

Land South of Maddoxford Lane

Bird Hazard Management Plan

Prepared on behalf of

Bloor Homes Limited

Final Report

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Land South of Maddoxford Lane

Bird Hazard Management Plan

1. INTRODUCTION

Brief

- 1.1 Ecological Planning & Research Ltd (EPR) was commissioned by Bloor Homes Limited to produce a Bird Hazard Management Plan for a proposed residential development on Land South of Maddoxford Lane, Borley Green (hereafter referred to as the 'Site'). This is due to the proximity of the proposed development to Southampton International Airport, which has a safeguarding zone of 13km for any proposed developments which are looking to include landscaping or water features, which may increase the risk of bird strike to aircraft. The purpose of this report is to assess the bird strike risk and define and implement appropriate control measures to reduce or mitigate the risk.
- 1.2 Relevant legislation can be found in **Appendix 1**.

Site Location and Context

- 1.3 The Site, which is located on the edge of a predominantly rural area on the eastern fringes of Boorley Green, Eastleigh (centred on Ordnance Survey Grid Reference SU 51529 14630). The site comprises various urban habitats, including buildings, areas of scrub, treelines, hedgerows grassland, and woodlands. The woodland and grassland habitats are part of two SINCs which fall within the Site boundary. Adjacent to the eastern boundary is the River Hamble.

Outline of the Proposed Development

- 1.4 Outline planning application with all matters reserved (except the main points of access) for the demolition of a residential dwelling (Use Class C3), removal of a mobile home, and demolition of existing buildings associated with a motor vehicle storage and motor vehicle body parts and scrap material business and the construction of up to 280 dwellings (Use Class C3), including affordable dwellings, and associated provision of informal and formal public open space, together with associated highways, landscape, earth works and level changes, foul and surface water drainage facilities, utilities provision and other associated and necessary infrastructure works.

Southampton International Airport

- 1.5 The Site is situated approximately 5.8km south-east and therefore falls within the safeguarding zone around the airport.
- 1.6 The Convention on International Civil Aviation 1944, includes provisions relating to the risk of bird strike incidents, as specified in Annex 14 of the Convention. This Report includes standards and recommended practices that address the risk of bird strike, including those due to the presence of a development with bird attractant features in the vicinity. A 13km safeguarding zone identifies the need for consultation about potential bird attractant developments. The main

purpose of the safeguarding zone is to ensure safety when aircraft are on approach to land or at take-off, as more accidents and bird strikes by aircraft occur at lower altitudes.

- 1.7 These provisions for safeguarding Aerodromes are outlined within the Civil Aviation Policies (CAP) 738 and 772. Gatwick Airport Advice Note 8 has also been referred to during the production of this report.

2. ASSESSMENT METHODOLOGY

Background

- 2.1 In accordance with CAP 738 and 772, the risk of bird strike by aircraft requires management through development control and consultation on developments that have the potential to attract birds in significant numbers, in addition to habitat management and bird scaring techniques when required.
- 2.2 Statistics from the UK Civil Aviation Authority (CAA, 2009) indicated that bird strikes occur approximately once in every thousand flights, and between 15 and 20% of these cause damage to the aircraft.
- 2.3 Bird species identified as being of specific concern to bird strike management are typical problem groups of birds that include gull species, waterfowl, corvids and raptors (Harris and Davis, 1998; Allan 2006). Smaller garden birds are less likely to pose a risk to aircraft; however, flocking species such as Starling *Sturnus vulgaris* are a risk.

