



Buckley Barracks, Hangar 3, former RAF Hullavington, Stanton St Quintin

Heritage Statement



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Contents

1	INTRODUCTION	2
1.1	Project background	2
1.2	Project aims	2
2	PLANNING BACKGROUND	4
2.1	Introduction	4
2.2	Definition and protection of heritage assets	4
2.3	National Planning Policy Framework	5
2.4	The Protection of Military Remains Act 1986	5
2.5	Local planning policy and guidance	6
3	METHODOLOGY	6
3.1	Introduction	6
3.2	Study Area	6
3.3	Sources	6
3.4	Site visit	7
3.5	Significance	8
3.6	Setting assessment	8
3.7	Assumptions and limitations	10
3.8	Copyright	10
4	BASELINE RESOURCE	10
4.1	Introduction	10
4.2	Heritage assets within the Site	10
4.3	Designated Heritage Assets within the Study Area	11
4.4	Non-Designated Heritage Assets within the Study Area	12
5	HISTORIC DEVELOPMENT OF THE SITE	12
5.1	Introduction	12
5.2	Pre-Airfield and use	12
5.3	Modern (AD 1900–present day)	12
6	HANGAR DESCRIPTION	13
6.1	Asset description	13
6.2	Current Condition	14
7	THE PROPOSED DEVELOPMENT	14
7.1	The proposals	14
7.2	Previous Approvals	16
8	IMPACT ASSESSMENT	17
8.1	Scope of assessment	17
8.2	Hangar 3 (NHLE: 1393020)	17
	<i>Asset description</i>	17
	<i>Statement of significance</i>	17
	<i>Impact assessment</i>	18
8.3	RAF Hullavington Conservation Area	19
	<i>Asset description</i>	19
	<i>Statement of significance</i>	19
	<i>Impact assessment</i>	20
9	CONCLUSION	20
	REFERENCES	22

Figure 1 - Site Location

Figure 2 - Hullavington Airbase Conservation Area

Figure 3 - Designated Heritage Assets

Figure 4 – Non-Designated Heritage Assets

Appendix 1 - Terminology

Appendix 2 - Legislative and planning framework

Appendix 3 - Gazetteer

Appendix 4 - Proposed drawings, including elevations, and details

Appendix 5 – Selected photographs



Summary

Wessex Archaeology was commissioned by Ingleton Wood LLP to prepare a Heritage Statement to accompany an application for Listed Building Consent at Hangar 3 at Buckley Barracks, Stanton St Quintin, Wiltshire. Hangar 3 is a Grade II listed 1938 'C' Type Aircraft Hangar (NHLE 1393020), forming part of a group of RAF expansion period structures located within the RAF Hullavington Conservation Area.

The proposals follow on from earlier approvals, including Listed Building Consent (ref. PL/2023/07689), granted in early 2024 for the full removal and replacement of the asbestos slate roof. As of the time of writing, the original asbestos cement slates, battens, felt, rafters, and purlins have been removed, and the new roof instalment is yet to be completed.

The application seeks permission for the installation of galvanised air ventilation flues that will form part of an upgraded Local Exhaust Ventilation system, as well as a series of associated internal works including works to the hangar doors. The flues are designed to ensure modern compliance with health and safety standards by extracting fumes and particulates associated with operational activities such as welding and grinding. They are to be fixed to the new roof structure and will terminate below the ridgeline to preserve the historic silhouette and architectural character of the hangar.

Hangar 3 is a Grade II listed 'C'-type aircraft hangar constructed during the RAF 'Expansion Period' in the 1930s. The building retains key architectural features that contribute to its architectural interest, including its characteristic sawtooth roof form, and robust industrial character.

The proposed works are considered a generally low-impact, reversible intervention that will not affect the building's footprint, core structure, or principal external elevations. The development supports the continued viable use and maintenance of the building and is in keeping with both national planning policy and the statutory duties set out in the Planning (Listed Buildings and Conservation Areas) Act 1990.

Hangars 6 and 7, which share the same group listing as Hangar 3, are not physically affected by the proposals. Due to the limited nature and contained location of the works, no impact is anticipated to the significance or appreciation of these neighbouring structures included in the listing. Additionally, the proposed works will not interrupt key views or introduce visual intrusion within the Conservation Area. The character and appearance of the Conservation Area will also be preserved.

It is therefore concluded that the proposed works will result in no harm to the significance of Hangar 3, the associated listed hangars, or the character and appearance of RAF Hullavington Conservation Area. The proposals are therefore considered to meet the requirements of Section 16 of the NPPF.

Acknowledgements

The project was commissioned by Ingleton Wood LLP and Wessex Archaeology is grateful to Nicola Worth in this regard.



Buckley Barracks, Hangar 3, former RAF Hullavington Stanton St Quintin

Heritage Statement

1 INTRODUCTION

1.1 Project background

- 1.1.1 Wessex Archaeology was commissioned by Ingleton Wood LLP (hereafter 'the Client') to prepare a Heritage Statement for proposed instalment of high-level galvanised steel local extract ventilation flues (inclusive of associated internal changes) (**Appendix 4**) onto the main hangar roof of Hangar 3, Buckley Barracks, former RAF Hullavington, Stanton St. Quintin, Chippenham, Wiltshire SN14 6BT (the 'Site').
- 1.1.2 The Site (Hangar 3) forms part of a Grade II Listed Building '*Buildings 3, 6 and 7 ('C' Type Hangars)*' (NHLE 1393020). This Heritage Statement has been prepared to follow on from recent consent (Listed Building Consent (LBC) ref.: PL/2023/07689), granted by Wiltshire Council in March 2024, for refurbishment works including roof replacements, parapet reconstruction, rainwater goods replacement, external cladding replacement, new cladding over part of the existing hangar door openings, window replacement, internal and external doors replacement and additional internal alteration. The LBC application was informed by a detailed Heritage Statement (Wessex Archaeology, 2023).
- 1.1.3 The 2024 planning application and its associated report (the '2023 Heritage Statement') are referenced in this Heritage Statement as required. A subsequent Heritage Impact Assessment (report ref. 282543.1, 'the 2025 HIA') focusing solely on proposed changes to the external hangar doors has also been submitted (as part of an amendment to the existing planning application). This is also referenced where appropriate.
- 1.1.4 This Heritage Statement focuses specifically on the proposed installation of the high level galvanised steel ventilation flues onto the roof of Hangar 3, and the associated internal works required for the Local Exhaust Ventilation (LEV) system amendments.
- 1.1.5 A site visit was undertaken by Wessex Archaeology on 28 June and 6 July 2023 to inform the 2023 Heritage Statement. The visit involved a visual inspection and photographic record of Hangar 3, together with Hangars 6 and 7, and the wider Buckley Barracks site. The results of this are discussed in this Heritage Statement where relevant.
- #### 1.2 Project aims
- 1.2.1 The purpose of this assessment, in accordance with the requirements of the National Planning Policy Framework (NPPF), are to:
- identify any heritage assets likely to be affected by the proposed development;

- assess the significance of the identified heritage assets including any contribution made by their setting; and
- assess the potential heritage impacts of the proposed development on the identified heritage assets.

1.2.2 The Site and environs

- 1.2.3 The Site is located at Buckley Barracks, formerly RAF Hullavington, approximately 720 m north of Stanton St Quintin and 7 km north of Chippenham (**Figure 1**). Hangar 3 comprises one of the three 'C' Type Grade II listed hangars (NHLE 1393020) located adjacent to each other.
- 1.2.4 The hangar is steel framed with external walls of concrete and brick construction, built in 1938 as part of the Air Ministry's Expansion Scheme. It is located within the operational MoD facility and lies within the Hullavington Airbase Conservation Area. The hangar has been subject to previous refurbishment proposals. A detailed description of Hangar 3 can be found in **Section 6.1**.
- 1.2.5 The former airbase which is now in use as a military barracks site lies within the administrative district of Wiltshire Council and civil parishes of St Paul Malmesbury, Stanton St Quintin, and Hullavington. The barracks and its associated buildings occupy approximately 340 hectares. It is surrounded by a network of fields and the settlements of Hullavington to the north-east and Stanton St Quintin and Lower Stanton St Quintin to the south.
- 1.2.6 The barracks are located east of the A429 road centred at an approximate height of 100 m aOD. The underlying geological formation is Cornbrash Formation – Limestone (British Geological Survey 2025). The barracks has mature trees throughout which restrict glimpses into the base from surrounding roads and fields and generally provide a good level of screening of the buildings containing within it (**Plates 1-5, Appendix 5**).
- 1.2.7 In terms of the general layout of Buckley Barracks, it is a well preserved and representative example of a RAF base built during the 1930s 'Expansion Scheme' in the lead up to World War Two (WWII). The main buildings of the former RAF Hullavington include Officers Mess and Quarters, Sergeants Mess and Quarters, Stations Headquarters, General Instruction Block, Watch Office, Stores and Workshops, Fire Station, four 'C' type hangars, ARS (assumed to refer to an aerial recovery system), Bellman hangar, 'D' type hangars, 'E' type hangars, and 'L' type hangars. The later buildings were built using concrete instead of brick due to shortages of bricklayers. These building includes 12 'B1' type hangars, and residential units for senior officers. The Site is one of the four 'C' Type hangars. A detailed description of the Site can be found in **Section 6.1**.
- 1.2.8 RAF Hullavington became a designated Conservation Area on 15 September 1992. The Conservation Area is broken down into various areas; the Site is located within 'Character Area H'. A further analysis and description of the Conservation Area and Character Area H can be found in Section 5.

2 PLANNING BACKGROUND

2.1 Introduction

- 2.1.1 The following section summarises the main components of the national and local planning and legislative framework governing the treatment of the historic environment within the planning process. Further detail is presented in **Appendix 2**.

2.2 Definition and protection of heritage assets

- 2.2.1 There is national legislation and guidance relating to the protection of, and proposed development on or near, important archaeological sites or historical buildings within planning regulations as defined under the provisions of the Town and Country Planning Act 1990. In addition, local authorities are responsible for the protection of the historic environment within the planning system.

- 2.2.2 Heritage assets are defined in NPPF as:

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

- 2.2.3 A designated heritage asset is defined in NPPF as:

A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.'

- 2.2.4 Non-designated heritage assets as defined by government planning guidance are:

'...buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets.

A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage significance to merit identification as non-designated heritage assets.'

Paragraph: 039 Reference ID: 18a-039-20190723; Revision date: 23 07 2019

- 2.2.5 Statutory protection is provided to certain classes of designated heritage asset under the following legislation:

- *Planning (Listed Buildings and Conservation Areas) Act 1990*
- *Ancient Monuments and Archaeological Areas Act 1979; and*
- *Protection of Wrecks Act 1973*



2.3 National Planning Policy Framework

- 2.3.1 The NPPF, first published in 2012 and most recently revised on 12 December 2024, sets out the government's planning policies for England and the expectations on how these are to be applied.
- 2.3.2 Section 16 of the NPPF, entitled *Conserving and enhancing the historic environment*, sets out the principal national guidance on the importance, management and safeguarding of heritage assets within the planning process.
- 2.3.3 The aim of NPPF Section 16 is to ensure that Local Planning Authorities, developers and owners of heritage assets adopt a consistent and holistic approach to their conservation and to reduce complexity in planning policy relating to proposals that affect them.
- 2.3.4 To summarise, government guidance provides a framework which:
- recognises that heritage assets are an irreplaceable resource;
 - requires applicants to provide proportionate information on the significance of heritage assets affected by the proposals, including the contribution made by their setting, and an impact assessment of the proposed development on that significance;
 - takes into account the desirability of sustaining and enhancing the significance of heritage assets and their setting;
 - places weight on the conservation of designated heritage assets, in line with their significance; and
 - requires developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and impact, and to make this evidence (and any archive generated) publicly accessible.
- 2.3.5 A selection of excerpts from NPPF Section 16: *Conserving and enhancing the historic environment* is presented in **Appendix 2**.
- 2.3.6 The web-based Planning Practice Guidance (PPG) was launched by the Department for Communities and Local Government in 2014 to provide supplementary guidance supporting the policies set out in the National Planning Policy Framework (NPPF). It includes a section entitled '*Historic Environment*' which expands on the provisions of NPPF Section 16. This section was last updated on 23 July 2019 (published 2024) and remains relevant to the assessments of heritage significance, setting, and the potential impact of development on heritage assets.

