



**REPORT of  
CHIEF EXECUTIVE**

**to  
COUNCIL  
13 JULY 2017**

<b>Application Number</b>	<b>LBC/MAL/16/01143</b>
<b>Location</b>	Stow Maries Aerodrome Hackmans Lane Cold Norton Essex
<b>Proposal</b>	Planning Application for operational arrangements for the use of the Airfield at Stow Maries Great War Aerodrome including hours of operation, restrictions on the number of take offs and landings, and arrangements for Special Public Event days.
<b>Applicant</b>	Ms Sarah Threlfall - TMA Chartered Surveyors
<b>Agent</b>	The Trustees - Stow Maries Great War Aerodrome Trust
<b>Target Decision Date</b>	24.01.2017
<b>Case Officer</b>	Yee Cheung, TEL: 01621 876220
<b>Parish</b>	<b>COLD NORTON</b>
<b>Reason for Referral to the Committee / Council</b>	Member Call In

**1. UPDATE AND RECOMMENDATION**

This application is referred to the Council for determination by the North-Western Area Planning Committee at its meeting on 12 June 2017. The content of the Members' Update, circulated at the Area Planning Committee, has been incorporated into this report. The Officer recommendation on this application is as follows:


**GRANT LISTED BUILDING CONSENT** subject to the conditions as detailed in Section 8 of this report.

**2. SITE MAP**

Please see overleaf.

**Stow Maries Aerodrome - Hackmans Lane**  
Cold Norton FUL/MAL/16/01142 & LBC/MAL/16/01143



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	Organisation:	Maldon District Council
	Department:	Planning Services
	Comments:	NW Committee
	Date:	01/06/2017
www.maldon.gov.uk	MSA Number:	100018588

### **3. SUMMARY**

#### **3.1 Proposal / brief overview, including any relevant background information**

- 3.1.1 Stow Maries Aerodrome is located off a private track from Hackmans Lane. The aerodrome is understood to be the most complete WWI aerodrome in Europe, and is therefore of outstanding architectural and historic and significance. It is a conservation area and 24 of the surviving buildings are Grade II\* listed.
- 3.1.2 Listed Building Consent is sought for the operational arrangements for the use of the airfield at Stow Maries Great War Aerodrome including hours of operation, restrictions on the number of take offs and landings, and arrangements for Special Public Event days.

#### **3.2 Conclusion**

- 3.2.1 On balance, it is considered the above proposal would not cause harm to the significance of the listed aerodrome in accordance with Policies BE1 and BE16 of the adopted local plan; Policy D3 of the Maldon District Local Development Plan; and Government advice as contained within the NPPF. Listed Building Consent should therefore be granted subject to conditions.

### **4. MAIN RELEVANT POLICIES**

Members' attention is drawn to the list of background papers attached to the agenda.

#### **4.1 National Planning Policy Framework 2012 including paragraphs:**

- Chapter 12 of the National Planning Policy Framework 'Conserving and Enhancing the Historic Environment'

#### **4.2 Maldon District Replacement Local Plan 2005 – Saved Policies:**

- BE1
- BE13
- BE16

#### **4.3 Maldon District Local Development Plan submitted to the Secretary of State for Examination-in-Public on 25 April 2014:**

- S1
- D1
- D3

#### **4.4 Relevant Planning Guidance / Documents:**

- National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)

## **5. MAIN CONSIDERATIONS**

### **5.1 Principle of Development**

- 5.1.1 The principle of development will be assessed in the concurrent planning application FUL/MAL/16/01142 submitted alongside this Listed Building Consent application. The only matters to consider here are therefore the impact of the proposed development on the heritage assets, namely the character and appearance of the Conservation Area and the setting of the group of Grade II\* Listed Buildings.

