BICESTER HERITAGE

Bicester Heritage

Design and Access Statement
Site Wide Planning Application

Rev. B
8th September 2016

GAUNT FRANCIS
Architects


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Classic Performance Engineering Ltd

Contents


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Bicester Heritage acquired the former military airbase at RAF Bicester in 2013 and have already successfully implemented the first phases of its conversion into a Centre for Motoring and Aviation Excellence.

Bicester Heritage's ownership includes the entire former Technical site and the airfield, which all falls within the RAF Bicester Conservation Area ('CA'), for which an appraisal was prepared by Cherwell District Council in October 2008.

The site contains some 49 buildings, of which 19 are listed, and is set within a landscaped green environment. The Technical Site is securitised, and all vehicular and pedestrian access is from Buckingham Road, with airfield access from Skimmingdish Lane. Access within the site is provided by a network of paths and tarmacked roadways, set around a basic 'trident' pattern with a fulcrum at the site entrance. The site is basically flat.

Planning consent (and, where necessary, Listed Building Consent) has already been granted for Change of Use and alterations to several buildings in the first three phases of development. This application deals with the most of the remainder of buildings on the Technical site, though some are left to be dealt with in future applications.

This application is not intended to represent a final comprehensive development proposal for the Technical Site, though it goes a long way towards that. Some buildings are purposely not included, since tenant demand (and therefore their likely future use) is not yet known. Other buildings are the subject, at this stage, of limited proposals, perhaps only a Change of Use and some small scale alterations, based on tenant requirements for phases 1, 2 and 3, but that is not to say that future demand will not change. The applicant recognises that revised applications will be required in those circumstances.

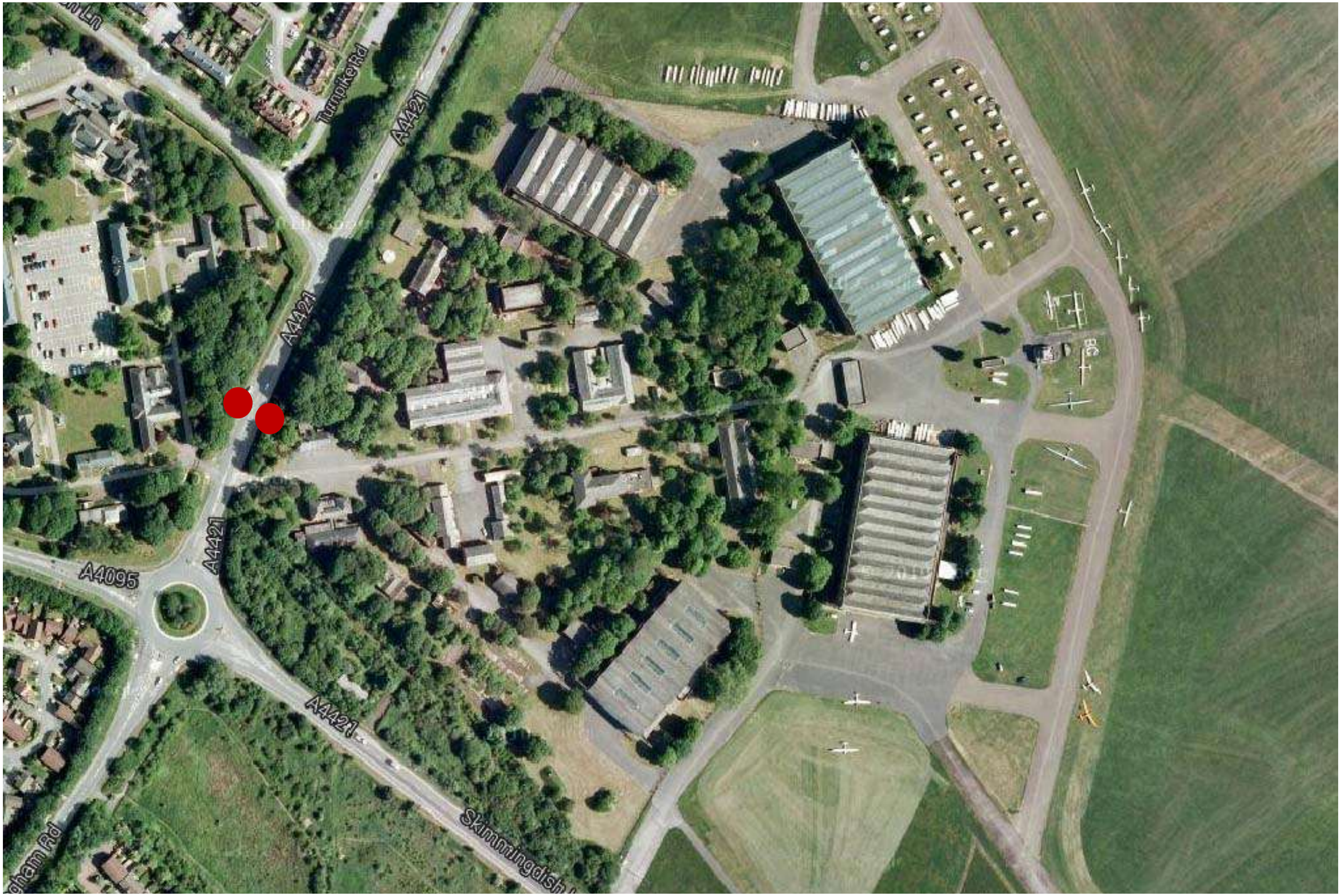

Figure 1: Bus stops indicated in red at site entrance

Bicester Heritage is well served by public transport buses. A bus stop exists immediately outside the site entrance, served by three routes (X5, 8 and 22/23) and with peak hour links to S5 and NS5 services.

All those bus services connect with Bicester North train station, which is only a 20 minute walk from the site entrance. Bicester Town train station is also available and is connected to the S5 service. Taxis are readily available.

Notwithstanding the proximity of public transport connections, many visitors will access the site by car. The general principal is that parking will be sensitively interspersed around the site respecting the buildings, strategic views and the extensive naturally occurring landscaping. The interspersed car parking provides provision across the site and in close proximity to buildings. This arrangement reduces the distance between the car parking and the buildings.

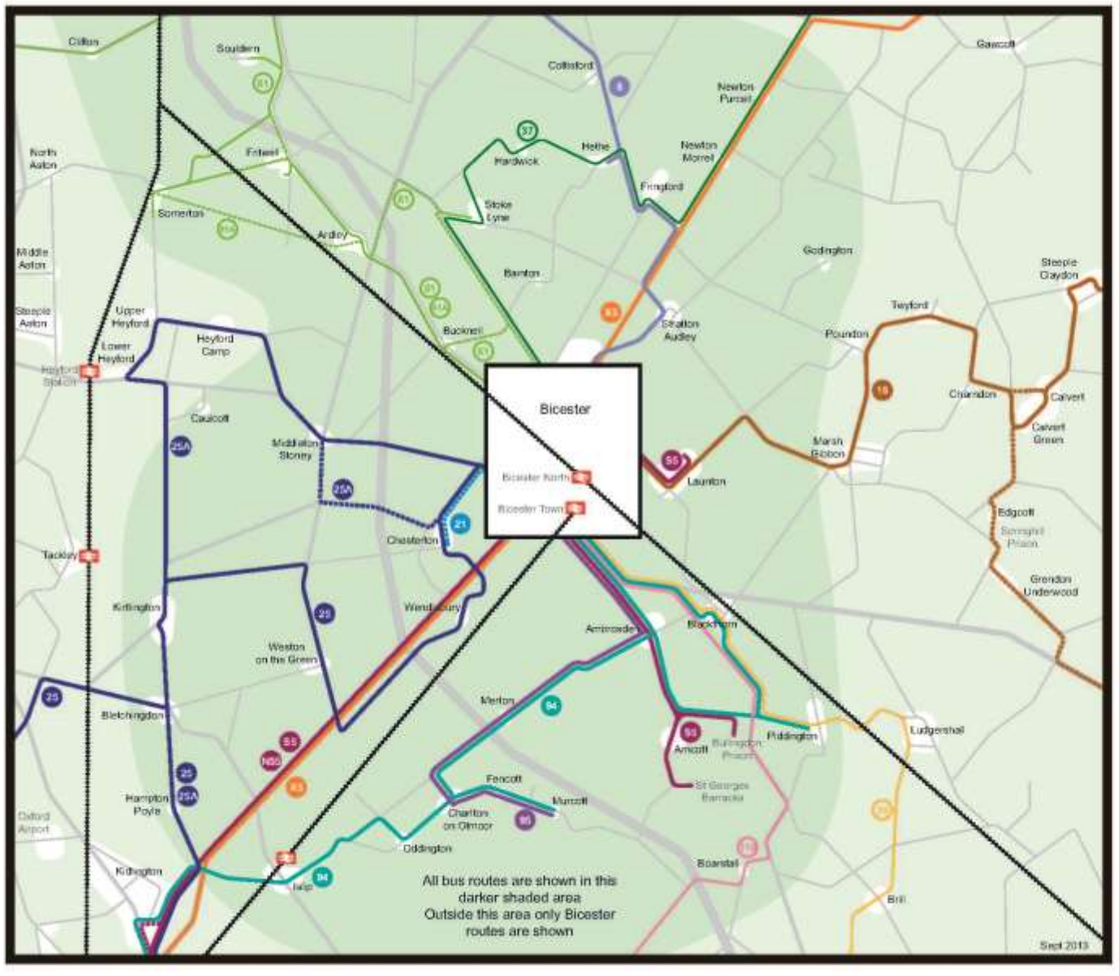

Figure 2: Bicester Area Bus Map and Routes

Figure 3: The Conservation Area Boundary

The 2008 CA character appraisal prepared by CDC extensively covers:

- The justification for Conservation Area designation
- The history of the site and its various development periods
- The existing established character
- The predominant building types and styles
- The building materials
- The landscape features

The unique heritage quality of the site is demonstrated by the fact that it is still possible to trace how it contributed towards the development of airfield design, from Sir Hugh Trenchard's Air Defence of Great Britain in the 1920s, through the RAF expansion period in 1930s, to the readiness for war in 1939. A number of the buildings and structures are the only remaining examples, or the best-preserved examples, of their type and viewed together in their context, provide a unique experience.

The character of the CA today is still based on those underlying original concepts, and the 'significance' of the site is demonstrated by 10 principles:

- The spatial relationships within the site, and between the technical site and other parts of the airfield. The dispersal of accommodation in relatively small buildings, in order to minimise damage from airborne attack. The insular nature of the site, hidden behind extensive boundary planting and fencing, to protect security.
- The 'trident' road design symmetry, focused on the Guardhouse and Station Offices, which separated the site into aeroplane and motor transport buildings (central road), day-to-day-operational buildings (left branch), and maintenance buildings (right branch).
- The symmetrical layout of the early A type hangars (two were built out of six originally planned) and how this was superseded by, but continued in, the arrangement of the two later C type hangars.
- The tree planting and extensive grassed areas which contributed to aerial camouflage, and some of which (the avenue planting) underlined the formality and symmetry of the layout.
- The low scale of all buildings outside the hangars, aimed at restricting obstructions to aircraft.
- The use of brickwork in Flemish bond for most buildings, together with concrete and slate, providing the first use of permanent materials for airfield design.
- The campus style layout of the buildings and their lack of any enclosing curtilage.
- The use of a simple neo-Georgian 'British military' architecture for most of the earliest phases, and its development through to the first touches of 'art-deco' work in the 1930s.
- The use of a small palette of paint colours, some of which helped provide camouflage.
- The openness and grass finish to the airfield, and its functional planning next to the watch tower and hangars.

Bicester Heritage acknowledge that the owners of the site have a duty to respect the established character of the CA and that any changes to it will need to preserve or enhance that character. Their philosophy for the site's development is underpinned by the over-arching need for conservation of the existing important heritage fabric.

However, notwithstanding the significance of the CA, the original use and need for the airfield has now disappeared. Its conversion into a classic car and aeroplane centre is probably one of the few uses which seem entirely compatible with the setting and nature of the buildings, but inevitably change will be needed.

Notwithstanding the 10 principles of significance, there is clearly capacity for change:

- of use, as many of the important buildings are domestic in scale and architectural style, and appear to lend themselves to a variety of new tenants.
- in those parts of the layout and setting which have been altered since 1939, including barriers and boundary treatments.
- in those buildings whose form and detailing have been altered since 1939.
- to those existing areas of unimproved grasslands, where there is an opportunity to ensure both ecological and historic conservation.
- to those services or buildings which do not meet current health and safety requirements, building and/or fire regulations, or where upgrading cannot be avoided by law.
- to all existing buildings and landscaping, provided any new works pass the tests set out in PPG15 and preserve or enhance the character of the CA.