2.4 The Protection of Military Remains Act 1986

- 2.4.1 All military aircraft crash sites and designated military vessels in the United Kingdom, its territorial waters, or British aircraft in international waters, are controlled sites under the *Protection of Military Remains Act 1986*. It is an offence under this act to tamper with,

damage, move or unearth any items at such sites, unless the Ministry of Defence (MOD) has issued a licence authorising such activity.

2.5 Local planning policy and guidance

2.5.1 The Site lies within the planning authority of Wiltshire Council (WC). Planning applications are determined in line with the Wiltshire Local Plan which is formed of a suite of documents including the Core Strategy (adopted January 2015), Saved Policies from District Local Plans and other documents not pertinent to this statement.

2.5.2 The relevant policy in regard to the historic environment (which replaced any previous historic environment policies under the District Local Plans) within the Core Strategy comprises:

- Core Policy 58 – Ensuring the conservation of the historic environment (further presented in **Appendix 2**).

2.5.3 The *RAF Hullavington Conservation Area Appraisal* (Wiltshire Council 2015) is relevant to this assessment and is referenced where relevant.

3 METHODOLOGY

3.1 Introduction

3.1.1 The methodology employed during this assessment was based upon relevant professional guidance, including the Chartered Institute for Archaeologists' *Standard and guidance for historic environment desk-based assessment* (CIfA 2014, revised 2020). While the report focuses its attention on the proposed works and their likely impacts to Hangar 3, it also includes a brief assessment of the whole Listed Building (designated as a group under NHLE 1393020) to provide appropriate context and understanding.

3.2 Study Area

3.2.1 For the purposes of this Heritage Statement, a Study Area of a 500 m radius surrounding Hangar 3 was established. This was originally agreed with the Development Management team at Wiltshire Council in June 2023 during preparation of the previous 2023 heritage Statement submitted in support of LBC application reference PL/2023/07689 (Wessex Archaeology 2023). The same Study Area remains appropriate for the current assessment, providing sufficient contextual scope to understand the significance of the Site and its environs.

3.2.2 The recorded historic environment resource within the Study Area was considered in order to provide a context for the discussion and interpretation of the known and potential resource within the Site.

3.3 Sources

3.3.1 Several publicly accessible sources of primary and synthesised information were consulted during the preparation of this assessment. These comprised:

- the National Heritage List for England (NHLE), which is the only official and up to date database of all nationally designated heritage assets.
- the Wiltshire and Swindon Historic Environment Record (WSHER), comprising a database of recorded archaeological sites, find spots, and archaeological events within the county.
- relevant national, regional and thematic Research Frameworks.
- English Heritage / Historic England guidance.
- national heritage datasets including the Archaeological Data Service (ADS), Heritage Gateway, OASIS, PastScape and the National Record of the Historic Environment (NRHE) Excavation Index.
- planning history available from the local planning authority's planning portal.
- relevant primary and secondary sources available online, including the 2023 Heritage Statement.

3.3.2 Sources consulted are listed in the references section of the report.

3.4 Site visit

3.4.1 The Site was visited on 28 June and 6 July 2023 by Wessex Archaeology to inform the 2023 Heritage Statement (report ref. 282450.02), prepared in support of an earlier Listed Building Consent application for Hangar 3 at Buckley Barracks. That application (Wiltshire Council ref. PL/2023/07689) was approved in March 2024 and involved a broader scope of works. Although the 2025 HIA (report ref. 282543.1) focuses solely on proposed changes to the external hangar doors, it draws upon the site inspection and photographic record compiled for the 2023 assessment.

3.4.2 The 2023 photographs remain appropriate for reference and accurately reflect the building's condition and setting at the time of assessment. Selected photographs can be seen in the 2023 Heritage Statement.

3.4.3 The aims of the Site visit were:

- to identify any heritage assets likely to be affected by the development proposal including any previously unidentified features of heritage interest and significance;
- to assess the general aspect, character, condition and setting of the identified heritage assets to understand their heritage significance including any previous impacts to significance not evident from secondary sources;
- to better understand how the development proposal may affect the heritage assets; and
- take photographs to inform and illustrate the report.

3.4.4 A key objective of the Site visit was the gathering of observations to identify whether any heritage assets are likely to be affected as a result of development, including due to changes

within their setting, and observations to describe their heritage significance and setting and the likely impacts (see Section 3.6).

3.5 Significance

3.5.1 Significance (for heritage policy) is defined in NPPF Annex 2 as:

'The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.'

3.5.2 For the purposes of this assessment, the significance of heritage assets is defined in terms of the 'heritage interests' as defined in NPPF and clarified in government planning practice guidance and Historic England's (2019) *Statements of Heritage Significance: analysing significance in heritage assets*:

Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
Architectural and artistic interest	These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.
Historic interest	An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

3.5.3 The assessment is informed by other guidance documents:

- *Standard and guidance for historic environment desk-based assessment* (CIfA 2020)
- *Managing Significance in Decision-Taking in the Historic Environment: Good Practice Advice in Planning Note 2* (Historic England 2015)
- *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3* (GPA3) (Historic England 2017)
- *Statements of Heritage Significance: Analysing Significance in Heritage Assets in Advice Note 12* (Historic England 2019)

3.6 Setting assessment

3.6.1 Annex 2 of the NPPF defines the setting of a heritage asset as:

'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'

3.6.2 Historic England's guidance on *The Setting of Heritage Assets: historic environment good practice advice in planning note 3* (GPA3) (2017, 4) states that:

'Setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated.... Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance.'

3.6.3 When undertaking settings assessment, intervisibility between the development and a heritage asset does not, in and of itself, constitute an adverse effect to significance. A specific adverse effect on the significance of an asset, occurring as a result of changes within its setting, must be identified in order for 'harm' to be deemed to occur.

3.6.4 The setting assessment was guided by *GPA3*, which advocates a systematic and staged approach to the assessment of the effects of development:

- Step 1 of the approach is to 'identify which heritage assets and their settings are affected';
- Step 2 requires assessment of 'the degree to which these settings and views make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated';
- Step 3 is to 'assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it';
- Step 4 is to explore ways to 'maximise enhancement and avoid or minimise harm'; and
- Step 5 is to 'make and document the decision and monitor outcomes'.

3.6.5 In accordance with Step 1, a scoping exercise was undertaken to identify those assets to be scoped in and out of further assessment based on an initial review and the results of the site visit. For each identified asset taken forward for assessment, the following are provided (in accordance with Step 2):

a description of the asset;

a brief statement outlining their significance (highlighting the interest that principally constitutes its significance); and

a description of its setting and how that contributes to the asset's significance.

3.6.6 An indicative assessment of the likely effect on the significance of the heritage asset(s) caused by the change in setting due to the proposed repair works was then undertaken and where appropriate ways to minimise harm and provide enhancement explored (Steps 3 to 4).

- 3.6.7 Step 5 was not included as part of this assessment, as this is the responsibility of the Local Planning Authority.

3.7 Assumptions and limitations

- 3.7.1 Data used to compile this report consists of secondary information derived from a variety of sources, only some of which have been directly examined for the purposes of this study. The assumption is made that this data, as well as that derived from other secondary sources, is reasonably accurate.
- 3.7.2 The records held by the WSHER are not a record of all surviving heritage assets, but a record of the discovery of a wide range of archaeological and historical components of the historic environment. The information held within it is not complete and does not preclude the subsequent discovery of further elements of the historic environment that are, at present, unknown.
- 3.7.3 In addition, some rooms within the Site could not be accessed in 2023 due to lack of power/electric lighting, and the rooms had suffered from structural issues such as water damage, mould and collapsed ceiling.

3.8 Copyright

- 3.8.1 This report may contain material that is non-Wessex Archaeology copyright (e.g., Ordnance Survey, British Geological Survey, Crown Copyright), or the intellectual property of third parties, which Wessex Archaeology are able to provide for limited reproduction under the terms of our own copyright licences, but for which copyright itself is non-transferable by Wessex Archaeology. Users remain bound by the conditions of the Copyright, Designs and Patents Act 1988 with regard to multiple copying and electronic dissemination of the report.

4 BASELINE RESOURCE

4.1 Introduction

- 4.1.1 All heritage assets within the 500 m radius Study Area are illustrated on **Figures 2-4**. However, the Site visit conducted on 28 June and 6 July 2023 had shown that only a few are likely to be impacted by changed to Hangar 3. These are further identified below.

4.2 Heritage assets within the Site

- 4.2.1 The Site forms part of a Grade II Listed Building '*Buildings 3, 6 and 7 ('C' Type Hangars)*' (NHLE 1393020) located within the northern extent of the barracks, but within the southeastern extent of the former airbase.
- 4.2.2 Hangar 3 is a 1938 'C'-Type Aircraft Hangars (NHLE: 1393020), alongside Hangars 6 and 7. These buildings were constructed during the RAF Expansion Period and are notable for their 1930s RAF architectural structures, characteristic sliding doors, and utilitarian but robust architectural detailing. The hangars retain a high degree of group value, architectural interest, and functional legibility. Hangar 3 lies within the RAF Hullavington Conservation Area, which encompasses the core of the former airbase and includes numerous interwar structures associated with the station's historic operational role. RAF Hullavington is considered to be one of the most complete and representative examples to survive nationally, retaining a legible spatial layout and a coherent group of designated heritage assets.



- 4.2.3 A description of Hangar 3, which contributes to the special interest of the Conservation Area as part of its siting within the C-Type Hangar group, can be found in **Section 6**.

4.3 Designated Heritage Assets within the Study Area

- 4.3.1 A total of 19 Grade II listed heritage assets are located within the 500m Study Area of Hangar 3. These include individual and grouped entries associated with the operational and support infrastructure of the historic airbase, as well as two late 18th century barns which predate the airbase but which have been incorporated into the barracks. Together the Listed Buildings (with the exceptions of the barns) contribute to the setting and significance of Hangar 3 through their spatial, visual, and functional relationships.

