

## Case information

---

<b>Reference/Case ID</b>	201506376		
<b>Scheduled Monument</b>	East Fortune, airfield		
<b>Index no</b>	M4804	<b>Grid Ref</b>	NT541788 354100.0000 678800.0000
<b>Date of Application</b>	23 December 2015	<b>Application Received</b>	11 January 2016
<b>Summary of proposed works</b>	Erection of temporary ticket kiosk and barrier gates, and realignment of roadway		

### 1. Summary recommendation

---

This report recommends approval of the proposed scheme.

### 2. Background

---

East Fortune was commissioned as a Royal Naval Air Service station on 23 August 1916, although construction work had started and aircraft had been on site since 1915. It was a base for both airships and aircraft during the First World War, becoming a base for the newly established Royal Air Force in 1918. The airfield continued for a few years in military and civilian use, acting as the base for the first transatlantic crossing by an airship; the R34 in 1919. By 1922, the airship sheds were dismantled and the air station buildings were sold and converted into a tuberculosis hospital.

Following the outbreak of war in 1939, the site was requisitioned by the Air Ministry in 1940 to act as a training facility and satellite field for RAF Drem nearby. The control tower, hangars and buildings on the south side of the airfield date from this period. The RAF vacated the site in 1946, and the buildings were used for storage by various government departments, with a brief return to active use as an airfield in 1961 while Edinburgh Airport underwent significant redevelopment. In 1975, the National Museum of Flight opened on the site, occupying the World War II building complex. The runways are still in use for microlight flying and motorbike racing.

The cultural significance of the monument relates to its status as a rare surviving example of a well-preserved 20<sup>th</sup> century military airfield. Its long and varied history and the good preservation of the buildings and runways add to its significance.

The current application forms part of on-going refurbishment works at the Museum of Flight being undertaken by the National Museums of Scotland. Historic Environment Scotland was consulted at the pre-application stage by the applicant to confirm whether scheduled monument consent would be required for the works and for advice on any design or other constraints which may apply to such a proposal.

### **3. Proposals**

---

Consented works - Erection of temporary ticket kiosk and barrier gates, and realignment of roadway

#### Proposed Works

The proposed works comprise the installation of a temporary ticket kiosk and control gate at the south-western entrance to the site, alterations to the access road and associated civil engineering works. The temporary lifespan of the installation is not defined in the application.

### **4. Representations received**

---

No representations were received.

### **5. Report**

---

#### **a) Policy considerations**

The application should be viewed with the following legislative and policy considerations in mind:

#### **The Ancient Monuments and Archaeological Areas Act 1979: Part 1**

##### **2 Control of works affecting scheduled monuments.**

(1) If any person executes or causes or permits to be executed any works to which this section applies he shall be guilty of an offence unless the works are authorised under this Part of the Act.

(2) This section applies to any of the following works, that is to say –

- (a) any works resulting in the demolition or destruction of or any damage to a scheduled monument;
- (b) any works for the purpose of removing or repairing a scheduled monument or any part of it or of making any alterations or additions thereto;
- (c) any flooding or tipping operations on land in, on or under which there is a scheduled monument.

## **Scottish Historic Environment Policy**

3.4. Scheduled monument consent is required for any works that would demolish, destroy, damage, remove, repair, alter or add to the monument or to carry out any flooding or tipping on the monument. It is a criminal offence to carry out any of these works without consent.

3.14. Scottish Ministers include a monument in the Schedule to secure the long-term legal protection of the monument in the national interest, in situ and as far as possible in the state it has come down to us. Scheduled monuments have an intrinsic value as monuments, not related to any concept of active use. It is the value of the monument to the nation's heritage, in terms set out in the section on Scheduling in Chapter 2 of SHEP, that is the primary consideration in determining applications for scheduled monument consent.

3.16. Works on scheduled monuments should therefore **normally** be the minimum level of intervention that is consistent with conserving what is culturally significant in a monument.

3.18. Scheduled monument consent applications must be considered in terms of the cultural significance of the monument and the impact that the proposals would have upon this cultural significance. The more important particular features of the monument are to its cultural significance, the greater will be the case against interventions which modify these features.

3.20. Where change is proposed, it should be carefully considered, based on good authority, sensitively designed, properly planned and executed, and where appropriate in the context of an individual monument, reversible.

### **b) Assessment**

The works will result in the following

- The installation of a ticket kiosk and barrier gates at the south-western entrance to the Museum of Flight
- The realignment of a section of road to facilitate access to the Museum site past the gates and kiosk

These works would represent alterations and additions to the monument under section 2 (2) (b) of the Act, and therefore require scheduled monument consent.

The development site is in an area at the south western perimeter of the airfield, where no structures other than the current access road are recorded. The kiosk and barrier gates will sit on a raised traffic island on what is currently the eastbound carriage of the existing road, with the new section of eastbound road looped around it to the north. The foundations for the road and kiosk works are intended to have a maximum depth of 90cm.

The kiosk and barrier gates are designed to reflect the style of existing structures on the airfield, particularly the characteristic Nissen huts.

**c) Other material considerations, including impact of the works on Protected Species and Places**

None.

**d) Conclusion**

While the works will result in physical ground disturbance, this is in an area of the monument where no structures have been recorded. The new elements to be introduced are of a design and scale which should not detract from the appreciation or understanding of the buildings in the vicinity or the site as a whole. I am therefore content that the works are consistent with conserving the cultural significance of the monument, in accordance with SHEP 3.16.

The proposals have been developed using specialist input, are sensitively designed, and are intended to be reversible. I, therefore, consider the proposals to comply with SHEP 3.20.

**6. Recommended decision**

---

The works proposed are considered acceptable in meeting the terms of national policy for scheduled monuments, and also accounting for other material considerations.

I recommend consent is **granted without conditions**.

**7. Conditions**

---

None

**8. Approval**

---

<b>Officer</b>	<b>Deirdre Cameron</b>	<b>Date</b>	<b>2/03/2016</b>
<b>Approved by</b>	<b>George Findlater</b>	<b>Date</b>	<b>2/03/2016</b>

**Annex A – list of supporting documents**

Location Plan	b9-1321-01-00
Plans and elevations	b9-1321-01-05
Site Plan and Sweep path	b9-1321-01-08
Road and slab layout and slab section	15.845 - 002
Concrete slab layout and road details	15.845 - 003