



## AERODROME SAFEGUARDING RESPONSE

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

### APPLICATION DETAILS

Ref:

<b>Local Planning Authority:</b>	
PI	
<b>Application No:</b>	<b>Application Type:</b>
S62A/2023/0019	FULL
<b>Development Proposal:</b>	
Access to/from Parsonage Road between Weston Group Business Centre and Innovation Centre buildings leading to: 96 dwellings on Bulls Field, south of Prior's Wood, including associated parking, landscaping, public open space, land for the expansion of Roseacres Primary School, pedestrian and cycle routes to Smiths Green Lane together with associated infrastructure	
<b>Location:</b>	<b>OS Co-ordinates (Eastings/Northings):</b>
Land to the north of Roseacres, between Parsonage Road and Smiths Green Lane, Takeley, Essex, CM22 6NZ (Land known as Bull Field, Warish Hall Farm, Takeley, Essex)	556844 / 222165

As safeguarding authority for Stansted Airport our response, under the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002, is as follows:

No Objection       Crane Advisory Permit       Need to engage with MAG Safeguarding       Request Conditions       Objection

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

-Prior to construction the submission of an Instrument Flight Procedure Assessment of the proposals and any associated tall equipment used during the construction to be submitted in consultation with the Safeguarding Authority for Stansted Airport. The Instrument Flight Procedure Assessment is to be undertaken by a CAA approved Procedure Design Organisation (APDO).

Reason: Flight Safety - To ensure no infringement upon protected safety surfaces at Stansted Airport.

-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.

-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 (including solar PV) other than clear or obscure glass shall be added to the buildings without the express consent of the local planning authority.

Reason: In the interests of flight safety and to prevent distraction and ocular damage to pilots using Stansted Airport.

-No development shall take place until a Bird Hazard Management Plan for the development has been submitted to and approved in writing in consultation with Stansted Airport. Thereafter, the scheme shall be implemented in accordance with the approved details. To reduce the potential for bird strikes at Stansted Airport in accordance with Civil Aviation advice.

Reason: Flight Safety - To reduce the potential for bird strikes at Stansted Airport in accordance with Civil Aviation advice.

-Prior to construction, the CEMP is to be updated to reflect at least the following aviation considerations; Commitment relating to the notification of tall equipment as per CAA CAP 1096; Procedures for gas venting in consultation with Stansted Airport; Measures to prevent puddling or ponding of water which can act as an attractant to birds hazardous to aviation and increase birdstrike risk; The management of food waste to ensure it does not attract birds hazardous to aviation; Procedures for drone usage in consultation with Stansted Airport; Principles for utilising temporary construction lighting (capped at horizontal with no light spill above the horizontal); Measures to prevent foreign object debris (including airborne tarpaulins).

Reason: Flight safety – Construction activities can pose a risk to aviation operations unless managed safely.

**Informatives:**

-The use of radio frequency (RF) emitting devices in this location has the potential to interfere with Stansted Airport's Communication, navigation, and surveillance (CNS) equipment. RF devices are to be approved by Stansted Airport prior to energisation.

Reason: Flight safety – In the interests of maintaining the integrity of CNS equipment critical to aviation operations.

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

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

- The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

**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.**

Name:	Ross Franklin - MAG Aerodrome Safeguarding Authority
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Signed:	
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Date:	08/09/2023
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**The appropriate office for the purpose of consultation is:**

Head of Planning and Infrastructure  
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