

WILDLIFE HAZARD MANAGEMENT PLAN FOR FOR ICON, MANCHESTER AIRPORT

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Birdstrike Management Ltd.

Birdstrike Management Ltd. (BML) provides specialist safeguarding advice in relation to wildlife hazard management concerns regarding planning applications that have the potential to affect aviation safety. We sit on the UK Civil Aviation Authority (CAA) Combined Aerodrome Safeguarding Team (CAST) and have chaired the CAST Wildlife Focus Group. BML have written and edited International Civil Aviation Organisation (ICAO), European Union Aviation Safety Agency (EASA), UK Civil Aviation Authority (CAA) and Airport Operators Association (AoA) advice notes and guidance relating to wildlife management.

We provide consultancy support to assist construction companies, civil aerodromes, and the MoD, in reviewing risks and developing options to reduce the hazards associated with developments. We work globally, throughout the UK and Europe, and in also the Middle East, Central Asia, south-east Asia, India, Africa, Central and South America.

Our objective is to determine where developments can proceed without modification, where changes or amendments to plans may be required to mitigate risks, or where risks are significant and alternative development options should be considered. Our over-arching objective is to ensure that the aviation industry is delivering and meeting best practice requirements, as stipulated by national and international regulators.

BML Mission Statement: *To consolidate as the market leader in providing expert advice and training to reduce wildlife risk/hazard for the aviation sector by delivering an independent, customer focused product.*

1 Background

Cuddbentley have commissioned BML to provide an independent Wildlife Hazard Management Plan for the addition of a solar PV array on existing buildings near Manchester Airport (MAN) known as ICON, in order to mitigate potential for the addition of solar PV panels to the existing buildings to increase numbers or movements of hazardous birds¹ in and around critical airspace at Manchester Airport. MAN has a statutory requirement to ensure that new developments within its vicinity do not have the potential to increase the birdstrike risk for aircraft operating out of the airport.

Bird/Wildlife strikes are collisions between aircraft and birds or other wildlife. Many of these have the potential to cause serious damage, with approximately 2500 confirmed birdstrike incidents occurring in the UK each year². European Aviation Safety Agency (EASA) estimates from almost two decades ago³ indicate that birdstrikes cost the industry more than €1 billion per year, with a damaging birdstrike costing on average €150,000 and a non-damaging strike approximately €15,000.

It is important, therefore, to prevent any development from increasing birdstrike risks over and above background levels currently experienced and to ensure that the development does not increase the presence of hazardous birds in relation to the airport. Whilst all wildlife strikes can result in risk, mammals, insects, reptiles and amphibians that may be attracted to or supported by such a development are unlikely to cross the open areas of the airport or to come into conflict with aircraft. As such, this report focuses on birds, which are more mobile and therefore more likely to cross from this site into critical airspace.

The objective of this plan is to set out processes to ensure that the addition of the proposed PV solar arrays to the existing roofs of the ICON near Manchester Airport does not result in an increased presence of birds hazardous to aircraft. The plan will set out monitoring and management objectives for

¹ Large and/or flocking bird species capable of causing damage to aircraft if struck

² BML (unpublished). Review of birdstrike data 2015-2019.

³ The costs of bird strikes and bird strike prevention. Human Conflicts with Wildlife: Economic Considerations. Allan, J.R. (2000)

the site following the installation of the solar PV arrays. The key deliverables are to prevent roosting or successful nesting (fledging of young) for large gulls and to minimise roosting, loafing and nesting by other species of aviation concern at all times. The plan is to be in perpetuity.

Comments and recommendations in this birdstrike risk assessment are based on the following documents. –

- PLOTS 1, 2, 3, 4 & ALPHA SITE PLAN M230TBA-D09-01
- ALPHA TERRACE Solar Edge Designer Report March 2025
- ICON INDUSTRIAL ESTATE - ICON 1 Solar Edge Designer Report March 2025
- ICON INDUSTRIAL ESTATE - ICON 2 Solar Edge Designer Report March 2025
- ICON INDUSTRIAL ESTATE - ICON 3 Solar Edge Designer Report March 2025
- ICON INDUSTRIAL ESTATE - ICON 4 Solar Edge Designer Report March 2025

This bird hazard assessment is specific to the addition of PV arrays on the roof of the existing ICON buildings near Manchester Airport and the conclusions are not applicable to other developments or locations.

