

A collage of images arranged in a diamond pattern, showing a pond, a newt, a bat, a house under construction, a field with a tree stump, a mouse, and a badger.

Bird Hazard Management Plan

Land North West of Winchester
Road, Boorley Green (third
reserved matters)

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Client:

Miller Homes Ltd

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Report	Bird Hazard Management Plan
Site Name	Land North West of Winchester Road, Boorley Green, Hampshire (RM3)
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1.0 INTRODUCTION

1.1 Brief

This document supports a planning application for the development of up to 236 dwellings (under application number RM/19/86658) at the site known as Land to the North West of Winchester Road, Boorley Green SO30 2UL. According to condition 3 of the third reserved matters permission a Bird Hazard Management Plan (BHMP) is required.

The Purpose of this BHMP is not to create a 'bird free zone'; rather it has been prepared to ensure that at no stage during the construction or operation of the development, opportunities are provided, whether inadvertently or not, for problem species, such as feral geese to proliferate as a result of the design or management of the site and or elements within it. Furthermore, the BHMP has been prepared to ensure that, should such circumstances arise, these can be readily and appropriately addressed.

1.2 Aims and Objectives

It is understood that Southampton Airport have concerns that the development of the new residential development may result in an increased presence of feral geese which in turn could increase the potential for bird strikes and associated issues within the airports vicinity.

The proposed residential development has been assessed in the context of the guidelines set out in the CAA Guidance (Advice Note 3 Wildlife Hazards around Aerodromes 2016).

This bird hazard management plan aims to set out the measures which will be taken during the operation of the development to reduce any potential increase in bird activity with the specific objective of reducing the presence of feral geese on or in the vicinity of the Sustainable Urban Drainage System (SUDS) wetland as much as possible in order to reduce bird strike risk to the lowest practical level.

The prime concern in terms of any bird hazard that might be associated with the design of the development would relate to components of the scheme such as the SUDS wetland actively attracting feral geese to feed, nest and roost.

1.3 Consideration of Cap 772

CAP 772 sets out guidelines for the control of bird hazards in and around aerodromes. It refers to land or water within 13km of an aerodrome and the development site is located within this distance (the Boorley Green development is 5.1km North West of the airport) to which hazards are considered to represent a bird strike risk.

CAP 772 also recognises '**Reservoirs, Lakes and Ponds**' as being potential bird attractant habitat. The proposed development will include a SUDS wetland area that could potentially act as an attractant for feral geese.

1.4 Consideration of Bird Strike Risk

The main threat relates to certain species such as feral geese which is evident from the publication of the CAA Safety Regulation Group document "Large Flocking Birds – An

International Conflict Between Conservation and Air Safety” that specifically addresses this threat. The objective of CAP 772 is to reduce the potential for roosting and to make sure that landscape areas are not attractive to such large flocking bird species.

One SUDS wetland will be constructed which will provide some ecological interest, although this has been designed solely for drainage purposes and will likely hold water for part of the year. Levels are expected to fluctuate considerably as a result of weather conditions.

1.5 SUDS and Open Space Location & Attractiveness to Feral Geese

Figure 1 shows the proposed location for the SUDS feature and open space at Land to the North of Winchester Road, Boorley Green. The SUDS feature will be located within an area open to public access and be of an approximate size of 60,000 Square meters.

The location of the SUDS feature will be as such that it will be open with no mature trees **Figure 1**. There will also be areas of open space to the east which will offer foraging and feeding areas for feral geese. However, with the areas both being open public access, they will likely be used for walking and dog walking, the presence of significant numbers of geese would not be considered likely due to the levels of recreational disturbance. Despite this supposition measures will be taken to make sure that any likelihood of geese becoming attracted to site will be discouraged.

Figure 1. View of proposed SUDS Wetland to the west (blue line) and open space to the south (red line).



