

Shoreham Airport Development Design Code

September 2018





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1.0 Introduction

1.1 Purpose of the Design Codes

- 1.1.1 This document is prepared on behalf of the site owner, Abermarle Shoreham Airport Ltd.
- 1.1.2 These Design Codes set out the parameters for building development pursuant to the Outline Planning Application for the site located on land to the east of Shoreham Aripport.
- 1.1.3 These codes are prepared in order to:
 - » Create consistency of design quality across the development site,
 - » Provide a framework for building design, in terms of building form, materials and colour palette,
 - » To ensure the long term integrity of the site as a quality environment.
 - » To safeguard that adequate mitigation is provided to reduce the visual impact of development on the SDNP, designated local gap and local heritage assets.
- 1.1.4 Changes to these codes due to National or Local Planning Policy or due to specific commercial requirements will only be undertaken with the agreement of Adur District Council.

1.2 The Vision

- 1.2.1 The Vision for The Site is to create a sustainable, high quality employment environment which will:
 - » Provide a range of building sizes and uses to attract the widest interest of local, regional and national occupiers.
 - » Develop buildings of high quality, contemporary specification standards not currently available in the location.
 - » Create high quality built environment that sits comfortably in its open landscaped setting.
- 1.2.2 The implementation of these Design Codes will provide consistent design standards across the development, whilst providing the flexibility to create variety. A coherent commitment is demonstrated to quality and sustainability that informs both build quality but also long term estate management.

1.3 Development Overview

- 1.3.1 Description of Development:

‘Outline planning permission for erection of new commercial buildings to provide up to 25,000 sqm of floor space for Light Industrial (Use Class B1c), General Industrial (Use Class B2) and Storage & Distribution (Use Class B8) with access, landscape and associated infrastructure (including new pumping facility on the River Adur)’

1.0 Introduction

1.4 Masterplan Concept

- 1.4.1 The masterplan concept envisages a comprehensive development of this under utilised brownfield site on the edge of Shoreham Airport to provide a vibrant employment zone.
- 1.4.2 The site will create a high quality employment environment to help satisfy the current local lack of supply. The northern and eastern boundaries will be planted to filter views to the new buildings. The southern aspect will be mounded to match the Estuary bund and create a reduction for visual exposure. The western boundary to the working airport will remain largely open as it currently exists.
- 1.4.3 The arrangement of buildings is carefully considered within this sensitive location to provide options for separation and maximise views. This being achieved either through the separation on site of individual buildings to provide views through the site or through consolidation of a single building form on site, to achieve maximum visual separation from the existing airport building.
- 1.4.4 A 12m landscape buffer has been located alongside the eastern boundary of the site where access points and car parking will be located. This effectively pushes development towards the west of the development plot.
- 1.4.5 Within the Outline Planning Application building heights and siting will be informed by the parameter plans that accompanied the application.
- 1.4.6 This supports the Council's bold vision for growing prosperity and employment across the District.

