

Committee:	Asset of Community Value Committee	Date:	10 June 2020
Title:	Nomination of Andrewsfield Airfield including runway (Stebbing) as an Asset of Community Value		
Portfolio Holder:	Cllr Colin Day, Portfolio Holder for Communities, Youth, Public Safety and the Police and Fire Service Liaison		
Report Author:	Joanna Hill – Planning Policy Officer jhill@uttlesford.gov.uk	Key decision:	No

Summary

1. The Localism Act 2011 introduces a concept of an ‘Asset of Community Value’. Section 87 of the Localism Act places a duty of Local Authorities to ‘maintain a list of land in its area that is land of community value’.
2. An Asset is of Community Value if (in the opinion of the local authority) either:
 - an actual current use of the building or other land that is not an ancillary use furthers the social wellbeing or social interests of the local community, and
 - it is realistic to think that there can continue to be non-ancillary use of the building or other land which will further (whether or not in the same way) the social wellbeing or social interests of the local community.or
 - there is a time in the recent past when an actual use of the building or other land that was not an ancillary use furthered the social wellbeing or interests of the local community, and
 - it is realistic to think that there is a time in the next five years when there could be non-ancillary use of the building or other land that would further (whether or not in the same way as before) the social wellbeing or social interests of the local community.
3. The Act states that “social interest” “includes (in particular) each of the following – (a) cultural interest, (b) recreation interest and (c) sporting interests.
4. Assets of Community Value (AoCV) are buildings or land which involve the physical use by the community and include for example a village shop, pub, community centre, allotment or recreation ground.

5. If a valid nomination is submitted and the land or buildings meet the criteria set out in paragraph 2, the land/buildings must be included in the list of Assets of Community Value. If the answer to any question is “no”, the land/buildings cannot be listed as an asset of community value.
6. The purpose of this report is to enable members to determine:
 - a) Whether this is a valid nomination;
 - b) Whether the use of the building (current or recent past) furthers the social wellbeing or interests of the local community;
 - c) Whether it is realistic to think that in the next 5 years the building could be used to further the social wellbeing or interests of the community.
 - d) In considering these questions, members need to consider principal, rather than ancillary, uses of the building or site;
 - e) If members conclude that the answers to these questions are “yes”, the building should be included in the list of Assets of Community Value.
7. Andrewsfield Airfield lies partly in the Uttlesford district and partly in the Braintree district. The Councils are under a duty to cooperate with each other in carrying out their respective functions under the Localism Act 2011. The Councils must decide whether the Property should be included in their respective Lists of Assets of Community Value by 25 June 2020.

Recommendations

8. That members determine whether to list Andrewsfield Airfield as an Asset of Community Value.
9. That members consider whether sufficient evidence has been submitted to indicate that the non-ancillary use of the site, including the airfield and runway (current or recent past) furthers the social wellbeing or interests of the local community; And whether the evidence submitted in May 2020 is further to that submitted in December 2017, which was considered insufficient by Uttlesford District Council (UDC) and Braintree District Council (BDC).
10. In this complex nomination, it is recommended that Members focus on two key considerations to ascertain whether the site qualifies as an AoCV:
 - Sport and recreation – is their sufficient evidence detailing sport and recreation non-ancillary use of the site? And is it sufficient that the focus for recreational use is on the access track to the Café/Clubhouse.
 - Aviation as recreation and community – Does an airfield and flying club offering services for flying private aircraft and flying training for private and commercial pilots further the cultural, recreation and sporting interests of the local community?

11. It is recommended that the following considerations are disregarded, reasons for each are given in the body of the report:

- Relationship to the Millibar Café and Clubhouse
- A habitat for migrating birds
- Community support undertaken by draft Neighbourhood Plans
- Historic interest

12. At the point of writing this report (15 May 2020) it is the Planning Officer's view that insufficient evidence has been submitted, recording the level and frequency of use of the site by the local community, or by data gathered as part of neighbourhood plans community consultation, to indicate substantial use by the wider local community, rather than the specialist flying community. The use of the site is private agricultural land and a private airfield, sport and recreation is ancillary.

Financial Implications

13. There are direct financial implications arising at this stage which relate to the formal process of identifying and contacting asset owners and, if relevant, registering an asset as a Land Charge. These costs can be met from existing budget and staff resources.

14. There is also an unquantifiable financial risk to the Council, if there was a claim for compensation. This needs to be kept under review and at an appropriate time consideration should be given to establishing a contingency reserve to mitigate the risk to the Council's budget. However, the potential liability should not be taken into account in deciding whether or not this is an asset of community value.

Background Papers

15. The following papers were referred to by the author in the preparation of this report and are available for inspection from the author of the report:

- 24 January 2018 - Assets of Community Value Sub-Committee Report, Nomination of Andrewsfield Airfield, Stebbing and Great Saling as an asset of community value (UDC)
- Printed minutes 24 Jan 2018 Assets of Community Value Committee (UDC)
- 29 January 2018 - Braintree District Council Decision Notice – re nomination of Andrewsfield Airfield
- 12 July 2018 Uttlesford District Council Cabinet Report - Nomination of the Club House, Millibar Café, ancillary buildings and car park at Andrewsfield Airfield Stebbing as an Asset of Community Value
- Revised nomination form 22 May 2020

16. The nomination form in full and maps are in the Appendix of this report. The full nomination form with Appendix and can be viewed on the website under [currently nominated assets](#).

Impact

17.

