

Sharston Industrial Estate,
Manchester

Bird Hazard Management Plan

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No part of this document constitutes a legal opinion.

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Executive Summary

Red Ecology was instructed by Kier Property in December 2025 to prepare a Bird Hazard Management Plan (BHMP) in respect of the site at Sharston Industrial Estate, Manchester.

The site is subject to a planning application (reference 143771/FO/2025) with consultation requesting a BHMP due to the proximity of the site to Manchester Airport.

The purpose of this document is to ensure that the risk of bird strike as a direct result of the development does not significantly increase. The scheme has been considered in the context of the relevant regulations and guidelines.

There is limited potential for increased bird strike risk to arise from the new development during the operational phase. This is considered to be entirely avoided or mitigated by the design of the scheme and the measures set out in this document. These measures include construction protocols, roof inspections and dispersal of problem bird species. Given the nature of the scheme, together with the considered landscape scheme, it is considered that the development will not give rise to any additional bird strike risk.

Hence, it is considered that the development of the site will not result in any additional significant bird strike risk to Manchester Airport.

1. Introduction

1.1. Project Background

- 1.1.1. Red Ecology was instructed by Kier Property in December 2025 to prepare a Bird Hazard Management Plan (BHMP) in respect of the site at Sharston Industrial Estate, Manchester (Figure 1).
- 1.1.2. The site is subject to a planning application (ref: 143771/FO/2025). Manchester City Council have attached a BHMP condition to the decision notice, which reads as follows:

Condition 26

No development shall take place until a Bird Hazard Management Plan (BHMP) for the development has been submitted to and approved in writing by the Local Planning Authority in consultation with Manchester Airport. Thereafter the scheme shall be implemented in accordance with the approved details. The BHMP should include robust measures to prevent species of birds that are hazardous to aircraft gaining access to the space between the roof and the PV array panels, with regular maintenance inspections.

- 1.1.3. The site is situated within 4km of Manchester Airport and is, therefore, within the aerodrome safeguarding zone where aircraft are at lower altitudes and, thus, at increased risk of bird strikes. New developments within the risk zone are obliged to ensure that there is no increased risk of bird strike.
- 1.1.4. The site comprises areas of hardstanding, buildings, shrubs, hedgerows and trees; hence, the site was not devoid of habitat suitable for birds prior to redevelopment.
- 1.1.5. The site is situated with Northenden and Sharston to the immediate north and south, respectively; between the site and Sharston is the M56 and A560. The A5103 is west, with Wythenshawe Park beyond, and the M60 runs from east to north. Past the M60 are the Withington, Didsbury, and Northenden golf courses, all of which are bordered by the River Mersey.

1.2. Proposals

- 1.2.1. The description of the consented development is as follows:

Erection of two storey Warehouse Units (Use Class B2 / B8/ Class E(g)(iii)), including ancillary offices and trade counters, with all associated works including landscaping, car parking and alterations to access arrangements.

1.3. Purpose of Report

- 1.3.1. The purpose of this document is to ensure that the risk of bird strike, as a direct result of the development, does not significantly increase.
- 1.3.2. The proposals have been assessed in the context of the regulatory framework published by the Convention on International Civil Aviation and European Commission Regulation 139/2014, and guidelines set out in the UK Government DfT / ODPM Circular 1/2003 and CAP 772 Wildlife Hazard Management at Aerodromes, produced by the Civil Aviation Authority (CAA, 2017).

- 1.3.3. This BHMP identifies potential hazards which could arise from the construction phase and completed development, including, but not limited to, exposure of soils, the flat / shallow-pitched / green roofs on buildings which may be attractive to nesting, roosting and “loafing” birds and landscaping. The objective is to put suitable measures in place, through good design as well as monitoring, to reduce the risk of bird strike to as low as reasonably practicable.

2. Review of Relevant Legislation and Guidance

2.1. Convention On International Civil Aviation Annex 14

2.1.1. Guidance on wildlife strike hazard reduction is provided by Annex 14 to the Convention on International Civil Aviation, published by the International Civil Aviation Organization (ICAO).