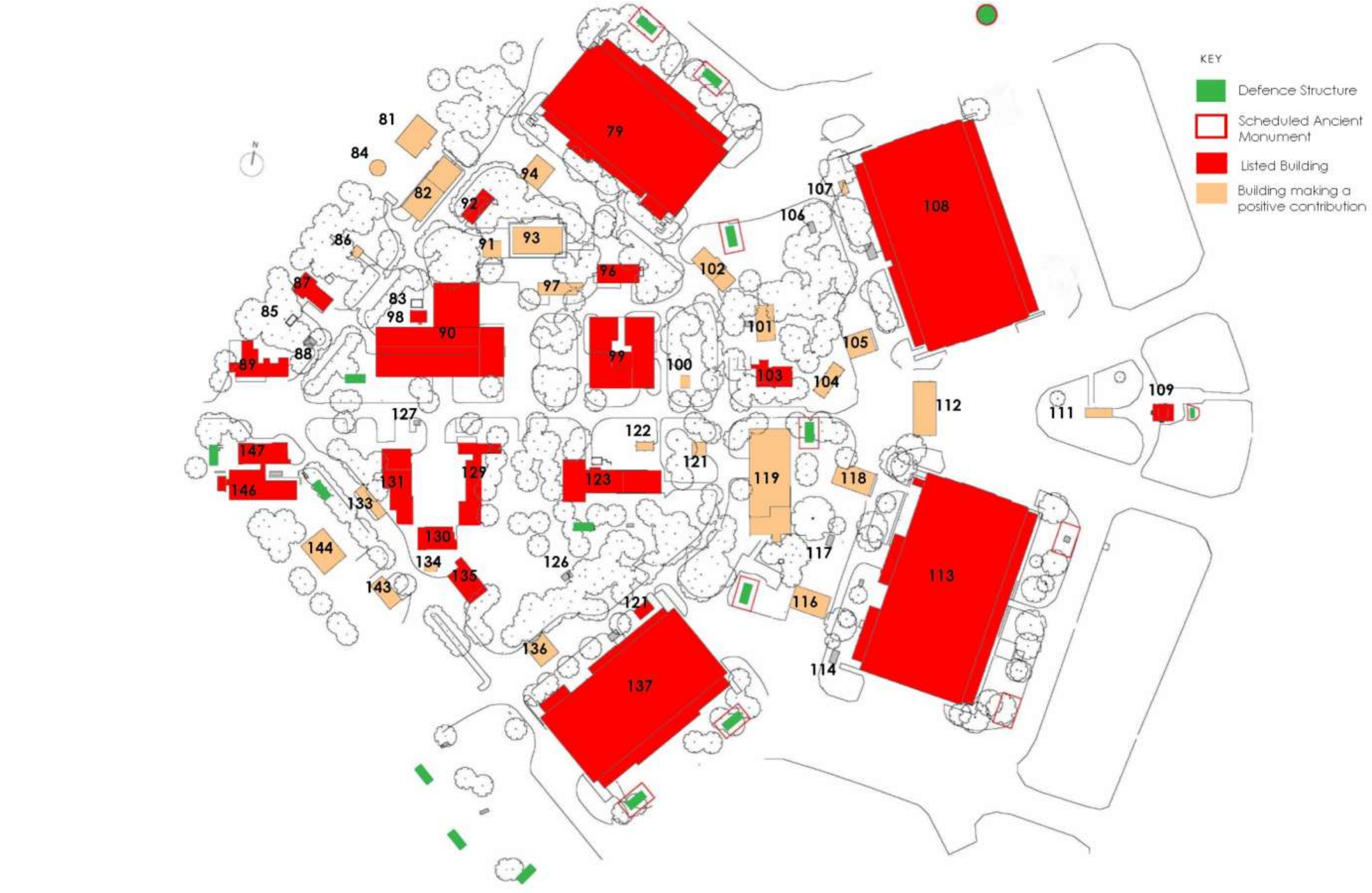

Figure 4: Site Map showing Listed Buildings and Scheduled Ancient Monuments

Following a series of meetings with CDC planning and conservation officers, and understanding that an early requirement for the site owners would be the repair and upgrading of the existing stock, Gaunt Francis have previously prepared a HPA which is awaiting incorporation into CDC's 'special planning guidance' ('SPG'). A full recommendation for incorporation is in place.

The HPA covers, inter-alia:

- Repairs to walls: bricks, concrete and pointing, etc.
- Repairs to roofs: slates, other roofing materials, underlays, verges, parapets and soffits, etc.
- External rainwater goods: repair and replacement.
- Windows and doors: repair and replacement.
- Rooflights: replacement.
- Paint and external decoration.
- Signage.
- Lighting.

The HPA allows the applicant to understand the scope and specification necessary for any urgent repairs, and allows the work to proceed without the need for planning and/or Listed Building Consents. Several details within the HPA are important reference points for this application, for example the specification of replacement rooflights, the building signage and lighting proposals.

Figure 4 shows the location of all listed buildings, Scheduled Ancient Monuments and defence structures on the site.


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Figure 5 shows the status of all the buildings and parking on the Technical Site, i.e.:

- buildings where change of use and alterations have already been approved.
- existing car parking and new parking proposed.
- buildings covered by this application.
- buildings and parking covered by other applications.
- buildings which will remain as they are, not subject to any planning applications.

Figure 6 is a Planning Tracker, that describes the previous applications and their status. This excludes Building 89 which is currently the subject of an application by the tenant.

Figure 5: Map showing the status of planning consents

Figure 6: Planning Tracker

GAUNT FRANCIS
Architects

BICESTER HERITAGE - PLANNING APPLICATION SUMMARY

Building No.	Listed	Applicant	LPA ref.	Summary description	Status	Date (Registration)	Date (Determination)	Conditions discharged	Conditions outstanding	Other conditions
Phase 1										
82	-	GFA	14/00209/F	Change of use to B1 office and ancilliary residential use, including minor alterations and refurbishment	Approved	13/02/2014	10/04/2014			1, 2, 3, 4, 5, 6, 7, 8
82	-	JPPC	14/00772/F	Variation of condition of 14/00209/F	Approved	21/05/2014	07/07/2014			1, 2, 3, 4, 5, 6, 7, 8
87	✓	GFA	14/01556/LB	Internal fitting-out	Approved	11/09/2014	24/10/2014			1, 2, 3
89	✓									
100	-									
102	-	GFA	14/00454/F	Change of use to office and workshop (B1)	Approved	20/03/2014	13/05/2014		3, 4	1, 2, 5, 6
Phase 2										
83 & 98	-	GFA	14/01428/DEM	Demolition	Approved	11/09/2014	09/10/2014			1
90	✓	GFA	14/01430/F	Change of use to B1 + structural alterations and new build extension	Approved	09/09/2014	23/10/2014			1, 2, 3, 4, 5, 6
90	✓	GFA	14/01431/LB	Change of use to B1 + structural alterations and new build extension	Approved	09/09/2014	23/10/2014			1, 2, 3
92	✓	JPPC	15/00611/F	Change of use to B1 office and B8 storage	Approved					
92	✓	JPPC	15/00612/LB	Listed building consent	Approved					
93	-	JPPC	15/00611/F	Change of use to A1 showroom	Approved					
94	-	JPPC	15/00611/F	Change of use to B1 workshop & office, B8 storage and A1 showroom	Approved					
96	✓	GFA	14/01759/F	Change of use to B1/A1 inc. structural repairs and alterations	Approved	04/11/2014	30/12/2014		4, 5, 6, 7	1, 2, 3, 8, 9
96	✓	GFA	14/02065/LB	Listed building consent subject to conditions	Approved	11/12/2014	20/02/2015		3	
97	-									
99	✓	GFA	14/01449/LB	Change of use to B1 + minor structural repairs	Approved	26/08/2014	21/10/2014	4		1, 2, 3
105		JPPC	TBC	Change of use to BI workshop & office, B8 storage and A1 showroom	Approved					

Phase 3 119	-	JPPC	15/00523/F	Change of use to B1c light industrial	Approved		17/04/2015	7	7

N.B.

1. No planning or listed building consents are required for the refurbishment of Building 100.
2. CDC have chosen to split the application for Building 90, and have granted independent LB + planning consents, even though they did not do so for other similar applications (e.g. 99).


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JPD 952

This application includes proposals for the following 20 buildings/structures:

The conversion of:

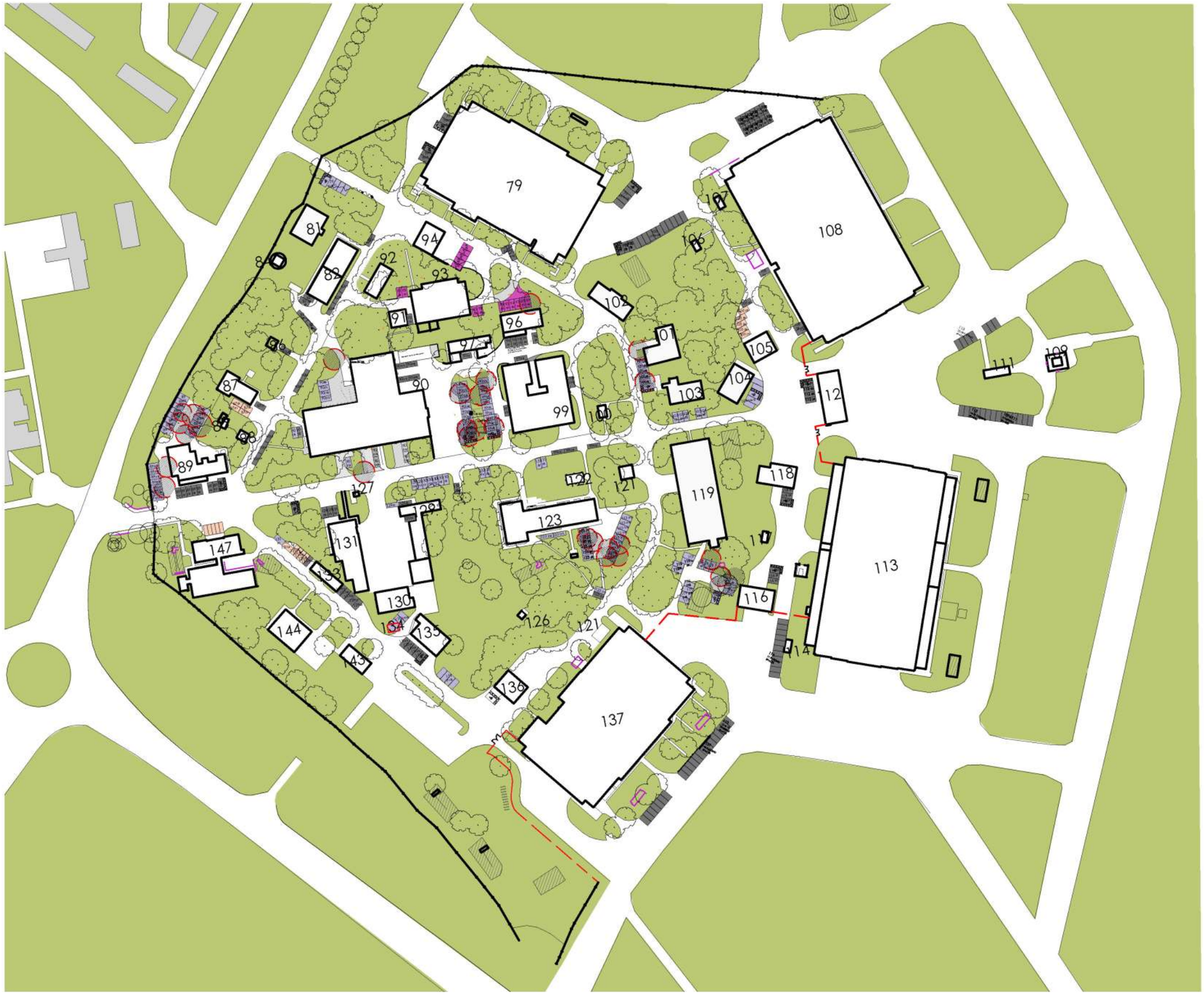
- The four principle hangars ; 79, 108, 113 and 137, (all listed grade II)
- The five tanker sheds ; 112, 116, 118, 133 and 136 (none listed)
- The airfield control tower and fire tender house ; 109 (listed grade II) and 111 (not listed)
- The principle office building (station armoury & lecture rooms) ; 123 (listed grade II)
- The long bay transport sheds ; 129 and 131 (all listed grade II)
- The special repair sheds – 130 and 135 (listed grade II)
- The link trainer – 103 (listed grade II)

The demolition of:

- the tank housing structure ; 134 (not listed)

New-build replacements for:

- The spotlight turret trainer ; 101 (not listed)
- The meteorological section ; 104 (not listed)



KEY

- existing/proposed buildings (104)
- existing car parking
- new spaces in existing hardstanding
- new spaces in existing soft landscaping
- consented car parking
- defence structure
- tank structure
- trees removed
- new fence line
- existing fence line

Car Parking Allocation

	Facility/Use	total GEA	required car parking *	allocated car parking
1.	B8 Vehicle & aircraft storage and maintenance (79, 108, 113, 137)	17,735.8 sqm	89	89
2.	B2 Workshops	4,968.4 sqm	96	99
3.	B1 / B2/B8/A1 workshops, light industrial, trading & showroom (94, 104,105,111, 112,116,118)	950.1 sqm	24	22
4.	D2 Cafe' or restaurant (89,109)	257.6 sqm	17	37
5.	C3 Overnight accommodation (82,103)	400.1 sqm	10	10
6.	B1/A2 (workshops/offices)	2,271.5 sqm	76	76
	Total		307	331

* taken from Cherwell Local Planning Parking Standards

Figure 7: The Existing and Proposed Car Parking

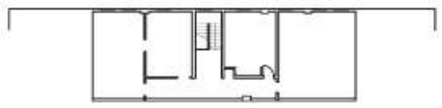
7. Car Parking and Revised Fence Lines

Car parking - new tenant and visitor parking is proposed within the Technical Site to serve the converted or new buildings proposed in this application, and some new parking is also proposed to serve buildings already granted consent for conversion in previous applications. Figure 8 shows the existing and new parking proposed in this application. The total parking proposed for the Technical Site meets CDC's parking ratios. No alterations to the two existing vehicular entrances to the site are proposed.

