of the accommodation at first floor level will ensure that suitable arrangements for secondary escape are in place.
- Restoration of the two external staircases plus other high level access stairs, including the cantilevered structural steel supports that are visible from ground level. The external staircases are not intended to provide means of access to the roof terraces, but will need to be upgraded sufficiently to allow them to be used as a means of escape from theses areas. It is this aspect, as well as the structural capacity of the roof, that will determine the maximum number of people able to access the roof at any one time.
- Removal of first floor roof finish in part and replacement with paving grade asphalt. All roofs, including structure, roof finish and balustrading, are to be checked and upgraded to make allowance for public access.
- The condition and relevance of all chimneys and service hoists will be assessed and discussed with Planning Officers and either removed or restored as agreed.



i

- Replacement of existing and formation of new external ground surface associated with the Terminal Entrance, Apron Terraces and to Aviation Square, with associated ramps, ancillary fittings, car parking, covered bicycle parking, car parking and soft landscape.

- Erect narrow glass framed refuse / recycling service enclosure under the external staircase adjacent to the western façade.

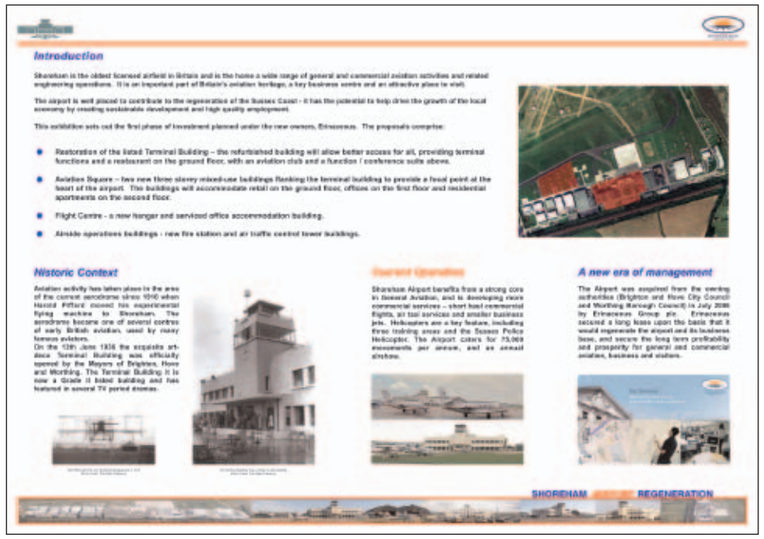
- Erect external baggage route enclosure and associated doorways on the eastern building elevation.

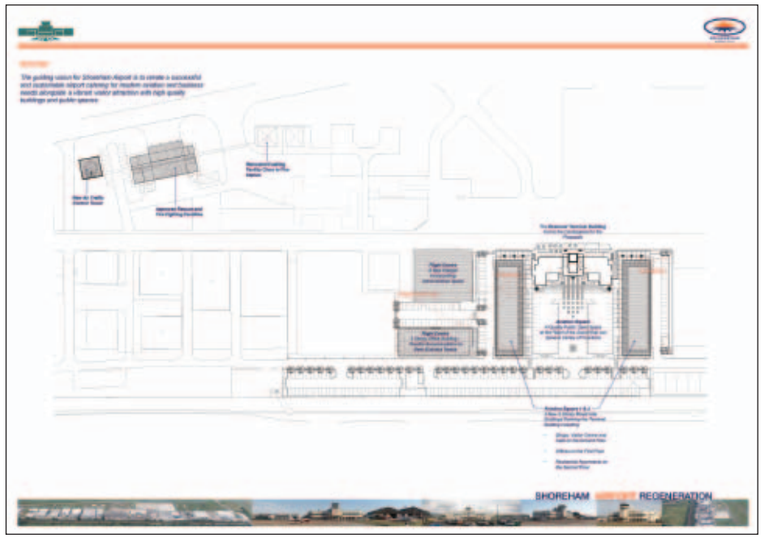
- Glass partitions will be used to divide the terraces to the north of the Terminal Building between public viewing/dining terraces and airside departures and arrivals areas. The upper terrace will be extended to allow the integration of disabled access ramps ensuring inclusive use of both the upper and lower dining terraces and access airside. An Art-deco style balustrade will be incorporated between terraces to insure compliance with Part K of the Building Regulations. New railings, more in keeping with the Terminal will replace the utilitarian guardrails between the lower terrace and the airside apron.