2.1.2. This is as follows¹:

9.4 Wildlife strike hazard reduction

Note.—The presence of wildlife (birds and animals) on and in the aerodrome vicinity poses a serious threat to aircraft operational safety.

9.4.1 The wildlife strike hazard on, or in the vicinity of, an aerodrome shall be assessed through:

- a) the establishment of a national procedure for recording and reporting wildlife strikes to aircraft;
- b) the collection of information from aircraft operators, aerodrome personnel and other sources on the presence of wildlife on or around the aerodrome constituting a potential hazard to aircraft operations; and
- c) an ongoing evaluation of the wildlife hazard by competent personnel.

9.4.2 Wildlife strike reports shall be collected and forwarded to ICAO for inclusion in the ICAO Bird Strike Information System (IBIS) database.

9.4.3 Action shall be taken to decrease the risk to aircraft operations by adopting measures to minimize the likelihood of collisions between wildlife and aircraft.

9.4.4 The appropriate authority shall take action to eliminate or to prevent the establishment of garbage disposal dumps or any other source 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. Where the elimination of existing sites is not possible, the appropriate authority shall ensure that any risk to aircraft posed by these sites is assessed and reduced to as low as reasonably practicable.

9.4.5 Recommendation — States should give due consideration to aviation safety concerns related to land developments in the vicinity of the aerodrome that may attract wildlife.

2.1.3. Paragraphs 9.4.4 and 9.4.5 of this guidance are most relevant to the development, with the stipulation *to prevent the establishment of garbage disposal dumps or any other source which may attract wildlife to the aerodrome, or its vicinity.*

2.2. Commission Regulation (EU) No 139/2014

2.2.1. Regulation 139/2014 sets out the regulatory framework at the European level. It remains in force following the UK's exit from the European Union, albeit the wording of the regulation has been amended to reflect this.

¹ American English text retained from the original.

2.2.2. Sections relevant to wildlife management at aerodromes are as follows:

Article 9

Monitoring of aerodrome surroundings

The Secretary of State shall ensure that consultations are conducted with regard to human activities and land use such as:

...

- (e) the creation of areas that might encourage wildlife activity harmful to aircraft operations;

...

Article 10

Wildlife hazard management

1. The CAA shall ensure that wildlife strike hazards are assessed through:

- (a) the establishment of a national procedure for recording and reporting wildlife strikes to aircraft;
- (b) the collection of information from aircraft operators, aerodrome personnel and other sources on the presence of wildlife constituting a potential hazard to aircraft operations; and
- (c) an ongoing evaluation of the wildlife hazard by competent personnel.

2. The CAA shall ensure that wildlife strike reports are collected and forwarded to ICAO for inclusion in the ICAO Bird Strike Information System (IBIS) database.

2.3. **DfT / ODPM Circular 1/2003**

The town and country planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002

- 2.3.1. Circular 1/2003 places responsibility for aerodrome safeguards with the aerodrome operators and introduces a consultation process for any development proposals which may affect an aerodrome.
- 2.3.2. Manchester Airports Group is a relevant aerodrome operator and, so, must be consulted on any planning application within the safeguarding area (13 km).
- 2.3.3. It is the responsibility of the aerodrome operator to take all *reasonable* steps to ensure that the aerodrome and its surrounding airspace are safe at all times for use by aircraft.
- 2.3.4. One of the purposes of safeguarding of aerodromes in this way is to “...ensure that their operation and development are not inhibited...by developments which have the potential to increase the number of birds or the bird hazard risk” [Circ 1/2003 Annex 2 para 3].
- 2.3.5. Notwithstanding this reference, an increase in the number of birds in the vicinity of an aerodrome is not in itself a problem; it is the possible increase in bird strike risk that is the issue

of concern which plans are required to address. An increase in non-problem bird species is of no significance to the overall bird strike risk.