Communication/ Consultation	In line with paragraph 8 of The Assets of Community Value (England) Regulations 2012 the Council have taken all practicable steps to give information that it is considering listing the land to the owner of the land, freeholder and occupant. This has taken the form of letters.
Community Safety	No impact.
Equalities	The duty will affect all equally.
Health and Safety	No impact.
Human Rights / Legal Implications	Pursuant to s.19 Human Rights Act 1998 the Secretary of State has certified that in his opinion the Localism Act is compatible with the Convention rights.
Sustainability	If the land is included on the list of Community Assets it will form a Land Charge.
Ward-specific impacts	Stebbing
Workforce/Workplace	No impact

Situation

a) History of the site

18. In 2017, Great Saling Parish Council nominated Andrewsfield Airfield as an AoCV. The nomination was led by Braintree District Council (BDC). It was identified as a complex application, identifying three separate uses: the airfield, open space and the clubhouse. UDC and BDC decided that the site was not land of community value for the following reasons:

- The airfield and the associated commercial organisation does not further the social wellbeing or social interests of the wider local community, as for example a local sports team might;
- The WWII history of the Site is noted with interest but not enough evidence was given to show that this furthers the cultural interests of the local community;

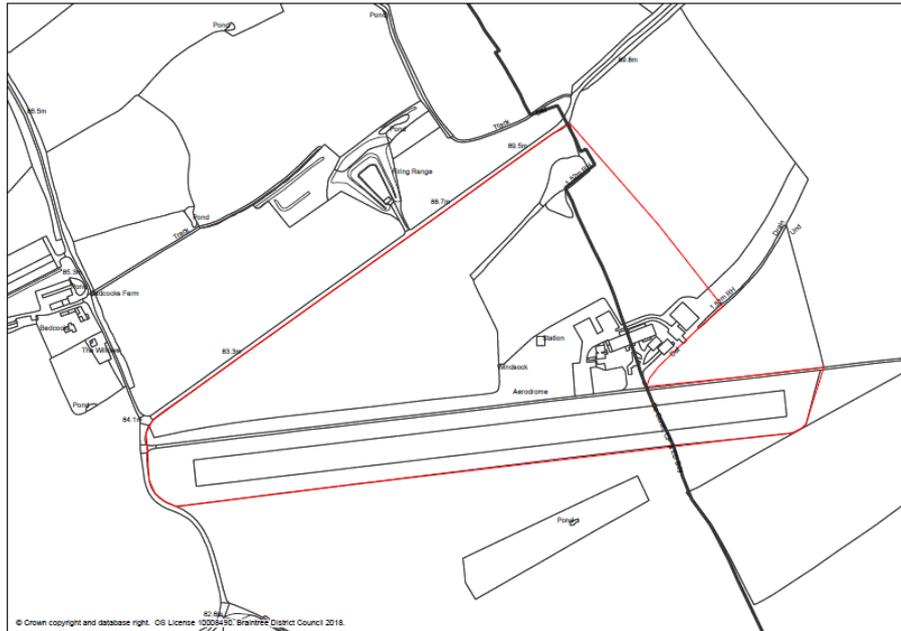
- Not enough information was supplied to be able to conclude that the weather station furthers the social interests or social wellbeing of the local community;
- With regard to visitors and local community walking and cycling on the open space. No other information was supplied about the use of the open space. A large proportion of the Site is actually agricultural fields, however UDC and BDC were unable to conclude that cyclists and walkers using the Site further the social interests of the local community as it was not clear where this activity takes place or the frequency. There is no public footpath which traverses the Site.

UDC/BDC were satisfied that use of the café/bar could further the social interests and wellbeing of the local community, however, it was considered ancillary to the main use of the site. In January 2018, UDC and BDC made the decision that the Site is not land of community value and it was not listed as an Asset of Community Value.

In 2018, Stebbing Parish Council nominated the Clubhouse and Millibar Cafe, and ancillary buildings and car park at Andrewsfield Airfield as an AoCV. UDC decided at Cabinet on 12 July 2018 to include the Site in its List of Assets of Community Value. Uttlesford and Braintree District Councils were both of the opinion that the Site is land of community value.

b) Is this a valid nomination

19. Nomination for listing as an asset of community value may only be made by a parish council or by a qualifying community body. In both cases, the nominating body must have a local connection.
20. The nomination has been made by Stebbing Parish Council to UDC. The site is located within the parishes of Great Saling, Braintree District and Stebbing Parish, Uttlesford District. The district boundary is shown by the black line in the map below:



21. A parish council has a local connection with land in another parish council's area if any part of the boundary of the first council's area is also part of the boundary of the other council's area. (Assets of Community Value (England) Regulations 2012 regulation 4(2)(a).

22. Section 102 of the Localism Act 2011 states that if different parts of any land are in different local authority areas, the local authorities concerned must cooperate with each other in carrying out functions under this Chapter in relation to any land or any part of it. There is no guidance on the form co-operation should take or on what happens if two authorities reach different conclusions.

23. Braintree District Council is determining the nomination in accordance with their agreed practice.

24. A nomination must also include:

- i. A description of the nominated land including its proposed boundaries;
- ii. Any information the nominator has about the freeholders, leaseholders and current occupants of the site;
- iii. The reasons for nominating the asset, explaining why the nominator believes the asset meets the definition in the Act.

The nomination submitted by the Parish Council includes this information.

c) Is the land “operational”?

