

Our ref: STN 2025-193

8 September 2025

Minerals & Waste
Essex County Council
County Planning
E1, County Hall
Chelmsford
Essex CM1 1QH

Appn. No.: UTT/25/2203/SO
Proposal: Request for Scoping Opinion for - Up to 520 new homes (Use Class C3) and up to 20,000 sqm of commercial floor space with public open space, new access, active travel routes between the Birchanger Site and Stansted Mountfitchet and Sustainable Urban Drainage System
Location: Land North Of Birchanger And South Of Stansted

Dear UDC,

Thank you for consulting with the aerodrome safeguarding authority for Stansted Airport on the above Scoping Opinion request. This site lies within Stansted Airport's safeguarded area and is overflown by aircraft. Therefore, consideration should therefore be made to determine whether development within the site area causes: a physical obstacle to aircraft or aviation systems; light or reflections that might present a visual hazard to pilots or air traffic controllers; interference with radar and other air navigation and communication systems; the attraction of species of birds that are hazardous to aircraft, and whether the construction process will present any hazard to aircraft safety.

When considering the type, scale and design of any development within the Birchanger area, we therefore recommend that consideration of the relevant aerodrome safeguarding criteria, consultation procedures with ourselves and NATS, and any potential impacts on aircraft safety are addressed early in the design of the site. This will principally relate to the following:

- predicted height of buildings at this location and whether there is any potential interference to RADAR operations. The developer should also be mindful of the height of construction equipment and the need to include obstacle lighting in the building design.
- the need for a Bird Hazard Management Plan at both construction stage and in perpetuity to set out the active management of the site to control the attraction of birds to any exposed earth, puddling water, water bodies, SuDS or landscaping including that enhanced to meet biodiversity net gain requirements (N.B. there should be no berry-bearing species in the landscaping scheme and no stands of trees with robust canopies such as oak or scots pine which could attract rookeries), flat roofs, solar PV installations etc.
- the potential to create a glint and glare hazard by using lighting that is not capped at the horizontal or reflective materials e.g. solar pv arrays (aviation perspective Glint & Glare assessments will be needed to identify predictions of distracting or damaging glare).
- any activity on the site that has the potential to emit frequencies (during construction or in perpetuity).
- 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/>

We do endorse the value of promoting early engagement with stakeholders and the only judge of whether there will be a radar interference issue is NATS. We would therefore urge consultation with NATS and ourselves to discuss the implications of proposals as they take shape.

Sincerely,

MAG Group Aerodrome Safeguarding Team
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www.magairports.com