Baseline Conditions

- 2.4 The development proposals comprise conversion of most of the Site to dwellings which is unlikely to significantly increase bird numbers in the locality as a result of resources available.
- 2.5 Indicative landscaping plans submitted with the application include creation of public open space areas largely comprising grassland with minimal tree planting, in addition to hedgerow supplementary planting and a small sustainable urban drainage that could offer potential bird nesting, roosting and foraging habitats. However, this could serve to replace habitats lost to the development and therefore is not considered likely to result in a significant increase in bird numbers using the area.
- 2.6 The desk study provided a total of 56 records of which 14 species listed as Schedule 1 of the Wildlife and Countryside Act 1981 (as amended) located within a 2km radius of the Site. Numerous other notable bird species were also identified within the desk study, including Species of Principal Importance and species listed on the RSPB Amber and Red lists.
- 2.7 The habitats within the Site could support breeding birds and as such breeding bird surveys were completed on the non-grazed areas of the Site. Full survey results can be seen in Appendix 7 of the EcIA (EPR, 2025). The Site supports a 40 species of bird of which 31 were breeding. However, the breeding bird assemblage within the Site is considered to be of Local Value.
- 2.8 Bird species considered most likely to be attracted to the proposed development, and the most likely to pose a strike risk include, but are not limited to the following:
 - Gull species;
 - Pigeon species (primarily Feral Pigeon *Columba livia domestica*, but also Collared Dove *Streptopelia decaocto* and Woodpigeon);
 - Corvid species (primarily Rook *Corvus frugilegus* and Carrion Crow);
 - Waterfowl (primarily Mallard *Anas platyrhynchos*); and
 - Starlings (larger flocks).

- 2.9 Of the above species Carrion Crow, Rook, Woodpigeon and Starling were recorded within the Site.
- 2.10 The Bird Hazard Management Plan will therefore focus on the potential issues associated with the nesting, roosting or loafing of gulls and pigeons and to a lesser extent corvids, waterfowl and Starlings. The measures identified below should be implemented for the life of the proposed development to ensure that the development does not pose a bird hazard risk to aircraft.

3. BIRD HAZARD MANAGEMENT

Objectives

- 3.1 The Bird Hazard Management Plan needs to be a realistic and attainable method of controlling bird roosting or nesting on the proposed development for those bird species identified as being of specific concern to bird strike management. Additionally, it must allow for the results of bird strike risk assessments to be recorded in order to adapt to risk increases or decreases in bird use of the Site; skilled personnel are required to implement the Bird Hazard Management Plan.
- 3.2 Habitat management is considered the most effective way to control birds in and within the safeguarding zone of airfields; however, there are a variety of other management techniques which are important components of any bird management and control plan:
- Auditory repellents (e.g. distress and predator calls and high intensity sound);
 - Visual repellents (e.g. scarecrows, reflectors, predator models and lights);
 - Chemical repellents;
 - Exclusion methods (e.g. physical barriers); and
 - Removal methods (e.g. disturbance/displacement, live ammunition, lures and traps).
- 3.3 It is considered unlikely that one single control method will control the risk of bird strike, as birds are adaptable and opportunistic, becoming habituated to control techniques in the long term or using a site in between periods of control application. Therefore, the use of a variety of techniques should be used, if practical, to ensure the removal of the risk of bird strikes.
- 3.4 The use of chemical repellents is not appropriate, nor is exclusion through the use of physical barriers (erecting netting over structures). Additionally, the removal of target bird species through the use of traps or live ammunition are not appropriate techniques for use on the proposed development. The effectiveness of this technique is also debatable when large flocks of birds are involved.
- 3.5 Techniques such as auditory and visual repellents may not be appropriate for a residential environment, and their permanent presence can lead to bird habituation, making the technique ineffective in the long term.
- 3.6 The indicative landscaping design has avoided incorporating features such as large waterbodies and dense fruit and seed-bearing shrub planting that would attract significantly increased numbers of bird species. The roofs of dwellings will be designed to minimise their attractiveness to birds, i.e. minimise the presence of flat roofs.
- 3.7 To minimise the potential risk of bird strikes, the following management measures are proposed:
- Any bird species identified as being of specific concern to bird strike management that are present in significant numbers and are found nesting, roosting or loafing will be dispersed when discovered or when requested by Southampton International Airport bird control staff. Dispersal will take the form of physical disturbance by the appointed personnel who will use a hand-held distress call unit in order to undertake bird dispersal at short notice from airport staff (before birds are dispersed, contact must first be made with the Southampton International Airport operations team). Any nests holding eggs or

young will be removed, under appropriate licences to be obtained from Natural England, as required;

- All new residents will be informed through leaflets not to feed birds with reference to gulls, corvids, Starlings and pigeons (or otherwise attract them to the Site); and
- Methods such as auditory and visual repellents will be deployed as and when required, following any changes in bird numbers or activity. This will be used in the short-term only, to avoid birds becoming habituated and disturbing residents.

