Development Management - Delegated Officer Report

Application Number: AWDM/1387/21 Recommendation – Approve

Site: Terminal Building, 14 Cecil Pashley Way, Lancing

Proposal: Application for Listed Building Consent for replacement and additional security fencing to East and West of building, new railings and hand rails to terrace to North of building.

Date of site visit: 9 September 2021

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to the Grade II* listed terminal building.

It is proposed to:

- install two sections of 2m high steel and mesh security fence to the east and west of the terminal to segregate arriving and departing passengers from the general public to enable the facilitation of scheduled and charter passenger flights at the airport
- to provide railings and handrails to the airside terrace where there is a risk of fall.

The submitted Design, Access and Heritage Statement explains:

"*To accommodate commercial flights it is necessary for the airport to meet statutory regulatory requirements for passenger and public segregation. It has been agreed with UK Border Force that this can be achieved at Shoreham with a secure separation between the car park and airfield, adjacent to the passenger embarkation / disembarkation location of at least a 2 metre high fence. The existing fence to the West is below this height and there is no fence to the East.*

The proposed fence will be ... of steel mesh construction and self supporting on posts such that it can adjoin (but not touch) the elevation of the terminal building. This is compliant with Border Control requirements and the green finish more in keeping with the existing metalwork detailing to the building and its environs.

The proposed new fence will have similar access arrangements to the existing fence on the western side of the Terminal, with vehicular gates and to the eastern side a pedestrian gate adjacent to the neighbouring building. The existing fence to the east is approx 1.8metres, the proposed fence will be 2 metres.

Once the airside of the terminal is secure to border controls requirements, an existing section of low steel fence which runs parallel to the northern elevation of the Terminal building will also be removed to facilitate passenger entry / egress to the Terminal. This fence appears to date from the 1990s and does not form part of the List Entry, only appearing in late C.20th photographs.

Five existing car park spaces would be lost as the area to the north of the new fence becomes 'airside' following the fence installation. These are not proposed to be re-provided as there is sufficient car parking elsewhere on the site."

On the north side of the terminal building

"*the proposal is to provide some simple metal handrails with horizontal detailing, reflecting the design aspects of the building, notably the fenestration. This would continue down and around the steps and ramp. The handrails would be affixed to the surface of the terrace and airfield, not the historic masonry.*

A further consideration being wheelchair access to the airfield. The present ramp (intended for luggage trolleys) is laid to about a 1:6 fall. The requirements of the charter flights are that a passenger has to be able to enter and exit the aircraft unassisted. As such there is no need for a permanent ramp of shallower gradient, which would be of considerable length into the airfield. Therefore the proposal is to have a deployable aluminium or galvanised steel ramp available that is installed when needed. This would not be a permanent fixture or attached to the fabric but is included here for the avoidance of doubt as part of the preparations for commercial flights."

Relevant Planning History

AWDM/0797/12 - External repair and refurbishment, including area of re-render to all elevations; over-covering of flat roof with new waterproof system; replacement of two lantern lights; and refurbishment of the Air Traffic Control Tower - approved.

AWDM/1386/21 - Replacement and additional security fencing to East and West of building, new railings and hand rails to terrace to North of building - pending

Consultations

ADCAG: Not received

Lancing Parish Council: Not received

Representations

None received

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 17

National Planning Policy Framework (July 2021)

Planning Assessment

The relevant issues are the effects on the historic character and appearance of the listed building and its setting.

The proposed works do not affect the internal or external structure of the Terminal building. Visually, the balustrade and handrail is considered to be an elegant addition which will not harm the character or appearance of the building.

The fence will have a fairly industrial appearance but it will replace existing fencing on the west side and there are examples of fencing throughout the airport. It will have a green finish to be in keeping with the existing metalwork on the Terminal building and will not require alterations to its exterior. On balance, it is not considered to cause harm to this heritage asset or to the wider area.

The fence on the east side will result in the loss of 5 parking spaces. WSCC Highways are not concerned from a highway point of view as the airport road is a private road. From an amenity point of view, there appears to be adequate parking remaining at the Terminal building and in the public car park on the opposite side of the road. There are therefore no concerns about the loss of the parking spaces.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. No development shall be carried out unless and until details of the proposed railings and handrails at a scale of 1:50 has been submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved details.

Is recommendation contrary to letter(s) of representation? N

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Case Officer:	Peter Barnett	Date: 10 September 2021
Authorised by:	Gary Peck	Date: 10 September 2021