

**STANSTED AIRPORT AERODROME SAFEGUARDING AUTHORITY
PLANNING APPLICATION CONSULTATION RESPONSE –
under Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas:
the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage
Areas) Direction 2002**

Planning Authority:	The Planning Inspectorate			Application No: S62A/2022/0012	
Date Application Received (including sufficient information as required by Circular 1/03):	19/10/2022	Response Deadline on Consultation	17/11/2022	Date Response Returned:	17/11/2022
Development Proposal:	Outline Planning Application with all matters Reserved except for the Primary means of access for the development of up to 200 residential dwellings along with landscaping, public open space and associated infrastructure works.				
Location:	Land East of Station Road, Elsenham			Application Type: OUT	
OS Co-ordinates (Eastings/Northings):	553677 / 227052				
Our Reference:	2022/248				
No Objection	Crane Advisory Permit Required	Need to engage with MAG Safeguarding	Request Conditions	Objection	
	X		X		

The Safeguarding Authority for Stansted Airport has assessed this proposal and its potential to conflict aerodrome Safeguarding criteria. We have no objection subject to the following Conditions:

- During construction robust measures must be taken to control dust and smoke clouds.
Reason: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers.
- During construction, measures must be taken to ensure that all waste or loose materials must be stored securely to avoid anything becoming airborne.
Reason: Flight safety - it is feasible that, given the location of the development, foreign object debris from the site could be blown into the immediate final approach/departure during a critical phase of flight.
- During construction, robust measures to be taken to prevent species of birds that are hazardous to aircraft being attracted to the site. A construction phase Bird Hazard Management Plan should be submitted for approval in consultation with the aerodrome safeguarding authority for Stansted Airport.
Reason: Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Stansted Airport (STN) that would increase the risk of a Birdstrike to aircraft using STN.
- The SuDS basin should be designed to be generally dry, holding water only during and immediately after an extreme rainfall event. If this is not possible, then it should be planted with tall, dense, marginal vegetation of a mix that does not die back in winter to obscure the open water.
Reason: Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Stansted Airport (STN) that would increase the risk of a Birdstrike to aircraft using STN.

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• The apartment blocks with green roofs (as suggested as being possible in the FRA) will need to be designed with safe access and a Bird Hazard Management Plan to monitor the roof spaces and a robust commitment to preventing successful breeding by large gulls.

Reason: Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Stansted Airport (STN) that would increase the risk of a Birdstrike to aircraft using STN.

• Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill. Due to the proximity of the airfield visual circuit (night), flat plate LED luminaires that are downward focused are recommended.

Reason: In the interests of flight safety and to prevent distraction and confusion to pilots using Stansted Airport. The proposed development is 3100 meters from the runway 22 threshold; the LED lighting has very little upward dispersal of light and the light emitted is more directional (downwards).

• Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no reflective materials other than clear or obscure glass, including solar PV panels, shall be added to the building without the express consent of the local planning authority. If there is an aspiration to include solar PV, an aviation Glint & Glare assessment will be necessary to determine if there are any predications of harmful glare.

Reason: Flight safety - to prevent ocular hazard and distraction to pilots using STN and Air Traffic Controllers in the Air Traffic Control Tower at Stansted Airport.

Informatives:

• No lighting directly beneath any roof lights that will emit light upwards – only downward facing ambient lighting to spill from roof lights upwards – ideally, automatic blinds to be fitted that close at dusk.

Reason: Flight safety - to prevent distraction or confusion to pilots using STN.

• Given the location of this property the applicant should be aware that the airport will take action against anyone found in contravention of the Air Navigation Order (“Order”). In particular in contravention of the following provisions under that Order:-

➢ Part 10: 240: A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.

➢ Part 10: 241: A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.

• The applicant’s attention is drawn to the procedures for crane and tall equipment notifications, please see: [REDACTED]

It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Stansted Airport, or not attach conditions which Stansted Airport has advised, it shall notify Stansted Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Signed: Diane Jackson [REDACTED] Authorised MAG Aerodrome Safeguarding Officer)
Date: 17/11/2022

The appropriate office for consultation is:

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