25. The Assets of Community Value Regulations 2012 prohibit the Council from listing “operational land” as defined in section 263, Town and Country Planning Act, 1990. The definition in the 1990 Act cross-refers to other legislation and it is not wholly clear whether this is operational land. On the basis of available information, the officer view is that it is not operational land. No representations have been received from the owners to this effect. If it emerges that this is operational land, it cannot be listed.

d) Is there an actual current use of the building/land, not an ancillary use, which furthers the social wellbeing or social interests of the local community OR Is there a time in the recent past when an actual use of the building or other land that was not an ancillary use furthered the social wellbeing or social interests of the local community?

26. In determining whether use of land furthers the social wellbeing or social interests of the local community, members can take a broad view but there needs to be some sort of social benefit to the community. The legislation defines "social interests" to include cultural interests, recreational interests and sporting interests, which could typically include ACVs of the following type:

- A community building, such as a village hall
- A building or land of local historical value
- A public house
- A sports ground
- A local park
- A playing field

This is not, however, an exclusive list and other uses may qualify.

27. Uses that further the social wellbeing or social interests of the local community do not count if the use is “ancillary”. The concept of an “ancillary” use is not straightforward. The test does not involve determining which use is the primary use. Rather it is necessary to look at the overall picture to ascertain whether the community use is a significant use in its own right in the context of the particular nominated land and not subsidiary to another use. For example, car parking attached to a village hall might be an ancillary use if only used by visitors to the hall. (It would be subordinate to another use.) However, in different circumstances, car parking attached to a village hall might amount to a significant use in its own right beyond accessing the village hall.

28. The site is currently operates as a Licensed UK aerodrome (Prior Permission Required only). According to the website (<http://andrewsfield.com/about-andrewsfield/>) a wide range of flying courses are offered. Hangarage is sometimes available; aircraft parking is available. There is a clubhouse with fully equipped briefing rooms, pilot shop and offices. The club is open 7 days a week from 9:00am during the summer and from 8:30am during the winter. There is also a licensed bar and restaurant, The Millibar, which opens daily 8:30am – 9pm and 12 noon until 3pm, and it is open to the general public.

29. The nomination form sets out how Stebbing Parish Council consider that the wider Andrews Airfield site furthers the social wellbeing or interests of the community. This includes:
- Relationship to the Millibar Café (already listed as an AoCV)
 - A sports and recreation asset
 - A habitat for migrating birds
 - The Aviation community
 - Community support undertaken by draft Neighbourhood Plans
 - Historic interest
30. In order to further understand the use of the site for social interests and wellbeing, a request for clarification has been made to Stebbing Parish Council (the nominee) and three of the landowners, as follows:

Please clarify, by description and marking on the aerial view or Ordnance Survey map (Appendix 3) the usage of different areas including:

- Which areas are used for what type of sports by the local community?
- Which areas are used for what type of recreation by the local community?
- Which areas are used by bird watchers?
- Which parts are used by the aviation community using the services of Andrewsfield Aviation Limited?
- Which parts have general public access (not including the café)?
- Which parts are private agricultural land with no access?

Two site use plans have been submitted by Stebbing Parish Council (see Appendix 4). No further clarification has been received from the land owners.

31. One of the owners has pointed out the plan includes two agricultural fields, and this can be seen in the aerial view in Appendix 3. The parish council highlight the different usage of the site on the two maps in Appendix 4 (submitted by the nominee). Members need to consider:
- The different usage of the site and whether all or certain activities further the social wellbeing or social interests of the local community;
 - And whether this use is primary or ancillary
32. **Relationship to the Millibar Café:** The nomination form acknowledges that the Café is already listed as an AoCV, and although the airfield is not listed as an AoCV it is stated to be an integral part of the site and intrinsically linked to the café, and proposes that it should not be viewed as Ancillary. The Parish Council support their nomination by stating that the:

‘The runway has a physical and functional relationship with the Club house and Hangers, already protected by ACV. You cannot have one without the other. The Airfield is also a visual amenity enjoyed by members and the public when using the Club house Café, which enhances the experience’.

‘The use of the Airfield is not minor or infrequent in relationship to the café and should be considered as non-ancillary. That is, they are clearly inter-dependent and complementary’.

33. There has been case law which clarifies that visual amenity in itself does not meet the criteria outlined in point 2 to qualify as an AoCV. Unless there is a physical use of the site.
34. Although the café provides a valuable service as a social gathering place for many local residents being licensed and has excellent catering facilities; in determining whether the wider Airfield site should be listed as an AoCV, members should exclude the contribution that the café/clubhouse makes to the furthering the social wellbeing or interests of the community, as this is already acknowledged in the listing of the café AOCV/18/61/001.
35. However, the track leading to the Club house Café and car park is the access road to the facility, as indicated on the maps in Appendix 4. This suggests that the track is used by the local community for recreation and access to the listed Asset of Community Value.
36. **A sports and recreation asset:** The nomination form identifies the site as ‘a sports and recreation asset to the district which is well established and a vibrant economic one. The Airfield is a unique asset, unlike any other site in the District’. The Parish Council claim that Andrewsfield ‘is a popular local amenity not just for pilots, but families, cyclists, motorcycle clubs, walkers, historic aircraft enthusiasts and as a tourist point for visitors to the area’.

In the 2017, Uttlesford Members were of the view that, on the basis of the nomination, there was insufficient information for them to conclude that the airfield and open space uses passed the test for listing.

The 2017 decision notice, BDC concluded that: ‘BDC is unable to conclude that cyclists and walkers using the Site further the social interests of the local community as it is not clear where this activity takes place or the frequency. There is no public footpath which traverses the Site’.

No additional evidence was submitted as part of this nomination detailing the number or frequency of families, cyclists, walkers using the airfield.