- 2.3.6. Annex 2 to Circ 1/2003 sets out particular advice on bird strike hazards and identifies particular forms of development which are most important and where the primary aim is to guard against new or increased hazards. These are set out at paragraph 8 of Annex 2:

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.

- 2.3.7. Paragraph 9 of Annex 2 advises that:

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.

- 2.3.8. For the types of development described in paragraph 8 of Annex 2, a Local Planning Authority is advised to ask an applicant to demonstrate, by means of a risk assessment, that the development will not be likely to increase the bird hazard risk to aircraft. This document sets out the detail of this risk assessment.

2.4. CAP 772 Wildlife Hazard Management at Aerodromes

- 2.4.1. CAP 772 is the key document for wildlife hazard management produced by the CAA. It sets out guidelines for the control of bird hazards in and around aerodromes. Whilst the document concentrates on bird control on aerodromes there is relevant guidance for landscape areas in the vicinity.
- 2.4.2. The principal hazards are gulls, wading birds (in particular Lapwing *Vanellus vanellus* and Golden Plover *Pluvialis apricaria*), pigeons and Starlings *Sturnus vulgaris* and, to a lesser extent, corvids. Other species, such as Canada Geese *Branta canadensis* and Greylag Geese *Anser anser*, are considered in the CAA Safety Regulation Group document *Large Flocking Birds – An International Conflict Between Conservation and Air Safety*, but are of lower concern in a UK context. 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. Smaller birds that do not form dense flocks have a low hazard potential.
- 2.4.3. Typical measures to accommodate the recommendations of CAP 772 into new landscaping and other features are:

- Reduce tree planting density to 4m centres or lower, use open rides, and thin existing stands to avoid formation of Starling roosts;
- Reduce species providing abundant winter food source, the most attractive of which are Holly *Ilex aquifolium* (female), Rowan *Sorbus aucuparia*, Hawthorn *Crataegus monogyna*, *Viburnum* spp. and *Cotoneaster* spp., together with Crab Apple *Malus sylvestris* and Honeysuckle *Lonicera* spp.;
- Pay attention to normal management programmes, such as trimming Hawthorn hedges, which can limit berry production and, thereby, form part of a mitigation strategy; and
- Avoid larger, permanent open water sites.

2.4.4. For new buildings, the design should:

- Prevent wildlife gaining access to the interior and roof spaces;
- Use self-closing doors or plastic strip curtains or other mechanisms to prevent access by wildlife;
- Be without roof attractions: consider the implications of green, flat and shallow-pitched structures;
- Have minimal roof overhangs and be without ledges beneath overhangs or external protrusions; and
- Allow easy access to rooftops in case it becomes necessary to take action against nesting gulls or waders that colonise large flat or shallow-pitched roofs. Gulls will also use steeply sloping roofs where the nests can be lodged behind vents, skylights, in gullies, etc.

2.5. **Safeguarding of Aerodromes Advice Note 8**

2.5.1. Advice Note 8 sets out the hazards which may arise from building design and advises on measures to avoid them or, where this is not possible, to mitigate and manage these hazards to reduce them to acceptable levels.

2.5.2. Section 4 of the note states that the following features should be considered when designing a building:

- Roof overhangs should be kept to a minimum;
- Ledges beneath overhangs and external protrusions should be avoided where possible;
- Steeply pitched roofs should be used to deter gulls from nesting, roosting and loafing;
- The roof space be designed in such a way as to prevent access by birds;
- Self-closing doors to prevent access to birds or openings should have plastic strip curtains fitted; and
- Where flat and / or shallow-pitched roofs greater than 10m x 10m cannot be avoided in the design, there must be access available by foot to all areas of the roof to ensure that any hazardous birds, nesting, roosting and loafing can be dispersed and, where necessary, any nests and eggs can be removed (see note below regarding licences).

