PLANNING POLICY COMMENTS

Application Number	**AWDM/1204/13 & AWDM/1206/13**
Location	**22 & 23 Cecil Pashley Way**
Proposal	**22 Cecil Pashley Way – Partial change of use from aircraft storage to commercial (AWDM/1204/13)** **23 Cecil Pashley Way – Extension to existing commercial laundry building**
DM Officer	**Jo Morin**
Sent to Policy	**11th November 2013**
Policy Officer	**Ben Daines**
Returned to DM	**19th November 2013**

Key Issues / Policies

Adur Local Plan 1996

The application sites are located within Shoreham Airport which is subject to policies AE10 to AE14 of the Adur Local Plan 1996. The most relevant policy is AE10 which states that 'Priority will be given to uses which require an airport location because of the nature of the individual business concerned.' The supporting text for this policy expands on this issue stating:

'In view of the need to preserve the open character of the strategic gap, the location of sites for new business should be carefully controlled. Because of this land constraint, the development of businesses which require an airport location should be given priority over those which do not.'

Revised Draft Adur Local Plan 2013

Although it is accepted that the Revised Draft Plan doesn't have a significant amount of weight at this stage, it should be noted that Policy 7: Shoreham Airport seeks to provide a new allocation for development in the north east corner of the airport to provide a mix of uses including B8 uses (i.e. hangars). Albemarle, the current leaseholders of Shoreham Airport, have stated that there is a need for new hangars at the airport and this allocation, in part, aims to meet this need.

Officer Comments:

Given the supposed demand for hangars at the airport and the general aim of the Council to keep the airport operating as an airport in the long-term, I do have some concerns with the proposal at 22 Cecil Pashley Way and the cumulative impact of such proposals on the character and viability of Shoreham Airport. It is important that the reduction in the size of the hangar doesn't compromise its ability to store aircrafts. It is my view that although Policy AE10 is not strongly worded, it aims to prioritize aviation-related development at the Airport and in this case, where there appears to be a demand for hangars, the partial change of use should be resisted if it compromises the ability of the remainder of the hangar to be used effectively.

With regard to the application at 23 Pashley Way, I have no objection to this application as I understand that this is a re-submission of an application granted planning permission in 2007.