The usage maps in Appendix 4 and site photos in Appendix 5 show that local community recreation only takes place along the access track to the Café and birdwatching on the perimeter of the private agricultural land (without public access or clear footpath). There is insufficient evidence to suggest that community recreation can be considered non-ancillary use of the track, the primary use of which is access to the Clubhouse/Café.

37. **A habitat for migrating birds:** The Parish Council identify that the open nature of the Airfield ‘provides a suitable habitat to act as an important staging post for migrant birds where they feed before moving north in the spring. Three species that are recorded annually on the Airfield are Yellow Wag tail, Wheatear and Whinchat. The local bird watching community regularly watch the site to record the numbers of birds that are not found on other habitats in

the local area. One such species is Grey Partridge which are present in very small numbers, often seen feeding on the edge of the Airfield’.

No further evidence was submitted detailing number or frequency of birdwatchers using the site. Although the protection of wildlife sites is important, this is not a consideration for furthering the social wellbeing or interests of the local community.

38. **The aviation community:** In support of the nomination the Parish Council identify that Andrewsfield Airfield has 387 club members, a Flying school and has 60 resident aircraft.

‘Apart from the use by the local communities of Stebbing, the Salings, Rayne and Felsted there is also use and support of a much wider catchment of a significant aviation community who use the airfield for recreational purposes, including flying private aircraft, flight training and meeting in the Club House Café. It is one of the few airfields that provide training in Essex and the sub-region for both private and commercial pilots. This is generally a declining activity due to the closure of many private airfields’.

‘All flying to and from Andrewsfield is by ordinary members of both the local and wider community. It is a non-commercial airfield’

In January 2018, UDC and BDC concluded that whilst it may be argued that the facilities and pilot training/courses advance the sporting and recreational interests of the individual users, it was considered that the airfield and the associated commercial organisation did not further the social wellbeing or social interests of the wider local community, as for example a local sports team might.

No specific information has been provided, as part of this nomination, regarding the number or frequency of use of the Airfield by members who live or work locally, who may be regarded as the local community.

39. **Community support undertaken by draft Neighbourhood Plans:** The Parish Council state that ‘Community consultation undertaken for the Draft Neighbourhood Plans for both Stebbing and the Salings shows a resounding support for Andrewsfield.

No material gathered as part of the community consultation or further supporting evidence was provided as part of this nomination.

40. **Historic interest:** The Parish Council support the nomination by stating the historic importance of the site. ‘This airfield not only formed a valuable part of the first East Anglian USAAF initiative in World War II, but is of particular importance and interest because it was the first of 14 airfields built by the USAAF in the UK’. Letters and images are submitted in the Appendix of the nomination.

In January 2018 the WWII history of the Site was noted with interest, however, UDC and BDC did not consider that enough evidence was given to show that this furthers the cultural interests of the local community.

Furthering the social wellbeing or social interests of the local community

41. For an asset to be listed as being of community value, it is not enough that the asset is of general value or utility. The asset has to further the social wellbeing or social interests of the **local** community. It does not have to further the social wellbeing or social interests of **all** members of the local community. Neither does it have to be an **exclusively** local facility. But, before being able to accept the nomination, members will need to identify one or more ways in which the nominated land furthers the social wellbeing or social interests of the local community.

e) Is it realistic to think that in the next 5 years the use of the building could further the social wellbeing or interests of the community?

42. The nomination form explains that if listed as an Asset of Community Value, Stebbing Parish Council would be prepared to work with neighbouring parishes in applying for funding via a PWLB, appropriate grants, approaching community shareholders or other sources to create:

- A centre dedicated to the *'Special Relationship' between UK and the USA within this Unique setting*.
- 'Work with local schools and other bodies to educate all ages in the history of the East Anglian Airfields i.e. the living conditions of the airmen, the pressure of war etc. via photographic displays, re-enactment, role play and exhibitions'
- Develop a small museum on the site, built around the existing memorabilia in the club house

43. The Parish Council would endeavour to continue the education and training of existing and new pilot. They would work with the existing active Flying Club, other parishes and interested groups to support enterprise and provide stewardship. The site would become self-funding and be run by a management team of volunteers, with appointed custodians. Stebbing Village Hall and the Friends Meeting House are already managed in this manner and run successfully.

Representations

44. One of the owners contacted UDC (1 May 2020) and pointed out the plan includes two agricultural fields and misses out part of the actual Airfield. This was brought to the awareness of Gt. Saling Parish Council in 2017/2018. The owner planned to meet with a Parish Councillor and outline a more representative plan, but failed to meet due to Covid-19. The owner suggested that this Order is put on hold until a proper plan is mutually agreed.

45. Stebbing Parish Council has been asked to confirm the accuracy of the plan and to indicate which parts of the plan are agricultural fields and which parts have access to the public. The PC have submitted the maps in Appendix 4.
46. Any representations received after publication of the report will be reported to Members at the meeting.

Planning History

47. The site falls within an area of search for a new garden community at land West of Braintree as identified in the Uttlesford Regulation 19 Pre-submission Local Plan 2018. This Local Plan has now been withdrawn. The North Essex Authorities Inspector post hearing letter (15 May 2020) also recommended that the West of Braintree Garden community be removed as part of main modifications of the joint Section One Local Plan.