2.5.3. Prevention, inspection and dispersal measures are included at Section 5, and comprise the following:

- Netting;
- Bird spikes;
- Pyrotechnics;

- Distress Calls;
- Removal of Nests and / or Eggs (under the relevant Natural England licence as appropriate); and
- Inspections, where flat or shallow-pitched roofs are present.

2.5.4. Management of birds relating to flat or shallow-pitched roofs would include the following measures:

- Confirmation that access to all areas of the roof is available and by what method, to ensure that inspections can be carried out;
- Confirmation that inspections will be carried out year-round, with increased frequency during the breeding season;
- Confirmation that any nests / eggs will be removed, with the appropriate licences first being obtained;
- Confirmation that any hazardous birds found nesting, roosting and loafing will be dispersed when detected or when requested by Airfield Operations staff. In some instances, it may be necessary to contact Airfield Operations staff before bird dispersal takes place;
- Details of any dispersal methods to be used; and
- A log to be kept of bird numbers and species utilising the roof(s).

2.6. **Safeguarding of Aerodromes Advice Note 3**

2.6.1. Advice Note 3 considers the types of development that may come forward in the vicinity of an aerodrome and the particular issues that can arise. Parts of the advice are similar to that provided in the (earlier) Advice Note 8.

2.6.2. Developments such as housing, factories, industrial estates / units, mineral extraction and green roofs can provide food and shelter for urban species such as pigeons, gulls, corvids, Starlings etc..

2.6.3. Buildings with flat roofs can provide nesting opportunities for gull colonies; while Feral Pigeons *Columba livia*, Jackdaws *Corvus monedula* and Starlings can take advantage of ledges and gullies for nesting sites and perching areas.

2.6.4. The advice sets out ways in which these potential risks could be reduced, as follows:

- Netting to proof roofs and exclude hazardous species;
- Roof overhangs kept to a minimum;
- Ledges beneath overhangs and external protrusions avoided where possible;
- Redesign roof to steeply pitched to deter gulls from loafing, roosting and resting;
- Lighting structures proofed to prevent perching;
- Choice of roof material to reduce attractiveness (smooth surfaces with minimal protrusions or vents to reduce breeding opportunities);
- Roof spaces to be designed in such a way as to prevent access by birds;
- Self-closing doors to prevent access to birds or openings fitted with netting or plastic strip enclosure materials;
- Safe access by foot access to all areas of roof that cannot be proofed;
- Outside dining areas enclosed or avoided in close proximity to an aerodrome.

2.6.5. Advice is provided with regards to monitoring and inspection of gulls, as follows:

During the breeding season for Gulls, for example, inspections to assure compliance with a 'no breeding' BHMPs should be carried out at least weekly during the breeding season, (e.g. Gulls typically April to June). To ensure that all hazardous birds found nesting are dispersed and any nests and / or eggs are removed. This process should be fully documented to provide an audit trail.

For roosting or loafing (resting) birds, regular inspections should be carried out and if the threshold level is exceeded then birds should be dispersed. The frequency of inspections should be dictated by the presence of hazardous birds and be sufficient as to ensure the efficacy of the plan. This process should be fully documented to provide an audit trail and compliance site visits from the aerodrome operator may be required, subject to the necessary Health and Safety considerations.