- NHLE 1022273 – North Barn to Former Bell Farm at RAF Hullavington at NGR 912812
- NHLE 1182148 – South Barn to Former Bell Farm at RAF Hullavington at NGR 912812
- NHLE 1242915 – Building 4 (Control Tower)
- NHLE 1391609 – Building 24 (Aircraft Repair Workshops)
- NHLE 1391611 – Building 25 (Central Heating Plant)
- NHLE 1391612 – Buildings 28 and 343 (Motor Transport Buildings)
- NHLE 1391614 – Building 30 (Works Services Building and Water Tower)
- NHLE 1391616 – Building 32 (Station Church)
- NHLE 1391617 – Buildings 43, 46, 48 and 50 (Type Q Barracks)
- NHLE 1391618 – Buildings 59, 60 and 61 (Officers Mess)
- NHLE 1391620 – Building 66 (Guard and Firehouse)
- NHLE 1391621 – Entrance Gates, Piers and Walls to South of Officers Mess
- NHLE 1391622 – Main Gates, Piers and Railings
- NHLE 1393020 – Buildings 3, 6 and 7 (C-Type Hangars)
- NHLE 1393021 – Building 79 (MT Group)
- NHLE 1393022 – Building 81 (Station Staff Offices)
- NHLE 1396584 – Building 23 (Parachute Store)
- NHLE 1412678 – Building 22
- NHLE 1412683 – Building 77 (Guardhouse), Aircraft Storage Unit Site
- NHLE 1412684 – Building 20 (Main Stores)

- 4.3.2 All designated heritage assets within the Site and Study Area are depicted on **Figure 2-3**.
- 4.3.3 The assets listed above are described in more detail in subsequent sections of this report where relevant. As the listed barns predate the airbase, their significance is not reliant on the military activity and as they make no contribution to the understanding of the airbase, they are not scoped in for further assessment.

4.4 Non-Designated Heritage Assets within the Study Area

- 4.4.1 There are three non-designated above ground heritage assets within the 500m Study Area based on a review of the Wiltshire HER (WHER). These include a post-medieval barn (MWI66118) at Bell Farm, the 19th century outfarm (MWI71309) and a gas chamber (MWI45012).
- 4.4.2 The locations of the above ground heritage assets are depicted on **Figure 4**. Below ground features are not included here as they will not be impacted by the proposed development.

5 HISTORIC DEVELOPMENT OF THE SITE

5.1 Introduction

- 5.1.1 The following section summarises the archaeological and historical development of the Site and surrounding area in order to better understand the significance and context of the identified heritage assets, especially Hangar 3.
- 5.1.2 Records obtained from the NHLE, WHER and other sources are listed in **Appendix 3** and illustrated in **Figures 2-4**.

5.2 Pre-Airfield and use

- 5.2.1 Prior to its development as an airbase, the Site formed part of an agricultural landscape characterised by dispersed post-medieval farmsteads and enclosed fields. Cartographic and archaeological evidence suggest limited earlier settlement activity, though some Roman and Medieval features were identified in the wider area. This rural land use remained dominant until the airfield was constructed in the 1930s.

5.3 Modern (AD 1900–present day)

- 5.3.1 In 1933 Adolf Hitler became the Chancellor of Germany and for the first time since the end of World War One (WWI), Germany posed a threat to the rest of the world as they began an extensive re-armament programme. At the time, the RAF was in a position of weakness with very few aircrafts being constructed.
- 5.3.2 As a result, in 1934, Stanley Baldwin, Prime Minister of the United Kingdom, authorised rearmament plans for the expansion of the RAF, with the number of Home Defence squadrons increased from 52 to 75. By 1939, approximately 100 permanent airfields had been constructed. The RAF stations were designed by the Works Directorate of the Air Ministry to reflect distinctive character with uniformity, yet still blend into the surroundings, for instance, they were constructed using materials representative of that area which is why the buildings at the barracks were constructed of Bath stone. This included incorporating designs from the Neo-Georgian and Art Deco styles influenced by Sir Edwin Lutyens and Archibald Bulloch (Architectural Advisor to the Ministry's Directorate of Works and Buildings).

- 5.3.3 RAF Hullavington was built in 1936 on land acquired from five owners: F J Huntley (Bell Farm), B and M Alers Hankey (Manor House Stanton St Quintin), Sir A Neeld (Grittleton House), and C E Banwell (Mays Farm, Hullavington). The base opened on 9 July 1936 as a Flying Training Station. Hullavington was one of 35 airfield sites constructed in Wiltshire, only Lyneham, Boscombe Down, Colerne, Upavon and Netheravon are the other sites that continue to operate with a military presence.
- 5.3.4 In terms of architectural style, RAF Hullavington was built with Bath stone and brown tiles as they conformed with the vernacular of Wiltshire and the Cotswolds. The earlier buildings were built in classical style with well-proportioned facades. The main buildings at RAF Hullavington consisted of Officers Mess and Quarters, Sergeants Mess and Quarters, Stations Headquarters, General Instruction Block, Watch Office, Stores and Workshops, Fire Station, 4 'C' type hangars, ARS, Bellman hangar, 'D' type hangars, 'E' type hangars, and 'L' type hangars, meaning that the Site forms part of this group of principal buildings.
- 5.3.5 The later buildings were built using concrete instead of brick due to shortages of bricklayers. These building includes 12 'B1' type hangars, and residential units for senior officers. The base is lined with mature trees and the buildings are widely spaced to provide a campus like quality and guard the base against bombing.
- 5.3.6 During WWII, the main role of RAF Hullavington was to receive Bomber Command aircraft and provide training in the form of Empire Central Flying School. When the base was in operation, it had a combined sum of over 500 aircrafts of varying types. Training continued until 1965 when active flying ceased, and ground-based RAF units occupied the base.
- 5.3.7 The 1981 Ordnance Survey (not reproduced here) shows the Site as the RAF base, the former planned enclosure boundaries associated with the farms having been removed.
- 5.3.8 RAF Hullavington ceased operation on 31 March 1992 and was sold to the Army in April 1993 where it was regarded as Hullavington Barracks. In 2003, the base was renamed 'Buckley Barracks' after the Victoria Cross recipient Major John Buckley. The base is now occupied by the 9 Supply Regiment, Royal Corps, and an area of the airfield remains in use by transport aircraft and army transport aircraft.
- 5.3.9 Most of the original buildings still survive and were listed with Grade II status in recognition of their historic, architectural, and aesthetic significance. However, all the blister hangars were removed shortly after the war, and the Belman Hangar and one 'C' type hangar were demolished.

6 HANGAR DESCRIPTION

6.1 Asset description

- 6.1.1 Hangar 3 lies at the southern extent of the group of listed aircraft hangars. The building is steel framed with external walls of concrete and brick construction, built in 1938 as part of the Air Ministry's Expansion Scheme. The building retains a series of large, vertically boarded sliding and folding door leaves on its main elevations, forming a key part of its architectural and functional character. The structure is located within an operational MoD facility, lies within the Hullavington Airbase Conservation Area, and has been subject to previous refurbishment proposals.
- 6.1.2 The Site is a 'C' type storage hangar built between 1935 and 1936 to the designs of Bulloch, architectural adviser to the Air Ministry's Directorate of Works and Buildings. C type hangars

were designed to house heavy bombs and accommodate workshops and squadron offices. A total of 155 hangars were built during the 1930s expansion period.

- 6.1.3 It forms the most southernly of the 'C' type hangars listed under the same listing entry, with Buildings 6 and 7 to its north/north-east (between 40m to 140m).
- 6.1.4 The building consists of steel framed hangar with Bath stone ashlar on concrete and an asbestos slate roof. The dimensions of C type hangars are typically 300ft long, 150ft wide, and 35ft in height.
- 6.1.5 The east elevation comprises six full-height steel sliding doors with upper glazed lights set on overhead running gear. The elevation is divided into nine bays, incorporating a combination of pedestrian and vehicular access points. Above these are translucent corrugated panels with integrated ventilation louvres, topped by a parapet typical of the hangar type. Hardstanding remains in place, indicating the historic function of the frontage.
- 6.1.6 The north elevation is two storeys high, with a single-storey flat-roofed annex containing thirty-three bays. These feature a mix of doorways and multi-light steel casement windows, some grouped beneath lintel bands. A row of mature trees borders the elevation.
- 6.1.7 The west elevation mirrors the east in form, with six sliding doors now overlaid in blue corrugated panels, likely added in the 1990s. Floor-mounted door tracks remain, although iron stanchions have been removed. Several openings are boarded or infilled, while vehicular access survives in bays two and five.
- 6.1.8 The south elevation consists of twelve bays with translucent cladding and vertical ventilation louvres. A single-storey annex beneath includes glazed doors and metal-framed windows arranged across eleven bays. As on the north side, the elevation is bordered by mature tree growth.
- 6.1.9 The roof was clad in asbestos slate with underlying sarking boards. Internally, the hangar retains its open-plan layout, with steel trusses and characteristic zig-zag bracing. Annexes at ground-floor level contain multiple rooms, lobbies, and a WC.

6.2 Current Condition

- 6.2.1 At the time of writing, the works consented under LBC ref. PL/2023/076 have commenced in accordance with the approved methodology.
- 6.2.2 The proposal for new ventilation flues and associated internal changes presents a continuation of this programme and is intended to support sustainable reuse of the building while preserving its architectural and historic significance.

7 THE PROPOSED DEVELOPMENT

7.1 The proposals

- 7.1.1 The current proposal seeks to install galvanised steel air LEV flues on the new roof of Hangar 3 at Buckley Barracks (formerly RAF Hullavington). These flues form part of a new LEV system, intended to safely extract fumes and particulates generated by internal engineering activities such as welding, grinding, and vehicle maintenance. Its replacement is necessary to maintain a safe working environment and to support the continued functional use of the building.

- 7.1.2 The flues will be installed on the new roof for which LBC (LBC ref: PL/2023/07689) was granted in March 2024. The approved works included the removal of asbestos-cement roof coverings and associated structural timbers due to advanced deterioration. The proposed flues will be positioned within the valleys of the sawtooth form and will not exceed the height of the roofline, ensuring that the overall silhouette of the structure remains uninterrupted. The details of the flues can best be seen in the proposed elevation plans (Sheets 1-2) included in **Appendix 4**.
- 7.1.3 Though Hangars 6 and 7, also included under the same NHLE entry (1393020), do not include rooftop flues, the proposed additions are modest in scale and restrained in appearance. When viewed from the northeast and southwest, the flues are either obscured by the roof form or appear visually discreet in form. The effect on the external appearance of the building and its wider setting is considered minimal.
- 7.1.4 Functionally, the flues are essential to maintaining safe internal environmental conditions and contribute to the long-term conservation of the structure by reducing airborne particulates, condensation, and internal corrosion. The interventions are confined to the new roof material, involve no loss of historic fabric, and are reversible.
- 7.1.5 The internal works required for the LEV system are presented on the proposed ground floor plan and proposed floor finishes plan included in **Appendix 4** and in **Table 1**.