3.8 Additional bird control measures may be required if regular monitoring identifies any unforeseen features utilised by high numbers of nesting, roosting or loafing birds on the Site. These may take the form of visual deterrents on roofs or use of subcontracted pest control officers/falconers.

3.9 Ongoing responsibility will remain with the appointed management company to employ a pest control contractor if required to deal with any potential hazardous bird species. This decision would be informed by the assessments made during inspections.

4. SUMMARY

- 4.1 The need for effective bird control measures and management has been highlighted throughout this document. The applicant is aware of the risk of bird strikes associated with the proposals and the proximity of Southampton International Airport, in addition to the need for active management.
- 4.2 The Proposed Development will be designed and managed to maintain habitats and features that will not encourage significantly increased numbers of nesting, roosting or loafing birds to that currently present. This will include establishing a balance between creating biodiversity benefits without significantly increasing the bird population on the Site, particularly those bird species identified as being of specific concern to bird strike management. Where bird boxes are proposed within the Site, they will be targeted as species which do not form flocks or are not species of concern for bird strikes.
- 4.3 The management plan will ensure, via regular patrols of the roofs, open spaces and attenuation pond that any large concentrations of birds nesting, roosting or loafing identified as being of specific concern to bird strike management are recorded and dispersed. Any additional methods to cope with changes in bird numbers of activity on the Site can be added to the management routine as required.

5. REFERENCES

Allan, J.R. (2006). *A heuristic risk assessment technique for birdstrike management at airports*. Risk Analysis Vol 26 No. 3.

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Appendix 1

Legislation & Policy

Relevant Legislation and Policy

1. EC Regulation 139/2014 Article 10 Wildlife hazard management, requiring member states to ensure that wildlife strike hazards are assessed.
2. SIA is legally obliged to have an active policy of airport safeguarding. The airport's safeguarding team is responsible for making sure that no developments within the 13 km safeguarding zone have an adverse effect on the airport's operation.
3. Aerodrome safeguarding covers a number of aspects including:
 - Protecting the airspace around the airport by ensuring there are no buildings or structures which may cause danger to aircraft either in the air or on the ground; and
 - Wildlife and in particular, bird strikes, pose a serious threat to flight safety. The safeguarding team is responsible for ensuring that proposed developments for example, landscaping, waste disposal facilities etc. do not attract and encourage birds to congregate and cause a potential hazard for aircraft.
4. Information for developers is given in the Government (DfT/ODPM) Circular 1/2003 – *advice to local planning authorities on safeguarding aerodromes and military explosives storage areas* sets out the requirements for safeguarding that are detailed in Annexes to the Town and Country Planning (safeguarding aerodromes, etc.) Direction 2002.
5. In particular, Annex 2 *Arrangements for safeguarding aerodromes etc.* sets out the requirement for Aerodrome safeguarding maps in relation to "Birdstrike" hazard. It states that:

Birdstrikes are one of the major controllable hazards to aviation. Common birds have caused catastrophic accidents to all types of aircraft. Most birdstrikes occur on or near aerodromes but, because birds are very mobile, features far beyond an aerodrome boundary may increase the hazard. If a man-made development provides feeding, roosting or breeding opportunities, or shelter and security, it may, depending on the siting of the development and the species which it attracts, increase the number of birds visiting or overflying an aerodrome or the number of birds in the airspace used by aircraft. Gulls and starlings congregate in very large overnight roosts and travel long distances daily, while waterfowl are large and often fly in close formation. There is only limited scope for taking action on aerodromes to counter these hazards, and safeguarding may be the only effective means of reducing the risk to aircraft in flight.

