Exp 27/6

Development Control – Delegated Officer Report

Application Number: ADC/0259/07 **Recommendation - Application Permitted**

Site: **North of No's 2, 3 & 4 Cecil Pashley Way Shoreham Airport, Lancing**

Proposal: **Concrete apron to replace existing grass/concrete area**

The Application

The proposal, submitted by the Airport owners, is to extend the existing recently-built concrete apron (ADC/0275/06) eastwards by a further 45m, in front of and to serve Fast Helicopters. It would be the same width (15m) but would have 2 protrusions on its north side (each 5m wide and 13m long).

The agent's accompanying letter states that the proposals will include a 2,500 litre capacity fuel interceptor unit beneath the apron to ensure no contamination of the river in the event of fuel leakage.

Consultations and Representations

Environment Agency: No objection

Lancing Parish Council: No objection

Third Parties: No comments received

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-16 (WSCC 2005): LOC2, NE6, NE20, CH3, DEV1
Adopted Adur District Local Plan 1993-2006 (ADC 1996): AG1, AC4, AE10-14, AT9
Shoreham Airport Development Strategy (Jt Airport Committee July 1997)
PPS1 "Delivering Sustainable Development" (ODPM 2005)
PPS7 "Sustainable Development in Rural Areas" (ODPM 2004)

Planning Assessment

Shoreham Airport lies within the strategic gap of countryside separating Shoreham from Lancing where the objective is to prevent the coalescence of the built-up areas. However, the above policies make provision for development at the Airport to meet its needs and maintain its viability, in the interests of the regeneration of the local economy. A specific development

area is defined in the Local Plan. The proposed apron/taxi-way is just within this development area.

Policy NE6 of the Structure Plan states that development at Shoreham Airport relating to its operation (both aviation-related and commercial) "should be permitted provided that a balance can be achieved between economic, social and environmental objectives and no one element is compromised." NE20 requires development to be located within defined areas.

Local Plan policy AT9 states that facilities necessary for the safety and operational efficiency of general aviation at the airfield will normally be permitted the airport provided they do not lead to the introduction of noisier aircraft and do not lead to the restriction in the total number of aircraft movements being exceeded. AE10 requires development to be within the defined development area and subject to local access and environmental considerations.

The proposal, which is related to the safety and operational efficiency of the airport, is to improve the apron which already exist. Its extent (0.07hectare) relative to the main apron (which has an area of about 3 hectares) and the recent extension (0.186 hectare) is relatively small and it is within the defined 'development area'.

It would not have any appreciable impact on the level of noise emanating from the airport or upon the level of urbanisation visible from the surrounding land. There are no sound reasons to refuse the application.

Recommendation

APPROVE for reason that :-

The proposal is necessary for the safety and operational efficiency of the airport and lies within the development area defined in the Adur District Local Plan. It would not result in significant environmental detraction and meets the requirements of the relevant policies AT9 and AE10 of the Adur District Local Plan and NE6 and NE20 of the West Sussex Structure Plan.

Subject to:

1. C1Ci

Case Officer.....

Date...8/6/07.....

CJS 12.6.07