Table 1: Scope of internal works

Proposed works	Location	Plan (in Appendix 4)
Laying down of new floor surfaces including carpet tiles, barrier matting and floor markings (e.g., for escape routes, traffic direction, line markers).	Ground floor (internal, all areas)	Hangar 3 – Proposed Floor Finishes Plan
Fasten cladding panels to GMS top hats tek screwed to door leaf ends.	Hangar doors	Hangar 3 – Proposed GA Plan
Hangar doors to be stacked in position at outer edge of hangar. Steel face plates to be removed, inspected and new steel face plates to be installed and painted.	Hangar doors	Hangar 3 – Proposed GA Plan
Addition of roof fixed service yard collards to be fixed either side of sectional door opening	Hangar doors	Hangar 3 – Proposed GA Plan
Installation of electrically operated sectional door with vertical internal tracks.	Hangar doors	Hangar 3 – Proposed GA Plan
Construction of high cavity brickwork wall constructed to base of aperture infill wall to weather seal and prevent water ingress.	Hangar doors	Hangar 3 – Proposed GA Plan
Addition of automotive workbenches (50 in total).	Ground floor (workshop)	Hangar 3 – Proposed GA Plan
Existing headlight aum tester rails to be removed and concrete slab made good.	Ground floor (workshop)	Hangar 3 – Proposed GA Plan
Existing roller brake tester to be removed and concrete slab made good.	Ground floor (workshop)	Hangar 3 – Proposed GA Plan
Installation of industrial safety grinding bay screening systems to facilitate a metalwork bay and a welding bay.	Ground floor (workshop)	Hangar 3 – Proposed GA Plan



Addition of 4 tonne vehicle lift.	Ground (workshop)	floor	Hangar 3 – Proposed Plan
Construction of blockwork wall to form fire escape corridor for annex.	Ground (workshop)	floor	Hangar 3 – Proposed Plan
Addition of RBT Read Out Display/Console.	Ground (workshop)	floor	Hangar 3 – Proposed Plan
Installation of Roller Brake Tester and Head Lamp Aim Tester.	Ground (workshop)	floor	Hangar 3 – Proposed Plan
Stepped access to vehicle pit.	Ground (workshop)	floor	Hangar 3 – Proposed Plan
Existing basin and hand washing facility to be replaced with new.	Ground (workshop)	floor	Hangar 3 – Proposed Plan
New door openings following removal of window. Jamb, head & cill details to match existing. Lintels as required on structural works drawing. Stone and mortar to match existing.	Locker room & lobby, MCP		Hangar 3 – Proposed Plan
Blocking up existing openings. Masonry and skirtings to match existing.	Plant room		Hangar 3 – Proposed Plan
Original steel sliding doors to be fixed in position.	Plant room and MCP		Hangar 3 – Proposed Plan
Construction of brickwork wall with new fire doors to segregate lobby area.	Lobby (between plant room and MCP)		Hangar 3 – Proposed Plan

7.2 Previous Approvals

- 7.2.1 Listed Building Consent (ref.: PL/2023/09438) was granted in March 2024 for the removal and replacement of the asbestos-cement roof on Hangar 3. The application followed structural inspections which concluded that the roof had reached the end of its functional lifespan, with significant issues of water ingress, asbestos degradation, and decaying structural elements.
- 7.2.2 The approved scheme permitted the removal of all original roof components, including slates, battens, felt, and timber supports, and their replacement with a steel-profiled roof system that replicated the original sawtooth configuration. These works were informed by the 2023 Heritage Statement (Wessex Archaeology 2023), which stated that the proposed interventions were necessary, appropriate, and in keeping with the heritage significance of the asset.
- 7.2.3 The present proposal builds directly on that conservation-led strategy by integrating essential ventilation into the new roof form. As the works affect only modern fabric and meet ongoing operational needs, they are consistent with previous approvals and the broader aim of ensuring the building's continued use and preservation.

8 IMPACT ASSESSMENT

8.1 Scope of assessment

- 8.1.1 Based on the details of the proposed development, it is considered that only Hangar 3 and RAF Hullavington Conservation Area require assessment. This is because the nature of the proposed development is relatively minor and limited. It is not considered that individual heritage assets within the Conservation Area are likely to experience harm to their significance because of the proposed minor change in their setting, however, the change in character and appearance to the Conservation Area, however small, still requires assessment. As such, all other heritage assets have been scoped out of further assessment.

8.2 Hangar 3 (NHLE: 1393020)

Asset description

- 8.2.1 Hangar 3 is a 1938 'C'-type aircraft hangar built during the RAF Expansion Period. It forms part of a coordinated group of hangars, together with Hangars 6 and 7. These buildings were designed to support aircraft maintenance and engineering operations and are collectively listed at Grade II (NHLE: 1393020).
- 8.2.2 Hangar 3 retains its steel-framed structure, broad internal space, and distinctive sawtooth roof, elements that express its original purpose and remain legible despite some later adaptation. Its plan, structure, and external character continue to reflect its historic function.

Statement of significance

- 8.2.3 The significance of Hangar 3 (and of the listed group of which it forms part of) derives from its architectural and historic interests.
- 8.2.4 The hangars within the listed group are of architectural interest on account of their design and use of building materials. The 'C' type sheds are identical to others of the type with minor variations in the ancillary accommodation and use of materials to ensure that they blend in with the local vernacular as far as possible considering that they sit in stark contrast to the surrounding built environment which mainly comprises farmsteads.
- 8.2.5 Their design includes steel portal frames, large-span internal volumes, and wide sliding doors. The doors contribute to the architectural interest of the building by virtue of their form, scale, materials and functionality.
- 8.2.6 The hangars are defined by symmetrical 12-bay elevations, large internal spans, and full-height steel sliding doors. Built in steel with concrete or brick cladding, they display characteristic RAF hangar detailing adapted to suit the local context. Hangar 3 retains a high degree of legibility in plan and structure. All these features and components contribute to the hangar's overall architectural interest.
- 8.2.7 The hangars historic interest is informed by to their role in pre-war military aviation, standardised interwar design, and their contribution to the wider RAF Hullavington complex. These spatial and historic associations, set within an evolved military landscape, demonstrates the changing values and practices of the military, and provide a greater understanding and appreciation of the assets place and position within its military and historical context, and its associated heritage interest.

Impact assessment

- 8.2.8 Externally, the proposed LEV flues on the roof introduce a visible, but minor, change to the external form of Hangar 3. Their industrial character and galvanised finish are compatible with the utilitarian design of the hangar. The flues are positioned below the height of the sawtooth ridgeline and aligned with the roof valleys, ensuring that the overall outline of the structure is preserved. When viewed from the northeast and southwest, the flues are either screened or appear recessive against the profile of the building.
- 8.2.9 Although Hangars 6 and 7 do not contain equivalent rooftop ventilation systems, the minor difference in appearance is not considered to compromise the architectural coherence or group value of the hangars.
- 8.2.10 The proposed works to the hangar doors appear to be broadly in line with the scope of works presented in the 2025 HIA which assessed the dismantling and removal of the deteriorated steel door leaves, the repair and retention of salvageable components and the reinstatement of the external doors in a form that closely matches the historic design. As the 2025 HIA precedes this statement, it is assumed that the original scope of works in regard to the doors (that is, as presented in the 2025 HIA) has already been presented to and deemed acceptable by the local planning authority's Conservation Officer. Therefore, it is assumed that the works in regard to the doors presented in **Table 1** are to be carried out in addition to what was presented in the 2025 HIA.
- 8.2.11 The works to the doors comprise fastening cladding panels to the door leaf ends, stacking the doors at the outer edges of the hangar (replacing steel face plates as required, fixing collards to openings, installing an electrically operated sectional door and filling in a brickwork wall for weather sealing and to prevent water ingress. As with the findings of the 2025 HIA, assuming that the proposed works to the hangar doors repair and keep as much of the original hangar doors as possible (even if to be stacked at the outer edges), resemble original design and materials as closely as possible, do not block, remove or alter the original hangar door openings in such way that the original access and egress can no longer be appreciated, it is unlikely for harm to the significance of the Listed Building to occur. The architectural interest would be maintained as far as practicable by repairing and keeping the original doors, and its historic interest as an aircraft hangar would be kept with minimal changes to the original openings.
- 8.2.12 The proposed alterations to the main workshop area include the addition of automotive workbenches, installation of safety bay screening to facilitate metalwork and welding bays, addition of vehicle lifts, the construction of a blockwork wall (to form a fire escape), installation of a roller brake tester and a head lamp aim tester, addition of a new breakout console, stepped access to a vehicle pit, replacing hand wash facilities, and removing and making good the concrete slab where this was previously impacted by an existing head lamp aim tester and roller braker. While it is anticipated that there will be some impact to the concrete floor surface (for example, for the addition of the vehicle pits), and to the walls (for example, where the hand washing facilities will be replaced and where the screens are to be installed), this is considered to be limited. These additions would not alter the general structure or layout of the hangar in such a way that it can no longer be appreciated as such.
- 8.2.13 Due to the limited nature of the proposals on original fabric and features, it is considered that the architectural interest will be conserved. As the layout and original function of the listed building will be left intact, no harm to its historic interest has been identified due to the proposed changes to the workshop area.

- 8.2.14 The proposed amendments to areas within the later modern annexes, including in the locker room, the lobby, the plant room, the MCP, the kitchenette and the WC are minimal. They mainly comprise new door openings, fixing doors in place, blocking up existing small openings and replacing kitchen and WC units. The annexes to the north and south elevation do form part of the listing, however, they do not form part of the main core hangar component of the asset. As such, the minimal changes proposed here are not considered to lead to any harm to the significance of the Listed Building.
- 8.2.15 It is assumed that the proposed floor finishes would be placed on top of or replace existing modern floor surfaces and would thus not impact original floor fabric.
- 8.2.16 In heritage terms, the proposals are proportionate, justified, and represent a low level of change. They are consistent with national policy objectives for sustaining the significance of designated heritage assets while allowing for adaptation to meet contemporary requirements. It is not considered that the proposed development would lead to harm to the significance of the listed hangar group (NHLE: 1393020) on account of the proposed change to Hangar 3.

8.3 RAF Hullavington Conservation Area

Asset description

- 8.3.1 RAF Hullavington was designated with Conservation Area status in 1992 prior to its closure as a RAF station in 1993. It is an example of a particularly well preserved and representative air force base designed during the 1935 expansion period. The asset was considered a 'showplace' example to other airbases and its buildings are predominately built using local Bath stone ashlar to blend with the local architecture and the countryside, especially those constructed in the first phase from 1935-1936. Later buildings were often constructed with part concrete due to bricklayer shortages at the time.
- 8.3.2 The Conservation Area covers 340 hectares and includes the majority of the land associated with the original airbase, as well as two areas of countryside to the north and south which abut the airbase. There are five-character areas to the Conservation Area, the Site is located within 'Area H' which relates to the main RAF base.

Statement of significance

- 8.3.3 The RAF Hullavington Conservation Area primarily derives its character and appearance from its architectural and historic interest both of which are of national significance and which contribute to its significance.
- 8.3.4 The RAF base is the most strongly representative of the improved architectural quality of airbases developed under the post 1934 expansion period which makes the Site unique. On a national scale, it is the best-preserved example of a surviving aerodrome. The main airbase retains the complete original layout and its established tree lined avenues which is considered nationally of great significance. Additionally, the large open site has a positive local impact on the landscape and creates familiar views and visual amenity.
- 8.3.5 The architectural interest is derived in the design of the military buildings, 23 of which have been listed with Grade II status as well as a group for displaying Art Deco and Neo-Georgian influences.
- 8.3.6 The other identified Listed Buildings (being Building 23 Parachute Store (NHLE 1396584), Building 22 (NHLE 141268) and the non-designated Gas Chamber (MWI45012) and the airfield itself (MWI5546) are considered to form part of the Conservation Area. While these

are all considered to share the same historic interest, they hold different architectural interests which has been informed by their design, which, in turn, strengthen and uphold the architectural interest of the conservation area as a whole.

- 8.3.7 Overall, the character of the Conservation Area is shaped by its historic and current military occupation while its appearance is mainly defined by the purpose built military buildings found within it.