3. Bird Strike Risk Assessment for the Site

- 3.1. The proposals for the site are for “*Erection of two storey Warehouse Units (Use Class B2 / B8/ Class E(g)(iii)), including ancillary offices and trade counters, with all associated works including landscaping, car parking and alterations to access arrangements.*”
- 3.2. This is not explicitly one of the ‘most important’ types of development, as set out in DfT / ODPM Circular 1/2003 Annex 2 paragraph 8, that create new or increased bird strike hazards; the new buildings will be constituents of a Trade Park Development. However, should the processes associated with the development and its approved Use Classes change, such that they would involve the processing of household or commercial wastes, the proposal will need to be reassessed for Bird Strike risks.
- 3.3. Chapter 4 of CAP 772 identifies the various risks that can arise within, and adjacent to, an aerodrome, which include the presence of food sources, nest and roost sites and the presence of open water.
- 3.4. The principal area of development supports existing development and, hence, its redevelopment is unlikely to result in an increase in risk.
- 3.5. Certain plant species, generally berry-bearing species, are considered to be greater attractants for birds, and it is recommended that such species be avoided. New landscape planting is proposed as part of the development. The planting scheme includes several berry-bearing species that are attractive to birds during the fruiting season and may encourage birds to flock and feed at the site. Proposed berry-bearing species include Hawthorn *Crataegus monogyna*, Blackthorn *Prunus spinosa*, Bramble *Rubus fruticosus*, Rowan *Sorbus aucuparia*, and Crab Apple *Malus sylvestris*.
- 3.6. CAP 772 states that buildings and structures with access holes and crevices provide nest sites and roosts, especially for Feral Pigeons and Starlings, but also gulls. Pigeons roost and nest inside buildings and on ledges on their exteriors. CAP 772 recommends that, wherever possible, flat roofs be avoided and that, where they are constructed, they be fully accessible for inspection purposes. The units proposed for the development have shallow-pitched roofs and no fixed access; shallow-pitched roofs are attractive to hazardous bird species, so it is important that alternative means of access be secured to facilitate regular roof inspections such that birds can be dispersed as and when necessary. The development does not constitute a bird attractant habitat as defined in chapter 4 of CAP 772.
- 3.7. One existing building will be retained on site, a small substation with a footprint approx. 6.5 m x 6.5 m. This building is not subject to any current monitoring and management in respect of restricting use by birds, albeit it is noted that that this building does not offer significant opportunities for nesting or loafing birds.
- 3.8. No wastes are to be brought onto the site.
- 3.9. Overall, the development of the site has very limited potential to increase bird hazards in the vicinity of Manchester Airport, if not subject to appropriate avoidance and mitigation measures.

- 3.10. The bird strike avoidance and mitigation measures discussed in the following section are concerned with managing potential risks that may arise during the construction and operational phase.

4. Bird Strike Avoidance and Mitigation Measures

4.1. Taking into account the regulations and guidance reviewed in the previous sections, this section sets out the means by which bird hazards will be addressed and monitored as part of the development.

4.2. The overarching principle of this plan is that the developer implements all reasonable endeavours to maintain the bird strike risk associated with the development as low as reasonably practicable, in line with published guidance and legislation.

4.3. Construction / Ground Clearance

4.3.1. No clearance of habitats that expose soil which could attract foraging species, including gulls, will be undertaken without a timely construction plan. Moreover, only limited areas will be exposed at any one time across the construction phase to avoid base soil areas being exposed for a long period and in the absence of regular disturbance and development.

4.3.2. Avoidance of exposure of moist soil, with these areas regraded and covered promptly.

4.3.3. Prevent the formation of holding water during ground works that could attract bird species including wildfowl. Should pools of water form during construction, these will be drained immediately (within 48 hours) to prevent any flocks of birds amassing.

4.3.4. Employment of bird scarers and visual deterrents in any areas that cannot be readily regraded and developed.

4.4. Roof Overhangs

4.4.1. The roof designs avoid overhangs and, thus, any nesting opportunities that may be associated with such features.

4.5. Exclusion Netting

4.5.1. To satisfy Condition 26 of planning approval, exclusion netting will be installed on the roofs of all units where there are gaps between PV panels and the roofs themselves, to prevent nesting and roosting in such gaps.

4.5.2. Netting will be made from UV-stable mesh and installed by a suitably experienced installer using durable, stainless-steel fittings.

4.5.3. Netting apertures will be 28 mm or smaller to exclude species that pose a higher risk of bird strike.

4.5.4. Netting will be inspected in accordance with the schedule detailed at 4.6.2. Any damages must be repaired to prevent gaps, and trapped wildlife must be freed if entangled and if safe to do so.

4.6. Roof Inspections

4.6.1. The units do not comprise fixed roof access, but alternative means of roof access will be

secured to fulfil the mitigation measures outlined at within this section.