Uttlesford District Council decisions on previous applications

48. On Wednesday 24 January 2018, UDC resolved not to list the airfield and café as an ACV. The minutes are appended to this report. They include the following:

The Chairman recommended that the nomination should be rejected but said that it would be open to the parish council to submit a new application based on the clubhouse use, identifying the extent of the clubhouse, along with land that related to that community use; e.g. car parking. It would also be open to the Parish Council to produce additional evidence in a further nomination regarding community use of the airfield and community open space use. Members concurred with this suggestion.

49. On 12 July 2018 both UDC and BDC accepted the nomination to list the clubhouse, café, ancillary buildings and clubhouse adjoining the airfield land, which are now listed as an AoCV.

Conclusion

50. This is a particularly complex application. This is a valid nomination made to the Council, unless the land is considered to be 'operational land'.
51. Members need to consider whether sufficient evidence has been provided to show that EITHER there is an actual current use of the land, not an ancillary use, which furthers the social wellbeing or social interests of the local community OR there was a time in the recent past when an actual use of the building or other land that was not an ancillary use furthered the social wellbeing or social interests of the local community.
52. In January 2018, one of the reasons cited in the decision not to list the site as an AoCV was:

'With regard to visitors and local community walking and cycling on the open space. No other information was supplied about the use of the open space. A large proportion of the Site is actually agricultural fields, however BDC was unable to conclude that cyclists and walkers using the Site further the social interests of the local community as it was not clear where this activity takes place or the frequency. There is no public footpath which traverses the Site'.

Members need to consider whether there is sufficient new evidence, submitted as part of this nomination, to demonstrate point 52, above.

53. Members also need to consider whether:

- In respect of a current use it is realistic to think that there can continue to be non-ancillary use of the building or other land which will further (whether or not in the same way) the social wellbeing or social interests of the local community; or
- In respect of an historical use whether it is realistic to think that there is a time in the next five years when there could be non-ancillary use of the building or other land that would further (whether or not in the same way as before) the social wellbeing or social interests of the local community.

54. Consideration of these issues will lead the Cabinet to determine whether the wider site of Andrewsfield Airfield (including the runway) should be listed as an asset of community value for a period of five years.

55. This decision needs to be shared with BDC in order to reach a mutual decision by 23 June 2020.

Risk Analysis

56.

Risk	Likelihood	Impact	Mitigating actions
The nominating body or the owner is unhappy with the decision reached.	High risk that one of the bodies will be unhappy with the decision.	The owner has rights of internal review and appeal and can claim for compensation. The nominating body does not have rights of review or appeal. A new nomination can be made with additional information. If it felt the Council	Carefully scrutinise submissions for inclusion on the Asset List so as to ensure only those which comply with the criteria are included.

		had acted unlawfully, it could seek to challenge by way of judicial review.	
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1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.

Appendix 1: Nomination Form

Community Right to Bid

NOMINATION FORM

Section 1 ABOUT YOUR COMMUNITY ORGANISATION

Q1 Name and address of your organisation	
Organisation name:	Stebbing Parish Council
Address and postcode:	The Old Stables, High Street, Stebbing, CM6 3SG
Registration number (if you are a charity, company, CIC or social enterprise)	

Q2 Please specify what type of organisation you are	
Category	Tick
Parish/Town Council	X
Unconstituted / unincorporated Community Group whose members include at least 21 individuals who appear on the electoral roll	
Neighbourhood Forum designated as pursuant to section 61F of the Town & Country Planning Act 1990	
Industrial & Provident Society which does not distribute any surplus it makes to its members	
Company Limited by Guarantee which does not distribute any surplus it makes to its members	
Community Interest Company which satisfies the requirements of Part 2 of the Companies (Audit, Investigations and Community Enterprise) Act 2004	
Charity	

Q3 Who should we contact to discuss this nomination?

Section 3 DEMONSTRATING THE COMMUNITY VALUE OF THE ASSET

Q5a Why do you feel the property is an asset of community value?

Please give as much information as possible about the current use of the asset i.e. what activities take place, what groups use the facility currently or in the recent past etc. Continue on a separate sheet if necessary. Definition of an asset of community value can be found in the guidance notes.

Andrewsfield Airfield Stebbing is an active local airfield that has been in use since the Second World War. The club and Flying school has been active since 1973. Currently there are 60 resident aircraft and 387 Club members. The site comprises of a number of buildings including the Club House Café, original grass runway and two original WW2 aircraft hangers which is open to the general public.(see photographs at Appendix A)

Currently the Café is listed as an Asset of Community Value but the remainder of the site is not. The actual airfield itself is an integral part of the site and is intrinsically linked to the Café and as such is not considered ancillary to the ACV that is the clubhouse Café.

The entirety of the site is a part of local life furthering the social wellbeing and social interests and history of the local community. The Airfield is a sports and recreation asset to the district which is well established and a vibrant economic one. The Airfield is a unique asset, unlike any other site in the District.

The runway has a physical and functional relationship with the Club house and Hangers, already protected by ACV. You cannot have one without the other. The Airfield is also a visual amenity enjoyed by members and the public when using the Club house Café, which enhances the experience.

The Airfield because of its open nature and maintenance regime provides a suitable habitat to act as an important staging post for migrant birds where they feed before moving north in the spring.

3 species that are recorded annually on the Airfield are Yellow Wag tail, Wheatear and Whinchat.

Whinchat is now regarded as a globally threatened species.

The local bird watching community regularly watch the site to record the numbers of birds that are not found on other habitats in the local area. One such species is Grey Partridge which are present in very small numbers, often seen feeding on the edge of the Airfield.

