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Client: Caddick Construction Ltd

Project: Wythenshawe BHMPs: Plot C.2

Report: Bird Hazard Management Plan

QUALITY ASSURANCE

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CONTENTS

1.0 EXECUTIVE SUMMARY 4
2.0 INTRODUCTION 5
2.1 SITE DESCRIPTION 6
2.2 DEVELOPMENT DESCRIPTION 6
2.3 RATIONALE 6
2.4 ECOLOGICAL CONTEXT 7
2.5 COMPETENCIES 8
3.0 BIRD HAZARD MANAGEMENT PLAN 9
3.1 DESIGN CONSIDERATIONS 9
3.2 POTENTIAL ATTRACTION OF THE SITE TO BIRDS 11
3.3 MONITORING AND MANAGEMENT 13
3.4 DETERRANTS AND ANTI-PERCHING DEVICES 15
3.5 LEGAL CONSIDERATIONS 23
4.0 BIRD HAZARD MANAGEMENT PLAN REVIEW 24
5.0 CONCLUSION 25
APPENDIX A LANDSCAPING PLANS
APPENDIX B BIRD HAZARD INSPECTION ACTIVITY LOG TABLE
APPENDIX C CADDICK TOOLBOX TALK
APPENDIX D RELEVANT LEGISLATION AND POLICY
REFERENCES

Tables

Table B.1 Bird Hazard Inspection Activity Log Table

Plates

Plate 3.1 Bird Control; Bird trip wire example 17
Plate 3.2 Tuckwells; Hawkeyes wind driven mounted bird scarers example 18
Plate 3.3 Defender-Bird-Strike: bird spikes on pitched roof building example 19
Plate 3.4 Hawkeye bird netting example 20
Plate 3.5 Pestfix Solar Panel Protection; mesh guard example 21

1.0 EXECUTIVE SUMMARY

Greengage Environmental Limited (Greengage) was commissioned by Caddick Construction Ltd in May 2026 to produce a Bird Hazard Management Plan (BHMP) to discharge Condition 31 of the planning permission (144669/FO/2025) for the site known as 'Plot C.2' in Wythenshawe, Greater Manchester, M22 5RG, hereafter referred to as 'the site'.

The granted planning application includes the *"erection of 81 no. residential apartments (Use Class C3a) with retail uses at ground floor (Use Class E), associated landscaping, servicing, car and cycle parking and other associated works following demolition of the existing buildings*".

Condition 31 states:

"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 144669/FO/2025 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.

Reason - In the interests of flight safety and birdstrike avoidance to prevent the creation of a habitat for birds hazardous to aviation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy."

The site is located approximately 1.65km northeast of Manchester Airport and therefore within the statutory 13km radius for aerodrome safeguarding consultation[1].

Habitat creation is to include rain gardens, ornamental planting/ introduced shrub, hedgerow planting, and urban trees (nine trees). A Photovoltaic (PV) roof is also included in the design on the flat roof of the building.

Based on the most common hazardous birds in the United Kingdom (UK)[1] and the suitability of the site during the constructional and operational phase of the development, species that are considered relevant to potentially cause bird strike hazard at the site include; corvids *Corvidae spp*, pigeons *Columbidae spp*., starlings *Sturnus vulgaris* and gulls *Laridae spp*..

Additional design considerations include waste management practices, monitoring and management to mitigate hazardous populations of bird species.

This BHMP has been prepared as guidance for the management and prevention of birds during both the development and operational phases of the site due to its proximity to Manchester Airport. The BHMP will be implemented as approved unless otherwise agreed by Manchester City Council.

2.0 INTRODUCTION

Greengage Environmental Limited (Greengage) was commissioned by Caddick Construction Ltd in May 2026 to produce a Bird Hazard Management Plan (BHMP) to discharge Condition 31 of the planning permission (144669/FO/2025) for the site known as 'Plot C.2' in Wythenshawe, Greater Manchester, M22 5RG, hereafter referred to as 'the site'.

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Reason - In the interests of flight safety and birdstrike avoidance to prevent the creation of a habitat for birds hazardous to aviation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy."

