HERITAGE STATEMENT

Municipal Hangar at Shoreham Airport
Cecil Pashley Way
Lancing
West Sussex
BN43 5FN

On behalf of Albemarle Shoreham Airport Limited

For

Planning Permission and Listed Building Consent for replacement cladding of the roof with fibre cement profiled sheet roofing in 'natural grey', re-cladding of elevations with fibre cement profiled sheet vertical cladding in 'natural grey' and the replacement of roof windows with GRP translucent sheeting.

K11/0124/C4/0021 DEC/jc/G4

August 2012

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Regulated by RICS

Statement of Heritage Impact

This Statement of Heritage Impact has been produced for the Municipal Hanger, Grade II Listed Building, at Shoreham Airport which is adjacent to the Airport Building Control Tower comprising Administration Offices, Custom Hall, restaurant and Bar which is a Grade II* Listed Building.

This document should be read in conjunction with the Design and Access Statement dated February 2012 submitted as part of the application.

Reference of Heritage items:

Municipal Hanger at Shoreham Airport, Cecil Pashley Way, Lancing, West Sussex, BN43 5FN.
Listed Building Grade II Listing Entry Number 1392207
LBS 503030

Airport Building Control Tower, comprising administration offices, customs Hall, Restaurant and bars at Shoreham Airport. Cecil Pashley Way, Lancing, West Sussex, BN43 5FN. Listed Building Grade II* Listing Entry Number 1353731
LBS 297256

These are the only two original buildings at the airport both have been considered as having Historic and Architectural interest. These buildings are not within a Conservation Area, no specific report can be found covering the Assessment of Special Interest of the two buildings. Both buildings are located within a working airport and make a significant contribution to the everyday running of the airport and through-put of personnel, passengers and aircraft.

Statement of Significance

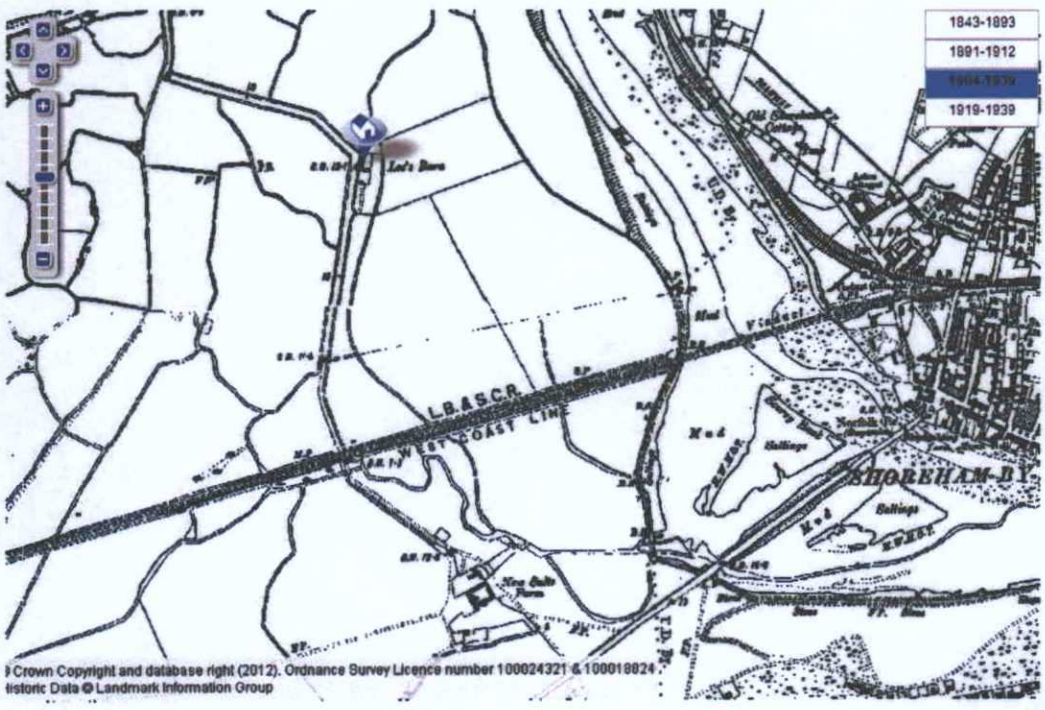
Shoreham began use as an airfield in 1910 used by notable aviators flying experimental craft. The airfield was properly established in 1911 as Brighton (Shoreham) Aerodrome. It was one of the centres of early British aviation (prominent other being Hendon and Brooklands) beginning about 1910 and it is the only one, which is still active as an aviation centre.

The aerodrome saw service in World War 1 as a Royal Flying Corps training base.

