



**REPORT of
DIRECTOR OF PLANNING AND REGULATORY SERVICES**

to
**NORTH WESTERN AREA PLANNING COMMITTEE
8 JANUARY 2018**

Application Number	FUL/MAL/17/01120
Location	Stow Maries Aerodrome Hackmans Lane Cold Norton Essex
Proposal	Retention of temporary hanger for display, storage and maintenance of historic aircraft
Applicant	The Trustees Stow Maries Great War Aerodrome
Agent	TMA Chartered Surveyors
Target Decision Date	17 January 2018
Case Officer	Yee Cheung, TEL: 01621 876220
Parish	COLD NORTON
Reason for Referral to the Committee / Council	Member Call In Major Application

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1. RECOMMENDATION

FUL/MAL/17/01120

APPROVE subject to the conditions (as detailed in Section 8 of this report).

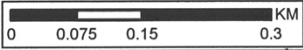
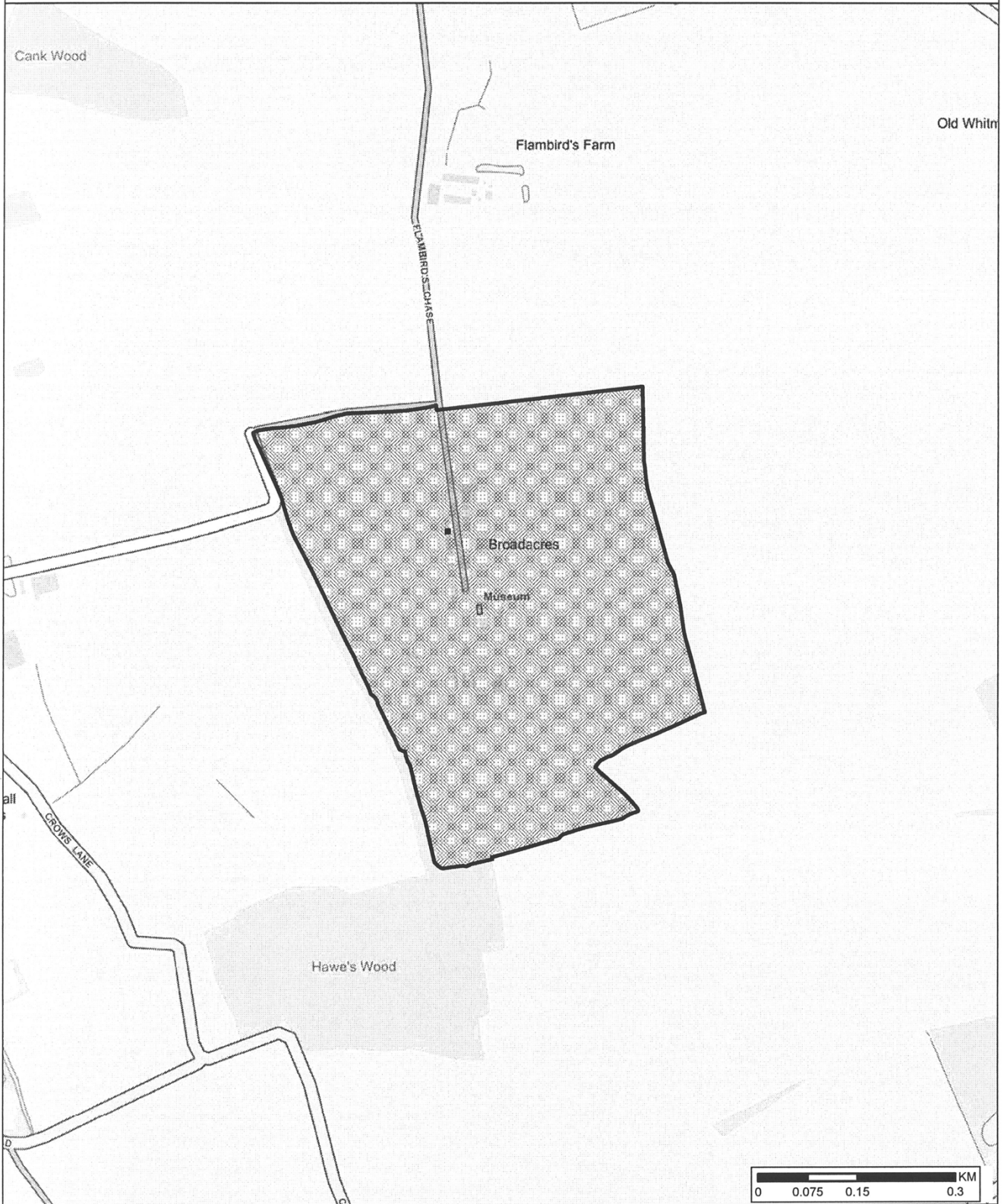
LBC/MAL/17/01121