The new parking proposed is a mixture of:

- New tarmac parking bays constructed within existing grassed areas
- New tarmac parking bays marked out on existing tarmacked roadways or hardstandings

Security fencing – this application proposes to move the existing tall security fencing to a new position to allow the gliding club to operate from an alternative hangar.

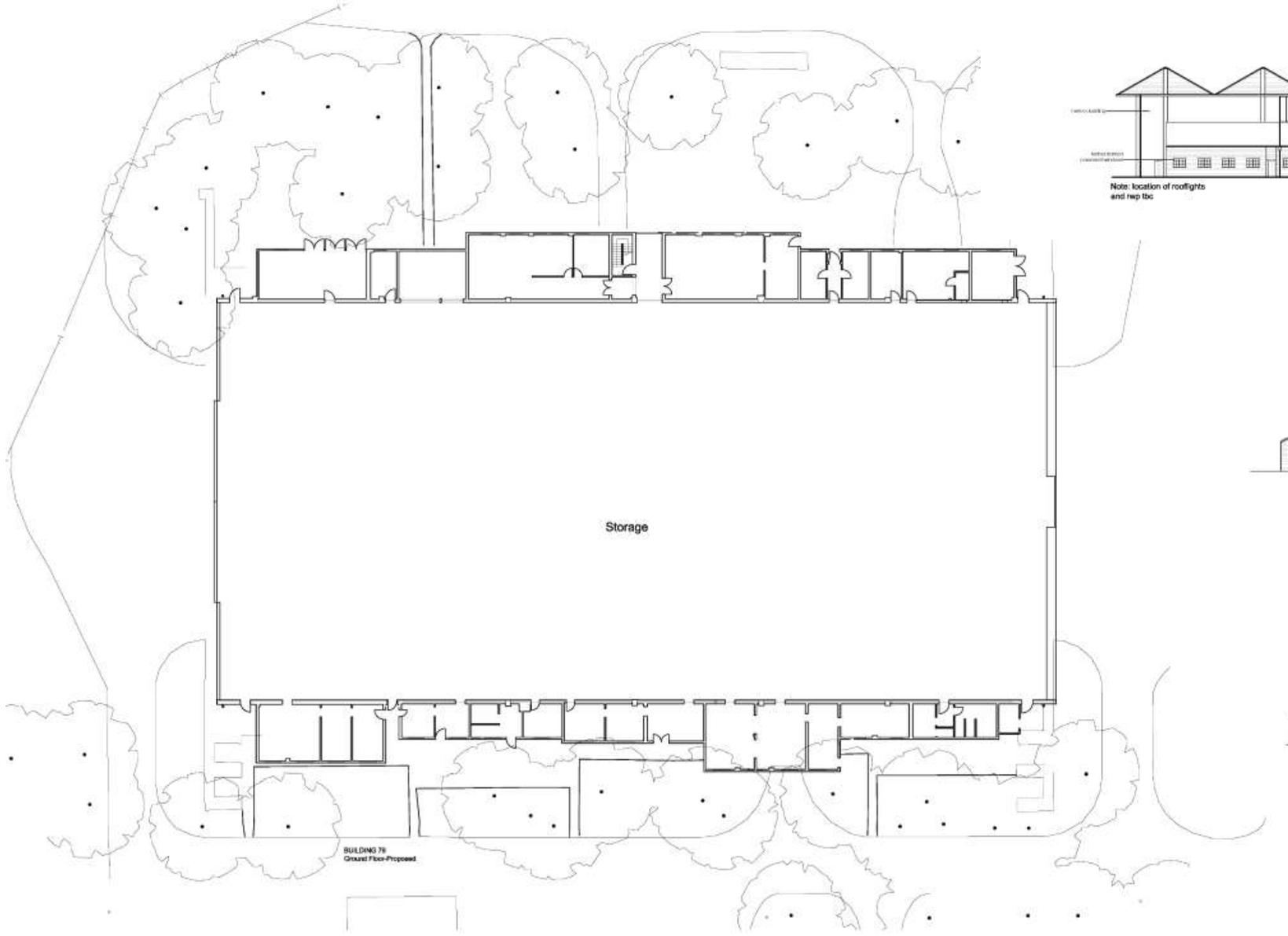


BUILDING 79
First Floor-Proposed

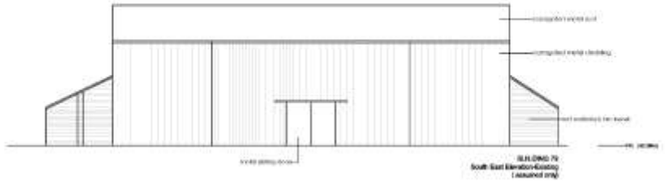
BUILDING 79
South East Elevation-Existing
(assumed only)

Note: location of rooflights
and rwp tbc

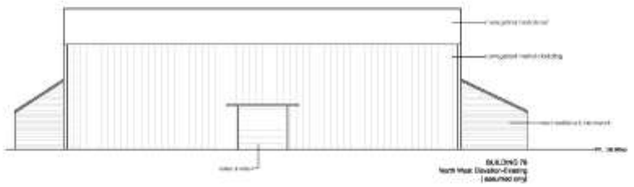
BUILDING 79
South West Elevation-Existing
(assumed only)



BUILDING 79
Ground Floor-Proposed



BUILDING 79
South East Elevation-Existing
(assumed only)



BUILDING 79
North West Elevation-Existing
(assumed only)

8.1 Conversion Projects - The Hangars (79, 108, 113 and 137 – all listed Grade II)

Proposed Plans and Elevations for Building 79 shown

Proposal: Change of Use into storage for motor vehicles and/or aeroplanes, with ancillary administration space in the side wings. Installation of new internal lighting and heating in accordance with HPA. New internal and external decoration in accordance with HPA. Limited internal removal of non-structural, non-original partitions and internal fixtures and fittings. New WCs and kitchenettes. External repairs, lighting and signage in accordance with the HPA.

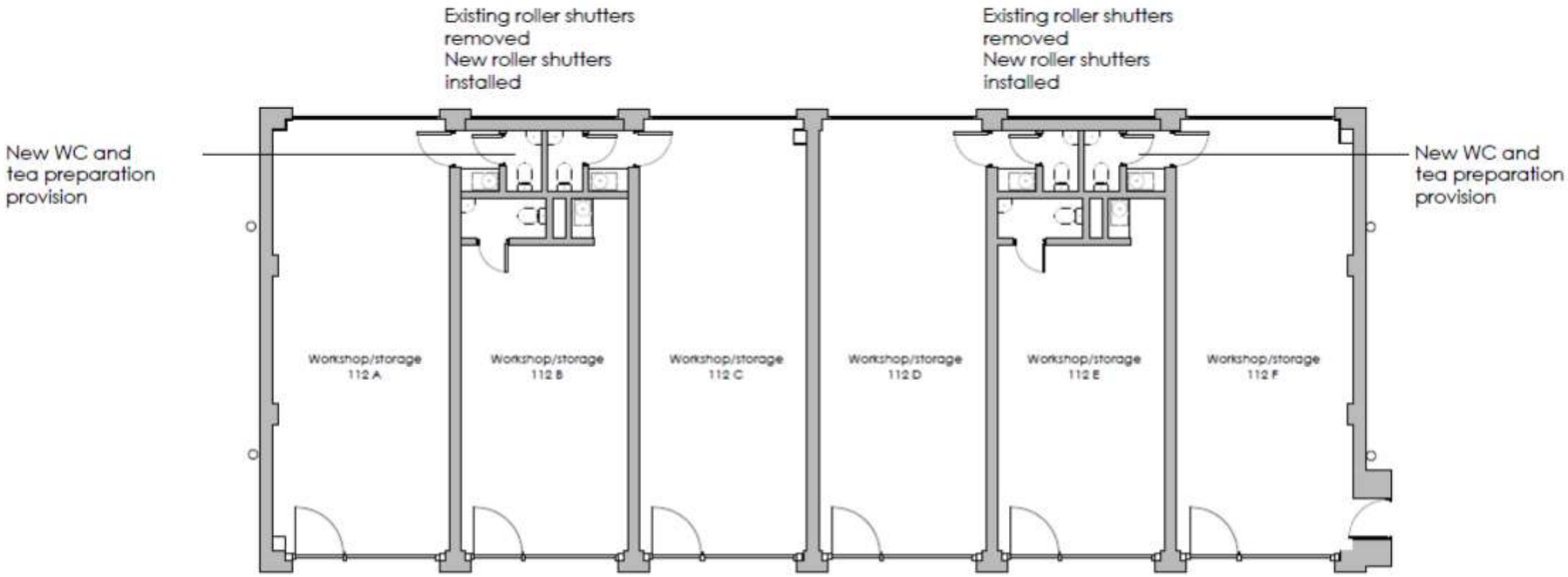
Two of the originally proposed type A hangars (units 79 and 137) were completed in 1926/7, and they were joined by two type C hangars (units 108 and 113) post 1934. Their sizes were dictated by the aircraft they contained.

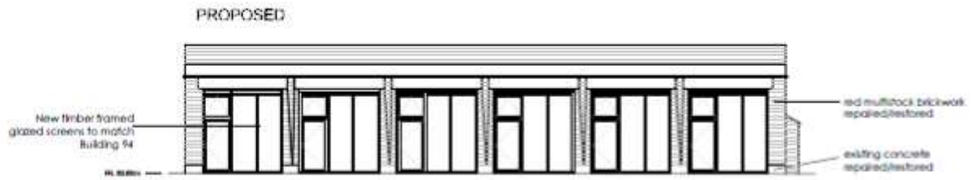
The hangars provide the most visually dominant characteristic of the Conservation Area. They provide vast column-free internal spaces, top-lit and with ancillary accommodation in masonry rooms running the sides of the building. Their height and reasonably constant internal temperatures provide excellent conditions for storage.

The buildings are all single storey and built on the same level. External access into the administration blocks each side of the building is via a small threshold but the listed nature of the envelope and its Conservation Area setting make the provision of an entrance at grade impractical. Access each end of the main hangar space is however all at grade.

The Gliding Club currently occupy 113, but the intention is to move them into 137 (i.e. both aeroplanes and administration offices) which with a revised boundary fence line, will make both 113 and 137 inaccessible to the general public from the Technical Site. Access to 113 and 137 and therefore their respective car parking will be from Skimmingdish Lane. 137 will then become available for general airside storage. The gliding club already access their premises from Skimmingdish Lane so there will be no intensification of use.

Other than the Change of Use, no major changes to the envelope or internal spaces is envisaged.





