

## DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	NH	15/01/20
Planning Development Manager authorisation:	TF	15/01/2020
Admin checks / despatch completed	CC	15/01/2020
Technician Final Checks/ Scanned / LC Notified / UU Emails:	AP	15/1/2020

**Application:** 19/01525/FUL **Town / Parish:** Great Oakley Parish Council

**Applicant:** Mr Tim Spurge

**Address:** Great Oakley Airfield Harwich Road Great Oakley

**Development:** Proposal to retain the concrete apron extension to the existing hangar and retention of the concrete slab installed for the fuel store adjacent to the hangar. Both areas of concrete were installed at Great Oakley Airfield as part of the temporary permission 17/00587/FUL (GWFL Temporary Helicopter Facility). The helicopter fuel store will be removed as part of the site demobilisation.

### **1. Town / Parish Council**

Harwich Town Council      Harwich Town Council has no comment for this application.

### **2. Consultation Responses**

ECC Highways Dept      The Highway Authority does not object to the proposals as submitted.

Informative1: All work within or affecting the highway is to be laid out and constructed by prior arrangement with and to the requirements and specifications of the Highway Authority; all details shall be agreed before the commencement of works.

The applicants should be advised to contact the Development Management Team by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org) or by post to:

SMO1 - Essex Highways  
Colchester Highways Depot,  
653 The Crescent,  
Colchester  
CO4 9YQ

Place Services – Historic Environment Manager      The application is for proposal to retain the concrete apron extension to the existing hangar and retention of the concrete slab installed for the fuel store adjacent to the hangar. Both areas of concrete were installed at Great Oakley Airfield as part of the temporary permission 17/00587/FUL (GWFL Temporary Helicopter Facility). The helicopter fuel store will be removed as part of the site demobilisation.

There is no objection to this application.

Thank you for your consultation on the above dated 29 November 2019 which was received by Natural England on 29 November 2019

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

#### SUMMARY OF NATURAL ENGLAND'S ADVICE

#### NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Natural England's generic advice on other natural environment issues is set out at Annex A.

#### European sites

Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on statutorily protected sites and has no objection to the proposed development. To meet the requirements of the Habitats Regulations, we advise you to record your decision that a likely significant effect can be ruled out.

#### Sites of Special Scientific Interest

Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on statutorily protected sites and has no objection to the proposed development.

#### Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the [data.gov.uk](http://data.gov.uk) website

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

### 3. Planning History

02/02235/FUL	Change of use of agricultural land to use as grass airstrip for private flying	Approved	19.02.2003
05/01152/FUL	Variation of conditions 2, 3, 4 & 6	Approved	13.01.2006

of planning consent 02/02235/FUL to enable;

- a maximum of 30 take-offs in any one day, (without exceeding the current annual allowances).
- visiting aircraft to land and take off from the site, whilst still being limited to the overall restrictions on the numbers of movements controlled by condition 2, as may be modified, (currently only those 'based' at the site can land and take-off).
- gliding to take place on 3 days per year.

In addition, access improvements at the junction with Harwich Road.

06/00770/FUL	Variation of Condition 2 of planning permission 05/01152/FUL to enable the Local Planning Authority to authorise additional flights (in excess of 30 per day) on special occasions.	Approved	22.06.2006
12/00405/FUL	Variation of condition 5 of planning permission T/APP/P1560/A/94/435398 to allow helicopters to operate from the aerodrome.	Approved	30.01.2013
12/00406/FUL	Variation of condition 6 of planning permission T/APP/P1560/A/94/435398 to allow flying training from the aerodrome.	Approved	30.01.2013
17/00587/FUL	Temporary helipad facility including a new temporary porta-cabin, a new fuel storage tank and refuelling facility, lighting and additional car parking.	Approved	16.08.2017
17/01461/DISCON	Discharge of conditions 13 (helicopter flight impact report) and 14 (signage and fencing scheme) of planning permission 17/00587/FUL	Approved	06.10.2017
17/01984/FUL	Substitution of the consented wind sock with a free standing unit on a pole.	Approved	10.01.2018
17/02135/FUL	Application for variation of condition 1 on approval 17/00587/FUL - it is requested that the expiry date of the 1st of November 2019 be varied due to a delay in the commencement of helicopter operations. The use of	Approved	02.02.2018

the facility for helicopter operations associated with this application shall now expire on the 7th January 2020.

#### **4. Relevant Policies / Government Guidance**

NPPF National Planning Policy Framework February 2019

National Planning Practice Guidance

Tendring District Local Plan 2007

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

EN1 Landscape Character

EN23 Development within Proximity of a Listed Building

TR10A General Aviation

TR1A Development Affecting Highways

Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017)

SPL3 Sustainable Design

PPL3 The Rural Landscape

PPL9 Listed Buildings

#### **Status of the Local Plan**

The 'development plan' for Tendring is the 2007 'adopted' Local Plan. Paragraph 213 of the NPPF (2019) allows local planning authorities to give due weight to adopted albeit outdated policies according to their degree of consistency with the policies in the NPPF. Paragraph 48 of the NPPF also allows weight to be given to policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency with national policy. As of 16th June 2017, the emerging Local Plan for Tendring is the Tendring District Local Plan 2013-2033 and Beyond Publication Draft.