2.0 PROPOSED MANAGEMENT MEASURES

2.1 Introduction

Whilst the proposed residential development is not considered to result in any increase in bird populations of concern that would present a likely bird strike risk, as a precaution a number of measures will be incorporated into an overall Bird Hazard Management Plan and these are discussed below.

A zero-tolerance threshold of feral geese is required by Southampton Airport. As such any attempts by feral geese to breed on open ground, scrub land, ponds and material stockpiles etc. will be prevented and the eggs and nests destroyed under licence; nests will be removed immediately upon detection.

Should there be detection of undesirable bird activity as described above, the Southampton Airport will be informed by the management company. After this consultation, the responsibility will lay with the management company to arrange the dispersal of unwanted geese.

2.2 Measures

Methods of dispersal that will be employed are as follows:

- Disturbance by humans as part of a regular monitoring regime. (this will also naturally occur by walkers and dog walkers on site)
- Restriction of food sources through careful site management.
- If necessary erecting low fences can be effective in open ground, as geese tend to prefer to walk between feeding and roosting sites (tending to only take-off and land from water).
- Use of bird scare equipment (in discussion with local authority and local properties).
- Humane egg treatment is a proven technique for reproductive control of geese (Under licence). One method pierces the eggs that are then left in the nest (stopping embryo growth while discouraging the female from laying more eggs).
- Another method removes the eggs and replaces them with dummy eggs (Under License). This would stunt the population growth rate, this should be used in conjunction with other methods as geese are long lived birds and could possibly return to breed.
- If ultimately necessary the complete removal of eggs can be used (under licence).
- Physical relocation of geese is an option. This is best achieved during the mating season when the birds are temporarily flightless.

The bird dispersal process will be closely monitored until the bird hazard has been satisfactorily dealt with.

2.3 Communication

A communication plan will be established in place to contact Airfield Operations staff at Southampton Airport before any bird dispersal takes place.

A log will be kept which will detail the following:

- Dates and times of site inspections
- Who carried out the inspections
- Geese numbers and species seen
- Details of any dispersal actions taken along with details of any nests/eggs removed.
- Future recommendations (if necessary)

The log will be available to Southampton Airport Operations team to view upon request.

2.3.1 Timing

During the breeding season, which typically runs from March to June, these inspections will be carried out on a fortnightly basis, or more frequently if goose activity has been observed. During the remainder of the year, inspections will be carried out on a monthly basis or more frequently if bird activity increases.

Provided it is carried out regularly, walking through, or otherwise accessing the SUDS wetland in itself would reduce the potential for problematic use of the site by such species as this creates disturbance. It is also anticipated that the area will be used recreationally by members of the public walking their dogs, this will also create added disturbance.

In addition to physically checking the wetlands and the immediate surrounding areas, the inspections walking around the entire site will identify any geese activity. Specifically, these inspection walks should include walking different routes each time to access the more undisturbed areas of the site.

2.3.2 Action

If any undesirable bird activity is noted, appropriate dispersal methods (as previously described) will be implemented within 48 hours to ensure minimal dispersal methods are required and the safety risk is reduced. These will be monitored as before and further deployment carried out until bird activity is once again below the relevant threshold.

2.4 Responsible Organisation

Inspections of the site to detect any geese will be completed, and specifically of the SUDS wetland, by Miller Homes Ltd while in their control until a time when the development is in the control of a relevant management company.

3.0 CONCLUSION

The commitments outlined in this report will enable the management company, in consultation with Southampton Airport, to be satisfied that suitable measures are in place to ensure that the management company in control of the proposed development are carrying out appropriate measures in perpetuity to limit risks to local aircraft traffic.

4.0 REFERENCES

Civil Aviation Authority (2016) Safeguarding of Aerodromes Advice note 3, Wildlife Hazards around Aerodromes

Civil Aviation Authority (2017) Wildlife Hazard Management at Aerodromes CAP 772.

Civil Aviation Authority (Unknown) Large Flocking Birds an International Conflict Between Conservation and Air Safety