The primary aim is to guard against new or increased hazards caused by development. The most important types of development in this respect are: facilities intended for the handling, compaction, treatment or disposal of household or commercial wastes, which attract a variety of species, including gulls, starlings, lapwings and corvids; the creation or modification of areas of water such as reservoirs, lakes, ponds, wetlands and marshes, which attract gulls and

waterfowl; nature reserves and bird sanctuaries; and sewage disposal and treatment plant and outfalls, which can attract gulls and other species. Planting trees and bushes normally creates a bird hazard only when it takes place relatively near to an aerodrome, but a potential starling roost site further away from an aerodrome can create a hazard. Mineral extraction and quarrying can also create a bird hazard because, although these processes do not in themselves attract birds, the sites are commonly used for landfill or the creation of wetland.

In order to protect aerodromes against these hazards, safeguarding maps include, in addition to the requirements related to the height of buildings and structures, a dotted circle, with a 13 kilometre radius in the case of civil aerodromes and an eight mile (about 12.87 kilometre) radius in the case of military aerodromes, centred on the safeguarded aerodrome reference point to indicate the area within which developments likely to attract birds require similar consultation. Local planning authorities are required to consult the relevant consultee before granting planning permission for any development within the relevant radius of an officially safeguarded civil or military aerodrome which is likely to attract birds. Whether or not a development is likely to attract birds will depend on a number of factors. A local planning authority will need to consider not only the individual potential bird attractant features of a proposed development but also whether the development, when combined with existing land features, will make the safeguarded area, or parts of it, more attractive to birds or create a hazard such as bird flightlines across aircraft flightpaths.

6. It goes on to state:

It is likely to be necessary for local planning authorities to ask an applicant for any of the types of development listed in paragraph 8 to show by means of a risk assessment that a proposed development would not be likely to increase the number of birds or the bird hazard risk to aircraft.

7. In Annex 3, Southampton is identified as an 'officially safeguarded civil aerodrome'.
8. The Civil Aviation Authority (CAA) sets out these provisions for safeguarding aerodromes within the Civil Aviation Policies (CAP) 738 and 772.
9. CAP 738 Safeguarding of Aerodromes (CAA 2006) guides those responsible for safeguarding when presented with a planning application on how to proceed. One consideration to take into account is Birdstrike Hazard, now Wildlife Hazard (although birdstrike remains the biggest risk). It states:

Birdstrike Hazard. It may be appropriate to place a condition, which would normally be included as a landscaping condition, in your response that gives assurance that the proposal does not include landscaping or water features that may increase the risk of a birdstrike to aircraft using the aerodrome. It is recommended that expert advice be sought on potential bird hazard developments such as landfill sites, wetlands and nature reserves. Further details of birdstrike hazard and possible mitigation measures are outlined in CAP680, Birdstrike Risk Management (now superseded by CAP 772).

10. CAA sets out information and guidance to support EC Regulation 139/2014 and to conform to European Aviation Safety Agency (EASA) Aerodrome Rules and Acceptable Means of Compliance in:
11. CAP 772 Wildlife Hazard Management at Aerodromes (CAA 2014). This presents a list of Wildlife Attractant Habitats: Off-Aerodrome. This includes sand, gravel and clay pits. It states that *'the large voids created by mineral workings sometimes result in ponding. This can create temporary habitats suitable for a range of waterfowl. Similarly, restoration by flooding to provide lakes or nature reserves may provide habitats around an aerodrome'*.
12. CAP 772 under Risk Management in a section on Safeguarding states that *'virtually all land types and land uses (including natural habitats) attract wildlife in some way. Safeguarding should therefore address developments that could become wildlife attractants with the potential to increase the wildlife strike risk at a nearby aerodrome'*.
13. It goes on to say that *'the ICAO recommends that the appropriate authority shall take action to eliminate or prevent the establishment of sources which may attract wildlife to the aerodrome, or its vicinity, unless an appropriate wildlife assessment indicates that they are unlikely to create conditions conducive to a wildlife hazard problem'*.
14. And, *'when an assessment shows that the wildlife strike risk may increase or could increase under certain conditions in the future, and the airport operator and developer are unable to agree a solution, the aerodrome operator may object to the planning application on air safety grounds. Local knowledge of wildlife populations and activities or an appropriate similar safeguarding case to support any objection can be used and objections withdrawn when measures implemented to manage risks are deemed acceptable. It may be possible to modify a development or impose planning conditions, such as wildlife control/reduction management plan'*.