Apart from the use by the local communities of Stebbing, the Salings, Rayne and Felsted the is also use and support of a much wider catchment of a significant aviation community who use the airfield for recreational purposes, including flying private aircraft, flight training and meeting in the Club House Café. It is one of the few airfields that provide training in Essex and the sub-region for both private and commercial pilots. This is generally a declining activity due to the closure of many private airfields.

The use of the Airfield is not minor or infrequent in relationship to the café and should be considered as non- ancillary. That is, they are clearly inter-dependent and complementary.

While this, as with any activity such as rugby or football, may not be used by every member of the community, it is open to all who wish to participate.

All flying to and from Andrewsfield is by ordinary members of both the local and wider community. It is a non-commercial airfield.

Currently 1500 signatories are held at the Airfield supporting the retention of the entire site as a valuable part of their community.

Community consultation undertaken for the Draft Neighbourhood Plans for both Stebbing and the Salings shows a resounding support for Andrewsfield.

This airfield not only formed a valuable part of the first East Anglian USAAF initiative in World War II, but is of particular importance and interest because it was the first of 14 airfields built by the USAAF in the UK.

800 US airman lived at Andrewsfield during WW2 and many of their families visit each year in memory of their relatives service in WW2. The airfield was home to the famous Flying Fortress US bombers and RAF Spitfires and Mustangs also flew from the airfield.

It still opens daily and continues to provide a valuable service as a social gathering place for many local residents being licensed and has excellent catering facilities. Lt & Gt Saling villages no longer have a public house. Stebbing has one pub which is currently for sale.

A visit to Andrewsfield is a popular local amenity not just for pilots, but families, cyclists, motorcycle clubs, walkers, historic aircraft enthusiasts and as a tourist point for visitors to the area. Future generations would not think generously if this significant connection with a vital period in British and American co-operation was lost. Attached at appendix B & C are letters received from the families of American Veterans who were based at Andrewsfield during WWII.

The clubhouse provides an important link with the extensively documented history of the American Air Force by the Imperial War Museum and Andrewsfield is part of the tourist trail of wartime airfields. Should the airfield be lost to development, it is imperative that some recognition remains to honour the site's important past as many former US Airmen, their families and groups of aviation historians pay regular commemorative visits in tribute to the site.

The local Historical Society holds a photographic archive on the airfield during its active years (examples at Appendix D) and the clubhouse provides a fitting backdrop to hold future exhibitions to honour the American Airmen who gave their lives in dangerous missions, flying the impressive 'flying fortresses' over Scandinavia and Germany.

Stebbing and Saling villages are proud of the role of the brave pilots that flew from Andrewsfield and consider it an intrinsic part of our history.

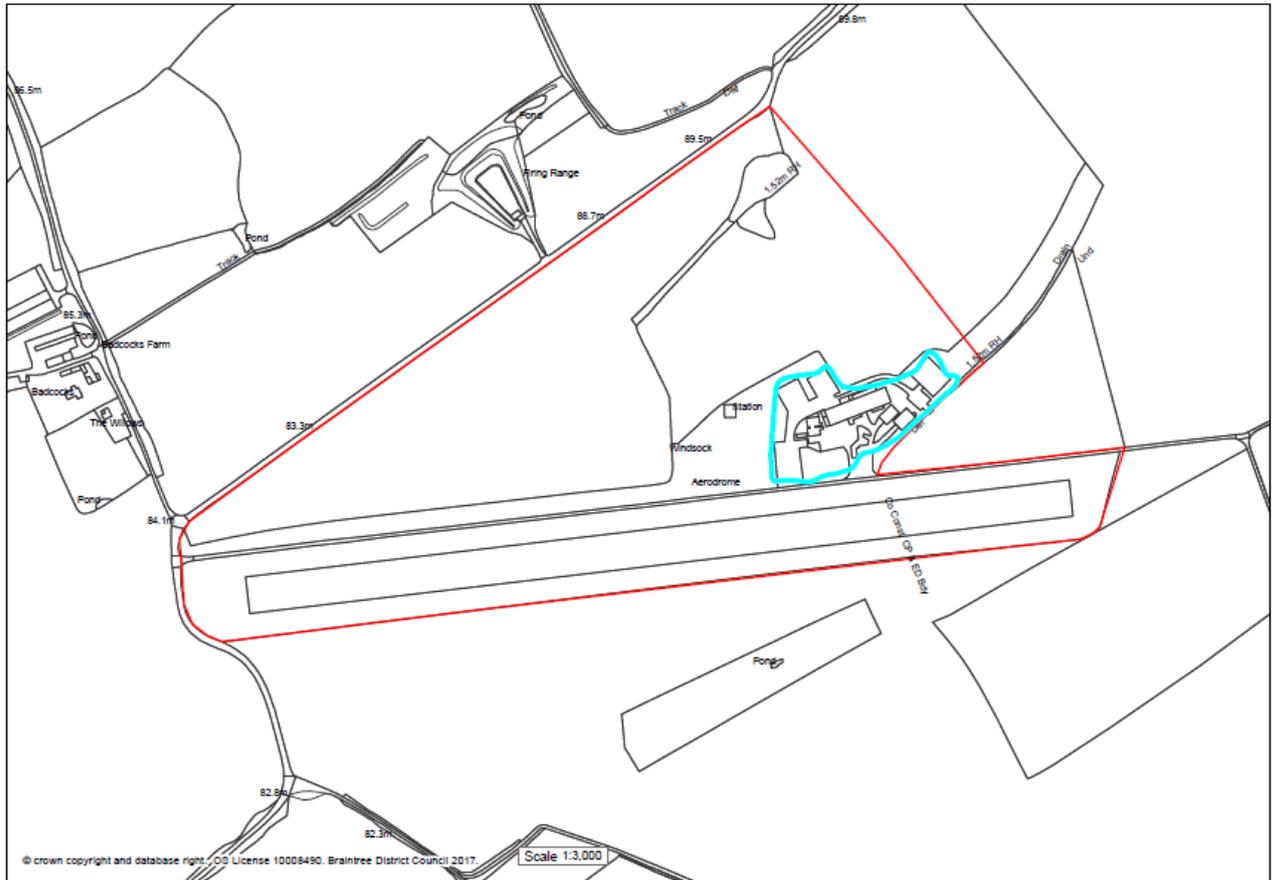
Additional information submitted 22 May 2020