APPENDIX ii



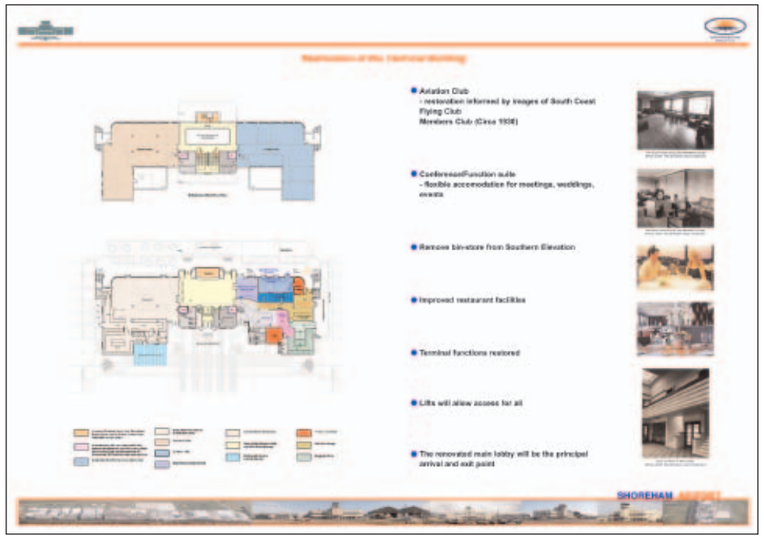
Appendix 2: Public exhibition display boards (February 2007)



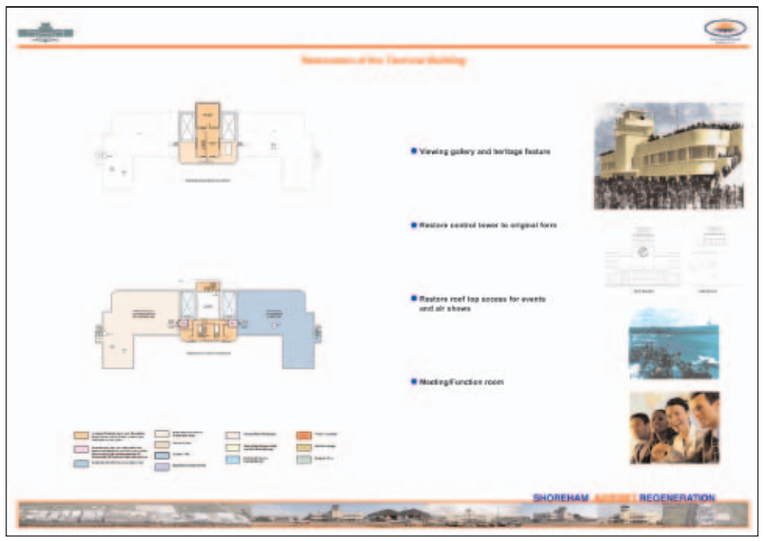


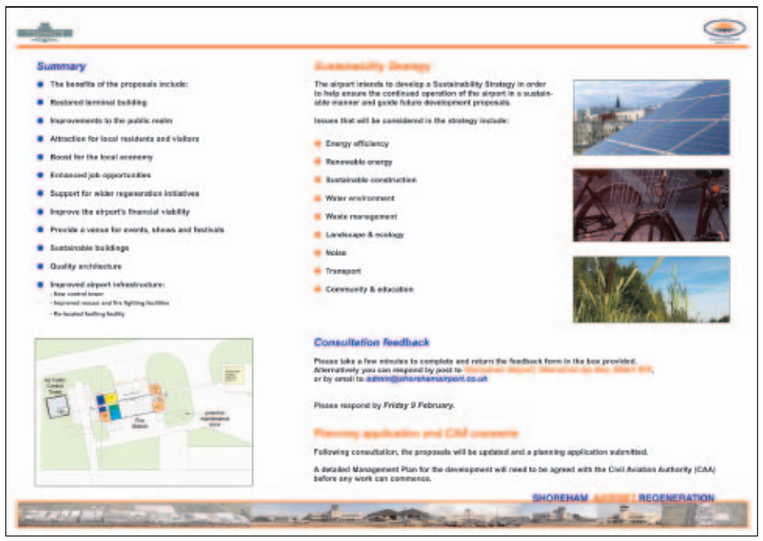





Aviation Club
- restoration informed by images of South Coast Flying Club Members Club (Circa 1938)
Conference/Function suite
- flexible accomodation for meetings, weddings, events
Remove lift-shaft from Southern Elevation
Improved restaurant facilities
Terminal functions restored
Lifts will allow access for all
The renovated main lobby will be the principal arrival and exit point
SHOREHAM AIRPORT