- 4.6.2. Roofs will be constructed such that they are safe to walk on in order to facilitate full access for inspections and for clearing of birds if necessary.
- 4.6.3. Roofs will be accessed by a suitably competent contractor using a mobile elevating work platform or scissor lift.
- 4.6.4. In accordance with published guidance, roof areas will be inspected weekly during the nesting bird season (March to August inclusive). Inspections will be undertaken by a designated competent person or contracted specialist.
- 4.6.5. Outside the nesting season, inspections will be conducted fortnightly during the first year of implementation and reduced to monthly thereafter, provided that monitoring confirms birds are not roosting or loafing in significant numbers.
- 4.6.6. Inspection frequency will be increased to daily where bird activity is identified that may present an increased hazard. Daily visits will continue until birds are successfully dispersed and any underlying attractant has been identified and addressed. Escalation to daily inspections will occur where the following thresholds are met or exceeded:
 - 10 or more medium to large flocking species, including Gulls, Wildfowl and Pigeons, observed loafing or roosting;
 - 50 or more small flocking species, such as Starlings, observed loafing or roosting.
- 4.6.7. In addition to numeric thresholds, consideration will be given to bird behaviour, location, and potential connectivity to aircraft movement areas when determining the need for dispersal action.
- 4.6.8. Outside of the nesting season, roof inspections will be undertaken one to two hours after dusk to identify any nocturnal communal roosting activity and enable appropriate mitigation measures to be implemented.
- 4.6.9. All accessible roof or void spaces will be searched for roosting, loafing and nesting birds, such as gulls and Feral Pigeon. Any roosting or loafing birds will be dispersed by means of human presence and activity.
- 4.6.10. Where nesting birds are found, an ecologist will be contacted for advice. All wild birds are protected while nesting and removal of nests and eggs may require a Natural England licence. If it is clear that eggs are not present, then any nest in the process of being constructed can be cleared away without the need for further advice or intervention. As a general principle, the roof area will be kept free of material at all times.
- 4.7. **Log of Activity**
 - 4.7.1. A suitable log of monitoring activity will be kept by the designated individual or company and will be available for inspection by interested parties.

- 4.7.2. Details of activities undertaken, and of birds recorded, will be kept, together with views on the efficacy of measures taken. An example of a recording sheet is included at Appendix 3.

4.8. **Landscape Planting**

- 4.8.1. New trees, shrubs, and hedgerows are proposed, the majority of which are berry-bearing species that constitute suitable foraging habitat for birds. There are existing trees, but only the Hawthorn *Crataegus monogyna* will produce berries for birds; the proposed planting will increase the net amount of food sources available onsite.
- 4.8.2. To reduce the likelihood of large flocks of foraging birds forming, the planting scheme will be amended such that the frequency and number of berry-bearing species is reduced. We confirm that the number of fruit-bearing trees will be reduced for the tree, scrub, and hedgerow planting so that no more than 30% of the species are fruit-bearing in each instance.

4.9. **Waste Collection and Storage**

- 4.9.1. Chapter 5 of CAP 772 states that:

Waste food is an attractant to gulls, corvids, pigeon species and starlings in particular and should not be tolerated [...]. Where food waste could occur, all bins and skips provided should be of designs that prevent animals (such as foxes and rodents) and birds getting in; for example, with drop-down or swinging lids. They should be emptied before they overflow.

- 4.9.2. Any food, garden or other putrescible wastes produced within the development will be disposed of in appropriate refuse bins, which will be installed at suitable locations.
- 4.9.3. Bins will be of designs that exclude birds (e.g. with drop-down or swinging lids), as will any skips used for refuse. Bins will be subject to standard collections.

4.10. **Licensing**

- 4.10.1. Upon receipt of planning permission for the development, a Class License CL12 will be registered for, so that action may be carried out immediately should a hazard relating to birds arise. Actions permitted under the license will only be carried out when hazards cannot be resolved after employing **reasonable endeavours have been made to resolve the problem using any lawful methods that may be appropriate in the circumstances**, as stipulated by Natural England.