- Andrewsfield Airfield, Stebbing has a unique place in Uttlesford's history, it is the only surviving Second World War airfield still in operation. At its height in 1942/43 over 800 US Airfield were stationed around the airfield and it was the home of the iconic Flying Fortress US bombers. Later in the war it housed both RAF and Polish air squadrons. It's loss would be a major blow to the 20th century history of the region and the important part these airfields played in first the defence of Britain and later the defeat of Nazi Germany. It is of particular significance this year being the 75th anniversary of VE Day. The historical significance of the airfield has been somewhat overlooked in recent years, however, local parish councils are determined to reverse this and build on the current facilities to create a site of interest to local schools, aircraft enthusiast, WW2 veterans and their families and weekend visitors. More details of this are covered under question Q5b.

Q5b How could the building or land be acquired and used in future?
<p>If it is listed as an asset of community value, community interest groups (not limited to your organisation) will get the opportunity to bid for it if it comes up for sale. Please set out how you think such a group could fund the purchase of the building or land, and how they could run it for the benefit of the community. Continue on a separate sheet if necessary.</p>
<p>If listed as an Asset of Community Value, Stebbing Parish Council would be prepared to work with neighbouring parishes in applying for funding via a PWLB, appropriate grants, approaching community shareholders, etc. Or, a local group could have the opportunity to apply for Heritage Lottery Funding to create a centre dedicated to the 'Special Relationship' between UK and the USA within this Unique setting.</p> <p>Stebbing Parish Council would work with the active Flying Club which currently operates from Andrewsfield, other parishes and interested groups to support enterprise and provide stewardship, which would be managed as at present. We would work with local schools and other bodies to educate all ages in the history of the East Anglian Airfields i.e. the living conditions of the airmen, the pressure of war etc via photographic displays, re-enactment, role play, exhibitions and so on.</p> <p>Stebbing Parish Council would plan to develop a small museum on the site, built around the existing memorabilia in the club house. this will be for visiting airman's families ,air enthusiasts and tourists and would be a fitting memorial to those that served.</p> <p>We would also endeavour to continue the education and training of existing and new pilots.</p> <p>We anticipate the site would become self-funding and be run by a management team of volunteers, with appointed custodians. Stebbing Village Hall and the Friends Meeting House are already managed in this manner and run successfully.</p>

Q6 What do you consider to be the boundary of the property?
<p>Please give as much detail as you can, including an Ordnance Survey plan outlining the site.</p>
<p>The boundary of the entire airfield is marked in red. The club house and ancillary buildings and carparks (Listed as an ACV) are outlined in light blue.</p>

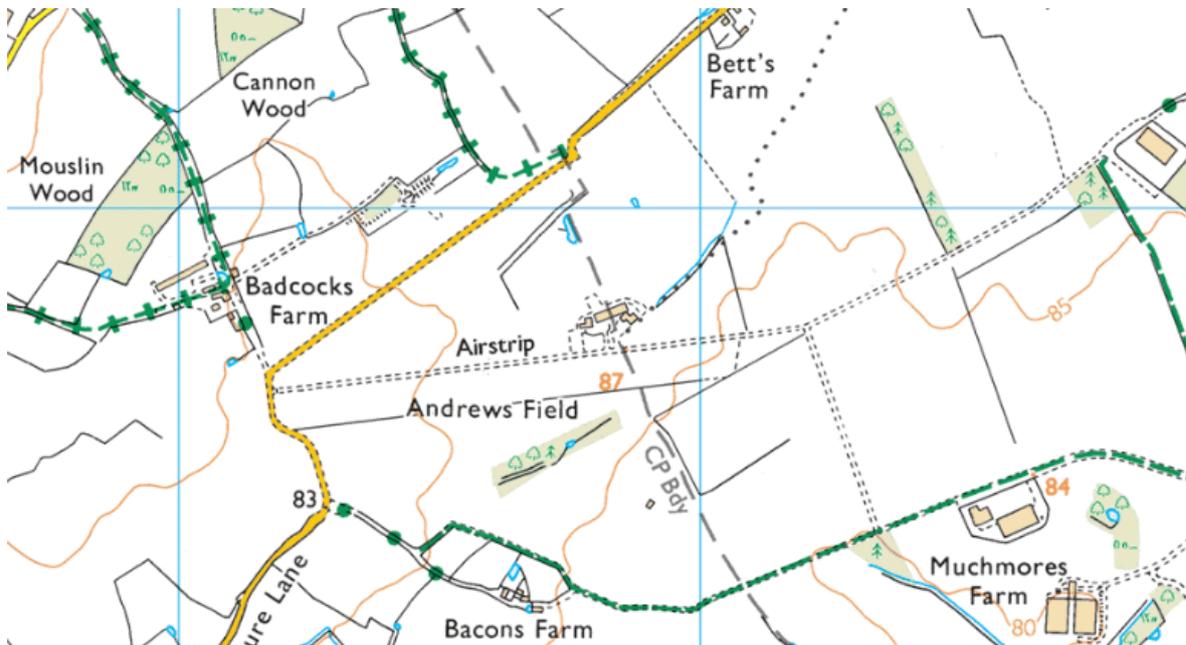
Appendix 2: Site boundary plan



Appendix 3: Aerial view and Ordnance Survey map of the site area



Aerial view [source Google maps]



