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Development Control – Delegated Officer Report

Application Number: ADC/0496/06 **Recommendation – APPROVE**

Site: **30 Cecil Pashley Way, Shoreham Airport Lancing BN43 5FF**

Proposal: **Reversion of use from part retail to hangar/workshop with alternative warehouse use with ancillary offices**

The Application

The proposal relates to the eastern half of the building located immediately to the rear (west) of the main Transair warehouse. This building was originally permitted in 2002 as a hangar/workshop (L/73/02) and condition 2 limits use to mainly aircraft hangarage and maintenance with alternative use for the storage and distribution of pilots' or aircraft-related supplies (with ancillary offices).

In January 2005, permission L/218/04 was granted for the use of the east half of the building for retailing of general aviation, pilot and associated supplies with a condition (2) restricting use to such purposes and no other purposes within Use Classes A1 (shops) or B8 (storage and distribution).

The present application is to revert the use of the east half to its originally permitted purpose (under L/73/02). The use as the 'Air, Land, Sea Superstore', which went beyond what was permitted under L/218/04, has not been successful and will cease.

Consultations and Representations

Shoreham Airport Manager: No comments received.

Lancing Parish Council: No objection

Third Parties: No coments received

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-16 (WSCC 2005): LOC2, NE6, NE20, DEV1, DEV4-5
Adopted Adur District Local Plan 1993-2006 (ADC 1996): AG1, AP7, AE10-14, DP.AE9, AT9, AT12
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPG4 'Industrial and Commercial Development and Small Firms' (DoE 1992)
Shoreham Airport Development Strategy (Jt Airport Committee 1997)

Planning Assessment

Structure Plan policy NE6 states that development proposals relating to the operation of Shoreham airport including both aviation and commercial development (subject to NE20) should be permitted provided a balance can be achieved between economic, social and environmental objectives and no one element is compromised. NE20 states that development needed for the safe and efficient operation of general aviation should be permitted provided there would not be unacceptable environmental consequences including noise disturbance to residential or noise sensitive areas.

The site lies within the Airport development area defined in the Local Plan. This area at the western end is subject to Development proposal DP.AE9 which states that business, industrial, warehousing and similar development will be permitted subject to compliance with AE10-14 and local access and environmental considerations. AE10 states that "priority will be given to uses which require an airport location because of the nature of the individual business concerned".

As stated above, this application is to revert to the originally-permitted use. It complies with the above policies and there are no access, parking or environmental issues.

Recommendation

APPROVE for the reason:-

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The proposal is for aviation-related use within the Airport development area and would help meet the need..... ADLP (AG1, AP7, AE10-14, DP.AE9, AT9, AT12) and the WSSP (LOC2, NE6, NE20, DEV1, DEV4-5)

Subject to:-

1. C1Ci
2. C16Ai amended The premises shall be used mainly for aircraft hangarage and maintenance with alternative use for the storage and distribution of pilots' or aircraft-related supplies (with ancillary offices) and for no other purpose within Class B8 of the Schedule.....

R. .....and to comply with policies AE10-12 of the ADLP and NE6 and NE20 of the WSSP.

Case Officer..... Date....7/2/07....

Head of Planning & Community..... Date....8.2.07..