The local council bought the airfield for development as a commercial airport and it constructed the main terminal building between 1934 and 1936 to the plans of the architect R Stavers Tiltman. The hangar was constructed in 1935. The airport was officially opened on 13 June 1936 and scheduled flying services commenced and increased.

Shoreham airport had a notable role during the Second World War, being especially heavily engaged during the Battle of Britain in 1940.

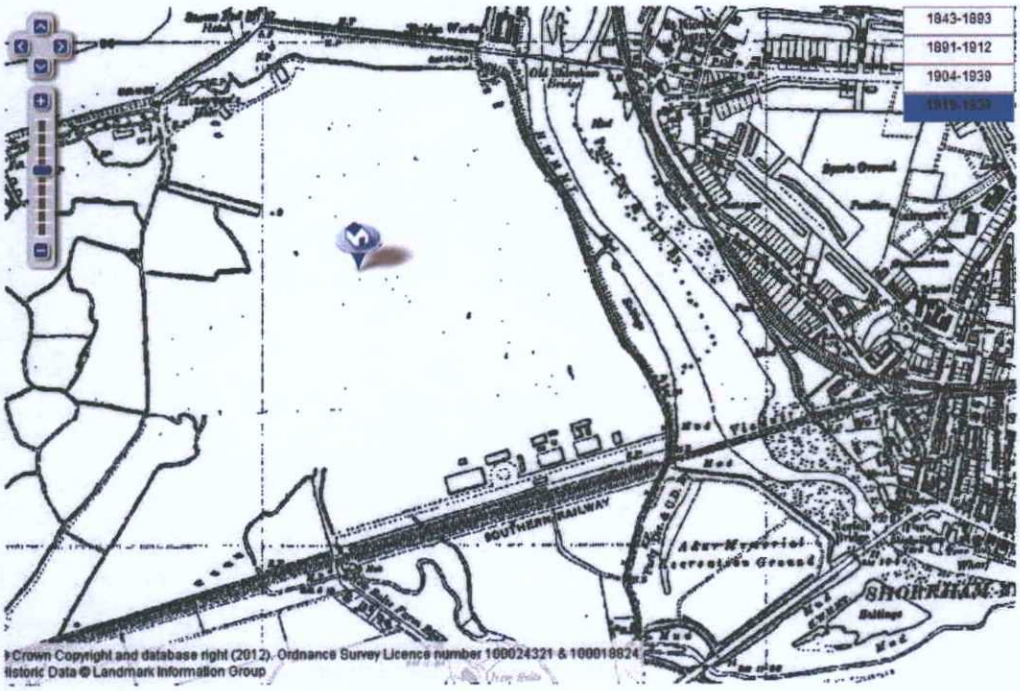
In1941 the hangar was damaged by bombing; all the cladding was blown off while leaving the framework intact. It was repaired in 1950 and subsequently used by the light aircraft manufacturer F G Miles Ltd who in 1962 merged and became Beagle Aircraft Ltd. In 1970 Beagle Aircraft Ltd went out of production and the following year the airfield was handed back to the local authority as a municipal airport.



Extract from Adur Council Historic map web site.
The hangar was erected by the firm Boulton & Paul of London and Norfolk, in 1935. Steel-framed with brick and concrete brick infill and corrugated asbestos-cement sheeting with some glazing.

A twin-span structure with two ridges and two sets of main doors opening to the northwest. These main doors are steel framed, multiple-leaved sliding doors clad in corrugated steel, which allow almost the whole of this side of the building to be accessed. There is a continuous lean-to along the east side and west side of the hangar both of which are considered to be original. The lean-to along the south side appears to be a later addition.

The hangar roof is clad in asbestos-cement corrugated sheeting with a line of glazing bars at the top and bottom of each ridge span, making a total of six full, and two half bays of glazing as well as the two sloping walls.



Shoreham Airport 1939

Extract from Adur Council Historic map web site.

Development Relationship with Heritage Items.

As stated within the Design & Access Statement the existing asbestos cladding and window frames within the roof structure are failing. A Report into Structural Condition of The Main Hangar, for Shoreham Airport produced by Dixon Hurst Kemp July 2012, is submitted in support of this application setting out the existing condition of the structure of the hangar, with regard to the present condition and re-cladding required for the continued use.

The current asbestos cladding has covered and protected the building since 1950 after bomb damage resulted in the original covering being destroyed and the building frame being left open to the elements for approximately nine years. It is believed the original cladding was corrugated asbestos similar to the existing being easily available and relatively economic exterior cladding over large areas.

The proposed re-cladding material is Profile 6 a high strength fibre cement sheet with polypropylene reinforcement strips to provide maximum strength without affecting the durability of the product. The sheet profile depth and height of the corrugation match closely the cladding, which currently covers the building. As does the natural grey finish. Fixing of the new cladding and new GRP sheeting will be achieved with galvanised J bolts and no drilling of purlins or rail sections should be necessary (see item 7.3 of the DHK Report).