The site is located approximately 1.65km northeast of Manchester Airport and therefore within the statutory 13km radius for aerodrome safeguarding consultation[1]. This BHMP therefore considers the best design and management strategies for enhancements, in order to discourage hazardous bird species on site that could adversely affect the safety operations at Manchester Airport.

In compliance with the Civil Aviation Authority (CAA) (2017) Wildlife hazard management at aerodromes guidance[2], this BHMP includes the following elements:

- Risk assessment and identification through species data and numbers;
- Review details of the roof layouts and recommend any roof proofing measures to prevent access to, and successful breeding of, large gulls, feral pigeons and any other identified hazardous species;
- Review of the constructional and operational management plans relating to waste and storage facilities;
- Based on the above reviews, advising mitigation and habitat management techniques to reduce attractiveness of the site to hazardous species for feeding, roosting, nesting and loafing;
- Recommendations of active deterrence and dispersal techniques to discourage hazardous bird species; and,
- Establish a regular monitoring and reporting hazardous bird regime that will ensure mitigation procedures continue to work following our initial consultation and the development finalisation, including the establishment of a Wildlife Control Officer role to manage deterrent activities.

The Combined Authority Safeguarding Team (CAST) Wildlife Hazards Around Aerodromes Advice Note 3 (2024)[1] and the CAA (2017) guidance[2] documents were used to inform this BHMP for the constructional and operational phases of the development.

2.1 SITE DESCRIPTION

The site extends to 0.28 hectares (ha) and is centred on Ordnance Survey National Grid Reference (OS NGR): SJ 82652 87046, OS Co-ordinates 382652 387046.

The site is part of Wythenshawe town centre, Manchester and comprises of a vacant two-storey commercial building (B1) with an overhanging porch. The building is situated on a concrete concourse with no vegetation or trees.

The site is located off Poundswick Lane, with the immediate surrounding comprising primarily of residential dwellings and businesses, with Wythenshawe Civic shopping centre directly to the east, and Wythenshawe Forum leisure centre to the west. The site is adjacent to Wythenshawe bus interchange and Kirkup Gardens, an open access greenspace and children's play area located less than a kilometre (km) to the west.

In the wider context, five non-statutory designated sites are located within 2km of the site, pertaining to Park Wood Site of Biological Importance (SBI), Big Wood SBI, Painswick Park Meadow SBI, Blackcarr Wood & Baguley Bottoms SBI, and Heald Green Marsh SBI. The closest of which is Park Wood SBI, located approximately 0.5km east of the site.

2.2 DEVELOPMENT DESCRIPTION

The granted planning application includes the "*erection of 81 no. residential apartments (Use Class C3a) with retail uses at ground floor (Use Class E), associated landscaping, servicing, car and cycle parking and other associated works following demolition of the existing buildings*".

2.3 RATIONALE

International Civil Aviation Organisation (ICAO) and CAA detail that the statutory radius for aerodrome safeguarding consultation is 13km, as this is generally where approaching aeroplanes descend below 2000ft elevation, and the vast majority of wildlife collisions occur[1]. Manchester Airport is located approximately 1.65km southwest of the site.

The most common hazardous birds found in the UK, with large birds and flocking species presenting the greatest hazard, as detailed in the CAST (2024) guidance document[1], include the following:

- All wildfowl (ducks, geese, swans *Anatidae spp.*);
- All large waterfowl *Anseriformes spp.*;
- Herons *Ardeidae spp.*;
- Egrets *Ardeidae spp*;
- Cormorants *Phalacrocoridae spp.*;

- Gamebirds (pheasants and partridges *Phasianidae spp.*);
- Birds of prey *Accipitres spp.*;
- Large waders (lapwing *Charadriiae spp.*, curlew *Numenius spp.* and golden plover *Pluvialis apricaria*);
- All gull species *Laridae spp.;*
- All pigeon species *Columbidae spp.*;
- All corvid species *Corvidae spp.*; and,
- Starlings *Sturnus vulgaris*.