2 Aerodrome Safeguarding Requirements

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 airport or the number of birds in the airspace used by aircraft. There is only limited scope for taking action by airports to counter these hazards and safeguarding may be the only effective means of reducing or mitigating the risk to aircraft in flight. As such, the primary aim is to guard against new or increased hazards resulting from development.

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 range 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.

Certain civil aerodromes, selected on the basis of their importance to the national air transport system (including MAN), are therefore officially safeguarded, in order to ensure that their operation and development are not inhibited by buildings, structures, erections or works which infringe protected surfaces, obscure runway approach lights or have the potential to impair the performance of aerodrome navigation aids, radio aids or telecommunication systems; by lighting which has the potential to distract pilots; or by developments which have the potential to increase the number of birds or the bird hazard risk.

Manchester Airport is an Officially Safeguarded civil aerodrome under the town and country planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002. Updated 22 December 2016.

The UK, as a signatory to the Convention on International Civil Aviation, Chicago 1944, has adopted many of the provisions specified in relation to wildlife hazard management. Annex 14, published by the International Civil Aviation Organization (ICAO), includes standards and recommended practices (SARPs) that address the risk of a birdstrike and a potential increase of the birdstrike risk due to the presence or development of bird-attractant features on, or in the vicinity of, an aerodrome (the term "in the vicinity" is defined as land or water within 13 km of the aerodrome).

Annex 14, Edition 7 states that: *“when a birdstrike hazard is identified at an aerodrome, the appropriate authority shall take action to decrease the number of birds constituting a potential hazard to aircraft operations by adopting measures for discouraging their presence on, or in the vicinity of, an aerodrome”.*

The Department of Transport has set out guidance on safeguarding of aerodromes in the town and country planning (safeguarding aerodromes, technical sites and military explosives storage areas) direction 2002, Updated 22 December 2016; Annex 2: Arrangements for safeguarding aerodromes, technical sites and military explosives storage areas international and national aviation background. This states that:

“Birdstrikes are one of the major controllable hazards to aviation. Common birds have caused catastrophic accidents to all types of aircraft. Most bird strikes 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.”

and

“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.”

The UK Civil Aviation Authority (CAA) requires all airports to take appropriate measures to deter birds on and around airfields; birdstrike is one of the main controllable hazards to aircraft. Most bird strikes occur on or near aerodromes, but bird-attractive features far beyond an aerodrome boundary have the potential to increase risk. CAA guidance is set out in a series of documents referred to as CAPs. CAP772 relates to Wildlife Hazard Management at Aerodromes, and CAP 738 relates to safeguarding at Aerodromes.

CAP772 Wildlife Hazard Management at Aerodromes provides information and guidance material to support UK Acceptable Means of Compliance & Guidance Material for Regulation (EU) No. 139/2014 as retained (and amended in UK domestic law) under the EU (Withdrawal) Act 2018.

. It 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. ICAO recommends that 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.”

and

“Safeguarding systems need to be put in place to guard against new or increased wildlife hazards caused by developments both on and in the vicinity of an aerodrome. They should include details of

activities employed by the aerodrome operator to control or influence areas beyond the boundary of the airfield, in the vicinity of the aerodrome (up to 13 km and in some instances beyond, or less than 13km, as determined by risk and effectiveness of interventions), and where practicable, could include:

- establishment of a process with the local planning authorities for consultation on proposed developments that have the potential to be wildlife attractant within 13 km of the aerodrome;
- means to influence land use and development surrounding the aerodrome such that the strike risk does not increase and, where practicable, is reduced;
- means to help encourage landowners to adopt wildlife control measures and support landowners' efforts to reduce wildlife strike risks, via land use agreements and;
- procedures to conduct and record the results of off-aerodrome site monitoring visits.”

