**Development Management - Delegated Officer Report**

**Application Number: AWDM/0252/12** **Recommendation – Approve**

**Site:** **Municipal Hangar, 15 Cecil Pashley Way, Shoreham (Brighton City) Airport, BN43 5FF**

**Proposal:** **Application for Listed Building Consent for proposed replacement roof and north side walls of main hangar building with fibre cement profiled sheet roofing in natural grey.**

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**Application Number: AWDM/0253/12** **Recommendation – Approve**

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**Proposal:** **Proposed replacement roof and north side walls of main hangar building with fibre cement profiled sheet roofing in natural grey.**

**Date of site visit:** 10.10.11 by CH

**Neighbours checked:** Y

**Additional neighbour notifications:** N

**Proposal, Site and Surroundings**

Planning permission and Listed Building Consent are sought for the replacement of the external roof cladding on the main hangar building to the east and west slopes of the double pitched roof, and the north-facing vertical wall. Also proposed is the replacement of the existing metal framed roof lights which extend virtually entire depth of the building (2 no. double rows on the eastern and westernmost extremities of the roof and 4 no. single rows on the main roof spans).

The hangar is Grade II and was listed 20.08.07. The application does not seek to change the structural framework, size, footprint, or exterior doors of the hangar.

The application is supported by a Design and Access Statement, a Heritage Statement, a Structural Report and a product specification.

[A separate application for Listed Building Consent will be submitted in due course for the future refurbishment and removal of the existing single-storey lean-to additions to the east, south and west of the hangar.]

**Relevant site history**

- L/107/51 – Aircraft repairing. Servicing manufacturing of aircraft equipment & aeronautical research. Approved 17.07.51.
- L/66/76 – Offices storage and workshops, for the manufacture of aircraft components and maintenance. Refused 02.06.76.

The hangar building has undergone relatively limited alterations since the end of World War II, with the exception of the addition of the workshops around its exterior, the double span hanger remains intact, as do the rolling front doors. The overall symmetrical appearance and shape to the roof of the building is intact, and the internal structure appears intact with no need for replacement beams or struts. The listing states that in 1941 during WWII the hangar was damaged by bombing and all the cladding was blown off while leaving the framework intact. The designation is in part for the relatively uncommon VR2 design with distinctive double-span roof, and in part for its group value for its relationship with the adjacent Terminal Building.

**Consultations**

***English Heritage:*** Recommend that the application be determined in accordance with national and local policy guidance, and on the basis of expert conservation advice.

***Twentieth Century Society:*** No comments received.

***Adur & Worthing Councils:***

The Council's Conservation Architect comments that the proposed fibre cement, profiled sheet cladding (Marley-Eternit Profile 6 in natural grey) will be a close match, in both profile and colour, to the existing asbestos cement sheeting that it will replace. The new cladding will also be attached in the same way as the existing cladding. Currently, there are also six banks of glass rooflights at the top and bottom of each ridge span, which light the hangar interior. Some of these are now in a dangerous condition and require replacement. This application proposes to replace these with GRP translucent sheeting, using a profile to the match the rest of the building's cladding. Early photographs show the glazed rooflights were part of the original 1930s building. The smaller vertical windows in the east and west side elevations would remain in the building.

This building has been vacated due to the dangerous condition of the external cladding. Although the replacement of the original glazed rooflights with translucent sheeting is regrettable, these proposals will result in the preservation of the original double span, steel framework and secure the continued viable use of this Listed Building.

***Lancing Parish Council:*** No objections to either application.

***Shoreham Society:*** No comments received.

**Representations**

***Third parties:*** No third party objections received regarding either application.

**Relevant Planning Policies**
Adopted Adur District Local Plan 1993-2006 (ADC 1996): AB7-9, AT9.
South East Plan (GOSE 2009): CC1, CC6, BE1, BE6, SCT3
National Planning Policy Framework (CLG 2012)

**Planning Assessment**

***Principle***

Saved Local Plan Policy AB7 states that listed building consent for alterations to a listed building will only be permitted where it is considered that the character of the listed building would not be adversely affected. The reinstatement or replication of original features of listed buildings is encouraged by Policy AB8 and the use of materials consistent with those originally used is required by Policy AB9.