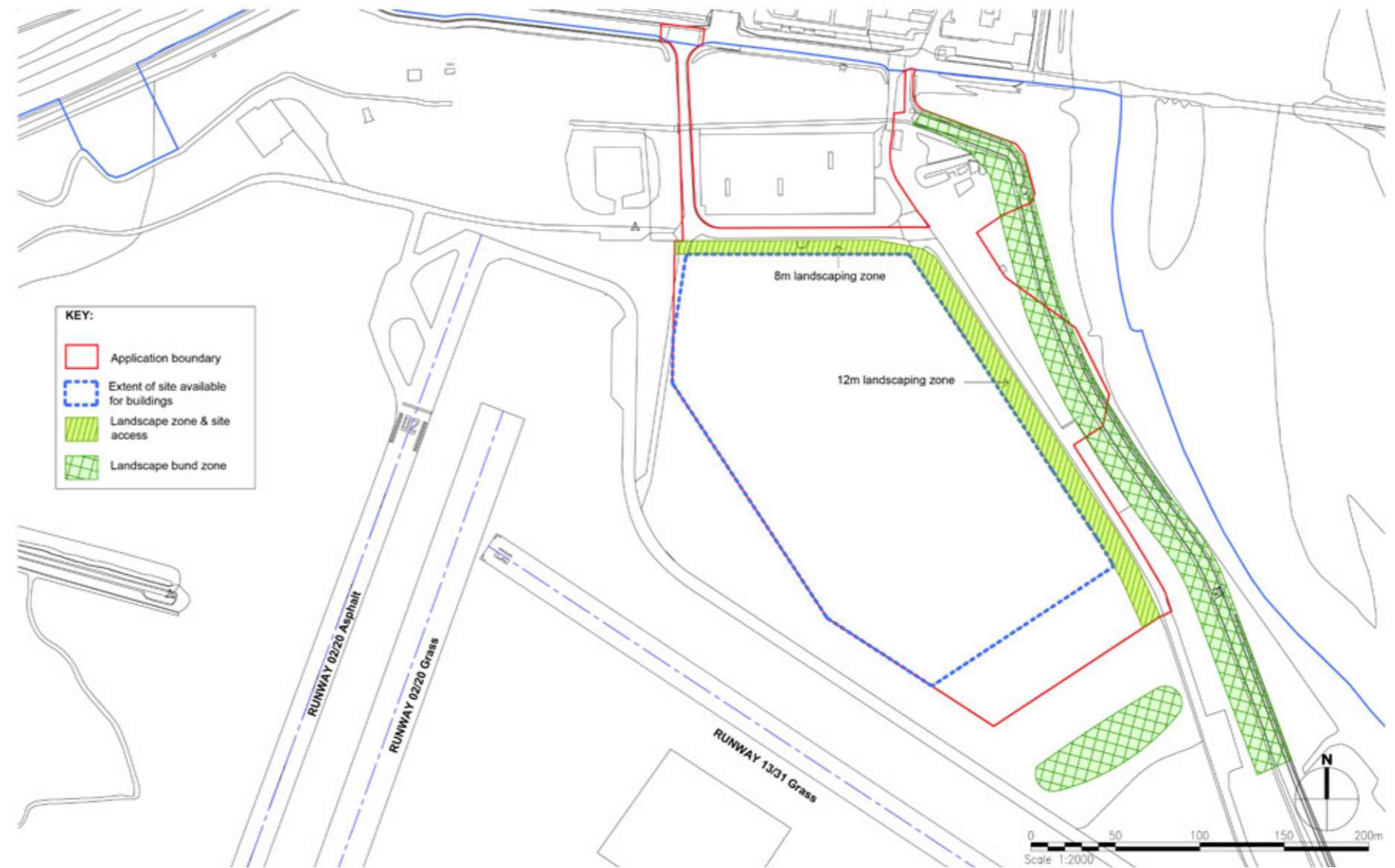


Fig. 1: Diagram illustrating the Masterplan Concept

2.0 Interpretation Of The Parameters

2.1 Parameter Plans

Site Area

2.1.1 Whilst the red line application site takes in a wider area to allow for access and drainage etc, the development plot is identified on Parameter Plan PL-10_107 as 4.954ha. This compares to the original site allocation of 3.836ha.

2.1.2 However, within the application plot there are a number of 'no build' zones so that on a comparison basis the proposed site offers 4.042ha for buildings.

Site Configuration

2.1.3 The original site allocation with the Adur Local Plan submission (2016) had land set within the airport taxi safety zone, which negated its development potential. The land was therefore relocated to the south of the plot and an additional land was added to form the application site. The site is now larger but more slender, sitting behind the existing Ricardo development.

2.1.4 Within the development plot a 12m strip of land to the east is identified for landscaping and vehicular access points, whilst to the south a 40m zone will be used only for car parking and service yards. This restricts the location in which buildings can be located and therefore their visual impact from the South Downs National Park.