Impact assessment

- 8.3.8 The impact on the character and appearance of the Conservation Area is considered to be limited, with only the addition of the LEV flues and changes to the hangar doors leading to visual changes. The proposals do not intrude upon key views, do not erode the legibility of the former airbase's historic layout, and do not alter its aesthetic or spatial character.
- 8.3.9 Importantly, the installation of the LEV flues is limited to recently replaced roof material and does not result in harm to any surviving historic fabric. It is a functional intervention necessary to support the hangar's ongoing operational use and long-term conservation. The ability to ventilate the internal space will reduce the risk of internal environmental deterioration and thereby assist in preserving both the structure and its future viability.
- 8.3.10 The change in hangar doors would lead to the introduction of a replacement, however, the hangar openings would be left intact, and the original doors kept on the building (albeit stacked to the sides). It is not considered that this visual change would have a negative impact the character and appearance of the Conservation Area.
- 8.3.11 Overall, the proposals will not constitute a change to the function, scale, form or massing of the Conservation Area, but will amount for a small visual change in the external architectural character and appearance of Hangar 3. Effectively, there will be no change in the appearance of the Conservation Area as the significance of Hangar 3 will not be lost. Furthermore, the military character will also not be affected.
- 8.3.12 In heritage terms, the proposals are proportionate, justified, and represent a low level of change. They are consistent with national policy objectives for sustaining the significance of designated heritage assets while allowing for adaptation to meet contemporary requirements. It is not considered that the proposed development would lead to harm to the character and appearance of the RAF Hullavington Conservation Area.

9 CONCLUSION

- 9.1.1 The effect of the proposed LEV flues in addition to the proposed internal amendments and changes to the hangar doors on the heritage resource is a material consideration in the determination of any planning application and/or LBC. This assessment has not identified any heritage constraints or reasons that would prevent development from proceeding.
- 9.1.2 Hangar 3 is a Grade II listed 'C'-type aircraft hangar constructed during the RAF Expansion Period in the 1930s. The building retains key architectural features that contribute to its architectural interest, including its characteristic sawtooth roof form, and robust industrial character.
- 9.1.3 The proposed installation of ventilation flues represents a minor physical intervention, limited to the intended modern replacement roof. The flues are small in scale, positioned within individual roof bays, and do not exceed the height of the roofline. No alterations to the historic structure or materials are proposed for the ventilation flues, especially

considering that the roof would have been replaced assuming that they will not be added until after the roof replacement for which LBC has previously been granted has taken place. The proposed internal changes to the main workshop space and the later modern annexes are relatively small scale and will unlikely result in significant damage to historic fabric. While the addition of the fire escape corridor would somewhat alter the internal hangar space, it is reversible and would not dissect the main area in a way that its original use and function can no longer be appreciated. The works to the hangar doors would not alter the way in which the historic openings of the hangar can be appreciated and understood, and the original hangar doors would be repaired and stacked at the side of the hangar, thereby retaining them. The works are therefore not considered to harm the architectural or historic interests of the Listed Building which encompass its significance.

- 9.1.4 The proposals form part of a broader conservation-led programme of repair and upgrade works to Hangar 3. The flues are associated with an LEV system, intended to support a safe working environment and enable continued use of the building. Their installation is reversible and compatible with the long-term conservation of the asset.
- 9.1.5 Hangars 6 and 7, which share the same group listing, are not physically affected by the proposals. Due to the limited nature and contained location of the works, no impact is anticipated to the significance or appreciation of these neighbouring structures included in the listing.
- 9.1.6 The RAF Hullavington Conservation Area has also been considered. The proposed works will not interrupt key views or introduce visual intrusion within the Conservation Area. The character and appearance of the Conservation Area will also be preserved.
- 9.1.7 It is therefore concluded that the proposed works will result in no harm to the significance of Hangar 3, the associated listed hangars, or the character and appearance of RAF Hullavington Conservation Area. The proposals are therefore considered to meet the requirements of Section 16 of the NPPF.