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
LBC/MAL/17/01121



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 Maldon District Council 100018588 2014



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Scale:	1:8,000
Organisation:	Maldon District Council
Department:	Department
Comments:	NW Committee 17/01121/LBC
Date:	18/12/2017
MSA Number:	100018588

3. SUMMARY

3.1 Proposal / brief overview, including any relevant background information

- 3.1.1 The Stow Maries Great War Aerodrome (SMGWA) 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 significance. The site is also a designated conservation area and twenty-four of the surviving buildings are Grade II* listed.
- 3.1.2 The SMGWA was purchased from the previous private owners in 2013 with funding from the National Heritage Memorial Fund and other local and national government sources. The site is now under the custodianship of Stow Maries Great War Aerodrome Trust and is open to the general public where it runs as a charitable and educational establishment.
- 3.1.3 Retrospective Planning permission and Listed Building Consent (reference: FUL/MAL/14/00574 and LBC/MAL/14/00575) for the erection of a temporary hangar for three years for storage and maintenance of historic aircraft were approved and granted subject conditions. The planning permission and Listed Building Consent both expired on 8 October 2017.
- 3.1.4 The hangar is approximately 13.7 metres wide x 34 metres long and stands 4.5 metres high when measured at its highest point. It is currently used to accommodate and maintain a number of historic and replica WWI aircraft. Some are replicas, appropriate to the period, which are in flying condition while there are other original aircraft which are on permanent display. The hangar is open to the public for display purposes and also used to maintain and store aircraft.
- 3.1.5 Planning permission and Listed Building Consent is sought for the retention of this temporary hangar which would result in this structure being a permanent feature within the aerodrome complex. While this is the case, the Design and Access Statement dated October 2017 submitted by the Applicant sets out the long term vision for this hangar and it is for it to be replaced by a replica WW1 hangar when sufficient funds have been secured for the building project. The WW1 hangar was approved in 2009 by application FUL/MAL/09/00250. This 2009 application is extant by virtue of activities and conditions that were imposed and had taken place at the time.

3.2 Conclusion

- 3.2.1 The proposal seeks planning permission and Listed Building Consent for the retention of a hangar building, which has already been constructed on site. This hangar is used in conjunction with the airfield whilst other features on the site are repaired and made suitable for use as part of the activities and tourism provided at the aerodrome. The hangar has been assessed against relevant planning policies at a local and national level and is considered to be acceptable 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:

- 7, 8, 9, 14, 17, 28, 56, 57, 126, 131

4.2 Maldon District Local Development Plan approved by the Secretary of State:

- S1 - Sustainable Development.
- S7 - Prosperous rural economies.
- S8 - Settlement Boundaries and the Countryside.
- D1 - Design Quality and Built Environment.
- D3 - Conservation and Heritage Assets.
- E5 - Tourism.

4.3 Relevant Planning Guidance / Documents:

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

5. MAIN CONSIDERATIONS

5.1 Principle of Development

5.1.1 The application site is located outside of the settlement boundary where the general principle of development is not acceptable. However, the proposal relates to an existing use of the land and surrounding area which is known as the Stow Maries Aerodrome. As explained in Paragraph 3.1.1 in the above report, the Council recognises that the aerodrome provides an important feature for tourism in the district and the current proposal would enable the existing tourist facilities to continue working in accordance with Policy E5 of the Local Development Plan.

5.1.2 The retention of the building relates directly to the use of the aerodrome and therefore the general principle of development would be considered acceptable. This is subject to other material considerations which will be discussed in the report below.

5.2 Design and Impact on the Character of the Area

5.2.1 The location of the site outside of a defined settlement means that it is essential for any new development to protect and enhance the character and appearance of the District's landscape in accordance with Policies S1 and S8 of the Local Development Plan (LDP). Policy D1 of the LDP requires any new development to respect and enhance the character and local context and make a positive contribution, the list of criteria includes, amongst other things, (a) architectural style, use of materials, detailed design features and construction methods; (b) Height, size, scale, form, massing and proportion; and (e) historic environment particularly in relation to designated and non-designated heritage assets.