SHOREHAM AIRPORT REGENERATION


Viewing gallery and heritage feature
Restore control tower to original form
Restore roof top access for events and air shows
Meeting/Function room
SHOREHAM AIRPORT REGENERATION


Summary
The benefits of the proposals include:
Restored terminal building
Improvements to the public realm
Attraction for local residents and visitors
Boost for the local economy
Enhanced job opportunities
Support for wider regeneration initiatives
Improve the airport's financial viability
Provide a venue for events, shows and festivals
Sustainable buildings
Quality architecture
Improved airport infrastructure:
Sustainability Strategy
Energy efficiency
Renewable energy
Sustainable construction
Water environment
Waste management
Landscape & ecology
Noise
Transport
Community & education
Consultation feedback
Please respond by Friday 9 February.
Planning application and CAA consents
SHOREHAM AIRPORT REGENERATION

APPENDIX iii



Appendix 3: Schedule of Proposed External Materials

Proposed aviation square buildings east and west

Ground Floor Retail External Walls:

- 2.2m high clear fully glazed vision panels, set within a 1.35m wide modular aluminium capped curtain walling frame, with polyester powder coated finish, colour silver RAL 9006, with rows of 50mm square grey manifestation set at 0.9m and 1.5m height above the adjacent ground surface.
- Banks of inward opening window vents, where required, formed as three stacked 1.35m wide x 0.7m high panels.
- Inward opening single pivot doors, 1.2m wide aluminium framed with full height glass and fixed glass side panel (with anti trap finger guards, manifestation and single letter box), one per retail unit at ground floor level (with additional escape doors to the rear, with suitable manual, or automatic method of control for disabled persons.
- Solid opaque spandrel panels, where required, formed in white insulated glass, set within the same curtain wall frame.
- Recessed ground floor, main entrance doors to the upper level offices and apartments, to match retail unit doors, but double swing, double leaf doors, approximately 900mm wide, with solid 2.2m high, silicon jointed opaque spandrel panels, formed in white insulated glass, forming the return walls on either side.
- Solid opaque spandrel panels, where required elsewhere in the retail units, facing onto Aviation Square, to be formed in white insulated glass, set within the same curtain wall frame.
- 2.4m high semi circular aluminium column casings, expressed at 5.4m horizontal centres with polyester powder coated finish, colour silver RAL 9006.
- Full height extruded aluminium fixed blade louvre banks, with polyester powder coated finish, colour dark grey RAL 7024, defined in 1.35m wide x 2.2 height modules, forming the external enclosure to the areas of plant and services, facing away from Aviation Square. Doors within these areas expressed in the same form and module.

External Canopy above Ground Floor Retail Units:

- Continuous cantilevered external perimeter canopy, set approximately 700mm from the face of the first floor cladding, extending to 1700mm in front of Aviation Square, faced with 2mm thick, polyester powder coated aluminium, colour silver RAL 9006, pressed to form a rectangular shaped fascia, as illustrated, with sloping soffit and upper weather surface, in the same material.

First Floor Offices External Walls:

- Expressed predominantly in white insulated glass non vision spandrel panels, arranged in a standard 5.4m long primary grid, with a secondary subgrids, to a semi concealed carrier support frame.
- A continuous row of inward opening bottom hung, non tinted, thermally broken, polyester powder coated aluminium window frames, double glazed window vents of 1.35m modular width, set behind : -
- Continuous bris soleil panels, set approximately 250mm off the face of the building, formed by frameless clear glass panels, supported by stainless steel 'spider' brackets.

Second Floor Residential Apartments External Walls:

- 2.2m high clear fully glazed vision panels, of varying set back, 3.6m from the from the main building façade facing Aviation Square and 1.8m to the rear (4.2m to the north and south gable elevations), set within a 1.35m wide modular aluminium capped curtain walling frame, with polyester powder coated finish, colour silver RAL 9006, with rows of 50mm square grey manifestation set at 900mm and 1.5m height above the ground.
- Banks of inward opening window vents, where required, formed as three stacked 1.35m wide x 0.7m high panels.
- Inward opening single pivot doors, 1.2m wide aluminium framed with full height glass and fixed glass side panel (with anti trap finger guards, manifestation and single letter box), one per retail unit at ground floor level (with additional escape doors to the rear, with suitable manual, or automatic method of control for disabled persons. Solid opaque spandrel panels, where required, formed in white insulated glass, set within the same curtain wall frame.