### **5.2 Impact on the Conservation Area and Listed Buildings**

- 5.2.1 In accordance with section 66(1) of the *Planning (Listed Buildings and Conservation Areas) Act 1990*, the Council must have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses. In the terminology of the National Planning Policy Framework (NPPF), the Council must consider whether the proposal will ‘harm’ the listed building’s ‘significance’.
- 5.2.2 In addition to the above, Policy BE16 of adopted Maldon District Replacement Local Plan states alterations to listed buildings must not “harm the building, its setting and any features that contribute to its special architectural or historic interest”. This policy is also reflected in Policy D3 of the Maldon District Local Development Plan (LDP).
- 5.2.3 The entire site of the aerodrome is designated as a conservation area. It is therefore essential to ensure that any new development, whether of a permanent or temporary nature, protects or enhances the special interest and character of the conservation area. Policy BE13 of the adopted local plan requires that new development is designed appropriately for the conservation area, and does not cause harm to important landscape features, open space or views in to or out of the conservation area. This is again reflected in Policy D3 of the LDP which sets comparable requirements in aiming to protect conservation areas as a form of heritage asset and the NPPF equally seeks to protect heritage assets, recognising the importance of their designation.
- 5.2.4 Planning application and Listed Building Consent propose changes to the operational arrangements for the use of the airfield at Stow Maries. The aerodrome is a site of exceptional importance as the best preserved Royal Flying Corps aerodrome from the First World War in the country. Although some of the women’s hostels, a number of temporary buildings and the hangers themselves have been lost, the majority of the aerodrome’s buildings survive, as does the parade ground and flying field. The site is listed Grade II\* on account of its special architectural and historic interest.
- 5.2.5 The proposal is to extend the flying hours at the airfield. Concerns have been raised regarding the increase in the use of the site by private aircraft, and would be at odds with the aims and ethos of the aerodrome, thus irrevocably alter the ‘unchanged rural setting’. The Listed Building Consent, if approved, would set a dangerous precedent and pave the way for even greater intensification of the use of the site and its commercialisation in the future. Whilst this may be the case, it could also be argued that as an airfield, flying could contribute to the character and experience of the place

and as such it is not considered that an increase in the flying hours proposed would be harmful to the significance of site.

- 5.2.6 Historic England (HE) was consulted and supports the beneficial use of the airfield and the on-going repair of the buildings, as demonstrated by the grant awards HE have made to the aerodrome in recent years. Further, HE have advised that if the extension of the flying hours supports the current use of the site and helps to generate income towards the preservation of the site then the proposal could be said to support the viable use of the site consistent with its conservation. Paragraph 131 of the National Planning Policy Framework encourages local authorities to sustain and enhance the significance of heritage assets and put them to uses consistent with their conservation. This would also comply with policies BE13 and BE16 of the adopted local plan and policy D3 of the LDP which seeks to safeguard and enhance the historic environment.
- 5.2.7 The Conservation Officer has also raised no objection to the proposal and has advised to grant Listed Building Consent. The proposal would not cause harm to the significance of the Grade II\* listed buildings or to the special character and appearance of the conservation area in accordance with policies BE13 and BE16 of the adopted local plan and policy D3 of the LDP.

### **5.3 Other Considerations**

- 5.3.1 It is noted that majority of the letters of representation received for this Listed Building Consent, both objecting and supporting the proposal, are related to the principle of development and planning considerations. These planning considerations will be assessed by the concurrent planning application FUL/MAL/16/01142 as the extension of flying hours would raise other planning matters which falls outside HE's and the Conservation Officer's remit.

## **6. ANY RELEVANT SITE HISTORY**

- **FUL/MAL/09/00050** – Change of use of Buildings 3 & 4 to workshop and ancillary office accommodation (B1 use). Approved 27.05.09.
- **FUL/MAL/09/00237** – Emergency services access way. Approved: 22.05.2009.
- **FUL/MAL/09/00239** – Renovation of building 15 for visitor centre & museum including re-roofing. Approved: 26.03.2009.
- **FUL/MAL/09/00250** – Re-instatement of airfield and erection of aircraft hangar. Approved: 15.06.2009.
- **CON/MAL/09/00251** – Demolition of dwelling and grain store in order to erect 2 no. aircraft hangers. Approved: 22.05.2009.
- **FUL/MAL/09/00252** – Conversion of former MT building and cart shed to B1 business use and model flying club accommodation. Approved: 29.05.2009.
- **FUL/MAL/09/00300** – Proposed Aircraft Hanger. Approved: 12.06.2009.
- **FUL/MAL/09/00413** - Construction of 3 ponds and related access-ways. Approved: 10.07.2009.

