

1. BOVINGDON AIRFIELD

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PURPOSE

- 1.1 Bovingdon Airfield was built in 1941/2 as a bomber airfield, but was used mainly as a United States Air Force training base. The main hangars (Technical Site) adjoined the airfield and ancillary social and accommodation buildings were located in the countryside to the south west. The airfield was closed in 1968 and properties disposed of by 1976, mainly to former owners. Nearly all the wartime structures have been removed, and the Technical Site was redeveloped as a prison in the mid 1980s. Although aerodromes are to be found in green belts and they can contribute to the local economy, the Council do not consider that this airfield is suitable for aviation use as substantial ancillary buildings would be required. This scale of development would run counter to the Council's policy of protecting the Green Belt (Policy 4).
- 1.2 This statement sets out the Council's detailed planning policies for the areas of former airfield use. It is a response to the ongoing problems of dereliction and poor visual quality of the airfield land, the unauthorised uses it attracts with their attendant problems of noise and other nuisance and the development pressures to which it is subjected despite its Green Belt status.

POLICY

General Approach

1. **The Green Belt designation of the main airfield and ancillary sites will be reinforced by enforcement action to prevent unacceptable uses and ensure restoration and appropriate after use of mineral workings. The derelict condition of sites will not be taken as a general justification for development inappropriate to the Green Belt.**

Main Airfield

2. **The area immediately surrounding the air traffic navigation beacon will be safeguarded from development and careful attention will be paid to the height restrictions over the remainder of the safeguarding zone in consultation with the Civil Aviation Authority (see Bovingdon Airfield Sites Map).**
3. **The reopening of the airfield for air traffic is not acceptable due to implications for development in the Green Belt and the associated noise and traffic generated.**
4. **Concrete recycling is not acceptable as a permanent use.**

5. The following uses are considered appropriate to the Green Belt designation of the site:

agriculture;
forestry;
mineral extraction

appropriate low intensity, low noise, open air recreation activities such as:

allotments;
equestrian circuit/paddocks;
golf course;
winch-launch gliding;
cycle racing and other cycling facilities;
land yachting.

Use of a limited part of the site for a multi-purpose open air events area (possibly including a driver/cyclist training area) may be acceptable if associated with significant environmental improvements which could create opportunities for field studies.

6. Wherever expedient, planning enforcement and other appropriate action will be taken to attempt to remove all current unauthorised uses and prevent and/or control occasional but noisy events. This could include use of Article 4 Directions and action against statutory nuisance. The approach taken on enforcement will be based on the assumption that the main airfield is to be regarded, both visually and functionally, as a single unit for the purpose of assessing the implications of changes of use.
7. Environmental improvements will be encouraged at the priority locations indicated on the Bovingdon Airfield Sites Map. Inclusion of a feature to commemorate the history of the airfield will be encouraged as part of the environmental improvements. Appropriate restoration of the clay extraction areas will be pursued in association with Hertfordshire County Council as Mineral Planning Authority.

Airfield Ancillary Sites (see Bovingdon Airfield Sites Map).

8. A limited extension of the designated Bovingdon Brickworks Employment Area in the Green Belt may be acceptable as a departure from Green Belt policy if it results in a rationalisation of current land uses on airfield land in the locality and significant environmental improvements. Non-conforming temporary uses in the Green Belt should be relocated.

9. **Environmental improvements will be encouraged along the Ley Hill Road frontage and the eastern side of Shantock Hall Lane and at the oil pumping station (Site 6). Appropriate restoration of the clay extraction area (Sites 2, 3 and 9) will be pursued in association with Hertfordshire County Council as Mineral Planning Authority with the emphasis on enhancement of the site's nature conservation interest.**

**BOVINGDON AIRFIELD
SITES MAP**



KEY

-  Borough Boundary
-  Airfield related sites still in Chiltern District
-  Beacon Safeguarding Zones
-  Bovingdon Brickworks – Major Developed Site in the Green Belt
-  Environmental Improvements
-  North

LIST OF AIRFIELD ANCILLARY SITES AND USES

All reference numbers are derived from historical airfield records.

- Site 2 Communal Facilities site now Bovingdon Brickworks Major Developed Site in the Green Belt.
 - Site 3 Communal Facilities site now disused clay extraction area being restored for nature conservation purposes.
 - Site 4 Hospital site now vacant.
 - Site 5 Accommodation site now B1 use.
 - Site 6 Accommodation site now oil pumping station.
 - Site 7 Accommodation site now agricultural.
 - Site 8 Agricultural storage.
 - Site 9 Accommodation site now disused clay extraction area being restored for nature conservation purposes.
 - Site 10 Accommodation site now housing in Hunters Close.
 - Site 11 Sergeants mess and accommodation now vacant.
 - Site 12 Communications site; radio mast still in use.
- (Site 1, the Technical Site on the main airfield, has been redeveloped as a prison.)