4.11. **Obligations and Undertaking**

- 4.11.1. The following section sets out the commitment of the end user of the development to implement the bird strike avoidance and mitigation measures as set out in this section.

5. Obligations and Undertaking

I / we confirm the following:

- During construction, that exposure of areas of moist soil shall be limited, with a proactive approach taken to reduce areas of exposed soil and prevent any water pooling. As required, bird scarers and visual deterrents will be employed on areas that cannot be readily developed.
- That the roofs are constructed in such a manner that all areas are safely accessible to enable any nests and eggs to be cleared and birds to be dispersed.
- Checks will be made weekly or sooner if bird activity dictates, during the breeding season by an appointed person / company. The breeding seasons for gulls typically runs from March to August.
- Any birds found nesting and / or roosting and / or loafing during the breeding season will be dispersed when detected and / or when requested by Manchester Airport Airfield Operations staff.
- Any nests or eggs found will be removed; the appropriate licence(s) will be obtained from Natural England beforehand if required.
- Checks will be made on a regular basis, as dictated by bird activity, outside of the breeding season by a nominated person / company.
- Any birds found roosting and / or loafing outside of the breeding season will be dispersed when detected and / or when requested by Manchester Airport Operations Staff.
- The methods of dispersal used will be as follows:
 - Physical disturbance through human presence
 - Bird scarers and visual deterrents
- A log will be kept which will detail the following:
 - Dates and times of inspections;
 - Who carried out the inspections;
 - Bird numbers and species seen;
 - Details of any dispersal action taken along with details of any nests/eggs removed.
- The log will be available to Manchester Airport Airfield Operations to view upon request.
- A Class License CL12 allowing the killing or taking of birds, solely for air safety purposes, will be registered for. Actions permitted under the license will only be carried by a wildlife management professional, if appropriate mitigation measures have been employed and failed to reduce or remove bird hazard(s).

Review of the Management Plan

The management plan shall be subject to review to reflect changes in habitat or populations of bird species. Should the airport deem it necessary, a meeting between Manchester Airports Group, the

developer / operator and / or Manchester City Council will be convened at the earliest opportunity to discuss and agree any changes which may be necessary.

Inspection & Site Access

Manchester Airports Group, or their nominated representatives, will be allowed access to the site by prior arrangement, to evaluate the success of the Management Plan and to review any remaining bird strike hazard.

Long Term Management

This Management Plan will remain enforceable by Manchester Airports Group, Manchester City Council, the CAA or any successor to these bodies, throughout the existence of the buildings. These obligations will be passed to any subsequent owners/operators of these buildings and land.

Signed:

On Behalf of: Kier Property

Date:

6. Conclusion

- 6.1. The purpose of this document is to ensure that the risk of bird strike as a direct result of the development does not significantly increase. The scheme has been considered in the context of the relevant regulations and guidelines.
- 6.2. The effect of the construction phase on bird strike risk is considered to be limited, with measures employed to address the limited risks identified through a proactive construction plan. There is very limited potential for increased bird strike risk to arise from the new development during the operational phase. This is considered to be entirely avoided or mitigated by the design of the scheme and the measures set out in this document.
- 6.3. Hence, it is considered that the redevelopment of the site will not result in any additional significant bird strike risk to Manchester Airport.