The GRP sheets will match the profile of the new Profile 6,fibre cement sheets, they will allow light to pass through to provide effective day-lighting within the hangar below. The GRP sheets will replace and overcome the necessity for the glass roof windows which are currently causing a safety problem due to age and deterioration. Netting has been installed beneath areas where glass is loose and at risk of falling as the windows frame deteriorates.

At present there are no proposals to replace or treat the side windows below the double span of glazing in the east and west elevations. Currently there are no proposals to replace the asbestos cladding to the south elevation.

These recladding works are necessary to retain the hangar in a safe and weather proof state capable of continuing its function of housing aircraft using the airfield. The cladding will extend the building's life particularly when combined with a structural inspection of the existing frame to be carried out when the existing cladding is removed the hangar frame will be inspected by the structural engineer necessary remedial works to be identified and undertaken.

Due to the current poor condition of the existing cladding these works can only enhance the hangar in a functional manor also restoring the overall appearance of the hangar appropriate to the period when first constructed.

Statement of Justification

The Municipal Hangar was Listed 20 August 2007 designation for the following reasons:

- As a relatively uncommon VR2 hangar design with a distinctive double-span form and roof profile, which although not innovative or technologically unusual for its date, is representative of contemporary inter-war trends in hangar design.

- Despite some rebuilding and modification following damage sustained in World War II, the essential structure and form of the mid-1930s hangar is original.

- The hangar has special group value for its relationship with the contemporary Modern Movement style designated terminal building. These are the only two original buildings at the airport and their functional interdependence remains clear, as does the deferential yet confident way the massive hangar sits beside the terminal.

- As part of an inter-war ensemble that bears witness to the phenomenal growth of civil aviation in this period, a pioneering and audacious episode of considerable historic interest that is otherwise recognised in very few designated sites.

The above reasons for the building being Listed does not specifically include the exterior cladding of asbestos, which at that time, and for many years, was a common material used in this way. Indeed the use of asbestos has not been identified as of architectural of historic interest other than in the discovery that asbestos is a material, which can be a danger to health.

The existing asbestos covering is coming to the end of its life (see DHK Report) and needs to be replaced in order for the building to continue to be useful to the every day running of the airport.

Asbestos is banned under the Building Regulation from use in the construction of buildings within the United Kingdom, for this reason corrugated asbestos sheets cannot be used to replace that which is to be removed. The Control of Asbestos Regulation 2006 will apply to this building.

A fibre cement profiled sheet roofing in 'natural grey' will be used to replace the existing cladding to both the roof and vertical cladding to the elevations, colour and profile to be a close match to the existing asbestos cement sheet covering.

The large glazed areas within the roof covering will be replaced with GRP profiled translucent roof sheeting.

The size, double span form, roof profile and use of the hangar will not change in any way it is only the external cladding and window which need to be replaced in order to keep the building in a safe and usable condition.

The hangars relationship with the Airport Control Tower will not change in any way the proposed external cladding works are required in order to retain the working relationship between these two buildings which have existed since 1935 and remain of historic interest.

No below ground works are proposed as part of these re-cladding works therefore there will be no effect on any below ground archaeological remains which may or may not exist there will be no effect on the overall ground levels of the airfield which is of special historic interest.

Aspects of the New Proposals Impact on the Heritage Significance.

The Municipal Hangar and the Control Tower are the only two original buildings at the airport both being Listed and having a working relationship in the day to day functioning of the airport. The Listings acknowledge the special group value for the hangars relationship with the contemporary Modern Movement style terminal control tower. The storage and protection of aircraft is closely linked to the control of flying movements of aircraft using the terminal and as such have a symbiotic relationship, which has a degree of reliance upon the other.

It is therefore important that the Municipal Hangar is quickly brought back to a safe working condition for both the people and aircraft that use the building.

The replacement cladding has therefore been chosen to match as closely as possible the asbestos sheeting and glass roof windows, which need to removed. As drawing No K11/0124/02A illustrates the replacement cladding will strictly replace the existing asbestos cladding and roof glazing.

The cladding replacement will have no negative impact on the setting of the two Listed buildings or their visual or working relationship. It is considered the new cladding will visually enhance the Hanger building, which is showing signs of ageing and need of maintenance and repair. It will also enhance the protection afforded to the structural frame of the building which provides the uncommon VR2 hangar design with its distinctive double span form and roof profile which is unusual for its date, as acknowledged by the Listing.

By undertaking the re-cladding the hangar will receive an extended life expectancy which will benefit the day to day workings of the airport and extend the life of this ensemble of listed buildings which bear witness to the phenomenal growth of civil aviation in this period, a pioneering and audacious episode of considerable historic interest that is otherwise recognised in very few designated site.