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construction & property consultants

Design & Access 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 the re-cladding of all roofs with fibre cement profiled sheet roofing in 'natural grey', re-cladding of all elevations with fibre cement profiled sheet vertical cladding in 'natural grey' and the replacement of roof windows with GRP translucent sheeting.

K11/0124/0007 SCN/G4

February 2012

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Design & Access Statement

Introduction

This design and access statement forms part of the application for planning permission and listed building consent for improvement works on the Municipal Hangar at Shoreham Airport.

The developer of the site will be Albemarle Shoreham Airport Limited, who are in ownership of the site.

The development proposals comprise the replacement of the existing asbestos-cement corrugated sheeting to the roofs with fibre cement profiled sheet roofing in 'natural grey' and for the replacement of the existing asbestos-cement cladding to the elevations with fibre cement profiled sheet vertical cladding in 'natural grey'.

Aerial Photograph of Site & Surroundings






Airport Visitor Centre
& Guided Tours
This is a
Pay & Display
Car Park






G-AVBT







Assessment

This application relates to a Grade II listed hangar at Shoreham Airport, located to the west of the main Terminal Building and to the north of Cecil Pashley Way. The hangar was built in 1935 by Boulton & Paul of London and Norfolk. It comprises a steel-frame with brick structure, with brick infill and corrugated asbestos-cement sheeting with some glazing. The building has had some repairs following World War II bomb damage and some late-C20 modifications.

The Municipal Hangar was first listed on 20th August 2007 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. (English Heritage).

National Heritage List for England Map



The description of the exterior of the building within the listing details is as follows:

> The exterior of the building comprises a twin-span structure with two ridges and two sets of main doors opening to the north west. There is a continuous lean-to along the east side and the west side of the hangar, both of which appear to be original (and evident in 1930s photographs) although perhaps rebuilt in part following wartime damage, while 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 end walls. The main doors are steel framed, multiple-leaved sliding doors clad in corrugated steel which allow almost the whole of the north side of the building to be accessed, as originally designed. The lean-to structures have roofs of asbestos sheet cladding, metal-frame casement windows and doors; those to the east and west are original, with steel angle frames connecting with the steel uprights of the main hangar, while that to the south is a later addition (English Heritage).

The existing cladding and glazing is failing, there are loose panes of glass resulting in a dangerous environment. Netting has been installed beneath areas at risk as a short-term safety measure. This application for planning permission and listed building consent seeks to provide a permanent solution to this problem.

Planning Policy

The development plan for the area comprises the Saved policies of the Adur District Council Local Plan (September 2007) and the emerging Local Development Framework documents. Together, these documents set the framework for the consideration of new development proposals in the District.

The following saved policies from the Adur District Council Local Plan are relevant to the development proposals:

- **Policy AB7 –** States that planning permission and/or listed building consent will only be granted for any internal or external alterations to a Listed Building where, in the opinion of the District Planning Authority, the character of the building would not be adversely affected;
- **Policy AB8 –** States that the District Planning Authority will encourage the re-instatement or replication of original features such as windows and doors when considering applications for listed building consent;
- **Policy AB9 –** States that the District Planning Authority will only grant permission and/or listed building consent for alterations to Listed Buildings if the building materials to be used:-
    - Are consistent with those originally used, or which are typical of the locality, and
    - Do not adversely affect the internal or external appearance or character of the building.

Evaluation

It is evident from the above analysis that the development proposals must preserve the character and appearance of the Grade II Listed Municipal Hangar.

The Proposals

Use

The existing use of the hangar for accommodation of aircraft is not to be altered as part of the development proposals.

The development proposals seek to replace the existing asbestos-cement corrugated sheeting to the main roof and roofs to the lean-to structures along the east, west and south side of the hangar with fibre cement profiled sheet roofing in 'natural grey' and to replace the existing asbestos-cement cladding to the elevations with fibre cement profiled sheet vertical cladding in 'natural grey'. It is also proposed that the existing roof windows are replaced with GRP profiled translucent roof lights.

As stated above, the existing cladding and glazing to the roof windows is failing, resulting in a building that is very dangerous and unable to be used unless works are carried out. Netting has been installed under the roof windows to catch falling glass to prevent it from falling on aircraft and people inside the hangar. This application seeks to replace dangerous elements of the hangar to make it safe so that it can continue to be used in the future.

Appearance

The choice of materials proposed has been greatly influenced by the need to preserve the character and appearance of the Grade II listed hangar. In light of this, materials have been chosen that will replicate the current appearance of the building very closely.

The materials proposed are as follows:

For the walls, it is proposed that the existing asbestos-cement cladding is replaced with fibre cement profiled sheet vertical cladding in 'natural grey'. This is a single skin wall cladding system. Please see Drawing K11/0124/03 and an extract from the Marley Eternit brochure detailing the Profile 6 sheeting proposed.

For the main roof and roofs to the lean-to structures along the east, west and south side of the hangar, it is proposed that the existing asbestos-cement corrugated sheeting is replaced with fibre cement profiled sheet roofing in 'natural grey'. This is a single skin roof sheeting system. Please also see Drawing K11/0124/03 and the brochure extract which details this.

For the windows, it is proposed that the existing glazed roof windows are replaced with translucent GRP sheeting. Please see an extract from the Filon brochure which provides details of the single skin rooflights proposed.

Access

No alterations to the existing access to the hangar are proposed as part of the development proposals.

Summary

The use of the site for accommodation for aircraft is to remain unchanged as part of the development proposals.

This application seeks full planning permission and listed building consent for the recladding of all roofs and elevations and for replacement windows to the roof.

The works are proposed as a result of the failing nature of the existing cladding and glazing to secure the future use of the hangar. The proposed materials have been carefully chosen to replicate those existing so that the character and appearance of the listed building can be preserved.

In light of these comments, we respectfully request that planning permission and listed building consent be granted.