CAP738 third edition 2020 states that:

“The common aim of all safeguarding is to assess the implications of any development being proposed within the vicinity of an established aerodrome to ensure, as far as practicable, that the aerodrome and its surrounding airspace is not adversely impacted by the proposal, thus ensuring the continued safety of aircraft operating at the location.

Responsibility for all safeguarding activities at these aerodromes’ rests with the aerodrome operator.

Safeguarding is the process by which the Aerodrome Operator can, in consultation with the Local Planning Authority (LPA) and within their capability, protect the environment surrounding the Aerodrome from developments and activities that have the potential to impact on the aerodrome’s safe operation. Aerodrome safeguarding covers several aspects. Its purpose is to protect:

*...
d) the aerodrome from any increased wildlife strike risk, in particular bird strikes, which pose a serious threat to flight safety.”*

The Airport Operators Association (AOA) has published a series of advice notes for safeguarding. Advice notes 3 addresses Wildlife Hazards around Aerodromes and sets out factors that may be considered in wildlife safeguarding and how potential attractants may be mitigated. It states that:

“In order to identify whether an application has the potential to increase the birdstrike risk at an aerodrome, the geographic location of the application site in relation to other key attractants, should be assessed.”

And

“Dependent on proximity or location in relation to other sites, the development may still be permissible or may require an appropriate Bird Hazard Management Plan (BHMP) to enable the development to gain planning permission.”

And

“The safeguarding process should take a proactive, precautionary approach”

Advise note 3 also lists examples of developments that **may** impact on the birdstrike risk at an aerodrome. This includes developments including housing, industrial estates/units and flat and green roofs.

MAN therefore has a requirement to ensure that new developments within their vicinity do not have the potential to increase the birdstrike risk for aircraft operating out of the airport. The proposed addition of

the PV array is on a building very close to the airport and operational airspace around the northern runway. In relation to the addition of solar panels at ICON, Cuddbently are seeking to ensure that any potential increase in the birdstrike risk at Manchester Airport is appropriately mitigated through the development of a wildlife hazard management plan, in order to satisfy the airport operators that the application will not have the potential to increase the birdstrike risk to aircraft operating out of the airport.

This management plan is in relation to the potential for birds hazardous to aircraft to utilise the proposed development, thus impacting on the birdstrike risk to aircraft operating out of Manchester Airport. It does not address other safeguarding aspects that may impact on the airport.

3 Location and Proposals

The ICON site is located on Sunbank Lane, to the north of Manchester Airport. It is between approximately 830m and 1.4km northwest from the centerline of the northern runway, with the location shown in Figure 1.



Figure 1: Location of the development areas (outlined in yellow)

Proposals are for the addition of solar PV arrays to the existing roofs of Alpha Terrace, Icon 1, Icon 2, Icon 3 and Icon 4. There will be no change to the footprint of the buildings or any other features. The roof of the buildings have a shallow slope with a single ridge or series of ridges.

4 Selected species of concern

Large and / or flocking bird species are of the greatest concern to aircraft safety. Whilst many different species and numbers will be present within the vicinity of the aerodrome, not all will be attracted to or influenced by the development of a new habitat. Common species groups are therefore considered in the context of the existing habitat and the addition of PV panels to the warehouse roof. Detailed below are the species that are deemed to potentially be attracted to the new development. All other species have been considered and are not thought to be relevant to this proposal.

4.1 Gulls

Gull species can be found in a range of habitats, but are typically on water, feeding in grassland or recently ploughed fields or loafing or nesting on high structures such as roofs. Large gull species (Herring Gull *Larus argentatus*, Lesser Black-backed Gull *Larus fuscus*, and Great Black-backed Gull *Larus marinus*) breed on cliff tops and coastal islands, but Herring and Lesser Black-backed Gull also commonly nest on roof tops inland. Whereas coastal breeding colonies are showing declines in breeding numbers, inland and roof top nesting gull colonies have increased in numbers. They typically nest on flat or shallow pitched, roofs, although may nest in gullies in the roof space on against parapets which provide some shelter. The addition of PV solar arrays to the roofs can provide a ledge against which gulls can lodge a nest as well as resulting in sheltered microclimates between the panels and as such the addition of PV arrays to the roof has the potential to increase the attraction of the space to roof nesting large gulls. Typically, Black-headed Gulls breed in boggy areas and marshes, on islands or rafts in lakes and on dunes and salt marsh

However, gulls can frequently be found on airfields, which typically have wide open views and, depending on the grass habitat, may provide suitable foraging for worms and other invertebrates. Therefore, any gulls attracted to breed, loaf or roost on the units have a high probability of crossing onto the airfield.

