

**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			Application No: S62A/2023/0017	
Date Application Received (including sufficient information as required by Circular 1/03):	24/04/2023	Response Deadline on Consultation	26/05/2023 Extension to 02/06/2023 requested	Date Response Returned:	02/06/2023
Development Proposal:	Development of the site to create an open logistics facility with associated new access and ancillary office and amenity facilities				
Location:	Land at Tilekiln Green, Stansted, Great Hallingbury			Application Type: FULL	
OS Co-ordinates (Eastings/Northings):	551726 / 221351				
Our Reference:	2023/093				

**HOLDING OBJECTION**

The Safeguarding Authority for Stansted Airport (STN) has assessed this proposal and its potential to conflict aerodrome Safeguarding criteria. We must lodge a holding objection to this scheme for the following reasons:

- The glint and glare assessment attached to the application is deficient in the following areas:
  - Approach/Departure Paths: Only a 2NM approach path has been assessed. We request that a 10NM approach/departure path is assessed in keeping the standard approach procedures of aircraft along the Instrument Landing System.
  - Cumulative effect: Each receptor (parking area) has been assessed separately, therefore making it difficult to assess the impact of the application as a whole, upon aviation receptors.
  - Visual Circuit: Unfortunately, the visual circuit assessment is on a “high-level” basis, with no quantitative assessment being produced. The justification behind this approach is due to the 2NM approach path not being of concern; unfortunately, as outlined above we would require more than a 2NM approach path to be assessed. Regardless, based upon the geographical differences of the location of pilots within the circuit it would be assessed within its own right. Only relatively small sections of the circuit (immediate departure prior to turning crosswind & Final approach) follow the path of the approach/departure route. We would require a full assessment of the circuit pattern to adequately discharge any concerns regarding the visual circuit.
  - Large Aircraft Circuit omitted: There is no assessment for the large aircraft circuit.
  - VFR transit routes omitted: There is no assessment for the VFR transit routes.
  
- The following Construction Management concerns should be addressed:
  - Dust/Smoke to be strictly controlled given the proximity to the critical flight receptors of STN.
  - Any tarpaulins used during construction are to be securely fastened to ensure that they do not become an airborne Foreign Object Debris concern.
  - Any temporary construction lighting is to be installed to the same principles as the permanent lighting scheme i.e. capped at the horizontal, pointed flat from the horizontal with a 0% ULOR rating.

Cont.

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

Date: 02/06/2023

[REDACTED] (Authorised MAG Aerodrome Safeguarding Officer)

The appropriate office for consultation is:

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