7. References and Bibliography

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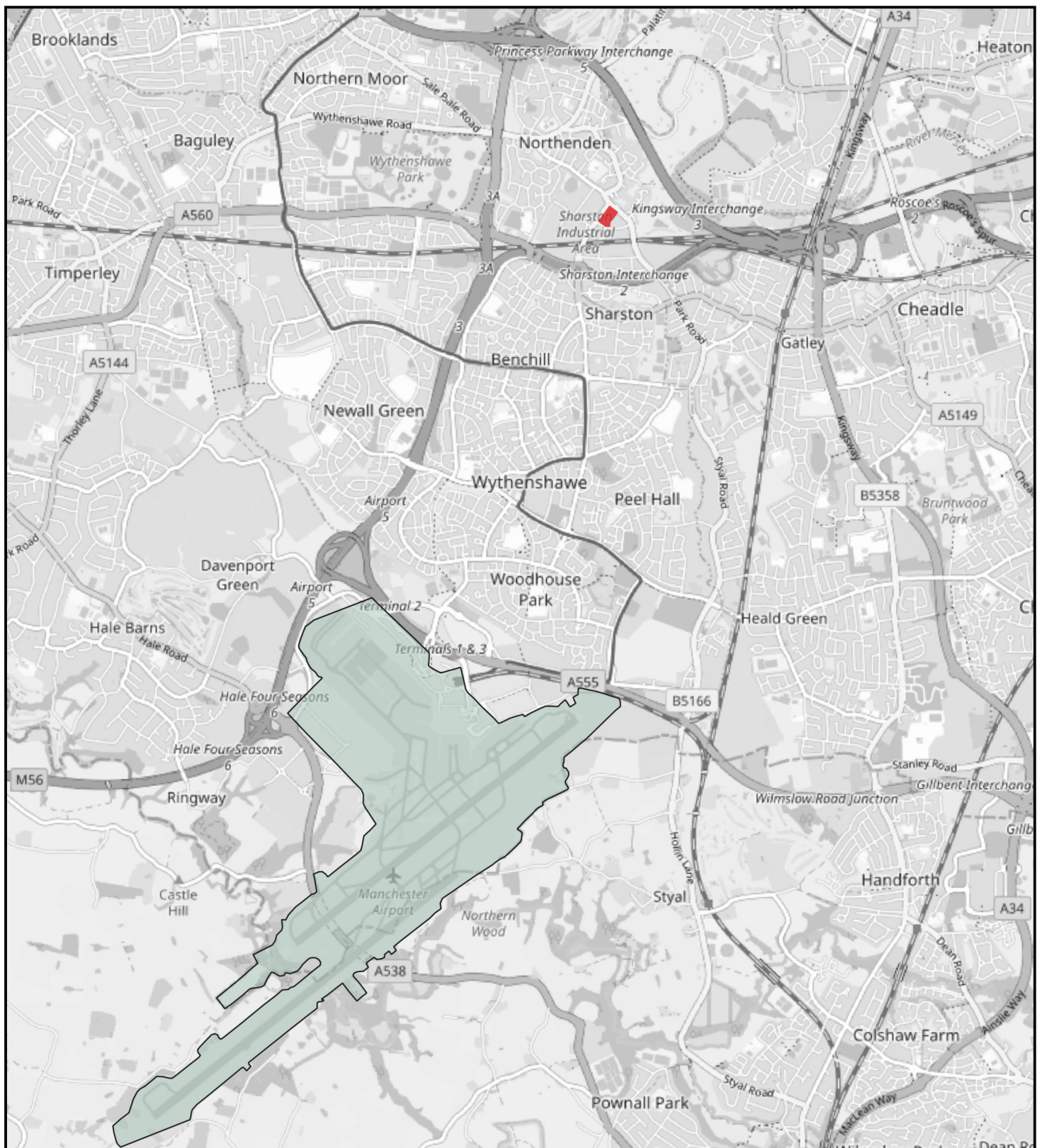
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Figure: 1

Title: Site and Manchester Airport Location

Drawing No.: 1216.BHMP.01.Rev A



Key:

- Site
- Manchester Airport Aerodrome



Project: Sharston Industrial Estate		
Figure: Site and Manchester Airport Location		
Dwg No.: 1216.BHMP.01	Revision: A	Date: 14.01.2026

Appendix:	1
Title:	Bird Hazard Management Activity and Action Log (template)
Source:	Red Ecology

Bird Hazard Management Log

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info@redecology.com
www.redecology.com

Registered in England No. 15848885