- 5.2.2 The hangar in situ is of a typical design reflective of an airline hangar. The scale, form and materials of the structure are not considered to be obtrusive in its setting, relating well to the existing aerodrome; associated outbuildings; activities and reflecting the history of the site. The position of the building is adjacent to an existing structure which forms part of the aerodrome and is seen in the context of the group of buildings to which it forms part of. The hangar was given temporary consent in 2014, and since then the building itself has been weathered well and appears more in keeping with the military ambience of the site.
- 5.2.3 Whilst the scale of the hangar is large, it is considered to clearly reflect the character and appearance of the site and it is not as a result visually intrusive in its setting. Overall the structure is considered to be acceptable in visual terms.
- 5.2.4 It was noted that in the previous planning application and Listed Building Consent (reference: FUL/MAL/14/00574 and LBC/MAL/14/00575) a part of a barn structure had to be removed in order to accommodate the hangar. It was considered at the time that the partial loss of the barn structure would not result in harm to the character and appearance of the area, and would enable the proposed hangar to be sited in close proximity to existing structures. The development had ensured that the built form on site was retained in a consolidated area to reduce any visual impact of the hangar on the wider landscape setting. In this respect, it is considered that the proposal for retention of the hangar would accord with Policy D1 of the LDP.

5.3 Effect upon Character / Appearance of Conservation Area

- 5.3.1 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 of the conservation area. Policy D3 of the LDP sets 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.
- 5.3.2 As detailed above, the proposal is not considered to result in harm to the character and appearance of the locality, given its proximity to the existing group of buildings and the nature of the structure. The position of the building does not affect important views, landscape features or open spaces in the conservation area and the design of the hangar is traditional in appearance. Therefore, it is considered that there is no conflict with the policies aiming to protect the conservation area. The Conservation Officer and Historic England were both consulted regarding this application. Both the Conservation Officer and Historic England have raised no objection to the current applications.

5.4 Impact on the Listed Buildings

- 5.4.1 The aerodrome contains a group listing of 24 buildings. These are Grade II* Listed. Policy D3 of the LDP and the core planning principles and guidance in the NPPF all seek to ensure the protection of heritage assets such as listed buildings, including their settings. This includes considerations such as design and visual impact.
- 5.4.2 In the previous planning application and Listed Building Consent, the Conservation Officer and Historic England (formally English Heritage) were consulted. No

objections were raised in respect of the hangar's impact on the historic assets. The Historic England consultation response indicated that the development would *"contribute towards the conservation and appreciation of the significance of this exceptional relic of the First World War."* Similar comments were provided by the Conservation Officer.

- 5.4.3 With regard to the design of the hangar, it was not considered at the time the hangar would result in harm being caused to the setting of the group of listed buildings. The partial demolition of the timber barn structure to accommodate the hangar was also not considered to result in harm being caused to the setting of this group, as it was not a historic structure but a later addition, deemed by Historic England to be of no special interest as a structure. There is thus no conflict with the aforementioned policies.
- 5.4.4 Historic England has assessed the current applications and advised that *"flying aircraft obviously enhance the appreciation of the site as an airfield, and storage for planes is essential to support this activity ... The retention of the hangar would support the sustainable development of the airfield"*. Historic England therefore supports the application on heritage grounds in accordance with Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.
- 5.4.5 In the previous planning application FUL/MAL/14/00574 and Listed Building Consent LBC/MAL/14/00575, a condition was imposed requesting the materials from the partially removed barn (i.e. roof trusses, timber) to be retained and reused for future projects within the site enabling the potentially historic fabric of the buildings to be preserved and utilised. The Applicant has confirmed in an email correspondence dated 30 November 2017 that the work on the barn was undertaken carefully by a team of volunteers under the ultimate supervision of Purcells who were appointed under the Heritage Partnership Agreement to manage restoration work to the adjoining Motor Transport Sheds (MT Sheds). It is understood that the timbers / resultant materials are currently stored in the restored MT Sheds. Photographs were also submitted by the Applicant on 4 December 2017 to show that the timbers retained and are stored in the MT Sheds following the demolition of the barn.

5.5 Impact on Residential Amenity

- 5.5.1 Within close proximity of the hangar is a dwelling. Therefore it is necessary to assess the impact the proposal would have on the amenity of occupiers of that property as required by Policies D1 and D2 of the Local Development Plan.
- 5.5.2 The hangar is sited some 70-75 metres from the closest point of the dwelling "Broadacres". The use of the hangar is stated to be for storage and maintenance of historic aircraft. At present, given the use of the aerodrome land, such activities could take place anywhere within the site including outside or in existing buildings. It is only for the protection of the historic aircraft that an indoor space, of a suitable size, is required.

5.5.3 The Environmental Health Services has assessed the application and has raised no objection to the retention of the hangar on this site.

