Development Control – Delegated Officer Report

Application Number: AWDM/1270/12 **Recommendation – Approve**

Site: **27 Cecil Pashley Way Shoreham (Brighton City) Airport Lancing West Sussex**

Proposal: **Use of part of hangar/workshop as flying club office, briefing rooms + reception with associated external alterations including external stairs/landing on south/west elevations.**

Date of site visit: 16.11.12

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to a partially-completed hangar/workshop building located at the western end of Cecil Pashley Way and associated car park on the south side of the perimeter road (adjoining the underpass under the main railway line).

Permission for the hangar/workshop was granted in 1999. The building envelope is largely complete and the western part comprising the hangar (fronting directly onto a concrete link to the taxi-way) is being used to store light aircraft. The eastern part of the building, comprising 5 workshop units is incomplete. The use of the building is restricted by a condition of planning permission to mainly aircraft hangarage and maintenance (west half) and small units for Class B1 or B2 use (eastern half)(L/151/99/TP refers).

The car park is also incomplete, having an MOT-type surface with no demarcation of parking bays. There is a portacabin sited in the SW corner of the car park, in use as an office by a Flying Club (Perry Air). There are no records relating to the portacabin building, which appears to be unauthorised in planning terms.

Permission is sought to create a mezzanine above part of the hangar (61 sqm) to provide offices, briefing rooms and a reception area for a flying club. The mezzanine would be accessed by proposed external stairs (galvanised steel) wrapping round the south-west corner of the building. A new door is proposed on the west side (at first-floor) and 4 no. first-floor windows are proposed on the south side of the building.

The Airport is open from 8.00 to 20.00 hrs 7 days a week. It is anticipated the flying club will operate the same hours as the Airport, with approximately 35 flights per week. There are currently 2 full-time staff who move the aircraft plus 2 part-time staff. It is anticipated that the number of full-time staff will be increased to 3.

The applicant's agent has confirmed verbally that the flying club currently within the car park will re-locate into the building.

Consultations:

The Highway Authority comments as follows:-

"This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments.

The application appears to seek permission for the change in use of space at a workshop and hangarage to provide an office, briefing room, kitchen and reception.

It is not anticipated that the proposed development would increase a significant amount of vehicular movement that would be detrimental to other highway users. Therefore it is considered that this application would raise no concerns from a highway perspective."

Southern Gas Networks: No comments received

Lancing Parish Council: No objection

Adur and Worthing Councils: The EHO (Environmental Protection) has no adverse comments. The Contaminated Land Officer recommends a condition requiring a full contamination investigation.

Representations: None received.

Relevant Planning Policies

Adopted saved Adur Local Plan (1996) policies: AG1, AE10, AE12,
South East Plan (GOSE 2009): CC1, CC6, BE1
National Planning Policy Framework (CLG 2012)

Planning Assessment

Principle

The site is located within the Strategic Gap 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 further development consistent with environmental protection policies. To this end it is recognised that some businesses need to be located at the Airport and the Plan makes limited provision for the expansion of existing and location of new businesses. Policy AE10 states that priority will be given to uses which require an airport location because of the nature of the individual businesses concerned. The

supporting text states that the development of aviation-based leisure use is acceptable, subject to the use being an appropriate scale consistent with the Airport's location in the Strategic Gap.

The proposal in question is aircraft-related, run by and for aircraft enthusiasts and linked to the use of the existing hangar, and is considered acceptable in principle in accordance with the saved Local Plan.

Visual amenity

The external staircase/platform will be a prominent addition on this corner of the building. It was suggested at pre-application that access to the mezzanine could be achieved internally which would avoid the need for external stairs/deck. However, the applicant has stated that external stairs are required for safety reasons to avoid any potential conflict between members of the flying club and aircraft manoeuvring within the hangar. Whilst there is *some* validity to this argument, it is considered there is reasonable scope to achieve an alternative, separate means access to the mezzanine which would be less prominent on the building. However, considered on its merits, in the context of surrounding development which is essentially utilitarian in appearance, it is not considered the external staircase is so intrusive as to warrant refusal on grounds of visual harm. There is no objection to the proposed door/windows.

Residential amenity

The nearest dwelling in New Salts Farms Road is located over 100m to the south, on the opposite side of the railway embankment. It is not considered the proposal would have any adverse impacts on the amenities of the occupiers of this property in terms of increased activity, noise or overlooking from the raised platform/windows.

Parking and Access

Parking provision within the car park on the south side of the perimeter road is considered adequate for the flying club (to be shared together with the use of the hangar and 5 small business units approved under L/151/99). No objection has been raised by the Highway Authority. [At least 2 spaces will be freed up by the removal of the unauthorised portacabin.]

Other Issues

There is a gas installation within GRP housing close to the position of the proposed external steps. Southern Gas Networks has been consulted but no comments have been received.

The EHO has recommended the full contamination condition, but this is considered disproportionate to the minor scale of the proposed development which does not involve a vulnerable use. It is considered such a requirement is not reasonable and consequently would not meet the test for conditions set out in the NPPF (paragraph 147).

The existing portacabin appears to have been in situ some time, albeit without the benefit of planning permission. In the event of approval, it is considered the applicant should be advised in writing that the existing portacabin is unauthorised and should be removed from the car park. The applicant should also be advised that condition 2 of L/151/99 appears to be in breach, which requires the building not to be occupied until the parking spaces and access facilities shown on the approved plan to be provided in accordance with construction details to be submitted to and approved in writing by the LPA.

Recommendation

APPROVE for the reason:-

The proposed air-craft related development accords with saved Local Plan policies for Shoreham Airport and would not detract from the local environment. It can take place without resulting in unacceptable detriment to the amenities of neighbouring properties and without detract from highway safety. It would consequently not conflict with the 'saved' policies of the Adur District Local Plan (AG1, AE10, AE12) the policies of the South East Plan (CC1, CC6, BE1) or the NPPF.

Subject to Conditions:-

1. Standard 3 year time limit
2. Making good to match existing building
3. Use of mezzanine restricted to flying club
4. Permission relates to approved plans:
   Drawing No: PL01/A Location Plan Date Received: 29 Oct 2012
   Drawing No: PL02/A Block Plan Date Received: 29 Oct 2012
   Drawing No: PL03 Existing Ground Floor Plan Date Received: 29 Oct 2012
   Drawing No: PL04/A Existing Elevations Date Received: 29 Oct 2012
   Drawing No: PL05 Proposed Ground and First Floor Plans Date Received: 29 Oct 2012
   Drawing No: PL06/A Proposed Elevations Date Received:29 Oct 2012

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.

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

Case Officer: Jo Morin Date: 19 December 2012

Authorised by: Gary Peck Date: 19 December 2012