4.2 Pigeons

Feral Pigeon *Columba livia domesticus* are resident on cliffs and in urban areas. They can form larger flocks, but much less commonly in open countryside away from cliffs and towns. They feed on a range of food items, but typically exploit discarded human food waste. They will nest in holes and crevices in buildings.

Wood Pigeons *Columba palumbus* are commonly found in both rural and urban areas. Although they typically nest in trees, hedges and shrubs, they can also be found nesting inside buildings or underneath PV panels. They feed on a broad range of foods, but primarily leaves, seeds and fruit, and can be found in open grassland feeding on broad leaved weeds.

Stock Dove *Columba oena* is a common resident. They are typically more shy than other pigeon species and are found in woods, parks and agricultural areas, but usually avoid more built-up human environments. They feed on leaves and seeds and, like Wood Pigeons, can be found in open grassland feeding on broad leaved weeds.

The addition of PV arrays to the roof space will create suitable spaces underneath for Feral Pigeons to nest. Therefore, the edges of the panels will be proofed to prevent access to these spaces and dissuade Feral Pigeons from using the roof.

Good housekeeping and waste management both during installation and ongoing will prevent the availability of discarded food waste for Feral Pigeons.

4.3 Mammals

Mammals can be involved in strikes by aircraft if they are present on an airfield. However, mammals will not be attracted by the addition of PV arrays to the roof and the warehouse is off airfield and as such this development will not impact on the presence of mammals at MAN.

5 Installation

The installation of the PV arrays on the roof spaces of the ICON site should not result in any additional attractant for hazardous birds. The presence of installers may result in an increased presence of food waste, but this is unlikely and as long as general good housekeeping is followed with any food waste being properly disposed of then there should be nothing to attract hazardous birds.

6 PV design and proofing

Roofs are known to have the potential to attract and support breeding, roosting and loafing gulls, including Herring Gull *Larus argentatus*, Lesser Black-backed Gull *Larus fuscus* and Great Black-backed Gull *Larus marinus* as they provide a safe, elevated location away from predators. In the UK gulls are responsible for 15% of all birdstrike incidents, but over 25% of birdstrike incidents resulting in damage are with this species group (UK CAA data to 2023) and management of large gull species is therefore a priority. The presence of solar panels would result in ledges on which large gulls can build their nests and therefore the proposed addition of PV arrays to the roof space at ICON may increase the attraction of the roof space to nesting large gulls and therefore a program of monitoring and dispersal of hazardous birds is set out below.

In addition, depending on the space underneath the photovoltaic panels, Feral Pigeons *Columba livia* and Starlings *Sturnus vulgaris*, may utilise any such nooks and crannies in which to nest. Therefore, the panels and spaces around and underneath should be included in the monitoring program and the gaps at the edges will be proofed to prevent access underneath, for example with capping, mesh, net or prongs which will form a full barrier to prevent access.

There should be safe access possible to all areas of the roof space to facilitate monitoring and active management of congregations of hazardous birds that may utilise the space.

7 Bird Management Plan Commitment

The measures set out in the management plan relate to the bird species most hazardous to aircraft, i.e. those of large size and/or which habitually form flocks as well as those that have the potential to impact on flights due to their frequent presence. The species of concern in relation to the ICON site are;

Herring Gull	<i>Larus argentatus</i>
Lesser black-backed Gull	<i>Larus fuscus</i>
Great Black-backed Gull	<i>Larus marinus</i>
Feral Pigeon	<i>Columba livia</i>

A monitoring system will be set up to record the presence of hazardous species on the roofs. The monitoring schedule will commence as soon as the PV arrays have been installed and will be in perpetuity. Roofs will be checked at least fortnightly from the beginning of April to the end of June initially to monitor for evidence of gulls breeding. This can be from the roof space, or if a clear view is possible, it can be from another vantage point or via technology such as CCTV or drone, as long as the entirety of the roof spaces are visible. If gulls are seen, then the frequency will be increased to weekly initially and more often if they are frequently or persistently present.