Saved Local Plan Policy AT9 supports the continued use of Shoreham Airport as a General Aviation airfield and the provision of facilities necessary for the safety and operational efficiency of the Airport.

The applicant's Structural Report states that there are chronic problems with the sixty year old envelope of the building rather than with the structure. It further states that the asbestos cement roof and wall sheets are a hazard due to their composition, and are brittle, with numerous holes and cracks in the individual sheets. The roof is under stress by wind buffeting from above and below.

The proposed cladding system would replace the existing asbestos cement boarding with high strength fibre cement sheeting which would replicate the existing corrugated profile and sheet size. The fixings proposed would be non-invasive galvanised J blots and would not involve any drilling into the important structure of the Hangar. The proposed natural grey finish is considered a suitable match to the existing.

The existing roof lights are currently glazed with glass sheets which are mounted within aluminium profiled frames. The rooflights are in a very poor condition with safety netting in place underneath where the glass is loose and at risk of falling. It is proposed to replace the rooflights using translucent GRP sheeting (profiled to match the cladding). The Council's Architect identifies the rooflights as an original feature and considers it regrettable that the rooflights will not be reinstated in their original form.

In the context of conserving the historic environment, the NPPF states (paragraph 131):-

*"In determining applications, local planning authorities should take account of:-*

- *The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conversation."*

It is evident from the structural report and Design and Access Statement that the commercial viability of the Hangar and the Airport as a whole are directly linked. Whilst the Hangar is currently in use for the storage of some light aircraft, it is by no means being used to its full economic potential owing to its very poor condition.

The Heritage Statement refers to the importance of the group value in the listing of the Hangar. The storage of and protection of aircraft being closely linked to the functioning of the Airport, having a symbiotic relationship with the listed Control Tower, each having a degree of reliance on the other. It is therefore also considered important in terms of the historic value of the Airport that the Hangar is quickly brought back into safe working condition.

On balance, the loss of some original historic detail through replacing the glazed rooflights with clear, profiled GRP is outweighed in this case by the overriding importance to the historic value of the group listing of bringing the Hangar back into viable economic use.

It is concluded that listed building consent and planning permission should be granted.

**Recommendation**

**AWDM/0252/12**

**GRANT CONSENT** for the reason:-

The proposed development would result in some loss of historic detail but is considered acceptable owing to the overriding importance to the historic value of the building and the wider group value (including the Control Tower) of bringing the Hangar back into viable economic use. It therefore accords with the objectives of the saved policies of the Adur District Local Plan (AB7-9), the policies of the South East Plan (CC1, CC6, BE6) and the National Planning Policy Framework.

**Subject to:-**

1. Standard 3 yrs LB time limit
2. Approved drawings
3. Safeguard building during construction works and making good any damage
4. Notwithstanding the brochure details/drawings submitted, no development shall take place unless and until precise details of the sheet sizes of the proposed Marley Eternit Profile 6 roof and vertical sheeting, and the Filon Translucent GRP sheeting, and their method of mounting and fixing to the structure of the building have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall only be carried out in accordance with such precise details as are approved.

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

**AWDM/0253/12**

**APPROVE** for the reason:-

The proposed development would result in some loss of historic detail but is considered acceptable owing to the overriding importance to the historic value of the building and the wider group value (including the Control Tower) of bringing the Hangar back into viable economic use. It therefore accords with the objectives of the saved policies of the Adur District Local Plan (AB7-9), the policies of the South East Plan (CC1, CC6, BE6) and the National Planning Policy Framework.

Subject to conditions (same as below)

**Subject to Conditions:-**

1. Standard 3 year time limit
2. Approved drawings
3. The re-cladding to the roof and north wall shall consist of Marley Eternit Profile 6 fibre cement profiled sheet cladding in 'Natural grey' unless otherwise approved in writing by the LPA.
4. The proposed replacement of the rooflights shall consist of Filon Translucent GRP sheeting profiled to match the main roof/cladding system unless otherwise approved in writing by the LPA.

**Is recommendation contrary to letter(s) of representation? No**

Case Officer: Jo Morin Date: 05.12.12

Authorised by: Gary Peck Date: 5 December 2012