BUILDING 112
West Elevation - Proposed

BUILDING 112
South Elevation - Proposed

BUILDING 112
East Elevation - Proposed

BUILDING 112
North Elevation - Proposed

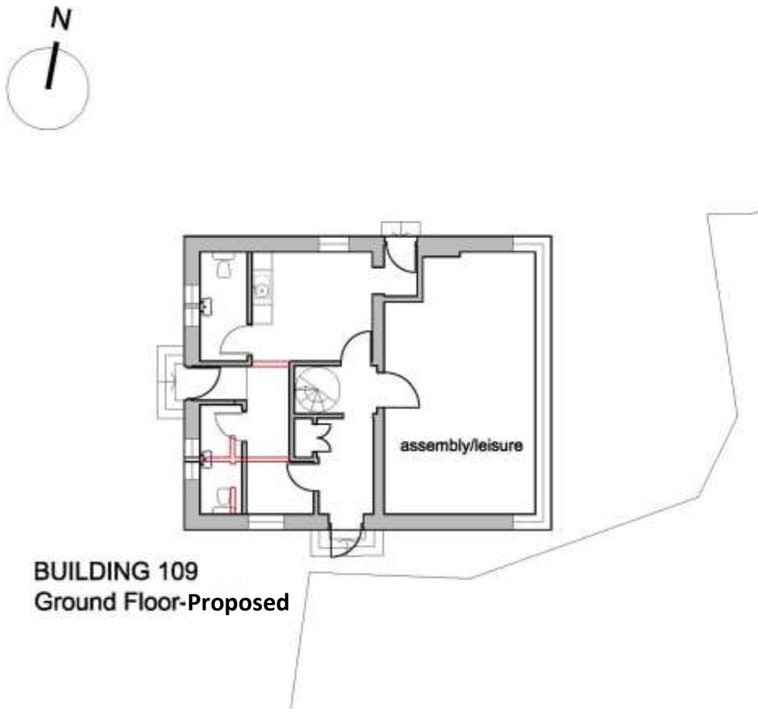
8.2 Conversion Projects – The Tanker Sheds (112, 116, 118, 133 and 136 - none listed)

Proposed Plans and Elevations for Building 112 shown
Bottom Left photograph: Building 94 as completed

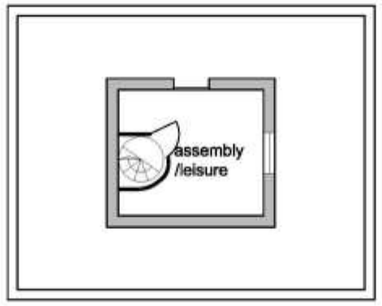
Proposal: Change of Use to showroom, workshop and office/light industrial use. Installation of glazed external wall and entrance door to each 'bay', behind the roller shutter one side of the building (to match building 94). New internal WCs and kitchenette. Internal thermal insulation and drylining. New electrical lighting and heating. External repairs in accordance with HPA.

The tanker sheds are all post 1934, and were built to suit the change from fixed to mobile aircraft re-fuelling, storing the many petrol tankers required.

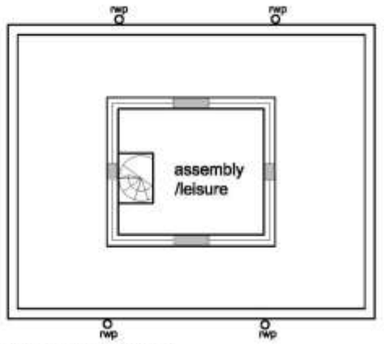
Conversion of a tanker shed has already been successfully achieved in Building 94 (see bottom left photograph), where new tenants include an upholsterer and mechanic. The buildings will largely retain their original form externally, but the glazed frontages, which only become visible during operational hours when the roller shutters are raised, provide a contemporary new face and adequate daylight for the internal use. A small sanitary installation and kitchenette is provided to each of the units internally. There is insufficient space for a full DDA compliant WC, and other wheelchair accessible WCs are close by on site.



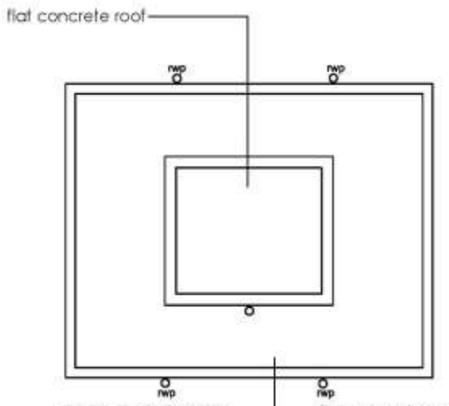
BUILDING 109
Ground Floor-**Proposed**



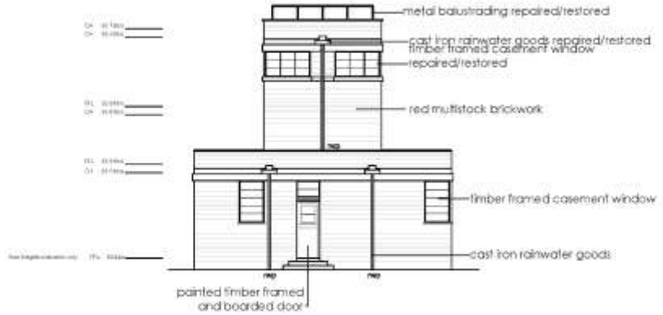
BUILDING 109
First Floor-proposed



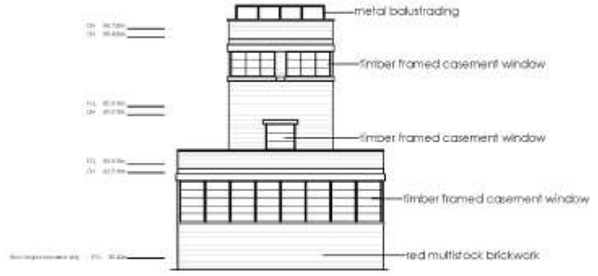
BUILDING 109
Second Floor-proposed



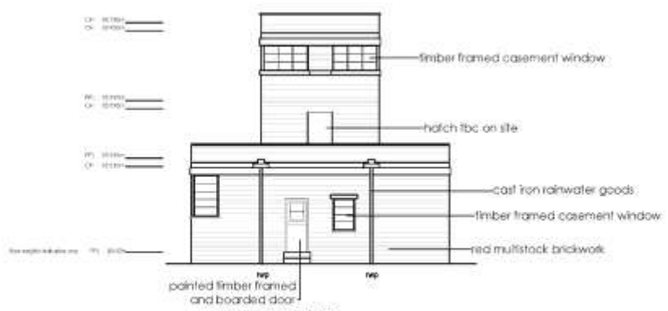
BUILDING 109
Roof plan-proposed



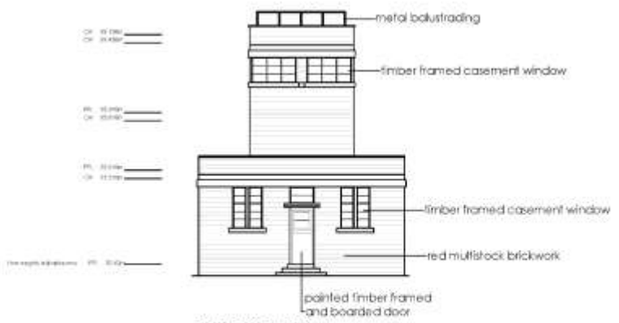
BUILDING 109
South Elevation - Proposed



BUILDING 109
East Elevation -Proposed



BUILDING 109
North Elevation - Proposed



BUILDING 109
West Elevation - Proposed

8.3 Conversion Projects – The Airfield Tower and Fire Tender House (109 listed grade II and 111 unlisted)

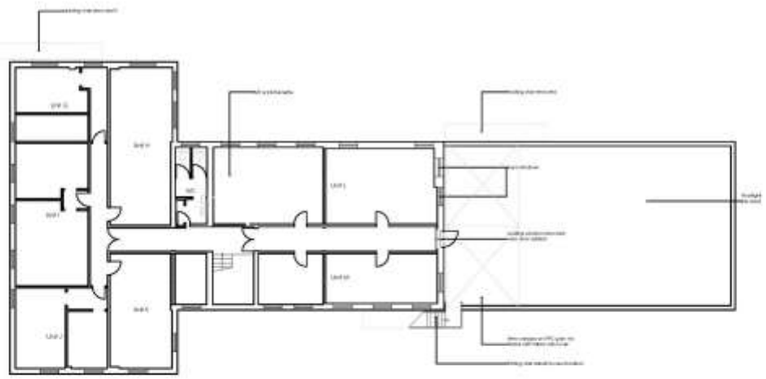
Proposed Plans and Elevations for Building 109 shown

Proposal: 109 - Change of Use to A3 café. New internal WC and kitchenette/servery. New flooring and internal finishes. External repairs, lighting, signage and decoration in accordance with HPA.

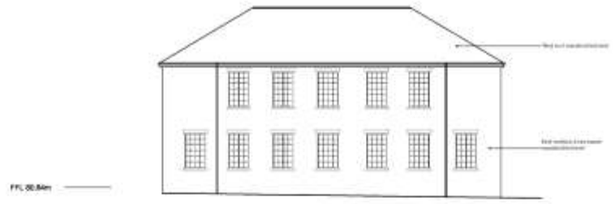
111 – Change of Use to B1 workshop/light industrial unit, storage and/or showroom. New roller shutters. New internal lighting and heating in accordance with HPA. External repairs, lighting, signage and decoration in accordance with HPA.

The control tower was completed in 1938 and replaced an earlier version. It was located on axis of the central avenue from the guardhouse, to control movement on the flying field. Its location would provide a convenient small café use when the airfield was hosting events, or to serve the |Technical Site tenants. A small servery, kitchenette and WC would be provided, and the main ground floor room and upper level would become café sitting areas. It is anticipated that hours of operation would be sporadic, to suit events and that Bicester Heritage may manage the facility directly.

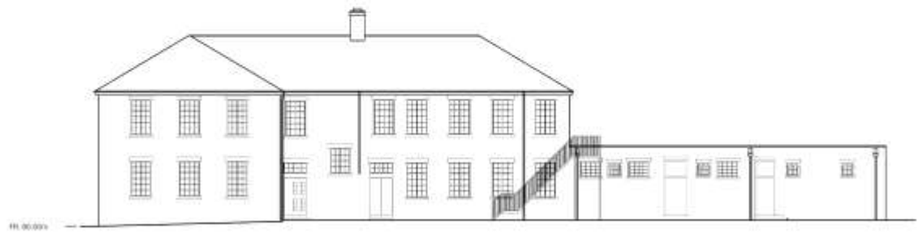
The fire tender house is a similar building to the tanker sheds, in that it is a simple rectangular block with flat roof, though not with roller shutter ends. It is not a large building, but would make an interesting new workshop for a small supplier to the automobile or aviation industry.



