

**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:	Planning Inspectorate - Major Casework Team			Application No: Section 62A Planning Application: S62A/22/0007	
Date Application Received (including sufficient information as required by Circular 1/03):	25/08/2022	Response Deadline on Consultation	23/09/2022	Date Response Returned:	23/09/2022
Development Proposal:	Residential development comprising 130 dwellings, together with a new vehicular access from Henham Road, public open space, landscaping and associated highways, drainage and other infrastructure works (all matters reserved for subsequent approval apart from the primary means of access, on land to the south of Henham Road, Elsenham).				
Location:	Land to the South of Henham Road, Elsenham, Essex CM22 6DG			Application Type: OUT	
OS Co-ordinates (Eastings/Northings):	553939 / 226298				
Our Reference:	2022/203				

## HOLDING OBJECTION

The Safeguarding Authority for Stansted Airport has assessed this proposal and its potential to conflict aerodrome Safeguarding criteria. We object to this development due to the increased risk of Birdstrike to aircraft using Stansted Airport. In more detail:

The drainage strategy will use SuDS which will include two attenuation basins, swales, permeable paving and an underground storage tank. Ideally, in this location, all drainage would be underground in order to prevent new attractants to hazardous waterfowl. However, if this is not possible then mitigation measures must be in place on the SuDs features, particularly the attenuation basins which ideally should drain down in less than 48 hours after a rain event. Further information is required on the drainage strategy:

- Confirmation of drain down times on each attenuation basin.
- A management and maintenance programme for the SuDS, confirming that regular maintenance will be in place to ensure the drainage outlets on the swales and basins continue to drain down correctly.
- Mitigation measures on the basins to deter hazardous waterfowl such as dense, marginal vegetation planting and/or goose proof fencing around each basin.
- Confirmation that no islands or peninsulas will be introduced on any waterbody.

Should the above concerns be satisfied, then the following Conditions will be necessary:

- During demolition & 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.

Cont.

• No landscaping to take place until the plans are amended to reduce the use of dense, canopy forming tree species such as Oak and Scots Pine. These species should be kept to a minimum and spread apart to reduce the opportunities for new rookeries to be formed. Also, fruit/berry bearing species of plant should be kept to <40% of the planting species to deter flocks of birds such as wintering thrushes from utilising the site for feeding.

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.

Reason: In the interests of flight safety and to prevent distraction and confusion to pilots using Stansted Airport. The proposed estate is 2800 meters from the airfield boundary. Due to the proximity of the airfield visual circuit (night), flat plate LED luminaires are recommended. This new technology 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.

Reason: Flight safety - to prevent ocular hazard and distraction to pilots using STN.

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 new 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: 23/09/2022

The appropriate office for consultation is:

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