Given that the site falls within the statutory radius for aerodrome safeguarding consultation at Manchester Airport, this BHMP has been prepared as guidance for the management and prevention of birds during the constructional and operational phase of the development at the site.

2.4 ECOLOGICAL CONTEXT

Previous Surveys

A Preliminary Ecological Appraisal (PEA)[3] was undertaken by Greengage in July 2025, from which a desk-based assessment and site walkover was conducted to assess the sites potential for birds to be present, as well as the sites suitability to support nesting birds.

The PEA identified limited vegetative cover within the site to support nesting birds, with the only opportunities being isolated to opportunistic species of urban bids utilising the building spaces for sheltering.

No further bird surveys were recommended due to the limited suitability of habitat on site pertaining to common and/or urban nesting bird species only. However, due to habitats present on the site having potential to support opportunistic nesting birds, it was recommended that any of these habitats to be cleared (i.e. the buildings) to facilitate the development, be undertaken outside of the nesting bird season (typically March to August inclusive). Where clearance must take place in the nesting season, a nesting bird check would be undertaken by a Suitably Qualified Ecologist (SQE) at a maximum of 48 hours prior to clearance.

Biodiversity Net Gain Assessment

The baseline habitats entirely comprising of 'Developed land; sealed surface' with zero value of habitat Units (HU) within the Statutory Biodiversity Metric (SBM). Therefore, as the development impacted less than 25m^2 of on-site habitat, less than 5m of on-site linear habitat, and will not impact any priority habitat, the proposals fell within the 'de minimis' exemption, and a Biodiversity Net Gain Assessment (BNGA) was not required. Greengage therefore produced a BNGA exemption letter[4], to submit alongside the planning application.

2.5 COMPETENCIES

Ryan Evans, Senior Consultant, has a BSc (Hons) in Geography and is an Associate member of CIEEM. Ryan has over eight years' experience as an ecologist, holds a Natural England Great Crested Newt (GCN) Licence, is a certified tree climber and is accredited to undertake river condition assessments (RCA).

Abbie Case, Senior Consultant, has a BSc (Hons) in Ecology and Conservation, an MSc in Conservation Biology and is an Associate member of CIEEM. Abbie has over eight years in ecological survey and assessment and holds a Natural England GCN Licence, and is a Level 4 botanist under the FISC scheme.

Helen Bradshaw, Principal Consultant, has a degree in Geography (BSc Hons) and 17 year's experience as an ecologist. She spent over a decade as a Local Authority Ecologist and holds class survey licences for both bats and GCN. She has held bat mitigation licences and worked on monitoring schemes for both bats and GCN. Helen is Chair of her local badger group and has worked extensively on badger surveying and monitoring as well as delivering badger vaccination schemes for 8 years. She holds a position as a charity trustee for the Cheshire Local Records Centre.

Chloe Peace, Consultant, has a BSc (Hons) in Zoology and is an Associate member of CIEEM. Chloe has five years of experience in the commercial sector with a particular focus on design and delivery of bird surveys. Chloe has been a trainee bird ringer with the British Trust for Ornithology (BTO) since 2021 and has completed CIEEM delivered professional training for peregrine falcon *Falco peregrinus*. Chloe has completed barn owl *Tyto alba* (Barn Owl Trust) training and holds a Natural England Level 1 Survey Class Licence for barn owl. Chloe also holds Field Identification Skills Certificate (FISC) Level 3 in botany.

Mark Wingrove, Associate Consultant, who has a degree in Biological Sciences (BSc Hons), is a Chartered Environmentalist and is a Full member of CIEEM with 19 years' experience in ecological survey and assessment. He holds a Natural England Level class licences for bats, barn owl and great crested newt and has over 19 years' experience in ornithological survey and assessment for development.

This BHMP was prepared by Ryan Evans, reviewed by Abbie Case and authorised by Helen Bradshaw. This BHMP was updated by Chloe Peace and reviewed and verified by Mark Wingrove. They confirm that the report is in line with the following:

- Represents sound industry practice;
- Reports and recommends correctly, truthfully and objectively;
- Is appropriate given the local site conditions and scope of works; and,
- Avoids invalid, biased and exaggerated statements.