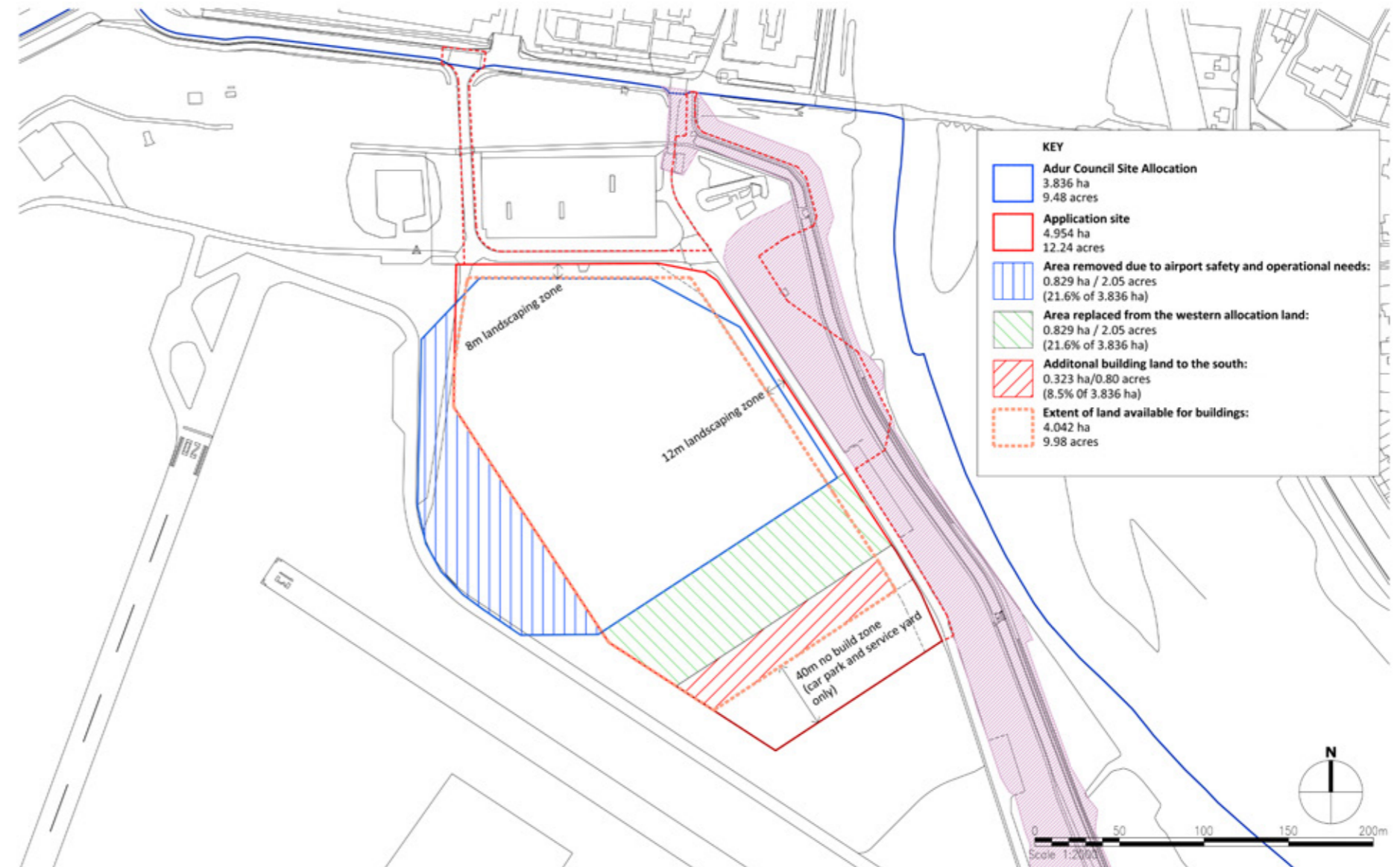


Fig. 2: Parameter Plan. Dwg PL 10_107 - Site Allocation and Proposed Development Zone Comparative areas

2.0 Interpretation Of The Parameters

2.1 Parameter Plans

Amount

- 2.1.5 The application seeks up to a maximum of 25,000 sqm of industrial and distribution floor area. The original site allocation was for a minimum of 15,000 sqm of floor area but due to viability issues such a level has proven unviable. Moreover with a shortage of employment land in the area there is strong tenant demand from local, regional and national occupiers to take space.
- 2.1.6 Whilst the application therefore seeks a slightly larger floor area, the increased site area has been kept as tight as possible to avoid extending the development footprint more than is necessary.



Fig. 4: Diagram illustrating a development of 15,000 sqm industrial and distribution floor area



Fig. 3: Diagram illustrating a development of 25,000 sqm industrial and distribution floor area

2.0 Interpretation Of The Parameters

2.1 Parameter Plans

Maximum Building Heights

- 2.1.7 There are a number of governing factors that establish maximum height contours across the site and that are illustrated on drawing PL 10_106.
- 2.1.8 To the south west and north west there are safety zone limits from 9m in height.
- 2.1.9 The main northern element of the site closest to Ricardo has a maximum roof height of 13m, this would provide for a clear internal height to buildings of circa 10m, allowing for normal portal frame construction and low pitch roof. A 12m landscape and access zone runs along the eastern boundary and will be building free.
- 2.1.10 To the south of the site the height will be restricted to a maximum building height of 10m to roof. The southernmost 40m of the site will be clear of any buildings. In this manner the building heights step down from north to south as they are further from the existing Ricardo establishment and views from the South Downs National Park.



Fig. 5: Parameter Plan. Dwg PL 10_106 - Building Height Restrictions

3.0 Built Form Guidelines

3.1 Built Form

Single / Multiple Buildings of Orientation

3.1.1 As this application is in Outline, we are not seeking permission for siting of buildings, which will be determined through Reserved Matters applications once final tenants are identified.

3.1.2 Final site development may be in the form of a single building or a number of structures.

Single Building Layout

3.1.3 Should proposals seek a single building on the site, this should be located wherever possible to the northern end of the site. This puts the main length of the buildings away from the long distance views from the South Downs National Park and behind the already developed Ricardo facility. The positioning of the building to the northern end of the site also creates the maximum visual gap between this site and the existing airport buildings further south.

- » Service yards could be on one or two sides of the building but will be screened to the north and east by landscape planting where possible.
- » Car parks edged with shrub planting and containing specimen trees to soften and filter views.