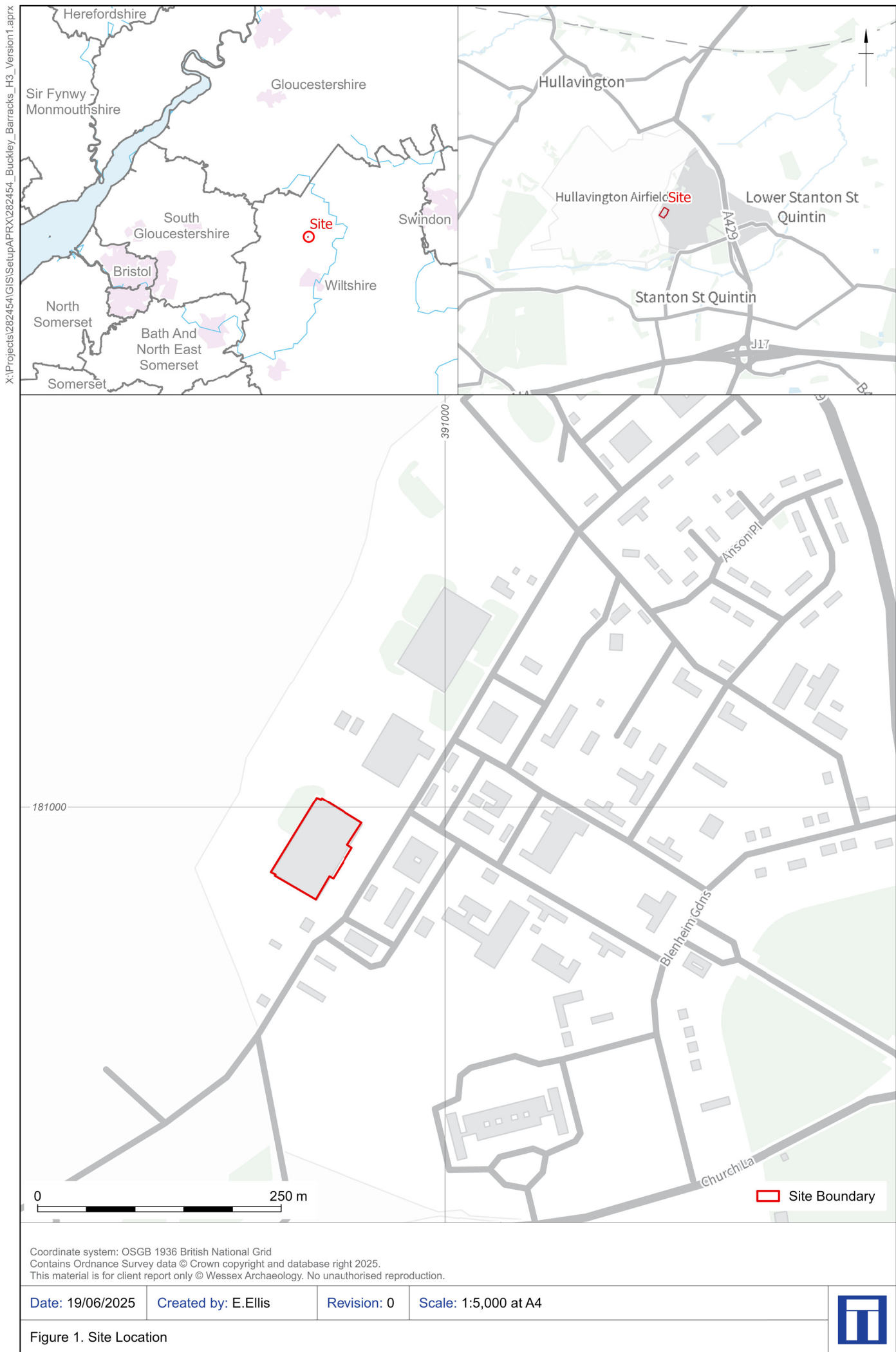


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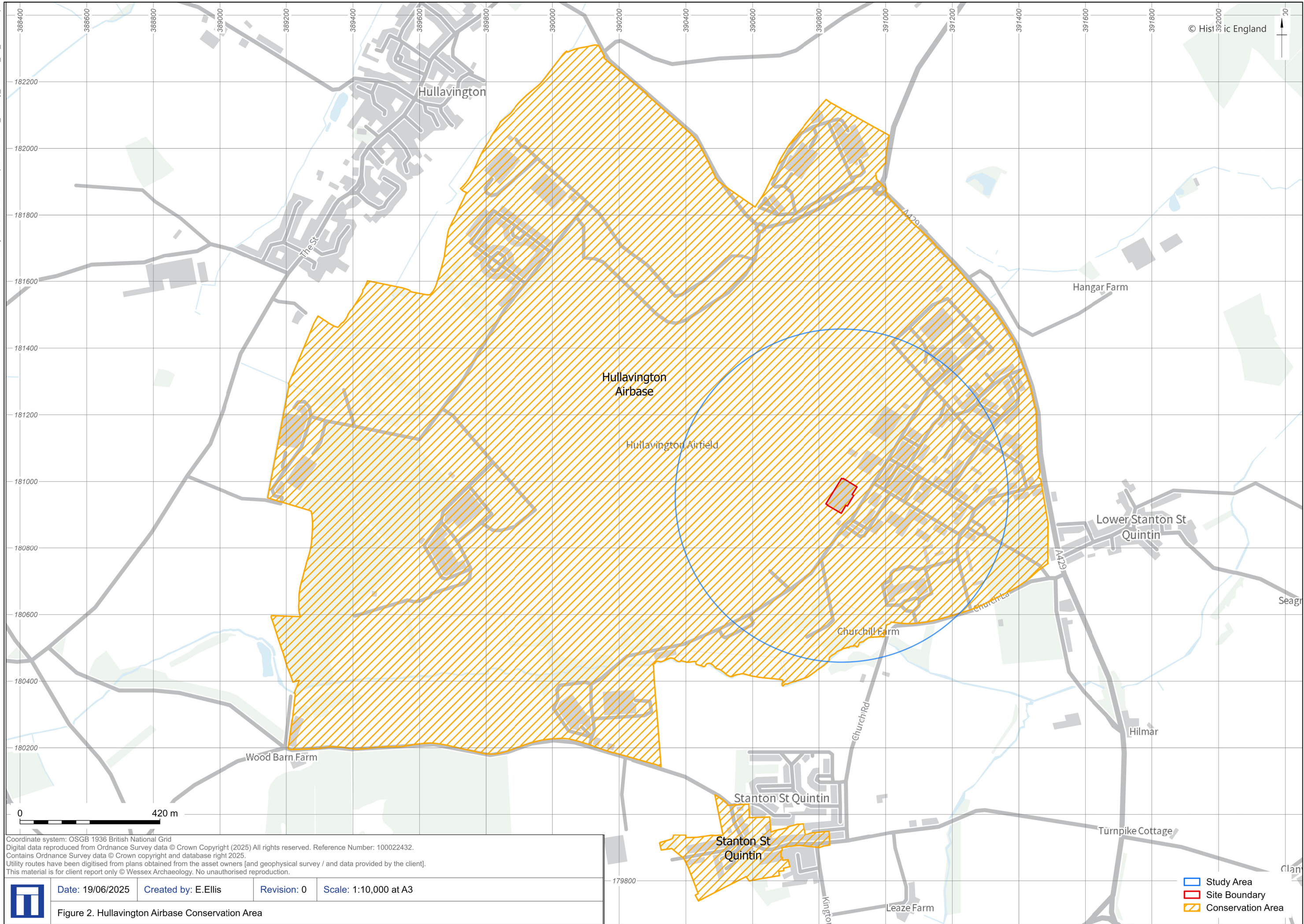
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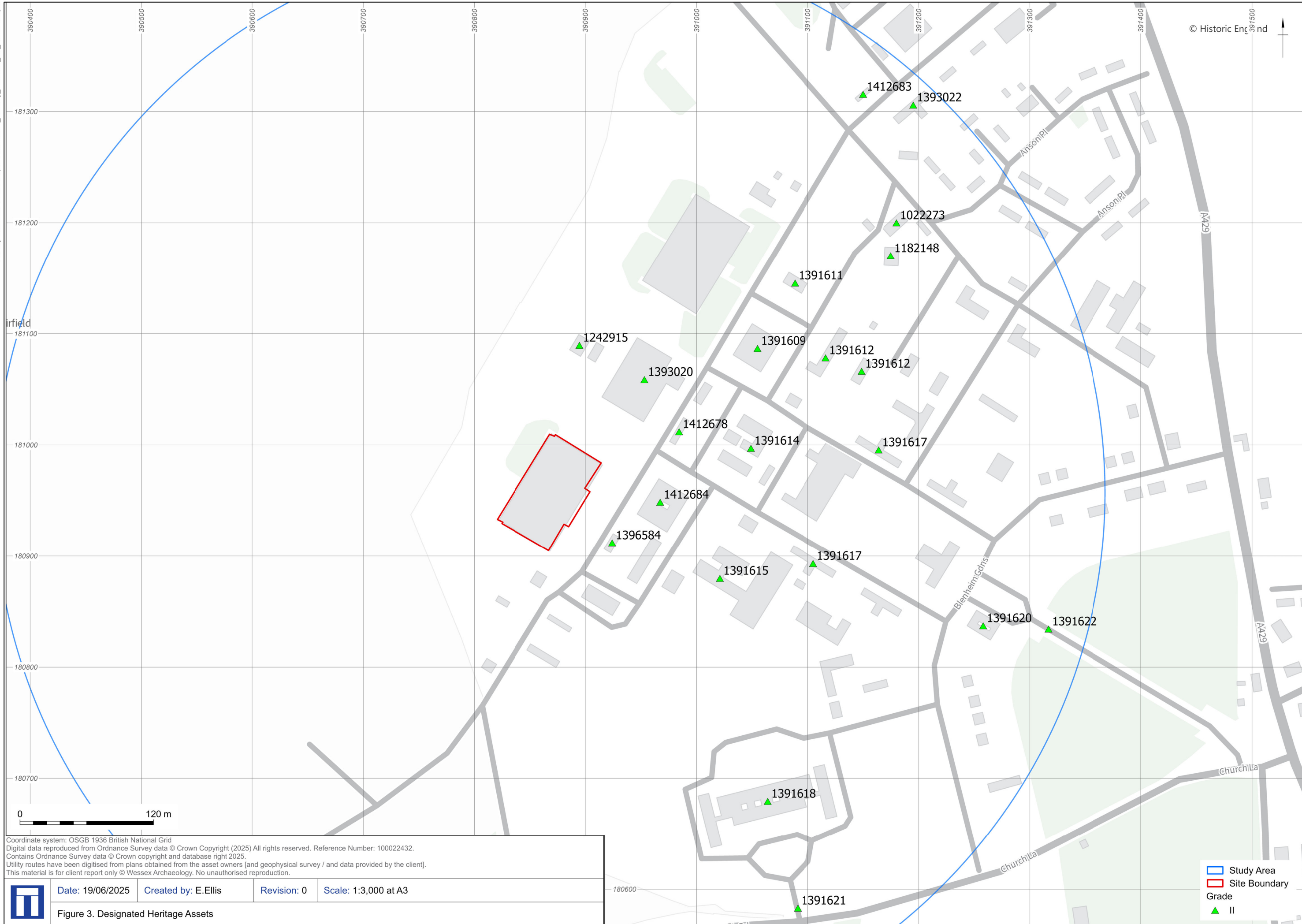
Figures:



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Figure 3. Designated Heritage Assets			

Study Area

Site Boundary

Grade II



Appendix 1: Terminology

Glossary

The terminology used in this assessment follows definitions contained within Annex 2 of NPPF (updated 2021):

Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Historic environment record	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.
Setting of a heritage asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance (for heritage policy)	The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Other definitions have been taken from Planning Practice Guidance:

Architectural and artistic interest	These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture. Paragraph: 006 Reference ID: 18a-006-20190723; Revision date: 23 07 2019
Historic interest	An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity. Paragraph: 006 Reference ID: 18a-006-20190723; Revision date: 23 07 2019



Non-Designated heritage asset	Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets. A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage significance to merit identification as non-designated heritage assets. Paragraph: 039 Reference ID: 18a-039-20190723; Revision date: 23 07 2019
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Chronology

Where referred to in the text, the main archaeological periods are broadly defined by the following date ranges:

Prehistoric	Palaeolithic	970,000–10,000 BC
	Mesolithic	10,000–4000 BC
	Neolithic	4000–2400 BC
	Bronze Age	2400–700 BC
	Iron Age	700 BC–AD 43
Historic	Romano-British	AD 43–410
	Anglo-Saxon	AD 410–1066
	Medieval	AD 1066–1500
	Post-medieval	AD 1500–1800
	19th century	AD 1800–1899
	Modern	1900–present day



Appendix 2: Legislative and planning framework

Designated Heritage Assets

Designation	Associated Legislation	Overview
World Heritage Sites	-	The United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Committee inscribes World Heritage Sites for their Outstanding Universal Value (OUV) – <i>cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity</i> . England protects its World Heritage Sites and their settings, including any buffer zones or equivalent, through the statutory designation process and through the planning system. The National Planning Policy Framework sets out detailed policies for the conservation and enhancement of the historic environment, including World Heritage Sites, through both plan-making and decision-taking.
Scheduled Monuments and Areas of Archaeological Importance	<i>Ancient Monuments and Archaeological Areas Act 1979</i>	Under the <i>Ancient Monuments and Archaeological Areas Act 1979</i> , the Secretary of State (DCMS) can schedule any site which appears to be of national importance because of its historic, architectural, traditional, artistic or archaeological interest. The historic town centres of Canterbury, Chester, Exeter, Hereford and York have been designated as Archaeological Areas of Importance under Part II of the <i>Ancient Monuments and Archaeological Areas Act 1979</i> . Additional controls are placed upon works affecting Scheduled Monuments and Areas of Archaeological Importance under the Act. The consent of the Secretary of State (DCMS), as advised by Historic England, is required for certain works affecting Scheduled Monuments.
Listed Buildings	<i>Planning (Listed Buildings and Conservation Areas) Act 1990</i>	In England, under Section 1 of the <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> , the Secretary of State is required to compile lists of buildings of special architectural or historic interest, on advice from English Heritage/Historic England. Works affecting Listed Buildings are subject to additional planning controls administered by Local Planning Authorities. Historic England is a statutory consultee in certain works affecting Listed Buildings. Under certain circumstances, Listed Building Consent is required for works affecting Listed Buildings.
Conservation Areas	<i>Planning (Listed Buildings and Conservation Areas) Act 1990</i>	A Conservation Area is an area which has been designated because of its special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. In most cases, Conservation Areas are designated by Local Planning Authorities. Section 72 (1) of the <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> requires authorities to have regard to the fact that there is a Conservation Area when exercising any of their functions under the Planning Acts and to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas. Although a locally administered designation, Conservation Areas may nevertheless be of national importance and significant developments within a Conservation Area are referred to Historic England.
Registered Parks and Gardens and Registered Battlefields	<i>Historic Buildings and Ancient Monuments Act 1953</i> <i>National Heritage Act 1983</i>	The Register of Parks and Gardens was established under the <i>National Heritage Act 1983</i> . The Battlefields Register was established in 1995. Both Registers are administered by Historic England. These designations are non-statutory but are, nevertheless, material considerations in the planning process. Historic England and The Garden's Trust (formerly known as The Garden History Society) are statutory consultees in works affecting Registered Parks and Gardens
Protected Wreck Sites	<i>Protection of Wrecks Act 1973</i>	The <i>Protection of Wrecks Act 1973</i> allows the Secretary of State to designate a restricted area around a wreck to prevent uncontrolled interference. These statutorily protected areas are likely to contain the remains of a vessel, or its contents, which are of historical, artistic or archaeological importance.



National Planning Policy Framework (NPPF)

NPPF Section 16: Conserving and enhancing the historic environment	
Para. 207	In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
Para. 208	Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
Para. 210	In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.
Para. 212	When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
Para. 213	Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II Listed Buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* Listed Buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional ⁷⁵ . ⁷⁵ Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.
Para. 214	Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.
Para. 215	Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
Para. 216	The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
Para. 218	Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible ⁷⁶ . However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.



NPPF Section 16: Conserving and enhancing the historic environment	
	⁷⁶ Copies of evidence should be deposited with the relevant historic environment record, and any archives with a local museum or other public depository.
Para. 219	Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.
Para. 220	Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 214 or less than substantial harm under paragraph 215, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.
Para. 221	Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

Local Planning Policy

Wiltshire Core Strategy (adopted January 2015)		
Policy ref.	Title	Scope
58	Ensuring the conservation of the historic environment	Development should protect, conserve and where possible enhance the historic environment. Designated heritage assets and their settings will be conserved, and where appropriate enhanced in a manner appropriate to their significance, including: I. Nationally significance archaeological remains II. World Heritage Sites within and adjacent to Wiltshire III. Buildings and structures of specialist architectural or historic interest IV. The special character or appearance of conservation areas V. Historic parks and gardens VI. Important landscapes, including registered battlefields and townscapes. Distinctive elements of Wiltshire's historic environment, including non-designated heritage assets, which contribute to a sense of local character and identity will be conserved, and where possible enhanced. The potential contribution of these heritage assets towards wider social, cultural, economic and environmental benefits will also be utilised where this can be delivered in a sensitive and appropriate manner in accordance with Core Policy 57 (Ensuring High Quality Design and Place Shaping). Heritage assets at risk will be monitored and development proposals that improve their condition will be sought in consideration of such applications.



