

Day 3, Issue 7

Consider a revised boundary for the Shoreham Airport allocation to compensate for the loss of the western boundary due to the taxi wingspan issue, and seek agreement with the airport.

The Council considers that due to the high landscape sensitivity of Shoreham Airport, the existing allocation boundary shown on the Policies Map should not be amended to compensate for the reduction in the size of the allocation due to the taxi wingspan issue. The policy wording has been amended (see below) to provide a degree of flexibility at the detailed design/planning application stage in order to take account of any potential viability issues. However, any amendments to the boundary would need to be supported by convincing landscape evidence.

(Deleted text is shown as ~~struck through~~ and additional text **shown in bold and underlined.**)

Policy 7: Shoreham Airport

Approximately ~~A minimum of~~ **A minimum of** 15,000 sqm of new employment generating floorspace (both aviation and non-aviation related), including a mix of B1 (business), B2 (general industry) and B8 (storage)/hangar uses, will be provided on the north-eastern side of the Airport **(as shown on the Policies Map).** **Any deviation from the boundary shown on the Policies Map must be based on a clear and convincing landscape and viability justification through the planning application process.**