3.0 BIRD HAZARD MANAGEMENT PLAN

To understand the potential for bird strike hazards at the site, using baseline information for the site, a view has been taken on the likelihood of the development increasing the concentration of birds on the site/in the local area during the constructional and operational phases of the development by:

- Enhancing the ecological value of the site so as to encourage/support birds; and,
- Increasing the potential for foraging e.g. on discarded food waste or through poorly maintained refuge/waste management areas.

An increase in bird activity of such a nature, near airports, has been associated with a perceived increased risk in potential bird strikes although the nature of bird activity, the species and the time of the year are all key aspects in determining the likelihood of strike events. Concern is given to any development or proposal that may have the potential to significantly increase bird activity within the statutory radius for aerodrome safeguarding consultation.

Groups of individual birds have been categorised into large, medium or small. This is defined as the following:

- Large = groups of >30 individuals;
- Medium = groups of 5 to 30 individuals; and,
- Small = groups of <5 individuals.

Flocks of a species are also defined as medium or large groups of birds.

3.1 DESIGN CONSIDERATIONS

As per the Greengage 2025 PEA[3], baseline habitats at the site consisted of developed land; sealed surface.

All habitats will be replaced by a new landscaping strategy as part of the development.

Landscape development proposals are to include creation of rain gardens, ornamental planting/ introduced shrub, hedgerow planting, and urban trees (nine trees). The details of the landscaping have been taken from the Planit 'Softworks GA', drawing number 18702-PLA-XX-XX-D-L-2002 Revision P03, dated 13/02/26 and the 'Design & Access Statement' (DAS) for Plot C.2 (18702-FCB-XX-XX-T-A-9403-Design & Access Statement, dated 28th November 2025), as provided at Appendix A. Photovoltaic (PV) array panels are included in the design for the roof level.

Species Selection

Rain Garden

Rain garden habitats are included in the design in sections along the northern, western, and southern boundaries of the site. The species composition is to be a mixture of native and ornamental species of herbaceous plants, grasses and ferns which would provide some nesting and foraging habitat for small passerine bird species. These include; lady's mantle *Alchemilla mollis*, *Astilbe 'Fanal'*, hard fern *Blechnum*

spicant, orange New Zealand sedge *Carex testacea*, wild dogwood *Cornus alba 'Kesserlringii'*, tufted hair grass *Deschampsia cespitosa*, snow rush *Luzula nivea*, shuttlecock fern *Matteuccia struthiopteris*, Japanese spurge *Pachysandra terminalis*, soft shield fern *Polystichum setiferum*, and foam flower *Tiarella cordifolia*.

Ornamental Planting/ Introduced shrub

Ornamental planting is included in the design along the northern and western boundaries consisting of a 'sun mix', an along the southern extents consisting of a 'shade mix'. Species within these consist of, pheasant's tail grass *Anemanthele lessoniana*, Mexican orange *Choisya x dewitteana* 'White Dazzler', chocolate cosmos *Cosmos atrosanguineus* 'Chocamocha', purple coneflower *Echinacea purpu* 'White Swan', avens *Geum* 'Prinses Juliana', Japanese forest grass *Hakonechloa macra*, Japanese pittosporum *Pittosporum tobira* 'Nanum', soft shield fern, sweet box *Sarcococca hookeriana var. digyna*, and Mexican feather grass *Stipa tenuissima*. This planting would provide some nesting and foraging habitat for small passerine bird species.

Hedgerow

Two hedgerows are included in the design within the southern extent of the site, comprising a mixture of native and ornamental species, consisting of Mexican orange, wild dogwood, beech *Fagus sylvatica* and *Fagus Sylvatica* 'Purpurea', Japanese pittosporum, sweet box, and star jasmine *Trachelospermum jasmonoides*.

This planting would provide some nesting and foraging habitat for small passerine bird species.