Outside of that period the roofs will not be routinely checked unless an issue with birds is identified. The frequency can be changed over time in response to perceived risk in agreement with Manchester

Airport, once this can be evidenced through record keeping, but will not be less than once per fortnight during the nesting season for large gulls.

This process will be fully documented, and the documentation open for inspection by MAN or an agent specifically appointed by MAN.

Should hazardous species be found utilising the roof space, they will be promptly dispersed. However, if more than 20 hazardous birds are present then Manchester Airport must be contacted before dispersal and congregations of more than 20 birds must only take place once authorised by Manchester Airport Bird Control Team and within a timeframe agreed with the Bird Control Team. If birds cannot be dispersed immediately or within the agreed timeframe then dispersal actions will cease, the Bird Control Team will be informed and the birds will be dispersed as soon as it is safe to do so, in agreement with the Bird Control Team.

Dispersal shall be carried out by the designated person and be by any suitable means.

Should any nests and eggs be found they must be removed promptly, under the appropriate Natural England license.

Staff trained in bird management and the relevant equipment shall be available to carry out active bird control at the warehouse should hazardous birds be present. Dispersal techniques may include, but are not limited to, the following: Human presence, loud noises and manual distress calls. Dispersal shall be defined as either leaving the property or moving out of visual range. If birds return, then further dispersal action will be necessary.

A designated person who is suitably trained will carry out the monitoring checks and will always be responsible for communication with the Manchester Airport Bird Control Team. They will be responsible for ensuring the monitoring is carried out and that birds are successfully dispersed. They will also be responsible for logging all monitoring and actions and for ensuring that any necessary licenses are in place.

The designated person shall have access to the relevant equipment on site to carry out active bird control should it become necessary.

If target birds as set out above are present on the warehouse roof during checks or at any other time, then the birds will be dispersed as soon as possible. If more than 20 birds are present, then they will only be disturbed once authorisation from Manchester Airport Bird Control Team has been received.

If birds are returning to the warehouse, then further dispersal will be necessary, and this should be carried out immediately. If birds are persistent in returning (defined as returning to the same area three or more times within a week) then either more frequent monitoring and dispersal or further remedial action to proof that area will be necessary. Advice will be taken from the Bird Control Team or a suitable pest control company as to the most effective proofing needed for the situation.

If target birds mentioned above attempt to nest then initially they will be dispersed more frequently to deter them from doing so, and any nest materials will be removed promptly. If this is ineffective then a license from Natural England to remove or treat the eggs and active nests will be necessary. This should be secured before it is needed. The eggs will then be treated to prevent hatching or the nests removed as soon as possible after commencement of incubation (and within two weeks of laying).

8 Nature of dispersal required

In the first instance a range of non-lethal measures will be utilised to disperse hazardous birds from the site. Dispersal will be by any appropriate means, including but not limited to, human presence, arm waving, hand-held acoustic deterrents such as distress calls, and lethal control measures (under licence).

If gulls are harassed frequently enough using these methods they should not attempt to breed, loaf or roost. If birds still attempt to breed on roof spaces, the removal of nests and eggs under license will be undertaken.

If required, a Natural England license should be registered for this purpose. Natural England will then supply the Registered Person with numbers of each gull species (including fledged birds and their nests and eggs) that can be taken. The site owner will need to register for the license before the commencement of lethal measures and send in returns of any nests destroyed or birds culled at the end of the year. Care should be taken to check the license annually (as the species listed on the license may change) and to always comply with the licence and conditions. Given the location of the warehouse

If consistent and concerted efforts at dispersal prove ineffective or fail to disperse hazardous birds, then habitat measures such as proofing of the roof space shall be undertaken, with advice sought from a suitable pest control company.