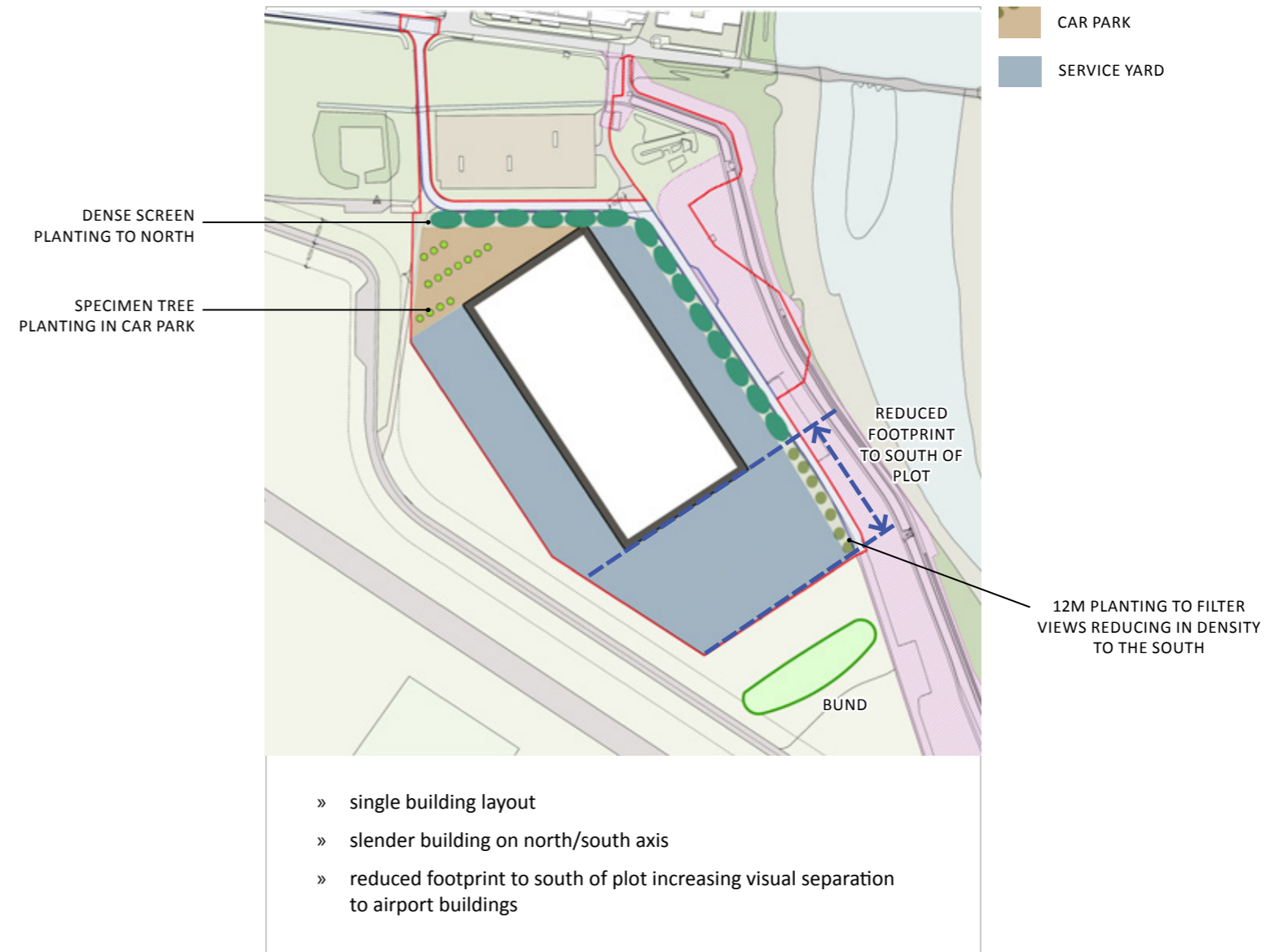


Fig. 6: Diagram - Single Building Layout

3.0 Built Form Guidelines

3.1 Built Form

Multiple Building Layout

3.1.4 With a multi unit scheme, the buildings are more likely to be laid out on an east/west axis. In this way service yards and car parks set between buildings create visual gaps across the site. This type of layout will provide shorter distance views between blocks.

- » Service yards generally contained within the centre of the site between buildings and car parks, limiting external views.
- » Car parks edged with shrub planting and containing specimen trees to soften and filter views.