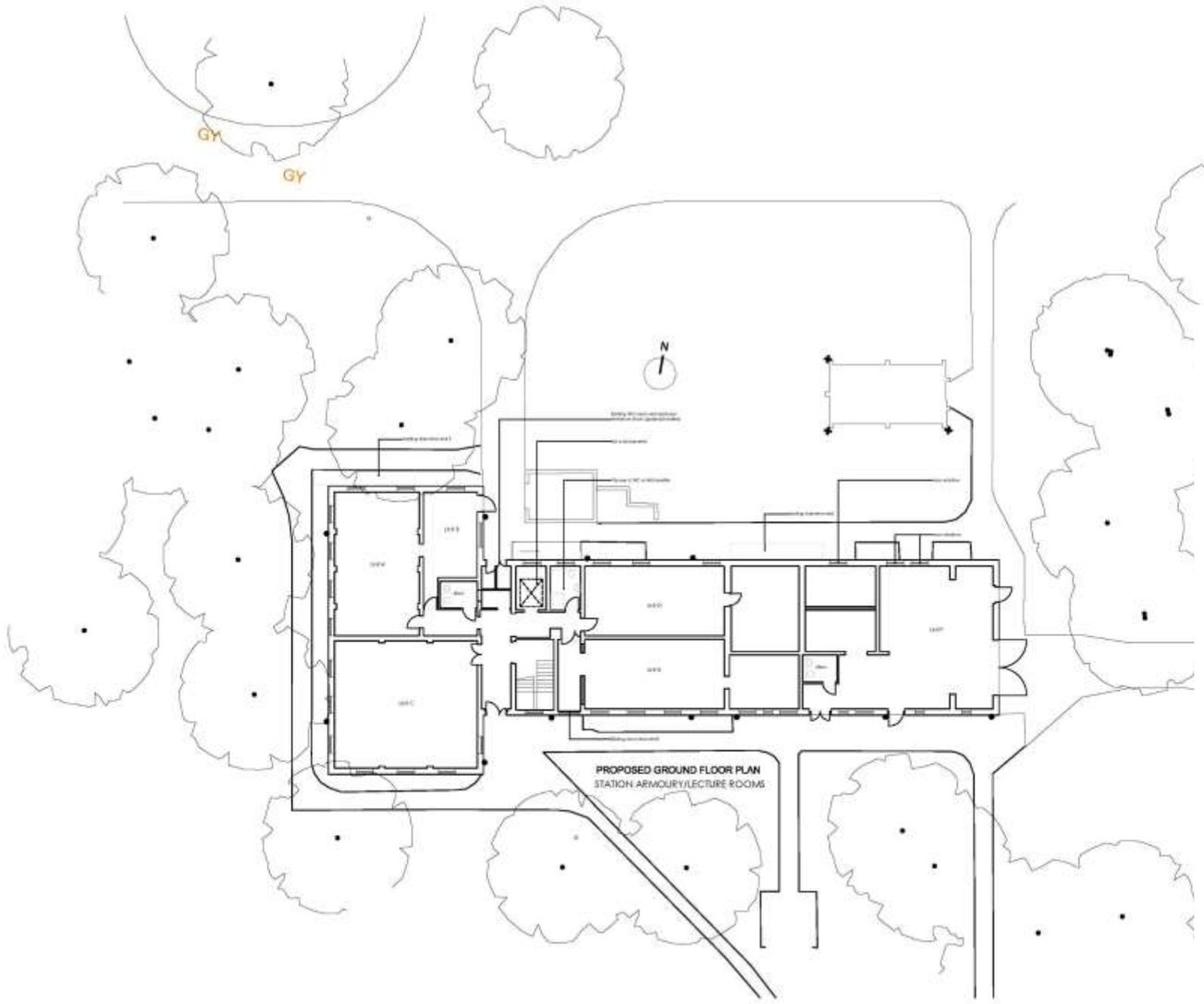
PROPOSED FIRST FLOOR PLAN



BUILDING 123
WEST ELEVATION - PROPOSED
Note: Elevation of windows indicative only

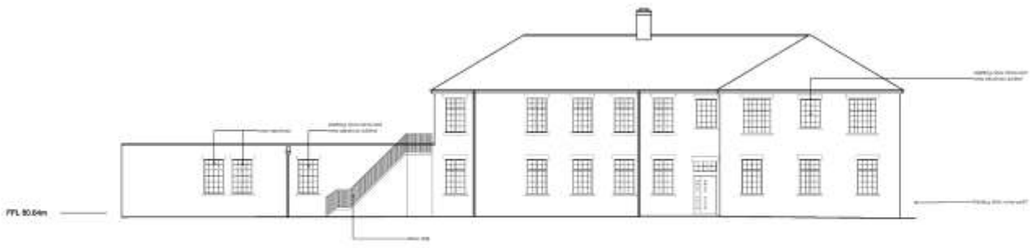


BUILDING 123
SOUTH ELEVATION - PROPOSED
Note: Elevation of windows indicative only



PROPOSED GROUND FLOOR PLAN
STATION ARMOURY/LECTURE ROOMS

BUILDING 123
EAST ELEVATION - PROPOSED
Note: Elevation of windows indicative only



BUILDING 123
NORTH ELEVATION - PROPOSED
Note: Elevation of windows indicative only

8.4 Conversion Projects – The Station Armoury and Lecture Rooms (Building 123, listed grade II)

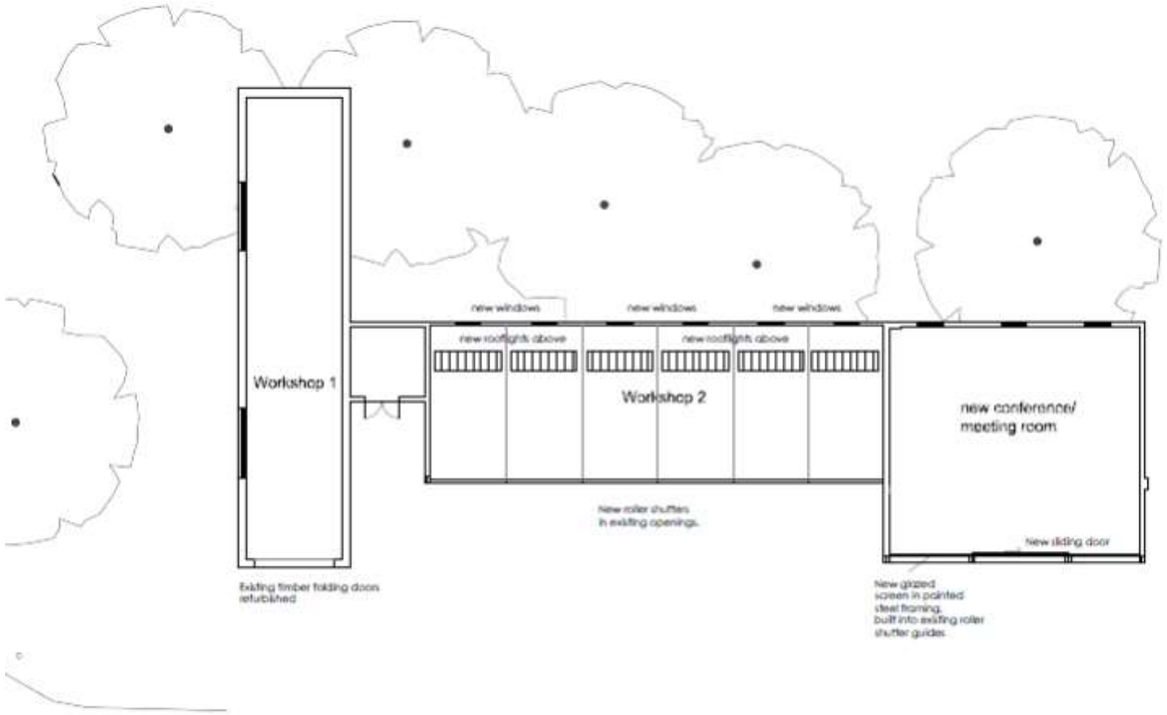
Proposal: Change of Use to B1 office and showroom accommodation. New self-contained office units at ground and first floor. New entrances to north and south of building into communal entrance hall via new glazed doors. New internal WCs and communal kitchenette. A selection of internal partitions removed and existing service rooms moved to allow for an efficient and appropriate internal plan. External repairs in accordance with HPA. New roof terrace provided at first floor level with fabric canopies for shelter. Existing exposed metal fire escape stairs removed serving office spaces. One exposed metal fire escape serving roof terrace moved from north to south side of the building. Complete new electrical services throughout and new perimeter radiator heating. Existing Crittal windows refurbished. New Crittal DG windows fitted to single storey element after removal of security bars. All existing internal doors, skirtings and architraves replaces with new painted timber doors.

Originally completed in 1926, though the cross-wing on the western side was added in 1936 to house a photographic laboratory above lecture rooms and workshops.

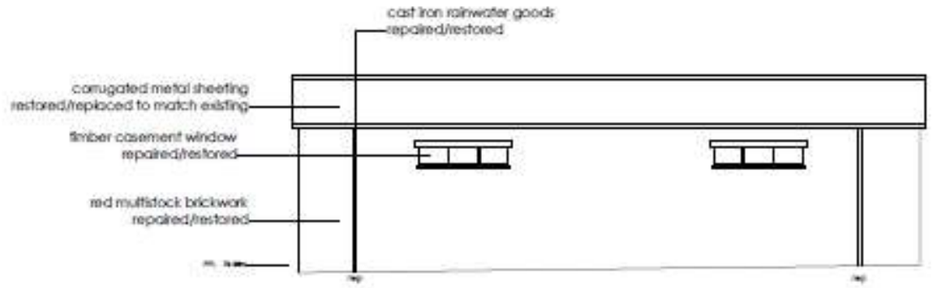
Building 123 provides the only purpose-made suite of 'office' type accommodation on the site, for which there is strong demand. However, the existing workspaces are small, inadequately served and have no proper sanitary facilities. They were purpose designed for their original uses, but are now generally redundant. The proposal is to open up the spaces - not to create an open-plan interior, but to create larger rooms than presently exist to better suit modern tenant requirements. However, even though they will be larger in size, the spaces will still be too small to make each unit self-sufficient, so communal WCs and kitchenettes are proposed, within a 'landlord's common parts'. There will be no central 'reception' space, as the main entrance doors will be fitted with keypads and entryphones to allow tenants inside the building to open those doors remotely.

DDA compliant WCs are proposed at ground floor to serve tenants on that level. The first floor offices generally mirror those on ground floor (although with less floorspace), so it is not considered necessary to add lift provision or DDA compliant WCs at the upper level, and it would be detrimental to the listed character of the interior to do so.

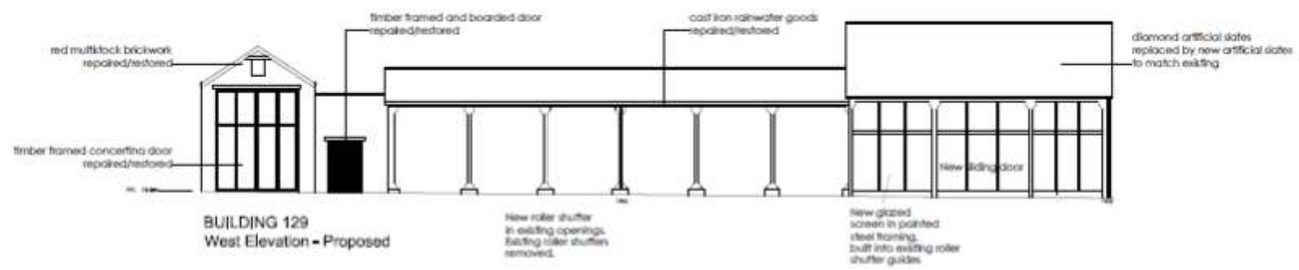
Provision will be made within the structure to fit a hoist, should tenants require this in the future.



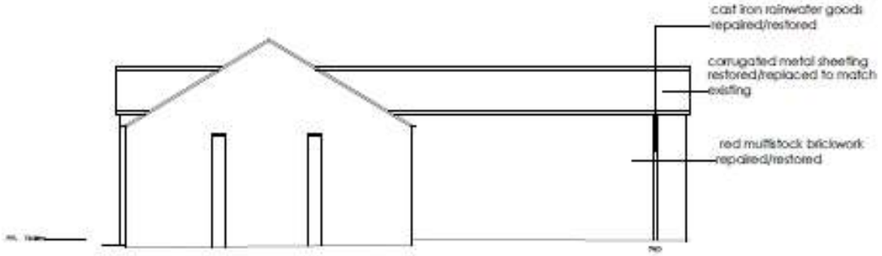
BUILDING 129
Ground Floor Plan - Proposed



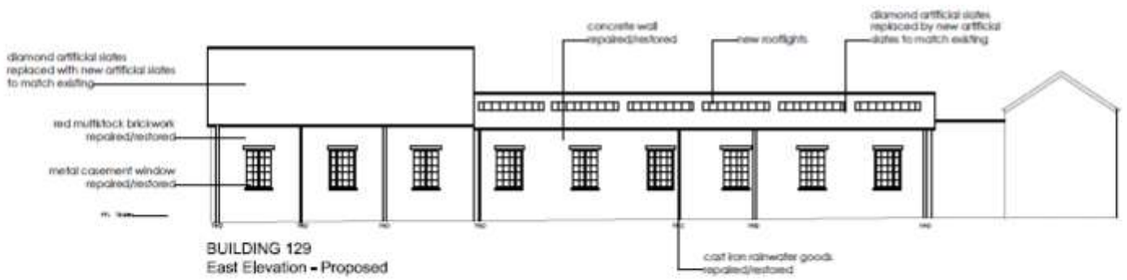
BUILDING 129
North Elevation - Proposed



BUILDING 129
West Elevation - Proposed



BUILDING 129
South Elevation - Proposed



BUILDING 129
East Elevation - Proposed

8.5 Conversion Projects –The Long Bay Transport Sheds (buildings 129 and 131; all listed Grade II)

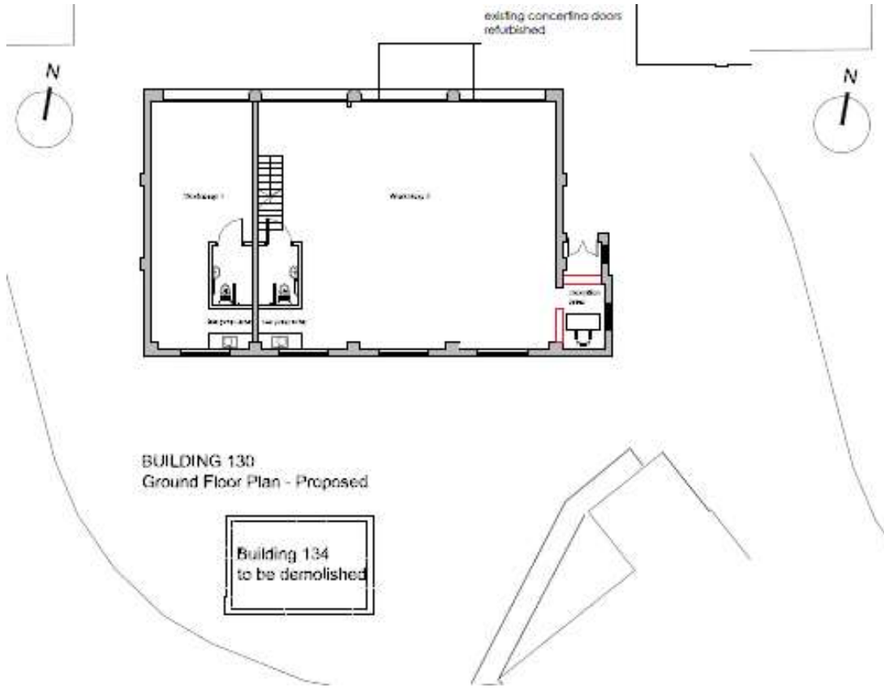
Proposed Plans and Elevations for Building 129 shown

Proposal: Change of Use to B1 light industrial and workshop space with part showroom/conference use in 129. New glazed frontage to southern end of 129 with new kitchenette and servery internally. New lighting, heating and decoration in accordance with HPA. New roller shutter doors to all units. External repairs in accordance with HPA.