Section 1 of the Local Plan (which sets out the strategy for growth across North Essex including Tendring, Colchester and Braintree) was examined in January and May 2018 and the Inspector's initial findings were published in June 2018. They raise concerns, very specifically, about the three 'Garden Communities' proposed in north Essex along the A120 designed to deliver longer-term sustainable growth in the latter half of the plan period and beyond 2033. Further work is required to address the Inspector's concerns and the North Essex Authorities are considering how best to proceed.

With more work required to demonstrate the soundness of the Local Plan, its policies cannot yet carry the full weight of adopted policy, however they can carry some weight in the determination of planning applications. The examination of Section 2 of the Local Plan will progress once matters in relation to Section 1 have been resolved. Where emerging policies are particularly relevant to a planning application and can be given some weight in line with the principles set out in paragraph 48 of the NPPF, they will be considered and, where appropriate, referred to in decision notices. In general terms however, more weight will be given to policies in the NPPF and the adopted Local Plan.

## **5. Officer Appraisal (including Site Description and Proposal)**

### Site Description

The application site is located at Great Oakley Lodge which is situated to the north of the village of Great Oakley. The land at Great Oakley Lodge is currently utilised as an aerodrome and consists of several buildings including a Grade II Listed property and barn. The application site itself comprises of a square piece of land located centrally within the airstrip to the south of grass runway areas. The site encompasses the existing hangar, concrete aprons, existing grass helipad area, car parking and other hard-standings. Access to the site is taken from the B1414 Harwich Road via the existing drive. The main built up area of Great Oakley is situated approximately 730m to the south along Harwich Road.

### Proposal

This application seeks to retain the concrete apron extension to the existing hangar and for the retention of the concrete slab installed for the fuel store adjacent to the hangar. Both areas of concrete were installed at Great Oakley Airfield as part of the temporary permission 17/00587/FUL. The helicopter fuel store will be removed as part of the site demobilisation.

### Assessment

The main considerations for this application are the visual impact and impact upon neighbouring amenities.

### Visual Impact

QL9, QL10 and QL11 of the Tendring District Local Plan (2007) seeks that all new development should make a positive contribution to the quality of the local environment and protect or enhance the local character and that development should not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby property.

The concrete apron extension to the existing hangar is located to the north of the application site and to the north of the existing hangar. The concrete slab installed for the fuel store is located to the east of the existing hangar. Due to the significant distance to Harwich Road, the retention of the concrete apron extension and the concrete slab will not have a significant adverse impact on the character or appearance of the area.

### Impact upon neighbouring amenities

As the proposed concrete is existing and is located a significant distance from any residential properties, it is considered that the proposal would therefore not adversely impact upon residential amenity.

### Highway Impact

As part of the application process County Highways have been consulted and do not raise any objections to the retention of the proposals.

### Heritage Impact

Paragraph 193 of the National Planning Policy Framework (2019) states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

Paragraph 196 of the National Planning Policy Framework (2019) states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Policy EN23 of the Adopted Local Plan states that development that would adversely affect the setting of a Listed Building, including group value and long distance views, will not be permitted. The sentiments of this policy are carried forward within Policy PPL9 of the Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017).

The application site is in close proximity to a Grade II Listed Building, Great Oakley Lodge and therefore the Council's Historic Environment Manager has been consulted on this application. The Manager has stated that there are no objections to this application. Therefore, it is considered that the proposal will not cause any impact upon the setting of the Listed Building.

Great Oakley Parish Council has no comment to make on this application

1 letter of representation has been received raising the following concerns;

- This was a temporary permission and the site should be returned to its previous state prior to temporary planning permission.

In response to the concern, this application is for the retention of the concrete apron extension to the existing hangar and the retention of the concrete slab installed for the fuel store adjacent to the hangar only. The use of the site is controlled under previous planning permissions. It is therefore considered that the retention of the proposal is not considered harmful to the area.

## 6. Recommendation

Approval - Full

## 7. Conditions / Reasons for Refusal

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

Reason - To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plan: Drawing No. 002414733-03 Rev 1 and Drawing No. 002414729-03 Rev 01

Reason - For the avoidance of doubt and in the interests of proper planning.

## 8. Informatives

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

<p><b>Are there any letters to be sent to applicant / agent with the decision? If so please specify:</b></p>	<p>YES</p>	<p>NO</p>
<p><b>Are there any third parties to be informed of the decision? If so, please specify:</b></p>	<p>YES</p>	<p>NO</p>