Development Management - Delegated Officer Report

Application Number: AWDM/0713/16 Recommendation – Approve

Site: **8 Cecil Pashley Way, Shoreham (Brighton City) Airport, Lancing**

Proposal: **Variation of condition 2 of approved L/111/96/TP substituting the reference to Ricardo to Cox Powertrain Ltd for the use of the unit**

Date of site visit: N/A

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

This application relates to a business unit at Shoreham Airport which is limited by personal permission granted in 1996 to use by Ricardo Special Vehicles Limited only.

The application seeks to vary that permission to enable Cox Powertrain Limited to operate from the building. The applicants currently operate out of Unit 30A Cecil Pashley Way but these premises are not large enough for their expansion plans.

Relevant site history

L/111/96 - Extension to Hangar and Extension on West Elevation to form Reception Area – approved subject to condition 2 (personal permission)

AWDM/0147/15 - New hardstanding for additional car parking together with turning circle. Installation of new windows in south elevation at first floor. Installation of 5no. air conditioning units to west elevation and 1no. air conditioning unit on the north elevation. Retrospective change of use to design, test and manufacture of lightweight diesel engines for marine, land and air purposes (Use Class B2) for Cox Powertrain Limited at 30A Cecil Pashley Way – approved (personal permission)

Consultations

Adur and Worthing Councils: The ***Planning Policy*** Officer advises that, taking into consideration Cox Powertrain's connection to the aviation industry and some of its similarities with the existing Ricardo use, as well as the fact that the vacating of Unit 30A will return it to its original aviation restricted use, the application would not have a detrimental impact on the operational viability of the airport and would therefore not conflict with policy AE10 of the Adur Local Plan 1996 or Policy 7: Shoreham Airport of the emerging Adur Local Plan.

Lancing Parish Council: Not received

Shoreham (Brighton City) Airport: No objection

Representations

None received

Relevant Planning Policies

Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AE10, AE12, AE14, AG1, AP7
Proposed Submission Adur Local Plan (ADC 2014): 7, 26
National Planning Policy Framework (March 2012)

Planning Assessment

Principle

The site is located outside the 'built up' area within an area of countryside which separates Lancing and Shoreham. Development at Shoreham Airport is currently restricted by a legal agreement to the southern part of the site, on either side of the terminal building. The adopted Local Plan recognises the need for Shoreham Airport to be economically viable and supports limited development primarily for airport-related businesses consistent with environmental protection policies.

Policy 7 within the Submission Local Plan allocates the north-eastern part of the Airport for 15,000sqm of new employment-generating floor space (aviation and non-aviation related) subject to (amongst other things) improvements to the A27 Sussex Pad junction, completion of the Adur Tidal Walls, and mitigation of impacts on landscape, ecology etc. Policy 26 seeks to resist changes of use from Class B1, B2 and B8 on employment sites including Shoreham Airport.

The applicants' supporting statement explains that their business is expanding and this site provides more than double the floor space of Unit 30A. The applicants specialise in the design, testing and manufacture of lightweight diesel engines for marine, land and air applications within Use Class B2. The engine they design has linkages with the aviation industry because it is lightweight. They have confirmed that if permission is granted, Unit 30A will revert to its original aviation use.

The previous occupant of this unit, Ricardo, is a similar business to Cox Powertrain in that it is connected with engine design and manufacture. The transfer of the named user would not therefore result in a materially different business operating from the unit. The proposed business also has a link with the aviation industry and is compatible with an airport location. It is therefore not considered that the proposal would conflict with policies in the existing and emerging Local Plan. However, other non-aviation B2 uses where there is no specific requirement for an airport location may be contrary to policy. Therefore a restrictive condition is recommended to limit the use of the premises to design, testing and manufacture of lightweight diesel engines for

marine, land and air purposes (Use Class B2) and a personal condition to Cox Powertrain Ltd, as was imposed when consent was granted at Unit 30A.

Visual amenity

No external alterations are proposed.

Residential amenity

The site is some distance from the nearest residential properties and the proposal will have no impact on residential amenity.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Time limit
3. The building shall be occupied by Cox Powertrain Limited for the purposes of the design, testing and manufacture of lightweight diesel engines for marine, land and air purposes (Use Class B2) and for no other purpose within Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that class in any Statutory Instrument revoking and re-enacting that Order with or without modification). Upon cessation of their occupation it shall be used only as an aircraft hangar related to business aviation at the airport unless planning permission for another use has been obtained from the LPA.
4. All manufacture and testing and any associated repair or maintenance of engines shall be carried out within the building
5. The parking facilities associated with the building shall not be used for any purpose other than access and parking of vehicles incidental to the use of the building hereby permitted.

Is recommendation contrary to letter(s) of representation? N

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Case Officer: Peter Barnett Date: 6 June 2016

Authorised by: Gary Peck Date: 7 June 2016