- **FUL/MAL/09/00696** - Renovation of former pilots ready rooms and erection of 2no. wind socks. Approved: 06.10.2009.
- **FUL/MAL/09/00699** - New and replacement huts for WW1 Museum. Approved: 06.10.2009.
- **FUL/MAL/11/00429** - Erection of temporary aircraft hangar. Approved: 28.09.2011.
- **FUL/MAL/14/00574** - Retrospective application for erection of temporary hanger (3 years) for storage and maintenance of historic aircraft. Approved: 08.10.2014.
- **LBC/MAL/14/00575** - Retrospective application for erection of temporary hanger (3 years) for storage and maintenance of historic aircraft. Approved: 08.10.2014.
- **LBC/MAL/15/00830** - Proposed alterations to reinstate the existing brick pier to the West elevation of the MT shed to match the existing adjacent exactly and to install additional wind bracing to the metal rafters of the MT shed to provide lateral support to the roof and the gable walls. Proposed reinstatement of existing slate cat-slide roof to the South end of the West elevation of the RE workshop. Approved: 09.11.2015.
- **LBC/MAL/15/00832** - Proposed works for the careful demolition of the existing non-original timber framed and corrugated iron clad cart lodge to the North of the MT Shed. Approved: 09.11.2015.
- **FUL/MAL/16/00306** - Change of use of buildings 3 & 4, vehicle workshop (for high performance engines) to museum & museum shop. Approved: 20.06.2016.
- **LBC/MAL/16/00307** - Change of use of buildings 3 & 4, vehicle workshop (for high performance engines) to museum & museum shop. Approved: 20.06.2016.
- **FUL/MAL/16/01142** - Planning Application for operational arrangements for the use of the Airfield at Stow Maries Great War Aerodrome. Pending Consideration.
- **LBC/MAL/16/01155** - Proposed works to the existing officers mess building to carefully remove the existing decayed asbestos roof covering and replace with a profiled cement fibre board to match the existing profile: works to the south elevation to infill existing enlarged openings to install new doors, windows and entrance canopy to reinstate the facade to the original appearance. Approved: 20.12.2016.

## 7. **CONSULTATIONS AND REPRESENTATIONS RECEIVED**

### 7.1 **Representations received from Parish / Town Councils**

<b>Name of Parish / Town Council</b>	<b>Comment</b>	<b>Officer Response</b>
Cold Norton Parish Council	<ul style="list-style-type: none"> <li>• There would be no adverse effect for Cold Norton</li> <li>• The Aerodrome is an asset to the village.</li> </ul>	Noted

Name of Parish / Town Council	Comment	Officer Response
Purleigh Parish Council	<ul style="list-style-type: none"> <li>• The Parish Council recognises the significance and historic importance of the aerodrome which is exceptionally rare and of outstanding importance to national heritage, being the largest surviving group of</li> <li>• Royal Flying Corps operational buildings authentic to World War One and probably the most complete surviving evidence of a First World War aerodrome in Western Europe. The site therefore has huge commemorative value as well as an important role to play in education and training.</li> <li>• Members also acknowledge the importance of the aerodrome to the District, in terms of its contribution to the local economy via increased tourism and by contributing to its ‘Sense of Place’.</li> <li>• Members understand the Trustees’ need to increase revenue from the site, but strongly believe that this should not be achieved in ways which are detrimental to the amenities and quality of life of the nearby communities who have supported the restoration of the aerodrome since 2007 and who have freely given their time, skills and money to conserve the site as a memorial, museum and educational facility.</li> <li>• The Parish Council considers that the application in its current form, if approved, will represent an unacceptable intensification of the use of the airfield. Theoretically 21,500 aircraft movements could take place each year and the increase in the use of the site by private aircraft, apart from seeming at odds with the aims and ethos of the aerodrome, would irrevocably alter the ‘unchanged rural setting’ cited in the Listed Building</li> </ul>	Noted