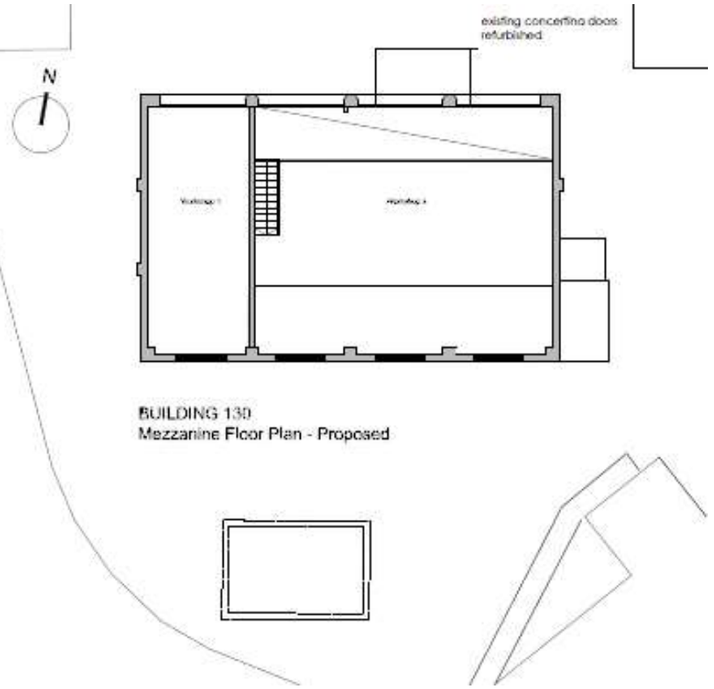
This series of buildings started construction in 1927 as two ranges facing a wide manoeuvring apron. The courtyard was formed when an additional range was provided on the south side in 1936/7.

The southern end of Building 129 has already been converted to its proposed use, so this application seeks retrospective use for that conversion, which was undertaken quickly simply to provide a communal gathering point, learning environment and basic refreshment facilities for the many visitors who attend the 'scramble' and other early marketing events, so necessary for the whole venture to get off the ground. A new glazed frontage has been added to the unit, fitted within the existing guides serving the removed original roller shutters. The frontage includes a large sliding door and small pedestrian entrance. The framing is from slender painted steel components. The interior has been repaired but no other changes have been made.

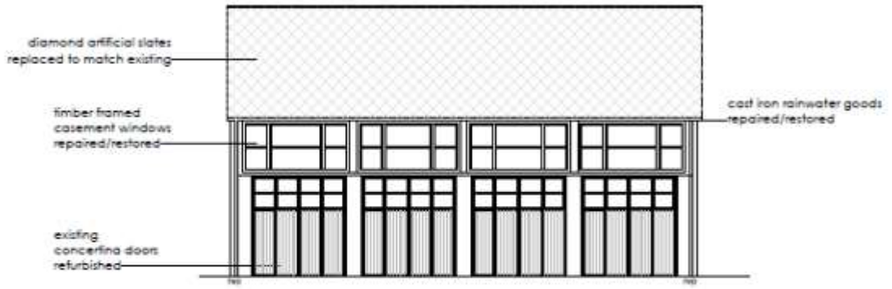
No WCs or kitchenettes are proposed in these buildings as they already exist in the northern end of 131. All the units are at grade and there are no existing level changes to impair access.



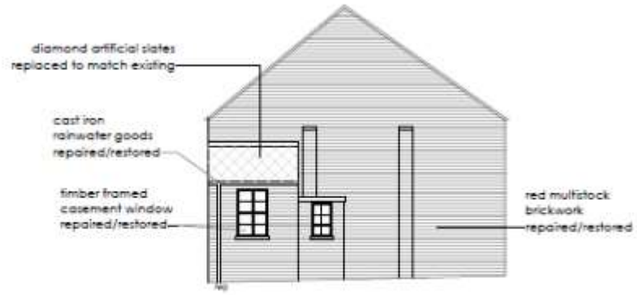
BUILDING 130
Ground Floor Plan - Proposed



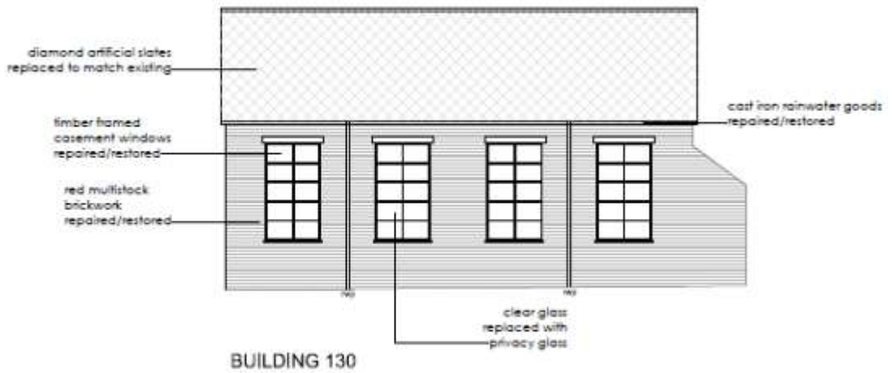
BUILDING 130
Mezzanine Floor Plan - Proposed



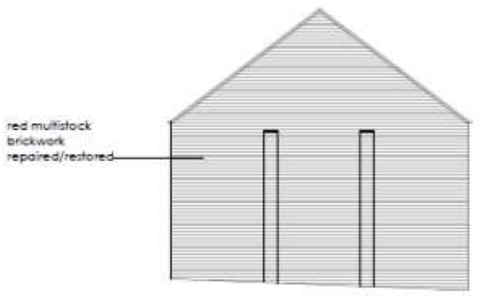
BUILDING 130
North Elevation - Proposed



BUILDING 130
East Elevation - Proposed



BUILDING 130
South Elevation - Proposed



BUILDING 130
West Elevation - Proposed

8.6 Conversion Projects – The Special Repair Bay Sheds (buildings 130 and 135, listed grade II)

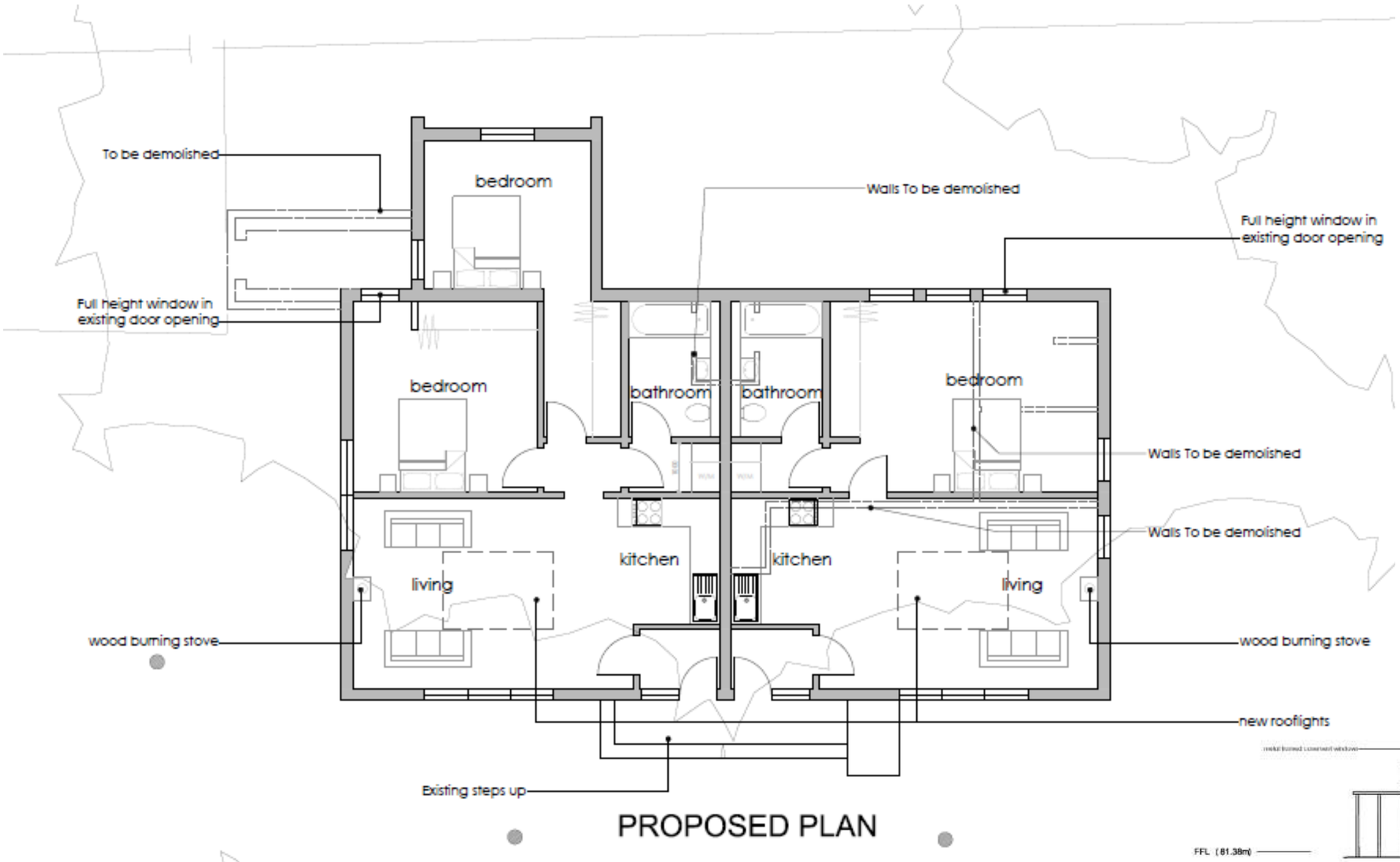
Proposed Plans and Elevations for Buioding 130 shown, photograph Building 135

Proposal: Change of Use to B1 workshop and showroom. New mezzanine floor and staircase internally. New WC and kitchenette internally. Internal heating and lighting in accordance with HPA. External repairs in accordance with HPA.

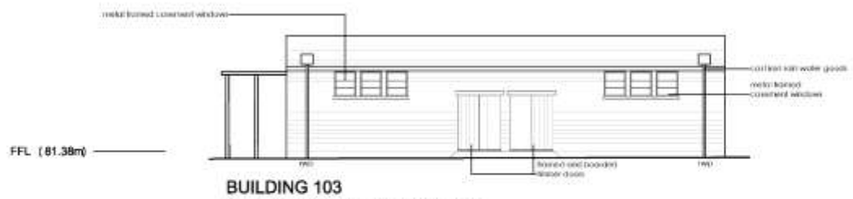
The taller Repair Sheds were constructed in 1930s to supplement the Long Bay Transport sheds but were developed in a more art-deco style with concrete external columns and half-glazed folding doors.