Appendix 3: Gazetteer

NHLE No.	Name	Designation	Period	Easting	Northing
1022273	North barn to former Bell Farm at RAF Hullavington at NGR 912812	Grade II Listed Building	18th century	391179	181200
1182148	South barn to former Bell Farm at RAF Hullavington at NGR 912812	Grade II Listed Building	18th century	391174	181170
1242915	Building 4 (Control tower)	Grade II Listed Building	Modern	390894	181089
1391609	Building 24 (Aircraft repair workshops)	Grade II Listed Building	Modern	391054	181087
1391611	Building 25 (Central heating plant)	Grade II Listed Building	Modern	391088	181145
1391612	Buildings 28 and 343 (Motor transport buildings)	Grade II Listed Building	Modern	391116	181078
1391614	Building 30 (Works services building and water tower)	Grade II Listed Building	Modern	391048	180997
1391615	Building 32 (Station Church)	Grade II Listed Building	Modern	391020	180880
1391617	Building 43, 46, 48 and 50 (Type Q Barracks)	Grade II Listed Building	Modern	391163	180996
1391618	Building 59, 60 and 61 (Officer's Mess)	Grade II Listed Building	Modern	391063	180679
1391620	Building 66 (Guard and firehouse)	Grade II Listed Building	Modern	391257	180837
1391621	Entrance gates, piers and wall to south of officers mess	Grade II Listed Building	Modern	391090	180583
1391622	Main gates, piers and railings	Grade II Listed Building	Modern	391316	180834
1393020	Buildings 3, 6 and 7 (C-Type Hangars)	Grade II Listed Building	Modern	390953	181059
1393022	Building 81 (Station Staff Offices)	Grade II Listed Building	Modern	391195	181306
1396584	Building 23 (Parachute Store)	Grade II Listed Building	Modern	390924	180912
1412678	Building 22	Grade II Listed Building	Modern	390984	181012
1412683	Building 77 (Guardhouse), Aircraft Storage Unit Ste	Grade II Listed Building	Modern	391149	181315



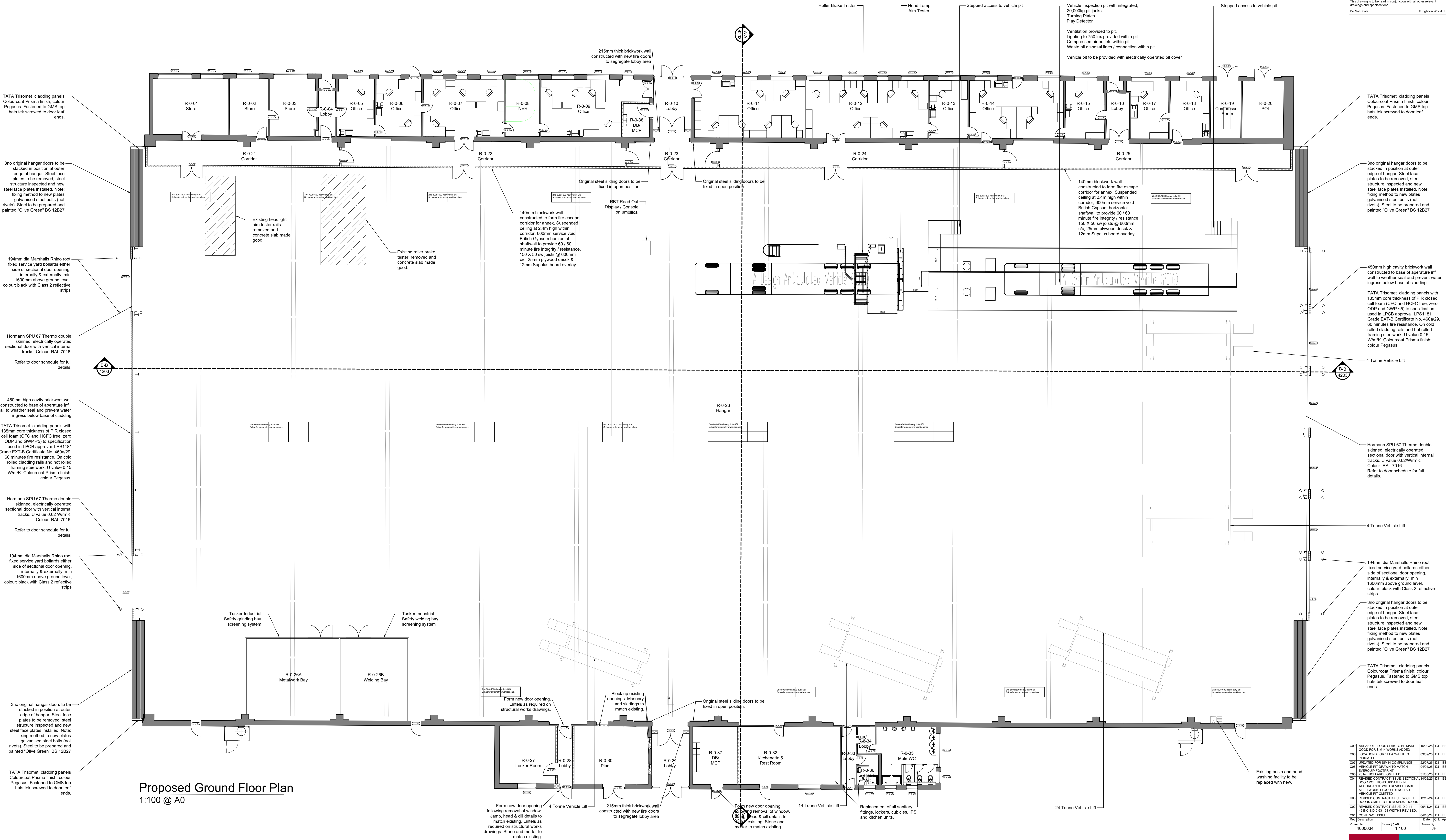
NHLE No.	Name	Designation	Period	Easting	Northing
1412684	Building 20 (Main Stores)	Grade II Listed Building	Modern	390967	180949

Mon UID	Record Type	Name	Period	Easting	Northing
MWI45012	MON	Instructional Gas Chamber at Hullavington Airfield	Modern	391000	181000
MWI66117	MON	Site of Outfarm, Northeast of Bell Farm	19th century	391618	181636
MWI66118	BLD	Bell Farm	Post-medieval	391188	181180

Ev UID	Record Type	Name
EW1698	EVS	Building Survey of Barns at the Former Bell Farm, Buckley Barracks
EW1929	EVS	Geophysical Survey at New Access Road, Hullavington Airfield
EW1941	EVS	Geophysical Survey at New Access Track, Hullavington Airfield
EW1941	EVS	Geophysical Survey at New Access Track, Hullavington Airfield
EW1943	EVS	Geophysical Survey for Proposed New Hangar and Runway Extension, Hullavington Airfield
EW1983	EVT	Excavation for New Access Road, Hullavington Airfield



Appendix 4: Proposed drawings, including elevations, and details

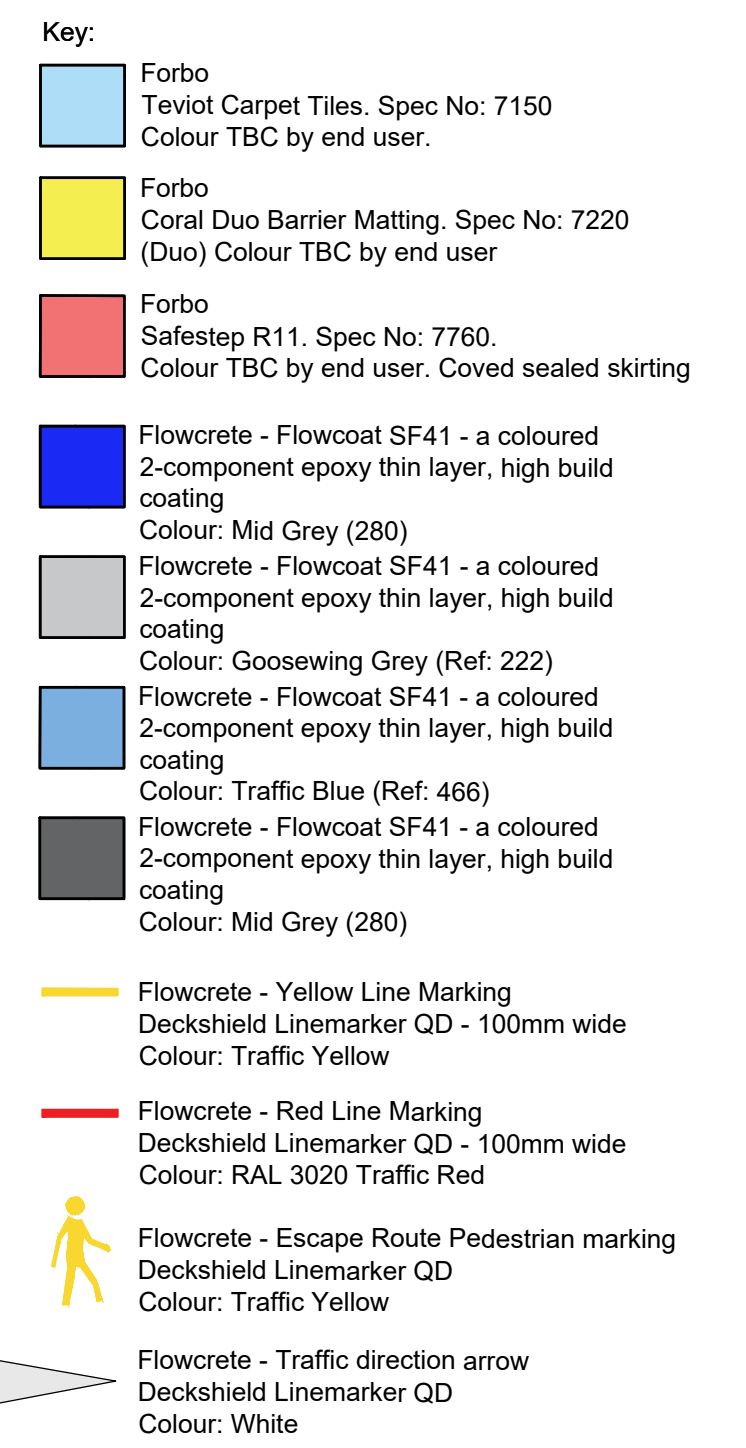


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All dimensions are to be checked and verified on-site by the Main Contractor prior to commencement; any discrepancies are to be reported to the Contract Administrator.

This drawing is to be read in conjunction with all other relevant drawings and specifications

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- Notes
1. Prepare floor to areas to receive new floor covering as required.
 2. Contractor is to ensure that all preparatory works are carried out prior to laying new finishes.
 3. All floors to be supplied and fitted in accordance with manufacturers guidelines.

4. Entrance matting to be installed to present flush surface with transition profile and adjoining floor finish. To form mat well around primary entrance matting use Gradus UMFA18 or equal approved. For junctions between carpet & vinyl floorin use Gradus ETR302UFO or equal approved.
5. Stair nosings/trim to be used, with vertical risers - Supply & install Gradus RT1711, single insert with concealed fixing OR with angled risers - Supply & install Gradus RX1751, single insert with concealed fixing. Install Interior insert, colour ref: TBC, info channel, painted - to match colour insert, to all steps. Nosing to be fitted in accordance with manufacturers printed instructions.

Note - Flowcrete Substrate Preparation.

If the substrate is contaminated with oil the Flowprime EP Oil Tolerant Primer should be specified as shot blasting will only remove the uppermost contamination and not any deep penetrated oil contamination.

Flooring contractor to determine if a suitable test shot blast is required as the normal preparation for use of the Oil Tolerant Primer is to shot blast the substrate as part of the approved normal substrate preparation requirements to be suitably primed and then over coated.

Substrate preparation and application of Flowcrete products to be undertaken in full accordance with manufacturers Specifications.