5.6 Access, Parking and Highway Safety

5.6.1 No highway matters arise in this application as the development would not affect existing parking arrangements at the aerodrome or the access arrangements to and from the highway. The hangar would be used as part of the existing facility and therefore would require no further parking facilities for visitors. The application would therefore accord with Policy T2 of the LDP.

5.7 Other Considerations

5.7.1 The planning application FUL/MAL/14/00574 and Listed Building Consent LBC/MAL/14/00575 gave temporary consent for a period of three years for the retrospective hangar. As part of the planning approval and the granting of the Listed Building Consent, a condition was imposed that the building to be removed and the land restored to its condition immediately prior to the development authorised by the permission on or before 31 October 2017 in accordance with a scheme of work previously submitted to and, approved in writing by, the local planning authority, unless before that date a formal planning application for the retention of the building has been approved by the Council.

5.7.2 The reason for this condition was to give the Council the opportunity to reassess the impact of the hangar after a set period of time, in this instance three years, and to ensure that the development would not impact on nearby residential amenity and that no permanent harm is caused to the character and appearance of the conservation area or setting of the group of Grade II* listed buildings within the aerodrome complex. Having assessed the use of the hangar and its relationship with its site and surroundings, it is considered that no harm has been caused in terms of character and appearance of the area, impact on listed buildings and residential amenity. It is, therefore, considered that the approval of this planning permission and Listed Building Consent for the hangar to be retained in perpetuity within the site would accord with Policies S1, D1 and D3 of the Maldon District Local Development Plan, and Guidance contained in the National Planning Policy Framework.

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 hangars. 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 Hangar. 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 hangar (3 years) for storage and maintenance of historic aircraft. Approved: 08.10.2014
- **LBC/MAL/14/00575** - Retrospective application for erection of temporary hangar (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 including hours of operation, restrictions on the number of take offs and landings, and arrangements for Special Public Event days. Refused: 27.07.2017
- **LBC/MAL/16/01143** - 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
- **FUL/MAL/17/01071** - Variation of conditions 13 & 14 on approved planning permission FUL/MAL/09/00250 (Re-instatement of airfield and erection of 2no. aircraft hangars to match former buildings on site). Pending consideration

7. CONSULTATIONS AND REPRESENTATIONS RECEIVED

7.1 Representations received from Parish / Town Councils

Name of Parish / Town Council	Comment	Officer Response
Cold Norton Parish Council	The Aerodrome is a valuable asset in the area - Policy E5 Tourism applies (Economic Prosperity).	Noted.

7.2 Statutory Consultees and Other Organisations (*summarised*)

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Essex County Council (ECC) Highways	No comments to make on the application FUL/MAL/17/01120.	Noted
ECC SUDs Team	It is unlikely this application will increase surface water flood risk.	Noted
Environment Agency	No comments received at the time of writing this report.	Any comments received will be reported on the Members' Update.
Historic England	No objection to the planning application and the Listed Building Consent.	Noted.

7.3 Internal Consultees (*summarised*)

Name of Internal Consultee	Comment	Officer Response
Environmental Health Services (EHS)	EHS raised concerns in 2014 about the use of the hangar for maintenance of historic aircraft and the risk of disturbance to the occupiers of Broadacres. However, since planning permission was granted EHS has received no complaints. EHS has therefore no objections to the proposal.	Noted.

Name of Internal Consultee	Comment	Officer Response
Conservation Officer	No harm to the significance or the setting of the Grade II* listed buildings and the conservation area	Noted in the report.

7.4 Representations received from Interested Parties (summarised)

7.4.1 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:

- Judith Lea for the Maldon Society, 12 The Courtyard Spital Road Maldon Essex

Supporting Comment	Officer Response
Support the applications for the extension of time for the existing temporary hangar until the others can be built.	Noted. The current applications would be for the retention of the existing hangar that was given temporary consent in 2014.

8. PROPOSED CONDITIONS

FUL/MAL/17/01120:

- 1 The timber barn that was removed for the development of the hangar as approved in planning application FUL/MAL/14/00574 shall be retained and be protected to enable their use elsewhere within the aerodrome complex.
REASON In order to ensure the preservation and use of features of historic interest in accordance with Policies S1 and D1 of the Maldon District Local Development Plan and Government guidance contained within the National Planning Policy Framework.

LBC/MAL/17/01121:

- 1 The timber barn that was removed for the development of the hangar as approved in Listed Building Consent LBC/MAL/14/00575 shall be retained and be protected to enable their use elsewhere within the aerodrome complex.
REASON In order to ensure the preservation and use of features of historic interest in accordance with Policy D3 of the Maldon District Local Development Plan and Government guidance contained within the National Planning Policy Framework.