Name of Parish / Town Council	Comment	Officer Response
	<p>Heritage Partnership Agreement when describing the significance of the aerodrome (Point 3.2 Summary of significance).</p> <ul style="list-style-type: none"> <li>• Members believe that rather than increasing aircraft movements so greatly, there are other revenue streams available to the aerodrome which are not so intrusive and will not adversely affect nearby residents and their amenities. Regardless of whether this vast number of aircraft movements will actually take place, the application, if approved, will set a dangerous precedent and pave the way for even greater intensification of the use of the site and its commercialisation in the future. The proposal is therefore contrary to Policies D3 and D1 of the submitted Local Development Plan 2014-2029 (relating to Conservation and Heritage Assets and Design Quality and Built Environment respectively).</li> <li>• The intensification of air movements proposed is also unacceptable and a threat to public safety given that there is no fence between the adjacent public right of way and the runway, contrary to Policy N1 of the submitted Local Development Plan 2014-2029.</li> <li>• Members acknowledge that the District Council will have control over special event flying days which need prior approval from the Planning Authority but feel this does not provide sufficient safeguards for surrounding parishes, given the pressure the planning department and especially its enforcement officers are currently under due to staff shortages and an apparent backlog of cases.</li> </ul>	

Name of Parish / Town Council	Comment	Officer Response
Stow Maries Parish Council	<ul style="list-style-type: none"> <li>• Impact of the residential amenity caused by noise, smell and overlooking</li> <li>• Potential safety issues</li> <li>• Impact on two local access roads (Crows Lane and Hackmans Lane)</li> <li>• Is it legal for MDC to consider the application if loans have been given to the Applicant?</li> <li>• No new planning grounds to approve application but financial reasons</li> <li>• The Applicant is in breach of their flight numbers and events</li> <li>• The flight activities are currently in breach of the CAA rules and regulations</li> <li>• Detrimental to the airfield's historical sense of place</li> <li>• Introducing aircrafts that are not WWI related</li> <li>• Access via Crows Lane has led to traffic congestion, unauthorised parking and blocking of the access</li> </ul>	Noted
North Fambridge Parish Council	The Parish Council has no objections to this application	Noted

**7.2 Statutory Consultees and Other Organisations (summarised)**

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Historic England	No objection to the proposal and do not consider the extension of the flying hours to be harmful to the significance of the site. If it does help to support the use of the site by the Trust, we consider this would accord with paragraph 131 of the National Planning Policy Framework. The extension of flying hours will raise other planning considerations which fall outside our remit and we leave these to your authority to assess	Noted

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
RAF Wattisham	No reply at the time of writing this report	Any comments received will be reported on the Members Update

### 7.3 Internal Consultees (*summarised*)

Name of Internal Consultee	Comment	Officer Response
Conservation Officer	No objection to the unconditional grant of permission for these applications. The proposals will cause no harm to the significance of the Grade II* listed buildings or to the special character and appearance of the conservation area.	Noted

### 7.4 Representations received from Interested Parties (*summarised*)

7.4.1 Letters were received **objecting** to the application from the following and the reasons for objection are summarised as set out in the table below:

- Ms Liell ‘Crouch View’ Woodham Road Stow Maries
- Dr R Woodcock, Oakleigh Lodge Hackmans Lane Purleigh Essex CM3 6RJ
- Trevor & Gill Crosby, Flambirds Farm Hackmans Lane Purleigh Essex CM3 6RN
- JB & LE Cooper, G W Cooper (Farms) Ltd Wickhams Farm Danbury Essex CM3 4FG
- Gavin Strathern, Spar Hill Farm Chelmsford Road Purleigh Essex CM3 6QP
- D Fleming, Great Whitmans Farmhouse Hackmans Lane Purleigh Essex CM3 6RW
- Jane Fleming, Great Whitmans Farmhouse Hackmans Lane Purleigh Essex CM3 6RW
- Neil Gilmore, Pear Tree Cottage Woodham Road Stow Maries Essex CM3 6SB
- Roy & Sandra Martin, Scarr Cottage Woodham Road Stow Maries Essex CM3 6SB
- Phyllis & David Warr, The Crib Bungalow Hackmans Lane Cock Clarks
- Michael Partridge, Stow Hall Farm, Woodham Road, Stow Maries, Chelmsford, Essex CM3 6SA
- Ashley J Parrott, Stapleford Woodham Road Stow Maries Essex CM3 6SB
- Andrea Lyons, Goodview Howe Green Road Purleigh Essex CM3 6PZ

- Mrs G P Green, 1 Ridley Cottages Woodham Road Stow Maries Essex CM3 6SA
- Mrs S Middleton, The Crib Hackmans Lane Cock Clarks Purleigh CM3 6RJ
- Mr M Sturgeon, 2 Eves Villas Main Road Bicknacre CM3 4HN
- Mr M Cooper, 1 Eves Villas Main Road Bicknacre CM3 4HN
- Jane O'Dell, 54 Hamberts Road South Woodham Ferrers Chelmsford Essex CM3 5TU
- Denise & Michael Warr, The Warren Hackmans Lane Purleigh Essex CM3 6RJ
- Robert Archer, 26 The Fairways Cold Norton Essex CM3 6JJ
- Local Residents C/O Peter Brady, The Planning Law Practice Wood End 20 Oaklands Park Bishops Stortford Hertfordshire

<b>Objection Comment</b>	<b>Officer Response</b>
<ul style="list-style-type: none"> <li>• Substantial increase in flights directly over residential properties</li> <li>• Impact on the families quality of life</li> <li>• Noise disturbance would inhibit the use of the garden</li> <li>• Property is located directly on the flight path</li> <li>• Potentially devalue our property</li> <li>• In excess of 23,000 movements a year and this will become a commercial airport</li> <li>• Helicopters are a major noise nuisance</li> <li>• No attempt to address the increased nuisance from aircraft noise, road traffic, air accidents</li> <li>• The hour of operation proposed is unreasonable</li> <li>• Some of the pilots are in breach of CAA rules and fly very low and close to buildings</li> <li>• Traffic would be sharing the same lane with agricultural machinery at Crows Lane</li> <li>• Impact on wildlife</li> <li>• The airfield is struggling to accommodate visitors within the site</li> <li>• Narrow roads / tracks to the site are of concern</li> <li>• Lack of respect for the character of the area</li> </ul>	<p>Noted</p>

<b>Objection Comment</b>	<b>Officer Response</b>
<ul style="list-style-type: none"> <li>• A list of light aircraft crash submitted (J Fleming)</li> <li>• The noise is distressing to the elderly population with the memories of the war</li> </ul>	

7.4.2 A further letter of **objection** was received from:

- Anthony James Chappell, The Limes, Church Lane, Stow Maries, Essex

<b>Objection Comment</b>	<b>Officer Response</b>
<ul style="list-style-type: none"> <li>• The Parish Council was not made aware of the noise report</li> <li>• Why has this application not been determined within its target date</li> <li>• The airfield should be promoting old planes not new planes</li> <li>• The increase in annual flights would amount to approximately 25, 000</li> <li>• Increase in noise - Why were the noise levels taken over a quarter of a mile away?</li> <li>• Will this become a flying club?</li> <li>• Very serious noise disturbance</li> </ul>	

7.4.3 Letters were received **in support** of the application from the following and the reasons for support are summarised as set out in the table below:

- Mr Trevor Sexton, 593 Prince Avenue Westcliff-on-Sea SS0 0JQ
- Mr Adrian Sunley, 37 St Nazaire Rd Chelmsford CM1 2EG
- Mr Jeremy Liber, Greenways Farmhill Crescent Stroud GL5 4BZ
- Mr Terry Dann, 129 Downhall Park Way Rayleigh SS6 9TP
- Paul Catanach, 1 Perowne Way Puckeridge Herts SG11 1SZ
- Mrs Margaret Dann, 129, Downhall Park Way Rayleigh SS6 9TP
- Mr Nigel Kemp, 15 Panfield Lane Braintree Essex CM7 2TH
- Mr Martin Day, Greenways 8 New Road Womersley Nr Guildford Surrey
- Mr Edward Yorston, 28 Meeson Meadows Maldon Essex CM9 6YS
- Mr Chris Perry, 7 Dolafon Benllech LL74 8UG
- Mr Barry Tempest, 2 Church Walk Kings Cliffe Peterborough PE8 6XD

<b>Supporting Comment</b>	<b>Officer Response</b>
<ul style="list-style-type: none"> <li>• Veteran aircrafts would visit / use the aerodrome</li> <li>• Who would object to a Tiger Moth or an old bi-plane flying around</li> <li>• Bringing investment to the area</li> </ul>	Noted

Supporting Comment	Officer Response
<ul style="list-style-type: none"> <li>• Bringing life and vibrancy to the museum</li> <li>• If the aerodrome is severely restricted it would limit the potential of this living museum</li> <li>• The restoration and on-going maintenance of the site is expensive and visitors are vital for its funding</li> <li>• The aircraft movements requested is not high</li> <li>• A circuit pattern have been drawn up to avoid local habitants wherever practical so the noise impact is kept to a minimum</li> <li>• The site is professionally managed</li> <li>• Educational</li> <li>• The local people must have known the airfield existed before moving into the area</li> <li>• The Flying Display Director makes sure that the display is run in full accordance with the CAA permission and to approved distance and heights.</li> <li>• The additional movements requested would be limited across the course of the year by weather, serviceability etc.</li> <li>• The aircraft using the Aerodrome are replicas of First World War aircraft and modern light aircraft which bear no comparison to modern, noisy, jet aircraft.</li> </ul>	

7.4.4 A further letter of **support** was received from:

- Christopher Jesson, 23,Bankfields, Headcorn, Ashford, Kent

Supporting Comment	Officer Response
<ul style="list-style-type: none"> <li>• Stow Maries Great War Aerodrome is a unique piece of aviation history, being the only surviving ACTIVE OPERATIONAL First World War airfield in the world.</li> <li>• To enhance the atmosphere of the airfield, it is only natural to offer Air Displays demonstrating the genuine</li> </ul>	Noted

<p>First World War aircraft that they now have resident on site.</p> <ul style="list-style-type: none"> <li>• The current limitations to the movement of aircraft make it impossible to achieve a sensible air display, and implore you to increase their daily movements to a more realistic level.</li> <li>• Fully understand the concerns of the people who live near the airfield, and as an Air display pilot, every effort would be made to reduce the noise impact on the local area</li> <li>• The airfield is also home to a great variety of wildlife and the aircraft have had no noticeable effect on the wildlife.</li> <li>• Granting Stow Maries an increase in aircraft movements would enable them to demonstrate the true nature of the site, and what it represents.</li> </ul>	
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7.4.5 A letter **commenting** on the application was received from:

- Trevor & Gill Crosby Flambirds Farm Hackmans Lane Purleigh

<b>Comment</b>	<b>Officer Response</b>
<ul style="list-style-type: none"> <li>• The noise is so loud it drowned out our conversation as the planes was so low overhead</li> <li>• Happy to accommodate noise measuring equipment to measure noise of future flying display</li> <li>• The type of aircrafts used on site is an important consideration</li> <li>• Developed properly, it will have a great impact on the local education scene</li> </ul>	Noted.

**8. PROPOSED CONDITIONS**

**GRANT LISTED BUILDING CONSENT**

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with Section 18(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved drawings specifically referenced on this decision notice.  
REASON: To ensure that the development is carried out in accordance with the details as approved.

**INFORMATIVE**

This Listed Building Consent LBC/MAL/16/01143 should be read in conjunction with planning application FUL/MAL/16/01142.