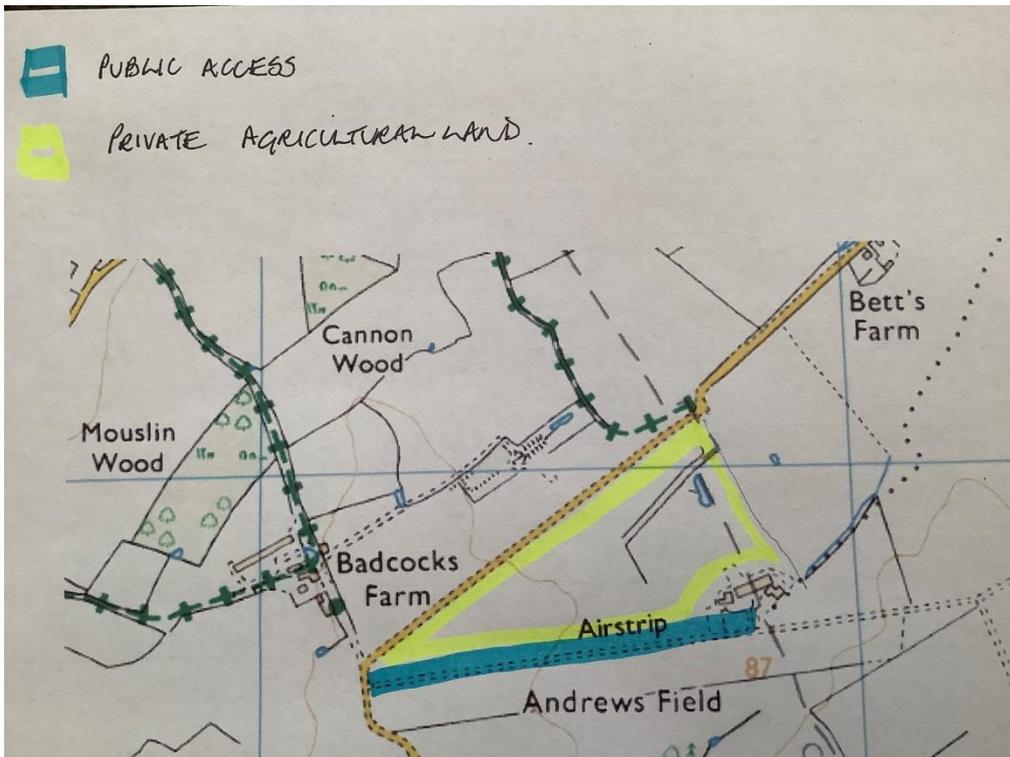
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Appendix 4: Site use maps submitted by Stebbing Parish Council (7 May 2020)

Map 1

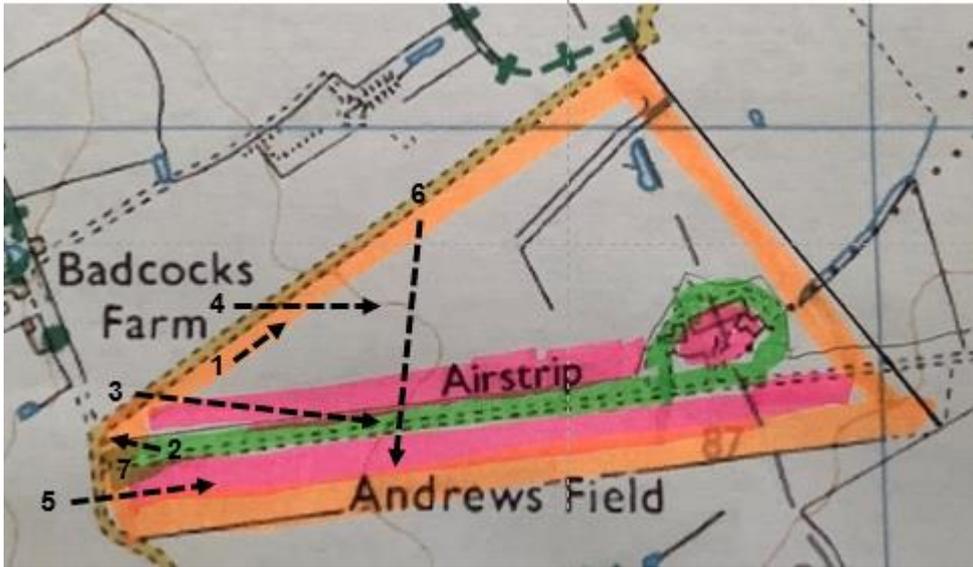


Map 2



Appendix 5: Site photos

Taken 31 My 2020 by Joanna Hill, Planning Policy Officer



1. Side of the road heading to Betts Farm



2. Corner of road by entrance track



3. View up the track leading to Clubhouse



4. Agricultural land adjacent to track



5. View up the runway



6. View across field to runway, cyclists on road



7. Signs at entrance



8. Visitors welcome crossed because of Covid-19 and a locked gate at the end of the track