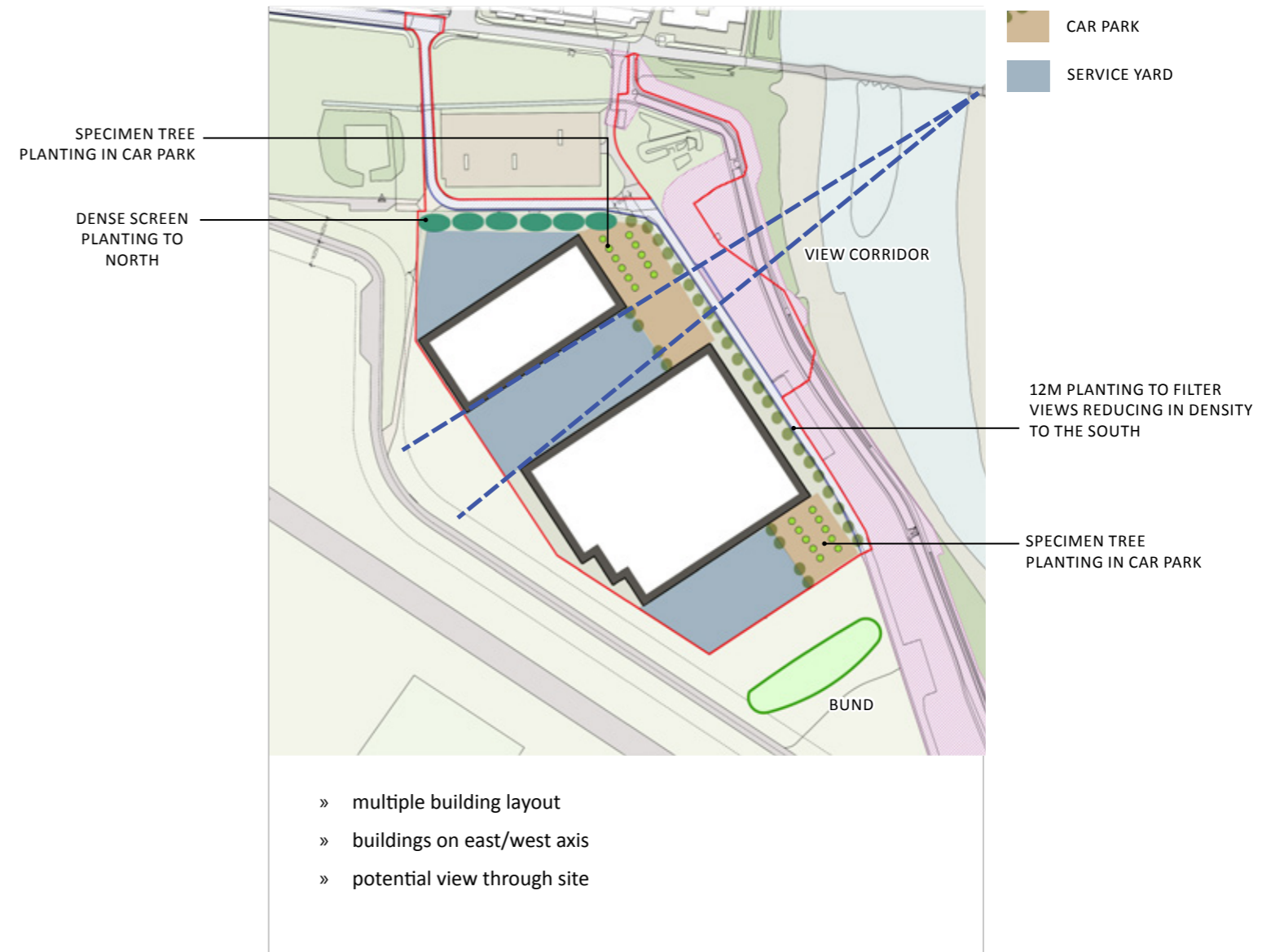


Fig. 7: Diagram - Multiple Building Layout : Two Buildings

3.0 Built Form Guidelines

3.1 Built Form

Multiple Building Layout

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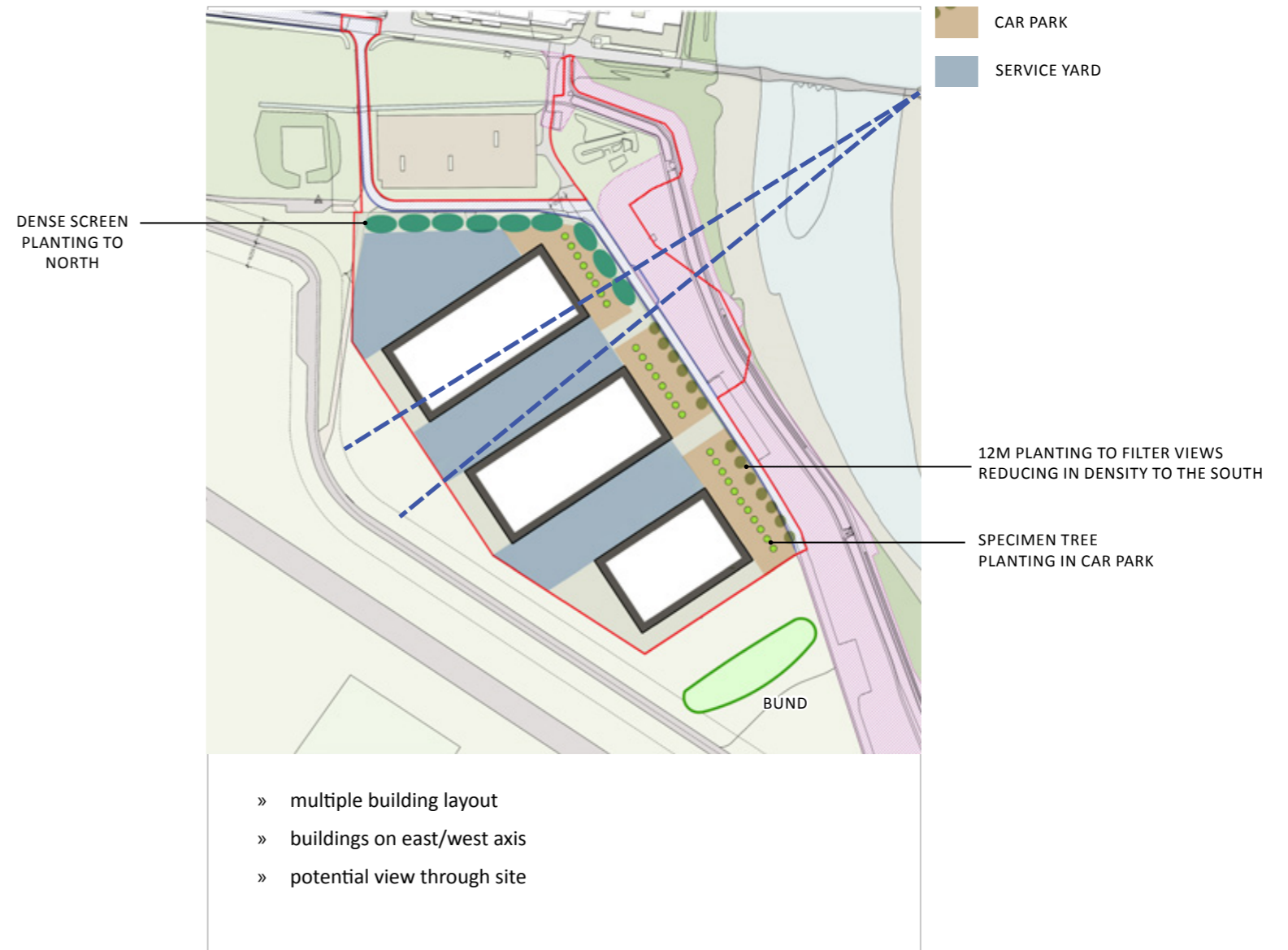


Fig. 8: Diagram - Multiple Building Layout : Three Buildings

3.0 Built Form Guidelines

3.1 Built Form

Building Form

3.1.6 Industrial and storage buildings have a relatively generic specification which reflects occupier requirements, which create flexibility for future change. The buildings are utilitarian in form and aesthetic and as with other existing buildings around the airport will be seen as 'background' structures. The buildings should therefore be:

- » Simple in form and not overly contrived
- » Buildings in close proximity should read as a consistent family of structures with similar building form, roof profile and materials
- » Car parking and service yards should be used to create clear, uncluttered breaks within the built form.
- » Office elements should be clearly defined and face the main Cecil Pashley Way and site entrance to create animation
- » Building materials will be mainly of flat or profiled metal cladding with glazed office. Contrasting and natural materials may be used in key areas to provide interest and soften the appearance of the buildings.
- » A limited palette of natural and neutral colours will be adopted

Roof Profiles

3.1.7 Roofs will be at a low pitch (maximum 6 degrees) such that they are largely concealed to viewers at ground level. Pitched or curved roof forms will be considered with detailed planning applications at a later date.

3.1.8 Eaves details will either be expressed with a traditional overhanging soffit or in the form of a small parapet / concealed gutter)

3.1.9 Roof colours will be selected from a range of neutral and natural colours so that they sit harmoniously within the landscape when viewed from distance.



Fig. 9: Diagram - images illustrating natural materials as feature cladding



» Pitched roof concealed behind a parapet



» Low pitch roof cannot be seen from ground level

Fig. 10: Diagram - images illustrating roof profiles

3.0 Built Form Guidelines

3.1 Built Form

Windows

- 3.1.10 Windows and openings will largely be restricted to the office elements of the buildings. The offices will normally be located at the front of the buildings addressing the access road and over looking the car park area. The broad intension is wherever possible to locate these looking east towards the estuary, animating the access approach and views towards Shoreham.
- 3.1.11 Windows will be combined in glazed screens of curtain walling to mark entrances and main office areas. Other windows will be combined in ribbon form or as single punched apertures within the cladding.
- 3.1.12 Materials will be of high quality aluminium or steel coloured to match or contrast with the general cladding and will be selected from the agreed palette of colours.
- 3.1.13 Wherever possible glazing will be restricted on northern elevations looking directly towards the South Downs National Park.