The internal space is reasonably high and can take a new mezzanine floor adequately. The proposal is to make the structure of that mezzanine independent of the main building structure and 'reversible'. The fanlights above the folding doors (130) would ensure sufficient daylight reaches the upper level. We propose that the mezzanine would be an obvious new addition and would not imitate any original work. It would have simple metal balustrading and a timber floor and staircase.

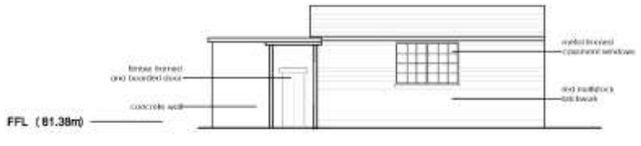
The folding doors are eminently suitable for the new use, and only refurbishment and new ironmongery is necessary.



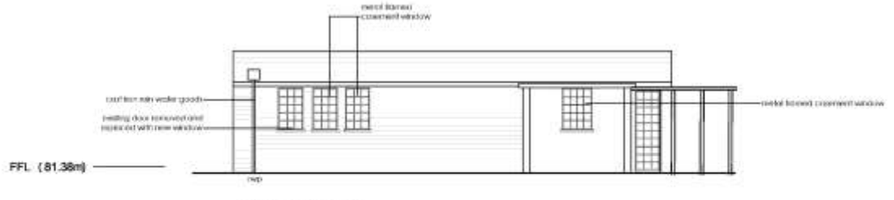
PROPOSED PLAN



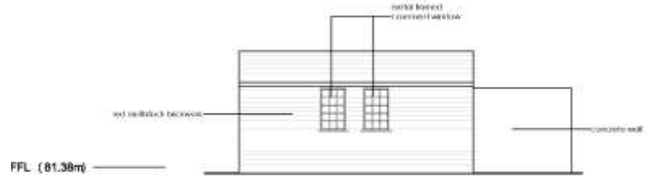
BUILDING 103
South East Elevation - Proposed
Note: Window Fenestration Indicative only



BUILDING 103
South West Elevation - Proposed
Note: Window Fenestration Indicative only



BUILDING 103
North West Elevation - Proposed
Note: Window Fenestration and rwp indicative only



BUILDING 103
North East Elevation - Proposed
Note: Window Fenestration and rwp indicative only

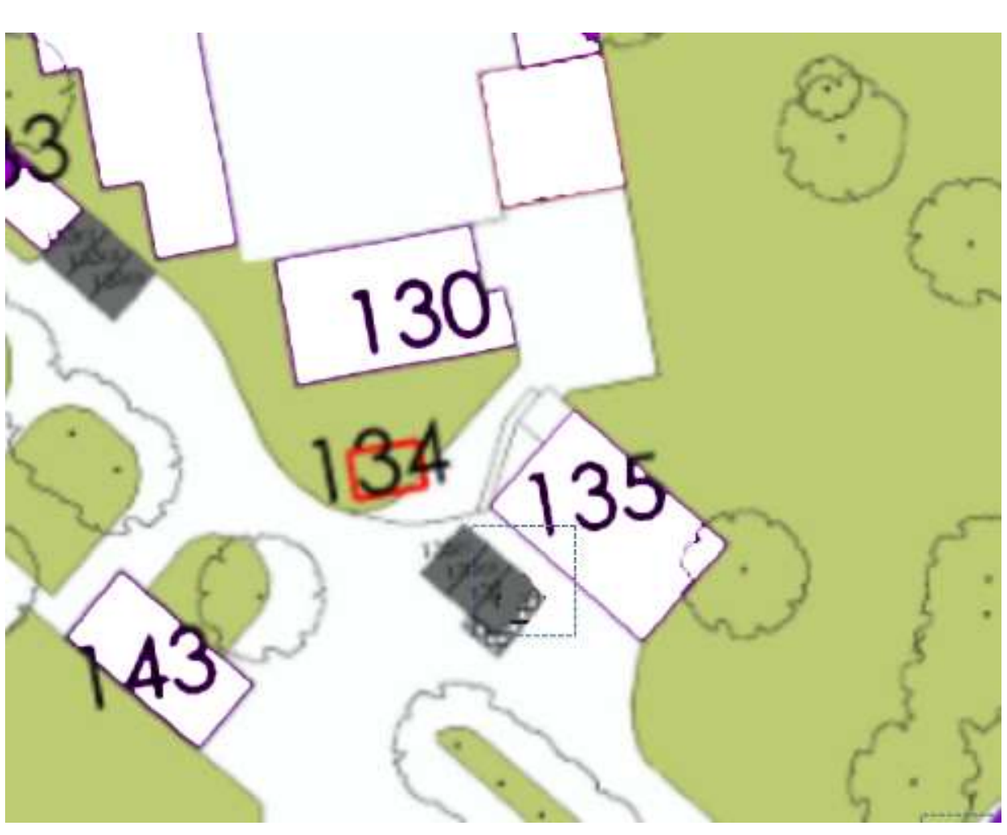
8.7 Conversion Projects – The Link Trainer (building 103, listed grade II)

Proposal: Change of Use to form new C3 'overnight accommodation'. Some existing internal walls removed. New internal walls added to form two accommodation units – a single bed unit and a two bed unit. Bathrooms, kitchen and utility rooms back-to-back against party wall. New glazed rooflight to each living space. New internal finishes, including lighting, new underfloor heating. Existing Critall windows refurbished and fitted with secondary glazing. New wood-burning stoves internally. External repairs in accordance with HPA. Side corridor access demolished and replaced with flat canopy on slim columns. New glazed entrance doors but with external timber security doors capable of folding back against external wall. External lighting, signage and decoration in accordance with HPA.

The link trainer was constructed in 1939 for the training of pilots in instrument flying. It is a simple building, already divided into two, and with large internal walls lit by high level windows. We can imagine that the major rooms were the principal teaching spaces and the high windows allowed for wall display and projection. Our proposal respects both characteristics, by maintaining those principle rooms and window levels, and providing the necessary daylight for the new use through new, large, simple format rooflights. Demolition of the narrow access corridor then allows us to add more daylight into the bedrooms by fully glazing the internal door openings that led into that corridor. The timber external door 'shutters' mimic the original doors and provide security.

The entire unit will be on a single level. The main entrances will be via slight ramps to overcome the existing level differences between inside and out. It is however, impractical to fit DDA compliant bathrooms without impacting on the space and listed character of the main living spaces.

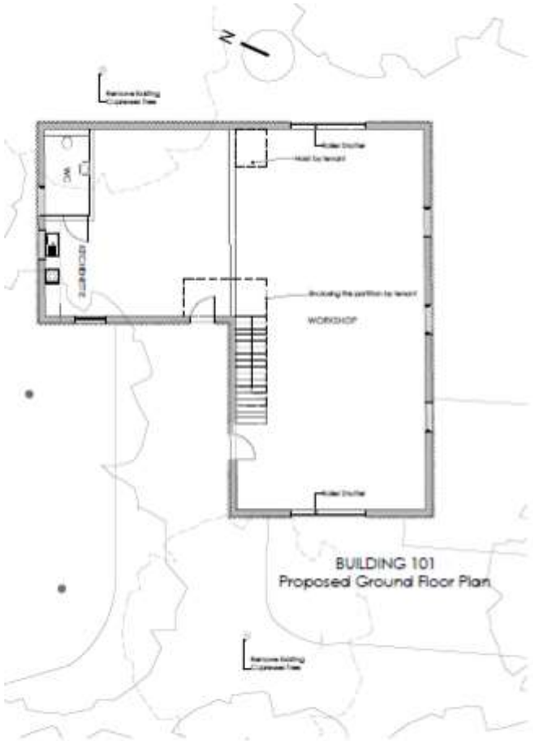

NO
SMOKING


130
134
135
143

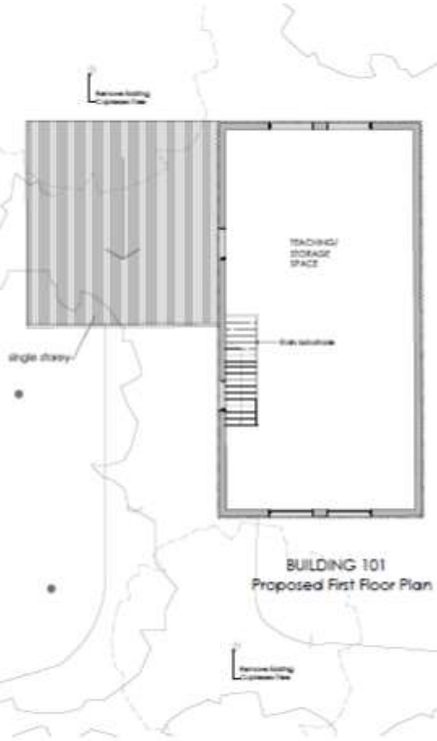
8.8 Demolition Proposal – The Tank Housing (structure 134, unlisted)

Proposal: Demolition to allow for loading and car parking to unit 130.

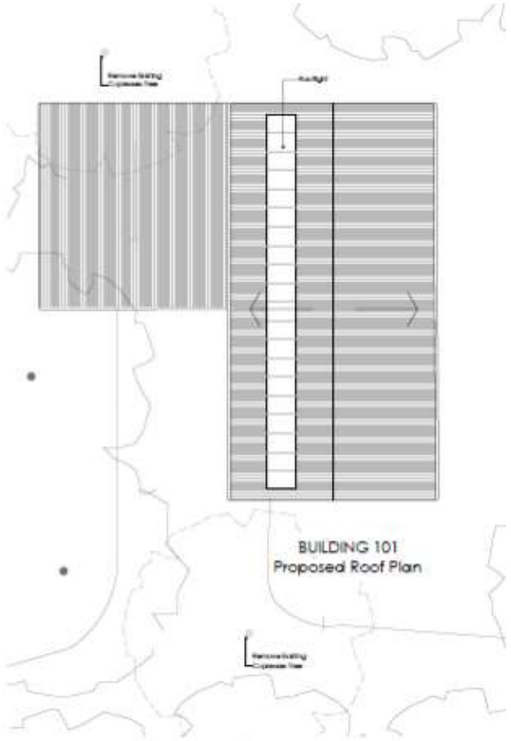
Date unknown. This housing appears to be one of a family of later structures that use a different brick and were constructed as simple housings for services equipment. The structure no longer serves any purpose and is not highlighted as having any architectural value in the CA appraisal. It has no pleasing characteristics and its removal will reduce maintenance costs, and allow greater access into 130. A similar demolition proposal for larger structures (buildings 83 and 98) has already been granted consent by CDC and implemented.



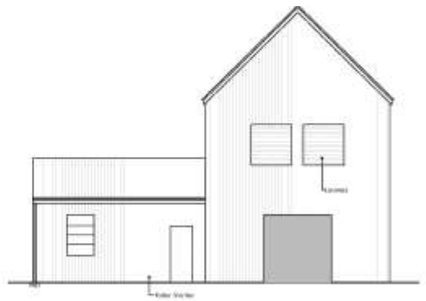
BUILDING 101
Proposed Ground Floor Plan



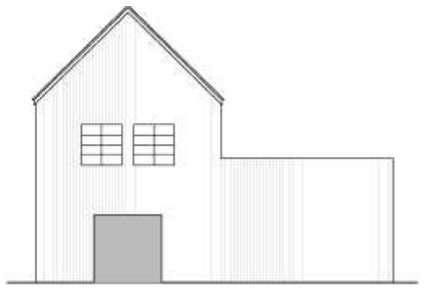
BUILDING 101
Proposed First Floor Plan



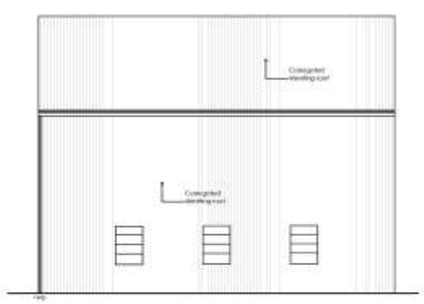
BUILDING 101
Proposed Roof Plan



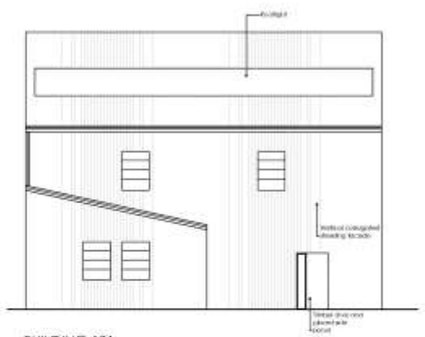
BUILDING 101
PROPOSED West Elevation



BUILDING 101
PROPOSED East Elevation



BUILDING 101
PROPOSED South Elevation



BUILDING 101
PROPOSED North Elevation

8.9 New-build Proposals – The Spotlight Turret Trainer (building 101, unlisted)

Proposal: Complete demolition of the existing building, and its replacement with a new-build, larger B1 workshop, showroom and teaching facility, designed to follow the design rationale of the existing building but modified for contemporary use. The new building would be sited very close to the existing building's position, though two trees, will be removed to allow for its construction.

