P & R 8/1/08

Application Number: ADC/0696/07 **Recommendation – APPROVE**

Site: **Transair UK Ltd, 29 Cecil Pashley Way, Lancing BN43 5PA**

Proposal: **Extension to west of warehouse/offices (for use as hangar and offices)**

The Application

The application site contains a large modern building containing warehouse storage, office and pilots' shop operated by Transair UK Ltd, located at the western end of the airport development area.

The applicant now proposes to extend to the west (rear) of the front building, infilling the gap from the new building (hangar) to the rear (now in separate occupation). It would be a matching structure measuring 20m in width by 30.5m in depth (total floor area of 610m^2), plus an internal mezzanine of 145m^2 floor area.

The extension is orientated towards the south, with an entrance lobby, and windows to both the ground and mezzanine floors being inserted into the southern elevation. A 32 bay car park currently exists at the eastern end of the existing building, with an additional 8 car bays identified on the southern side of the building adjacent to the proposed entrance lobby.

To the north is the open land of the airfield, whilst to the south is the railway line with farmland beyond, located within the strategic gap.

Consultations and Representations

County Transport Planning Services: No objection to the proposal subject to standard conditions relating to access, parking of vehicles and bicycles, adoption of a travel plan by the company, approval of a construction routing plan to ensure all construction traffic would enter the airport from the A27 to the north, not via the rail underpass on New Salts Farm Road, and a section 106 Obligation requiring payment of a £14,806 TAD contribution towards the improvement of sustainable transport improvements in the area.

Shoreham Airport: Support the proposal.

Environment Agency: Object because the application has been submitted without a flood risk assessment, contrary to the requirements of PPS25.

Lancing Parish Council: Comments awaited. Wish to receive advice from County Highways on the adequacy of access arrangements.

Third Parties: A letter from the resident of 'Pandora', New Salts Farm Road, strongly objects on grounds that even more traffic would use narrow New Salts Farm Road for access to the Airport. Comment is made that it is only a matter of time before a pedestrian is injured or killed. He would not object if

the airport management 'policed' traffic to ensure it uses the A27 access. ***[NB. a request is made to speak at the Committee meeting]***

Relevant Policies and Guidance

Adopted West Sussex Structure Plan 2001-2016 (WSCC 2005) (saved policies): LOC1, NE1, NE5-6, NE20, ERA1, ERA4, DEV1, DEV4-5
Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AE11-12, AE14, AT9
Revised West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003 and ADC 2004)
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPG4 'Industrial and Commercial Development and Small Firms' (DoE 1992)
PPG13 'Transport' (DTLR 2001)
PPS25 'Planning and Flood Risk' (ODPM 2006) & Circular 04/07

Planning Assessment

Policies

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, within which the proposed extension forming the subject of this application is located.

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 provides for facilities necessary for the safe and efficient operation of the airport. AE10 requires development to be within the defined development area referred to above and states that "priority will be given to uses which require an airport location because of the nature of the individual business concerned" and subject to "local access and environmental considerations."
Policy AE11 of the Local Plan states that new hangars will be permitted if essential for business aviation at the Airport subject to relevant environmental considerations, whilst Policy AE14 requires all buildings used for the maintenance of aircraft to make provision for the emission of noise and fumes to be kept to a minimum.

The proposed hangar (with offices) is clearly aviation related and accords with the above policies.

Accessibility

Shoreham Airport is not readily accessible by public transport, the nearest bus routes being on the A259 from which the site is an 0.5 mile walk via New Salts Farm Rd (no footways) or 0.7 mile via Adur Recreation Ground. However, in relative terms, as an edge of urban site, it is not an unsustainable location and, in terms of distance, is easily reached by bicycle.

Clearly, there is a likelihood that staff would find access by car most convenient and consequently steps would need to be taken to minimise the number of cars attracted through requiring the preparation and implemention of a 'travel plan' by means of a planning condition and a contribution to sustainable transport improvements.

In terms of the access concerns raised by the resident of New Salts Farm Road, access by large vehicles from the south is prevented by the low height of the underpass under the railway. The proposal is not large enough to generate a significant overall increase in the amount of traffic using New Salts Farm Road such as to warrant refusal.

County Transport Planning Services advise that a routing plan should be required for construction traffic to reach the site from the north via the A27 as a condition of approval. Otherwise they are satisfied with continued use of New Salts Farm Road as the southern access route, subject to:-

- Preparation and approval of a Travel Plan which details means by which the applicant/operator will seek to encourage the use of alternative non-car means of transportation for employees and clients to access the site; and
- completion of a Section 106 Obligation requiring payment of a £14,806 TAD Contribution towards the improvement of sustainable transport improvements in the area.
- modification of the wall at the existing entrance to the site off Cecil Pashley Way to improve the sight line southwards.

Visual amenity, character and appearance

The size and scale of the extension match the existing building, as do the external materials and finishes chosen for the development. The fenestration along the southern elevation differs from the existing building. However it is a significant improvement (commensurate with use of that portion of the building as a formal entrance and outlook for upstairs offices), particularly when viewed from the adjoining railway line.

Residential amenity

The site is located more than 120 metres away from the nearest residential development in New Salts Farm Road and therefore the building itself and activities such as aircraft maintenance should not have any detrimental effect.

Recommendation

A. Subject, by 11 January 2008, to the submission of a satisfactory Flood Risk Assessment (meeting the requirements of the Environment Agency by that date) and completion of a unilateral section 106 Obligation undertaking to pay £14,806 to sustainable transport improvements in the area, APPROVE for the reason:-

The proposal is for an appropriate airport-related use and is located within the development area at Shoreham Airport. It would help meet the need for economic regeneration without detracting from the local environment or from highway safety. The proposed alterations are in character with the airport and would not cause an unacceptable degree of detriment to the appearance of the landscape of the strategic gap of countryside within which the airport is located. The development would consequently not conflict with the relevant policies of the Adur District Local Plan (AG1, AC4, AE10-14, AT9) and West Sussex Structure Plan (LOC2, NE1, NE5-6, NE20, CH1, CH3, DEV1, DEV4-5).

Subject to:-

1. C1Ci (Standard time limit)
2. C16Ai (Use limited to mainly aircraft hangarage and associated maintenance and offices with alternative use as warehouse for storage of pilots' and aircraft-related supplies) (amended)
3. C8Bi (Parking spaces to be provided and retained)
4. C9Ei (Provision of improved visibility southwards at site entrance) (amended)
5. Prior to commencement of development, a Travel Plan shall be submitted to and approved in writing by the LPA and its provisions shall thereafter be implemented.
6. The developer shall implement a routing plan for construction traffic to access the site from the A27 via Cecil Pashley Way (and not via New Salts Farm Road)
7. C12Ei (Materials to match existing)

B. In the event that a satisfactory section 106 Obligation and Flood Risk Assessment are not completed by 11 January 2008 (the date that the statutory period for determining the application expires), that authority be delegated to the Planning Services Manager to refuse the application on the grounds that it either (as the case may be) does not comply with Structure Plan policies DEV3-5 and the Revised West Sussex Parking Standards and Transport Contributions Methodology requiring improvements to sustainable transport in the area, or policy ERA4 of the West Sussex Structure Plan 2001-2016 and PPS25 relating to flood risk.

Agreed

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