Service doors

- 3.1.14 Loading doors will be either level access or via dock levellers. The loading doors will be located in the service yard areas, which are generally located to the centre of the site. Most operations will have doors located on only one side of the building, but should a single occupier come forward, then they may require a cross-docking arrangement with doors on either side of the building.
- 3.1.15 Standard industrial doors are usually 4.0m x 4.8m high for level access doors and 3m x 3m high for dock doors.
- 3.1.16 Doors will generally be sectional overhead operating doors, which are made of flat metal panels to match the building cladding. Colour to be selected from the agreed palette of colours.



Fig. 11: Diagram - images illustrating windows/glazing and service doors

3.0 Built Form Guidelines

3.1 Built Form

Colour Palette

- 3.1.17 The buildings will be viewed in the setting of the existing airport environs, which are largely open and flat in character. The buildings themselves should be simple in form and consistent in colour.
- 3.1.18 The intention is to integrate the buildings into their natural surroundings whilst not seeking to disguise them. To help achieve this a palette of natural and neutral colours will be adopted. The colour palette will be selected to reflect the natural surroundings, to more seamlessly blend the buildings into their setting, given the key views around the site.
- 3.1.19 Views from the north (South Downs National Park) will largely comprise of the roof forms, given their elevated and distant aspect. The relatively flat roofs will sit well against the flat terrain of the airport, with muted colours to avoid any glare or attention being drawn to them.
- 3.1.20 Views from the south (along the estuary footpath) will place the buildings within the silhouette of the South Downs to their north. Wall colours therefore will reflect the general background of buffs, greys and ochres.
- 3.1.21 Views from across the Estuary will be filtered by the new flood defence bund and 12m landscape zone along the eastern edge of the site. As above, the wall cladding colours should be in a mid range of beige, grey and ochre to create background buildings that sit comfortably in the landscape throughout the season.

Range of Colours to be adopted



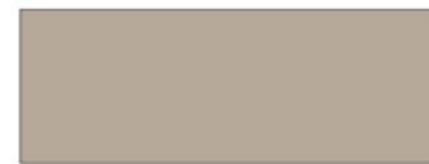
RAL 1015
BS 10C31



RAL 100 80 20
BS 12B17



RAL 240 80 05
BS 18B17



RAL 080 70 10
BS 10B19



RAL 100 60 20
BS 12B21



RAL 080 70 05
BS 10A05



RAL 080 70 30
BS 08C35



RAL 110 50 10



RAL 180 40 05
BS 18B25



RAL 080 50 20
BS 10B23



RAL 100 30 20
BS 12B27



RAL 7016

Fig. 12: RAL Colour options

3.0 Built Form Guidelines

3.2 Lighting

- 3.2.1 The newly introduced external lighting solution will be controllable and utilise dark sky friendly luminaires and lighting techniques. There will be no anticipated obtrusive lighting in terms of glare or light trespass into neighbouring areas; there will even be no measurable impact of light onto any of the adjacent properties, River Adur or sensitive receptors. With that said, any newly introduced lighting installation will reflect off ground surfaces and unintentionally create an element of sky glow and effect night sky quality. Wherever possible there will be no direct lighting facing the South Downs National Park.
- 3.2.2 All proposed lighting will utilise energy efficient LEDs and fully respect obtrusive light guidance documentation. All proposed luminaires utilise full cut-off optics (no upward light component), use shielded light sources to minimise glare for better vision at night, and use the lowest outputs necessary to achieve a safe and inviting ambiance. The proposed lighting solution incorporates timeclock and photocell control, as well as PIR dimming. This allows the external lighting design to vary with time of day and usage of the site, providing a sensitive and controlled solution.
- 3.2.3 The nightscape visual impact of the development lighting installation will be evidently brighter than adjacent areas when in use, however, the specific optics of the luminaires and the implemented lighting control measures will ensure a sensitive and controlled solution. In terms of the nightscape visual envelope from SNDP vistas and the surrounding area, it is anticipated the installation will have a perceived similar or have less of an illuminated impact than the nearby commercial and industrial areas.

- 3.2.4 Functional lighting for building perimeters will be full horizontal cut-off luminaires installed with 0° tilt and flat glass lenses, using back reflectors and internal baffles, as necessary or similar. This will help to reduce potential glare, sky glow, light spill and minimise visual intrusion to sensitive receptors.
- 3.2.5 Wildlife-friendly LED lamps will be used to all external lighting to minimise any impact on the local ecology.



Fig. 13: Coordinated lighting

4.0 Landscape Guidelines

4.1 Landscape

Landscape mitigation objectives

4.1.1 Due to the open landscape character of the airfield and River valley the landscape mitigation has been carefully considered to minimise visual intrusion to and from the National Park and the impact on the openness and character of the green gap.