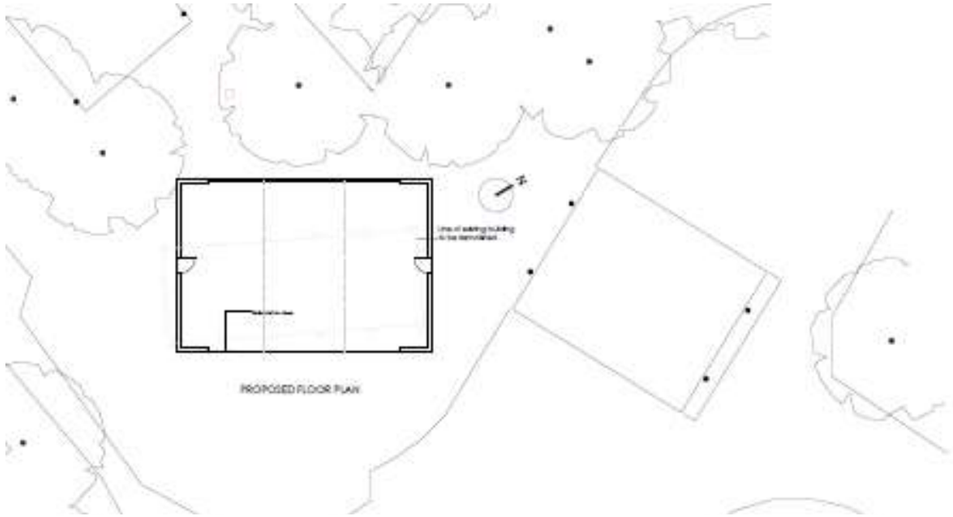
Date unknown. The existing building is of simple steel frame construction clad in corrugated asbestos. The deleterious nature of the cladding material means that it is a danger to visitors and cannot be entered without fully protective clothing. Although it had an interesting use as a training facility (using dummy guns and projected images) it is no longer an asset and needs to be removed.

The proposal seeks to respect the memory of the existing building by designing its replacement to be of the same basic two storey proportions and with a corrugated metal finish. The existing building's upper floor has no windows, so where vents currently exist, louvres are now proposed in the replacement. Windows occur at ground floor level like the existing building.

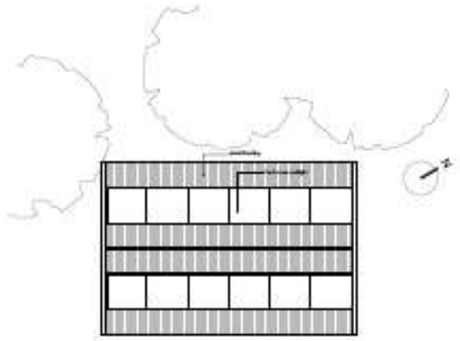
The applicants wish is for a larger ground floor. This will optimise rental values and ensure there is sufficient return for development. The larger ground floor is provided by extending the building northwards, away and out of sight of the main elevations facing the distributor road, and where the Root Protection Areas ('RPAs') of the surrounding trees are unaffected.

The orientation of the new two storey part is turned 90 degrees to the existing (so as to avoid trees) but we believe the impact on the CA will not be harmful, and the principle aim is to maintain a balance of space between the building and its neighbours, and provide something new which respects the scale and form of the building its replaces.

The ground floor of the unit will all be at grade and a DDA compliant WC and kitchenette will be built internally. The entrance doors will have level thresholds.



PROPOSED FLOOR PLAN

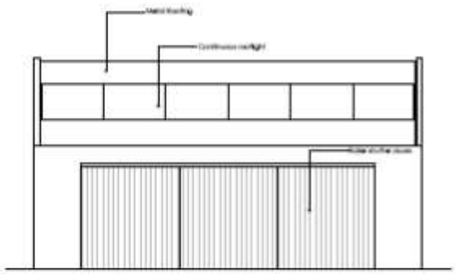


PROPOSED ROOF PLAN

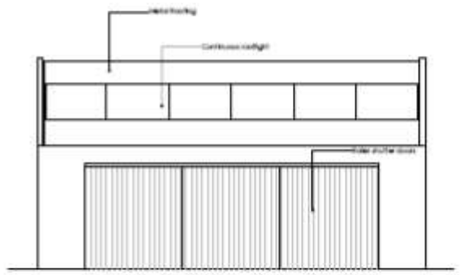
PROPOSED

BUILDING 104
SOUTH WEST ELEVATION - PROPOSED

BUILDING 104
NORTH EAST ELEVATION - PROPOSED



BUILDING 104
NORTH WEST ELEVATION - PROPOSED



BUILDING 104
SOUTH EAST ELEVATION - PROPOSED

8.10 New-build Proposals – The Meteorological Section Offices (building 104, unlisted)

Proposal: Complete demolition of the existing building, and its replacement with a new-build B1 workshop, light industrial and showroom unit, designed in the manner of other workshops on the Technical site, of brick and metal cladding under a metal clad roof, and approximately in the same position as the existing building. Three trees, noted as being of indifferent quality in the Tree Survey, will be removed to allow for its construction.

The existing building was constructed in 1939, and was evidently a temporary structure. It is single storey, and faced in rendered brickwork around pre-cast concrete portal frames which may have been re-used from another building. The structure has very low ceilings and is now well past its useable life.

The new replacement is also single storey, but wider and taller to meet the growing demands from tenants for workshop space. The new building is located similarly to the existing, diagonally across the junction of the central avenue with the perimeter distributor road serving the hangars. Its 'front face' is very close to the front elevation of the existing building to maintain views of the hangar and respect its setting in the CA.

The general form of the new building takes its cue from other existing workshops on the site. The gable end and return walls are in brick, and the main sides, which contain roller shutter doors in metal cladding, are of corrugated metal. A brick parapet spans the side claddings in the manner of building 119. Walls are punctuated with Crittal DG units, and rooflights (in accordance with the HPA) are built into the profiled metal roofing.

A DDA compliant WC and kitchenette will be built internally. The unit is all at grade, and the entrance will have a level threshold.

Figure 8- Existing lighting standards. No additional roadside lighting standards are proposed

Figure 9- Type and finish of all new external light fittings to be used on all buildings

9.1 Location and orientation of entrances, hard and soft landscaping, widths and gradients of footways and lighting

The initial phases, (phase 1 and 2), have not included any new buildings. The location of buildings and orientation of the entrances are protected by the Conservation Area status and have been maintained and no significant remodelling undertaken.

As with the buildings, the hard and soft landscaping has also been retained (as existing) in terms of overall layout, though some local improvements have been undertaken. These include repairs and additional parking areas. In many cases the entrances to buildings are already at grade, or are fitted with external ramps.

Independent footways are limited around the site, though all are lit by street lamps. Typically the site is accessed by tarmacked roads shared by cars and pedestrians. The roads generally have very limited gradients and in most instances, the roads provide kerb free access to the hard landscaped area outside the buildings.

Lighting is provided throughout the site. The lighting takes the form of tall lamp standards with lantern hoods, and are fitted at approx. 6m centres on primary roads. All newly converted buildings will be fitted with matching wall lamps outside main entrances.

9.2 Approach, steps and ramps, door design

The overall site is almost flat, and the approach to many buildings is by level access. In other instances, where improvements are difficult due to heritage constraints, consideration will be given to mobile access ramps, as specific requirements become known.

The door design and width are generally retained as existing. Whilst in some ways this could create a barrier to access, the workshop entrance doors are typically left open during working hours which aids access through doors which otherwise could be difficult to operate.

All the doors are of contrasting appearance to the general external façade, which aids identification.

9.3 Means of Escape

The buildings within the first phase are simple single storey buildings. As such, the MOE principles have been developed based on simple, unphased evacuation. The need for designated 'refuges' has been avoided. Some of the buildings incorporate a mezzanine platform that is intended for storage use only.

9.4 Type and position of signs, receptions, lifts, stairs, corridor and WCs

The signage and way finding is at low level with clear and contrasting typeface.

The buildings will generally be occupied by small enterprises; as such receptions are not typically part of the fit out.

The initial completed phases are lift and stair free, corridors have been kept to a minimum as the buildings, which are generally open in nature, are being maintained as open spaces.

There is provision for a disabled person's WC within building 107, though larger than standard wheelchair accessible WCs have also been fitted within buildings 90 and 99.

Figure 10- Level access-Building 94

Figure 11- Graded access-Building 90

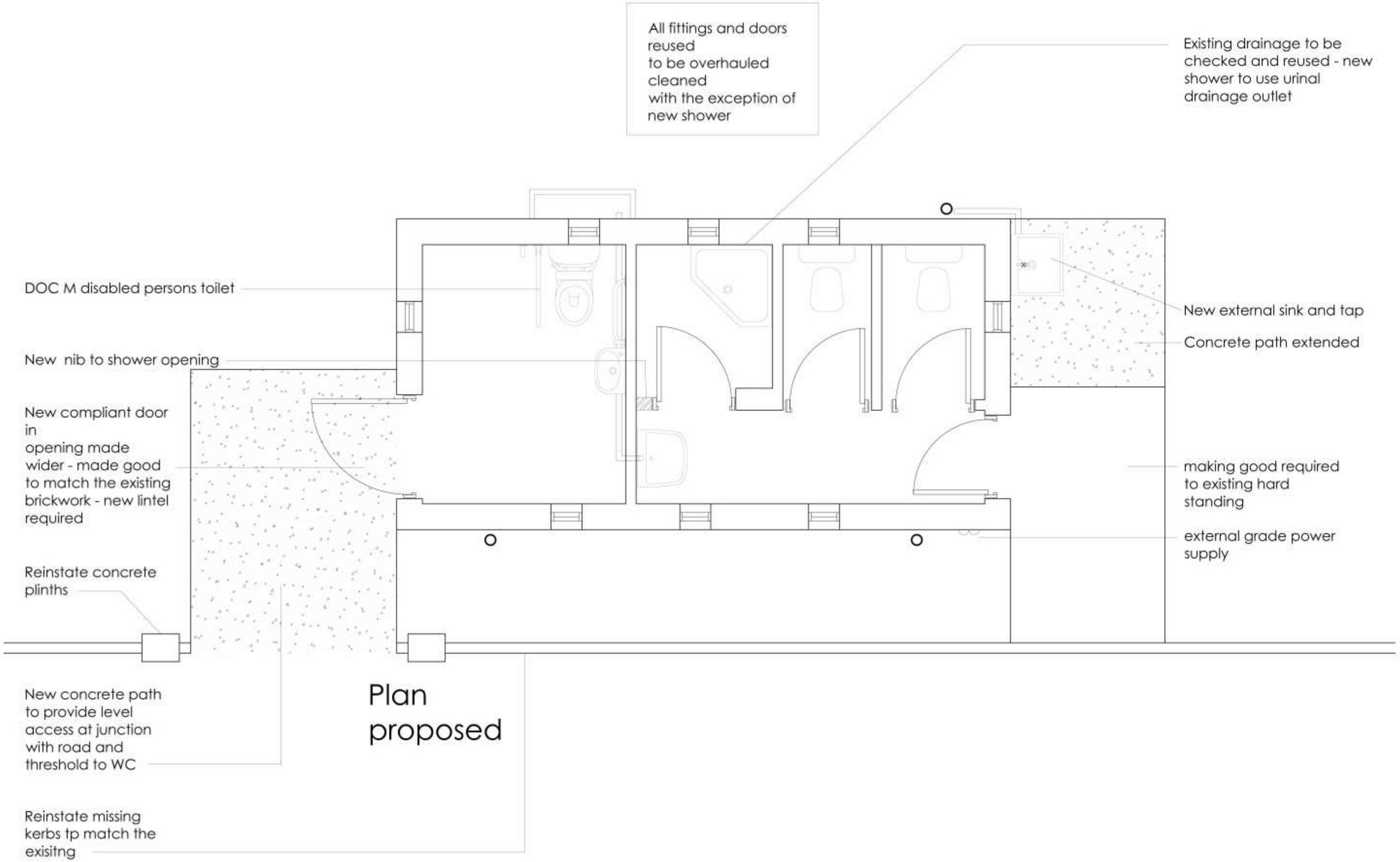


Figure 12- Provision for a disabled person's WC within building 107

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