- Continuous cantilevered external perimeter canopy, set approximately 600mm from the face of the external glazed walls, faced with 2mm thick, polyester powder coated aluminium, colour silver RAL 9006, with sloping soffit and upper weather surface, in the same material.

- High level pressed aluminium panels, with polyester powder coated finish, colour silver RAL 9006, providing eaves condition and concealed gutter arrangement to the roof of the apartments.

Roof and Balustrade to Second Floor Terraces:

- Timber grooved decking, laid level with the apartment floors, above a concealed proprietary membrane roof, laid to falls towards the outside of the building.

- 650mm high parapet, faced externally by the main glass facade and internally with flush tongued and grooved timber boarding.

- High level pressed aluminium coping panels, with polyester powder coated finish, with :
-
- Stainless steel handrail, retaining 2.7m long x 400mm high, toughened non tinted glass balustrade panels, up to the remaining 1.1m balustrade height.

Roof Cladding to Apartments:

- Kalzip, or equivalent, natural embossed aluminium low profile standing seam roof, curving gently to concealed gutters along the two long perimeter facades.

Proposed flight business centre

Ground Floor Office External Walls:

- 2.2m high clear fully glazed vision panels, set within a 2.7m wide modular aluminium capped curtain walling frame, with 1.35m wide high level framed opening vents, all with polyester powder coated finish, colour dark grey RAL 9024, with rows of 50mm square grey manifestation set at 900mm and 1.5m height above the ground.

- Main Entrance outward opening double rebated doors, 1.2m wide aluminium framed with full height glass and fixed glass side panel (with anti trap finger guards, manifestation and single letter box), with suitable manual, or automatic method of control for disabled persons.

- Solid external walls faced in a proprietary insulated silicon render, colour light cream, with light textured surface.

- Semi circular pre-coated fabrication, or in situ rendered to match the main walls, expressed as two storey height supports at 5.4m horizontal centres, of matching colour to the walls.

- Extruded aluminium fixed blade louvre banks, with polyester powder coated finish, colour dark grey RAL 7024, defined in 1.35m wide x 2.2 height modules, forming the external enclosure to the areas of plant and services, with 1.35m wide high level framed clear glazed opening vents. Doors within these areas expressed in the same form and module.

First Floor Offices External Walls

- Of matching form and specification to the ground floor, but with 1.2m high windows and vents, as illustrated



External Exposed Soffit to the Second Floor Offices

- White proprietary silicon render, colour white, with light textured surface.

Second Floor Offices External Walls

- Matching specification to the ground and first floor levels, but with 1.2m high recessed windows and vents, expressed as illustrated within a continuous rendered enclosure, uninterrupted by columns.

- Pressed aluminium copings, colour silver RAL 7024.

Roof Finish

- Kalzip, or equivalent, natural embossed aluminium low profile standing seam roof, curving gently to concealed gutters along the two long perimeter facades.

Proposed flight centre hanger building

Main Hangar - External Walls

- Gables to the north, facing the airfield and to the south, facing the proposed Flight Business Centre, expressed at high level with full width structural curved trusses at each end, with tubular steel sections, decorated in dark silver colour, RAL 9007, set in front of Corus Arcline 40, horizontal curved bold profiled metal cladding at high level, above nominally, 4.5m long x 1.2m high Kalwall proprietary horizontal translucent panels, providing natural light internally to the hanger space and a diffuse illumination externally, out of daylight hours.

- A proprietary 'Megadoor', 7m high x 18m wide, electrically operated vertical folding service door, in the northern elevation facing the airfield, provides a semi translucent, centrally located aircraft access, formed with white double vinyl-coated polyester sheets, defined horizontally with aluminium integral support framing beams.

- Full height cladding to the east and west elevations, with return mitred welded corners, formed in Corus Arcline 40, horizontal curved bold profiled metal cladding, with a nominal 200mm high module, finished in a proprietary factory applied coating, colour silver RAL 9006.

- Ground floor windows to the southern elevation formed in 2.2m high clear fully glazed vision panels, set within a 2.25m wide modular aluminium capped curtain walling frame, all with polyester powder coated finish, colour dark grey RAL 7024, with rows of 50mm square grey manifestation set at 900mm and 1.5m height above the ground.