4.1.2 The following principles have been applied:

- » 01 Tree and screen planting denser to the north to tie in with existing tree and hedge planting
- » 02 Landscape to the eastern edge within the 12m landscape zone reduces in density to the south
- » Trees are planted in groups not in straight lines
- » 03 Grass bund to the south of the site
- » 04 Western edge left open adjacent to the airfield to continue existing character of the airport buildings within the open, flat airfield



Fig. 14: Section from north to south showing mounding

4.0 Landscape Guidelines

4.1 Landscape

Grass bund to the south

- 4.1.3 Space to the south of the development allows for a 5m high grass bund at a 1:4 slope. Due to the character of the airfield and River embankment no shrub or tree planting is to be included on the bund. The bund will form a 40m wide mounded area with an apex of 5m.
- 4.1.4 The bund will not screen the building completely but significantly reduce the building mass and lift views to the SDNP beyond. The bund will be seeded with grass to match the existing open airfield character and not to impede airfield operations by encouraging bird species.
- 4.1.5 From the Toll Bridge looking to the southeast the bund will not interfere with the view to the airport terminal buildings due to its height.

Open landscape to west

- 4.1.6 From elevated viewpoints to the north west (Lancing Ring) screening would have little effect and be out of character with the existing open airport landscape. The proposals reinforce the current character of the airport of buildings adjacent to the flat open operational airfield having no screening.



Fig. 15: Annotated Photo



Fig. 16: Annotated Photo

Please Note - building positioning and extents is illustrative and not verified

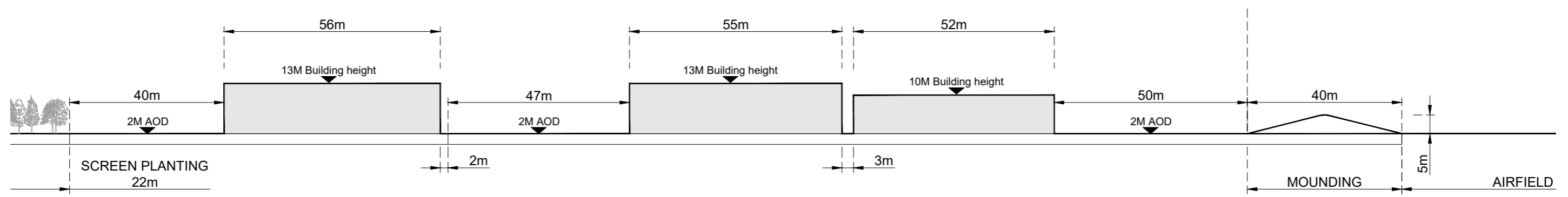


Fig. 17: Section from north to south showing mounding

4.0 Landscape Guidelines

4.1 Landscape

Planting to the north and east

4.1.7 The eastern facades of the buildings can be visually broken down by groups of trees. To the north planting is to be denser to tie into existing planting around carpark and the Old Shoreham Road becoming less dense to the south to tie into the existing open character of the airfield. Tree species proposed to the north and east are a mixture of trees currently found on-site including Elm - *Ulmus* 'New Horizon' (Dutch Elm disease resistance), Willow - *Salix caprea* and Alder - *Alnus glutinosa*.

4.1.8 Groundcover planting to the east will be a mixture of native species and any available areas of planting within the carparks outside of the operational area of the airfield will be a wildflower mix to increase biodiversity.



Fig. 18: Annotated Photo



Fig. 19: Annotated Photo

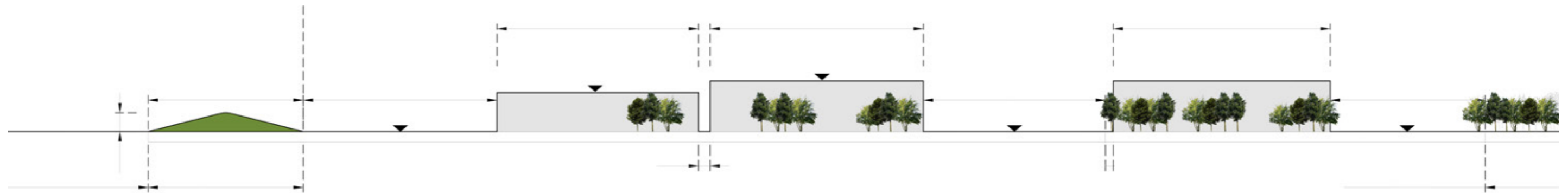
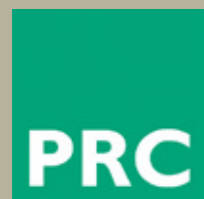


Fig. 20: Illustrative elevation showing tree planting design to eastern facade



Shoreham Airport Development Design code

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