9 Record Keeping

Records shall be kept which may be inspected by the airport, or their nominated representatives. These records shall include: -

1. The dates, times and areas checked, and details of birds found (including species and numbers).
2. Hazardous bird activity, i.e. feeding, loafing, roosting, nesting.
3. Details of any action taken and result.
4. Details of any nests, eggs or chicks removed or destroyed if relevant.
5. If further action is required by the airport, then full details of relevant checks, species, numbers seen, and control action carried out.

An example of a log sheet is shown in Table 2.

Date	Time	Location	Species	Nº	Behaviour	Action	Results

Table 2: Example log sheet

10 Responsibility and Communication

Due to the location of the warehouse good communication with the MAN Operations Team and Bird Control Team is necessary. Therefore, a designated person will be appointed who will be in charge of monitoring and dispersal of hazardous birds during the operational phase of the PV panels and warehouse. This person will also be responsible for communications with the airport and for ensuring continuity of cover when they are not available. The designated person will be responsible for critical success factors. They will be overseen by the site manager.

The following people will be designated lead on communications with Manchester Airport-

During the Operational life of the ICON buildings:

.....
The point of contact at Manchester Airport and accountable for Wildlife Management at Manchester for general queries regarding the management plan will be:

Airfield Operations Manager: Rob Salzano (rob.salzano@manairport.co.uk; 07958876516)
.....

The day-to-day point of contact with the Bird Control Team is:

The Airfield Operations Duty Manager (AODM-MAN@magairports.com; 01614893331 (option 5)
.....

11 Review and Failure of the management plan

Failure of the management plan is defined as –

- Hazardous birds attracted to the site are detected but cannot be dispersed within an agreed timeframe.
- Large gulls nest successfully on the roof spaces.
- Failure to comply with any additional reasonable bird control requests that MAN may make as a result of recording a birdstrike hazard or risk linked to the site.

Should any of these criteria occur, the airport should be informed in writing. In this instance, or if the management plan is found to be ineffective and the development site is attracting hazardous birds resulting in a proven risk to aircraft then additional measures may be necessary. These include further proofing of the roof structure to mitigate the attraction, or more regular checks and further active bird deterrence.

Should it be deemed necessary, a meeting between the airport, the site owner and the Local Planning Authority will be convened at the earliest opportunity to discuss and agree how the situation can be resolved.

12 Inspection and site access

Manchester Airport or their nominated representatives will be allowed access to the site to evaluate the success of the Management Plan and to review any remaining birdstrike hazard. They may call at short notice, subject to relevant Health and Safety considerations. Periodic inspections will be expected and facilitated as necessary.

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 MAN, the ICON or the subsequent owner or site operator and/or the local planning authority will be convened at the earliest opportunity to discuss and agree any changes which may be necessary.

13 Long-term management

This Management Plan will remain enforceable by Manchester Airport, the local planning authority, or any successor to these bodies throughout the existence of the hangar in perpetuity. These obligations will be passed to any subsequent owners/operators of the hangar and associated land. This agreement should be attached to the estate's agreement for the site.

There will be a commitment to act as required by the airport in the event that a hazard is identified resulting from this development or should dispersal actions fail to be effective.

14 Future development and potential vacancy

If the site is to be changed or further developed in the future (including replacing or removing the PV arrays) this will trigger a review of the plan in conjunction with Manchester Airport to ensure that the plan remains relevant and current. More major changes to the warehouse structure would need to be assessed and if necessary, a new plan drawn up. If there is any question about whether a change would merit a review this should be discussed with MAN.

If the site is to become vacant the responsibilities set out in this plan would remain with the owner of the site or land on which it sits in perpetuity, until or unless otherwise agreed in writing with MAN.

15 Conclusion

The bird control commitment described in this report should ensure that the site does not attract or support populations of hazardous birds capable of increasing the birdstrike risk at Manchester Airport.

In the unlikely event that there is an increase in the number of hazardous birds utilising this site, there will be a commitment to further manage hazardous birds and / or adopt additional management actions for the duration of the development in order to mitigate the risk.

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