Manufacturer: Flowcrete UK Ltd, Booth Lane, Moston, Sandbach,
CW11 3QF.
Telephone: 01270 753753. Fax: 01270 753333.
E-mail: uk@flowcrete.com Web: www.flowcrete.co.uk

OFFICIAL

C07	REVISED CONTRACT ISSUE. TRAFFIC DIRECTION ARROW ADDED TO LEGEND	19/09/25	JF	B
C06	REVISED CONTRACT ISSUE. HAZARD MARKINGS ADDED TO hBT & RAZED	05/09/25	JF	B
C05	REVISED CONTRACT ISSUE. UPDATED TO SIM14 WORKS.	08/08/25	JF	B
C04	REVISED CONTRACT ISSUE FINISHES REINSTATED TO R-0-33, R-0-34 & R-0-36	03/07/25	JF	B
C02	REVISED CONTRACT ISSUE FINISHES REINSTATED TO NORTHERN ANNEX	14/02/25	JF	B
C02	REVISED CONTRACT ISSUE INCLUDE HAZARD MARKINGS TO PERIMETER OF VEHICLE PIT	27/01/25	JF	B
C01	CONTRACT ISSUE	04/10/24	JF	B
Rev	Description	Date	Chk	A
Project No: 4000034		Scale @ A0: 1:100	Drawn By: PS	

**Ingleton
Wood**

Project:
**HANGAR REFURBISHMENTS
BUCKLEY BARRACKS**

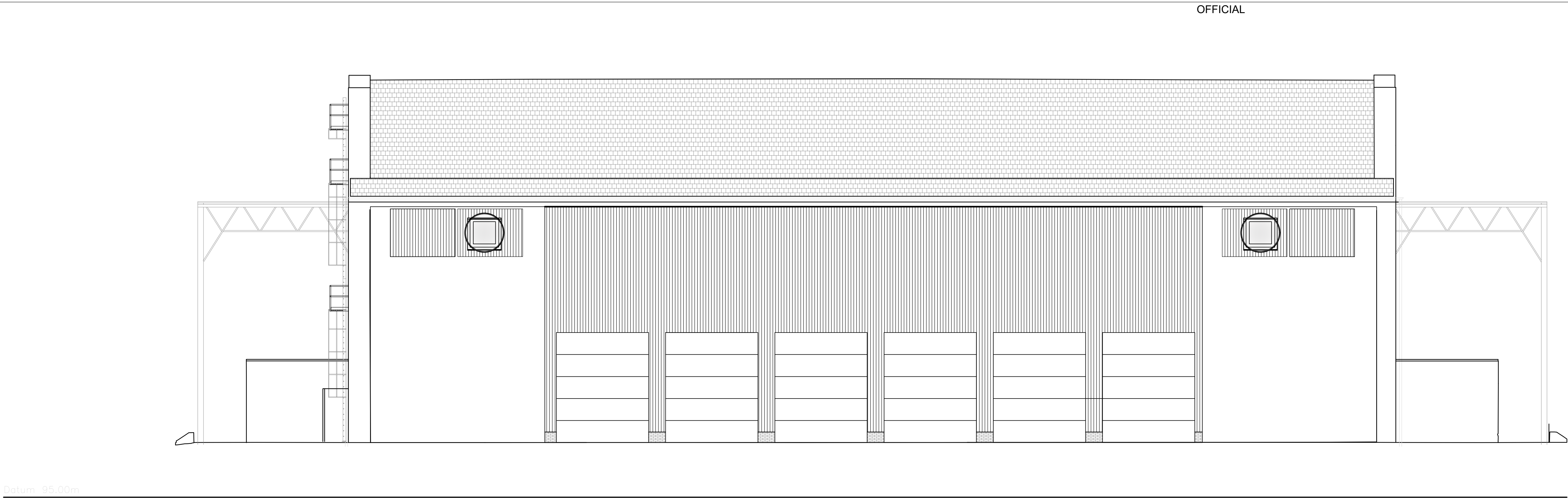
Client:
VIVO DEFENCE

HANGAR 3 - PROPOSED FLOOR FINISHES PLAN

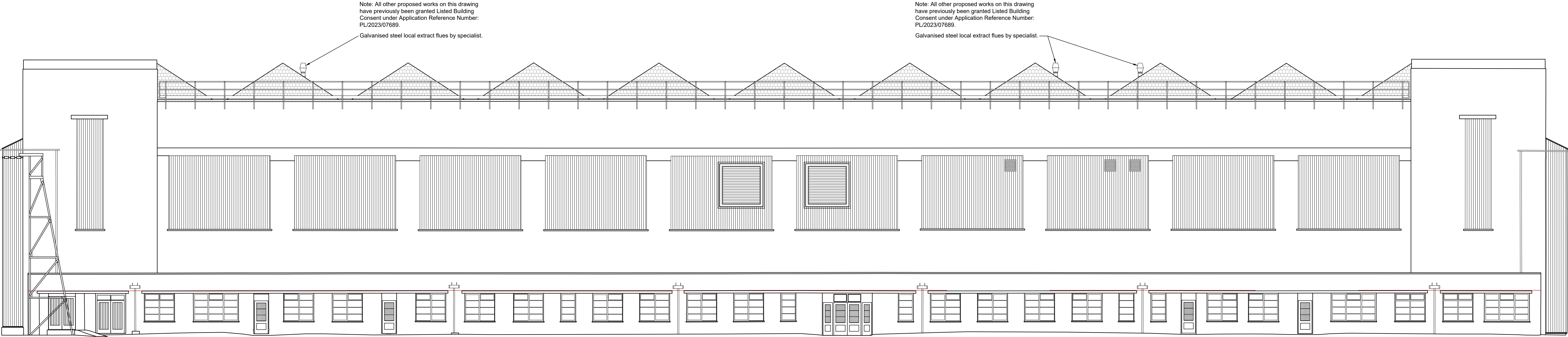
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4000034-IWD-Z1-00-DR-A-300

S4 | CONTRACT ISSUE | C07



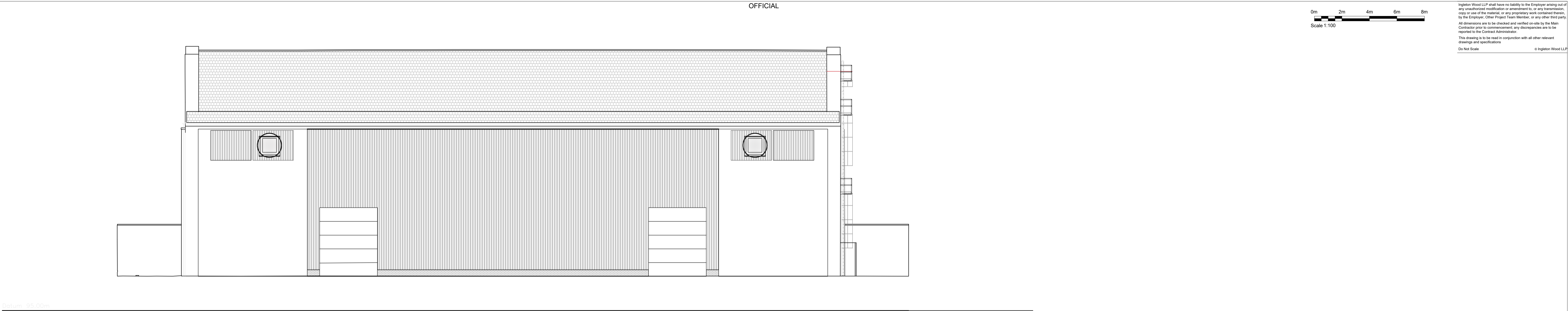
Proposed Elevation 1
1:100 @ A0



Proposed Elevation 2
1:100 @ A0

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P01 PLANNING ISSUE		22/09/2021	AL	BB	
Rev	Description	Scale @ A0	Date	Chk	Ag
Project No:	4000034	As Indicated	Drawn By:	JF	
Ingleton Wood		Solving global challenges one building at a time			
Establishment:					
HULLAVINGTON BARRACKS					
Asset Reference:					
HANGAR 3					
Project:					
REFURBISHMENT WORKS					
Client:					
VIVO DEFENCE SERVICES					
Title:					
PROPOSED ELEVATIONS - SHEET 1					
Security Classification:					
OFFICIAL					
Drawing Number:					
4000034-IWD-Z1-ZZ-DR-A-4217					
Status:	Purpose of Issue:		Revision:		
S3	Planning		P01		



Proposed Elevation 3
1:100 @ A0



Proposed Elevation 4
1:100 @ A0

P01 PLANNING ISSUE		22/09/2021	AL	BB	
Rev	Description	Scale @ A0	Date	CHK	AG
Project No:	4000034	As Indicated	Drawn By:	JF	
Ingleton Wood		Solving global challenges one building at a time			
Establishment:					
HULLAVINGTON BARRACKS					
Asset Reference:					
HANGAR 3					
Project:					
REFURBISHMENT WORKS					
Client:					
VIVO DEFENCE SERVICES					
Title:					
PROPOSED ELEVATIONS - SHEET 2					
Security Classification:					
OFFICIAL					
Drawing Number:					
4000034-IWD-Z1-ZZ-DR-A-4218					
Status:	Purpose of Issue:				Revision:
S3	Planning				P01



Appendix 5: Selected photographs



Plate 1: East elevation of Hangar 3



Plate 2: West and south elevation of Hangar 3



Plate 3: West elevation of Hangar 3

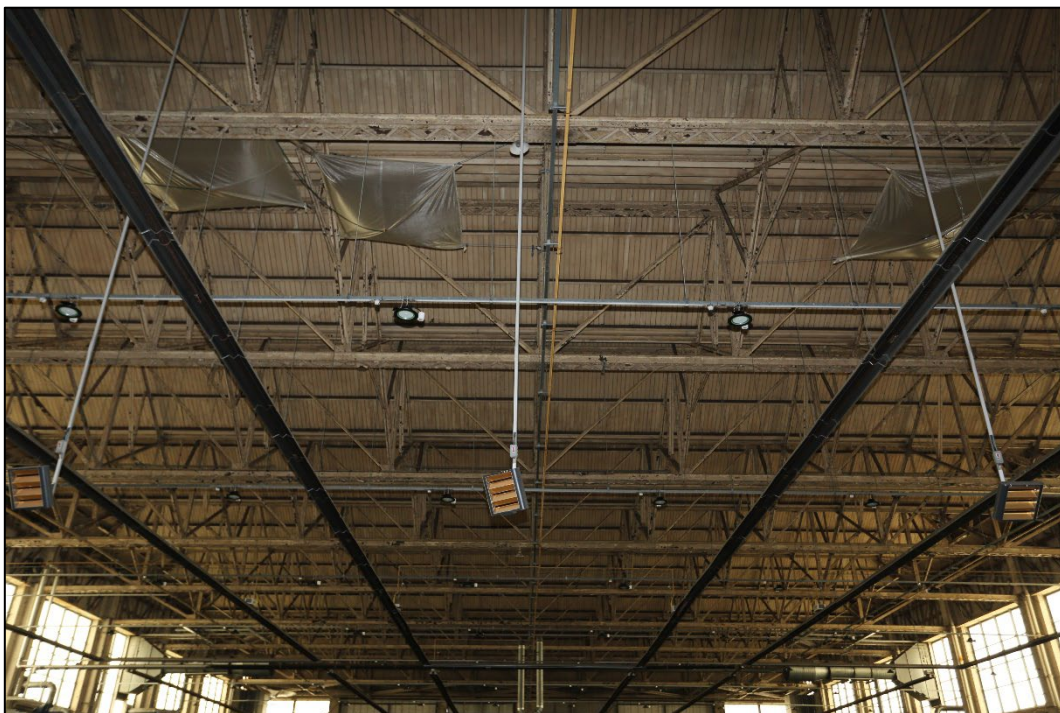


Plate 4: Interior of the open plan Hangar 3



Plate 5: RAF Hullavington Conservation Area





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