- Main Entrance with outward opening double rebated doors, 1.0m wide aluminium framed door leafs with full height glass (with anti trap finger guards, manifestation and single letter box), with suitable manual, or automatic method of control for disabled persons.

- Fire escape doors to the eastern and western elevation, with one metre wide outward opening steel doorsets, factory painted, colour dark grey RAL 7024.



Main Entrance Canopy

- 2.3m clear height free standing entrance canopy, with 114mm diameter circular hollow section steel posts, with decorated finish colour dark grey RAL 7024, with pressed aluminium, fascia and panelled soffit with polyester powder coat finish colour light silver RAL 9007. Recessed down lights to the canopy soffit .

- Roof formed in Kalzip, or equivalent, natural embossed aluminium standing seam panels, curving gently to concealed gutters on both sides.

Upper Level Offices - Windows

- 1.2m high clear fully glazed vision panels, set within a 2.25m wide modular aluminium capped curtain walling frame, with 1.1m wide high level framed opening vents, all with polyester powder coated finish, colour dark grey RAL 7024

Roof Finish

- Kalzip, or equivalent, natural embossed aluminium curved standing seam roof, set between high level concealed gutter housings, expressed by pressed aluminium fascias along the eastern and western facades, cantilevered at each end, over 200mm diameter aluminium rainwater down pipes.

Proposed fire station and air traffic control building

Fire Station - External Walls

- Full height cladding, above the general line of the perimeter glazing, with return mitred welded corners, formed in Corus Arcline 40, horizontal curved bold profiled metal cladding, with a nominal 200mm high module, finished in a proprietary factory applied coating, colour silver RAL 9006.

- Two proprietary 'Megadoor', 5.3m high x 10.3m wide, electrically operated vertical folding service doors, in the northern elevation facing the airfield, providing a wide semi translucent, vehicle access, formed with white double vinyl-coated polyester sheets, defined horizontally with aluminium integral support framing beams.

- Two (within phase one, four within phase two) proprietary Crawford or equivalent 5.3m high x 4.8 m wide, electrically operated folding up and over metal panel service doors, with low level vision panels, located within the southern elevation facing the airfield.

- Ground floor windows formed in 2.2m high clear fully glazed vision panels, set within a 1.5m wide modular aluminium capped curtain walling frame, all with polyester powder coated finish, colour dark grey RAL 7024, with rows of 50mm square grey manifestation set at 900mm and 1.5m height above the ground.

- Main Entrance, to the eastern elevation with single outward opening rebated door, 1.1m wide aluminium framed door leaf with full height glass (with anti trap finger guards, manifestation and single letter box), with suitable manual, or automatic method of control for disabled persons. Polyester powder coated finish, colour dark grey RAL 7024.

- Extruded aluminium fixed blade louvres, forming the external enclosure to the internal runway lighting services control room, formed in 2.2m high banks, as a visual extension of the continuous glazed window zone at ground level, with polyester powder coated finish, colour dark grey RAL 7024, defined in 1. 5m wide modules. External doors within the louvres, to be expressed in the same form and louver module.

- Extruded aluminium fixed blade louvres, forming the 3m section of external enclosure to the staff shower room, formed in 2.2m high banks, as a visual extension of the continuous glazed window zone at ground level, with polyester powder coated finish, colour dark grey RAL 7024, defined in two 1. 5m wide modules, with extended hinged access to both banks. The louvres are to act as an outer privacy screen to fixed clear south facing glazed windows, set behind the line of the louvres.

- Fire escape door to the western elevation, with1.1m wide outward opening door set, of matching specification to the main entrance.

- Steel bollards, located either side of the service doors, painted dark grey with yellow applied graphics.



Fire Station – Roof Finish

- Kalzip, or equivalent, natural embossed aluminium gently curved standing seam roof, set between concealed gutters (with high level internal manifold drainage), set within a continuous perimeter pressed aluminium coping, with polyester powder coated finish - colour dark grey RAL 7024.

Covered Vehicle Canopy

- Canopy to externally parked fire appliances, of 5.4m clear height, formed as a single skin extension to the main roof, supported by a perimeter galvanised steel universal beam sections, exposed intermediate rectangular hollow section purlins and diagonal braced struts from 114mm diameter circular hollow sections, all with decorated finish, colour dark grey RAL 7024.

Air Traffic Control Tower - External Walls

- Expressed predominantly in white insulated glass non vision spandrel panels, set within a 2.4m wide x 1.05m high modular aluminium capped curtain walling frame, with polyester powder coated finish, colour silver RAL 9006.

- A continuous 1.05m high modular row (every fourth module vertically) of clear vision panels, with applied, full height, horizontal 'white fritting', as a matching reflective coating, with fixed panels at the corners, plus the three central panels split equally into two square outward opening top hung, thermally broken, polyester powder coated aluminium window vents, colour white.

- Main Entrance, to the southern elevation with single inward opening rebated door, 1.1m wide aluminium framed door leaf with full height glass (with anti trap finger guards, manifestation and single letter box), with suitable manual, or automatic method of control for disabled persons. Polyester powder coated finish, colour dark grey RAL 7024. Door set to be located within a 2m wide x 2.1m high module, with full height fixed clear glazed screen.

Air Traffic Control Tower – Roof Terrace and Balustrade Finishes

- Timber decking, with recessed grey safety inserts, laid level above a concealed proprietary membrane roof, laid to falls towards the outside of the building (with concealed high level manifold drainage within lower storey).

- 200mm high perimeter edge parapet, formed by high level pressed aluminium coping panels, with polyester powder coated finish, colour light silver RAL 9006,

- Stainless steel handrail retaining 1.5m long x 900mm high, toughened non tinted glass balustrade panels, and horizontal stainless steel bars, up to the remaining 1.1m balustrade height.

Proprietary Air Traffic Control Unit

- Grey tinted sloping glass wall panels, with fully glazed, rebated aluminium framed access door to roof terrace, polyester powder coated, colour dark grey RAL 7024.

- High level sloping wall panels, in aluminium or other proprietary material, as part of the proprietary package, polyester powder coated, colour light silver RAL 9006.

- Roof finish, defined in segmented triangular panels and formed in proprietary membrane, colour dark grey, with concealed perimeter gutter.

- Aerials (3 or 4 number), of proprietary manufacture and finish, of 1.8m to 2.0m approximate height, located above the level of the ATC unit, with defined roof access panel and central stainless steel 'man safety' lanyard fixing point.



Terminal building – external works

- Removal of external render and replacement with a silicon render finish on 30mm mineral fibre insulation to provide protection to the existing structure for the avoidance of excessive thermal movement. Samples and junction details will be provided for approval by Planning Officers.

- The external windows are to be retained and refurbished, with a method statement, paint system and colour to be agreed with Planning Officers.

- Removal of the existing Air Traffic Control unit (later modern addition) on the top of the building and replacement with new replica lantern roof to match as far as possible the original feature.

- Removal of existing external timber south facing door to restaurant / bar area and replacement with new replica of original door.

- Demolition of the rendered single storey, south facing service enclosure. This recent addition, although compatible in form and detail, encroaches into Aviation Square and dilutes the symmetry of the original building design. It is therefore proposed to remove the extension and restore the original southern single storey façade.

- Removal of existing escape ladder and replacement of asphalt roof and structure to original single storey kitchen storage area. The internal planning of the accommodation at first floor level will ensure that suitable arrangements for secondary escape are in place.

- Restoration of the two external staircases plus other high level access stairs, including the cantilevered structural steel supports that are visible from ground level. The external staircases are not intended to provide means of access to the roof terraces, but will need to be upgraded sufficiently to allow them to be used as a means of escape from theses areas. It is this aspect, as well as the structural capacity of the roof, that will determine the maximum number of people able to access the roof at any one time.

- Removal of first floor roof finish in part and replacement with paving grade asphalt. All roofs, including structure, roof finish and balustrading, are to be checked and upgraded to make allowance for public access.

- The condition and relevance of all chimneys and service hoists will be assessed and discussed with Planning Officers and either removed or restored as agreed.

- Replacement of existing and formation of new external ground surface associated with the Terminal Entrance, Apron Terraces and to Aviation Square, with associated ramps, ancillary fittings, covered bicycle parking and soft landscape.

- Erect narrow glass framed refuse / recycling service enclosure under the external staircase adjacent to the western façade.

- Erect external baggage route enclosure and associated doorways on the eastern building elevation.

- Glass partitions will be used to divide the terraces to the north of the Terminal Building between public viewing/dining terraces and airside departures and arrivals areas. The upper terrace will be extended to allow the integration of disabled access ramps ensuring inclusive use of both the upper and lower dining terraces and access airside. An Art-deco style balustrade will be incorporated between terraces to insure compliance with Part K of the Building Regulations. New railings, more in keeping with the Terminal will replace the utilitarian guardrails between the lower terrace and the airside apron.