Urban trees

A total of nine newly planted native trees are included in the design consisting of small leaved lime *Tilia cordata*, silver birch *Betula pendula*, and field maple *Acer campestre*. These species have been chosen through consultation with Manchester Airport Group (MAG) guidelines as to not plant any fruit bearing trees, and trees are to be spaced at least 4m apart.

Large-canopied tree species can provide opportunities for corvid and pigeon species nesting and therefore encourage activity from these species that can present a bird strike hazard/risk, particularly when roosting in social groups at high numbers. They may also provide suitability for foraging starlings. A total of two small leaved lime and two field maple trees are included in the design which can provide large canopies suitable for corvid nesting and therefore are recommended to be managed to reduce its canopy height i.e. through coppicing the tree once matured should hazardous species be recorded (see Section 3.3). Where species within the planting schedule are amended, this should be agreed with an SQE.

PV Roof

PV array panels are included in the design on the flat roof level. There is no planting for this area.

3.2 POTENTIAL ATTRACTION OF THE SITE TO BIRDS

Baseline

The site at baseline was considered to provide limited suitability for birds due to the lack of vegetative coverage, with opportunities being isolated to opportunistic species of urban bids utilising the building spaces for sheltering.

All habitat is due to be lost as part of the development.

Hazardous Bird Species

Based on the most common hazardous birds in the United Kingdom (UK)[1] and the suitability of the site during the constructional and operational phase of the development as noted above, species that are considered relevant to potentially cause bird strike hazard at the site include:

- Corvids;
- Pigeons;
- Starlings; and,
- Gulls

Construction Phase

Habitat

As per the Caddick (2026) Construction and Environmental Management Plan (CEMP)[5], at the time of writing, the buildings present at the baseline are due to be demolished from November 2026. Prior to this, recommendations made within the PEA[3] regarding nesting birds should be adhered to.

To avoid an accumulation of breeding gull and pigeon species (hazardous bird species), guards will be installed around the PV array panels on the PV roof preventing access (see Section 3.4).

Waste Management

During the construction phase, food waste arising from mealtimes should be double bagged and placed within lockable bins to prevent the bags being accessed by scavenging birds. Skips will be covered to prevent access by scavenging birds, reducing the attractiveness to hazardous bird species.

Furthermore, deliveries and materials are to be stored within the site throughout construction. The removal of materials and waste will be scheduled for when vehicle and pedestrian activity is at a minimum. No loads will be held or transferred over a non-designated zone, keeping waste and storage to designated points at the site. This will therefore prevent large areas of waste material at the site, preventing large groups of hazardous bird species to accumulate at the site.

Operational Phase

Habitat

The majority of landscaping would provide some nesting and foraging habitat for small passerine bird species, which are not considered hazardous bird species. The landscaping includes shrubs, herbaceous plants, grasses and ferns, bulbs, hedge and climbing planting (such as star jasmine).

However, there are some habitats (urban trees and the PV roof) that could increase the attractiveness of hazardous bird species such as corvids, gulls and pigeons. Their attractiveness is discussed below.

Urban trees

Tree species including; small leaved lime, sliver birch and field maple are included in the design in the development landscaping plans, as individual trees.

Small leaved lime and field maple are considered to have large canopies once mature, therefore providing opportunities for corvid and pigeon nesting. They may also provide suitability for starling foraging. These trees could encourage activity from hazardous corvid species including crows *Corvus corrone*, jackdaws *Corvus monedula*, magpies *Pica pica* and rooks *Corvus frugilegus*, or pigeon species including wood pigeon *Columba palumbus*, stock dove *Columba oenas*, and feral pigeon *Columba livia*, and starlings that can present a bird strike hazard/risk, particularly when roosting in social groups at high numbers. Due to the urbanised setting of the site, it is not anticipated that these trees will reach their ultimately desired height and canopy spread, reducing the potential and suitability to attract large numbers of hazardous species.

Furthermore, there is a small number of trees proposed (nine trees) which is not considered to result in significant numbers of hazardous bird species such as starling utilising the site. However, where starling roosts are identified within the trees following inspections, dispersal measures will be required (see Section 3.3).

PV Roof

The PV roof is a flat surface that may provide some attractiveness to hazardous bird species, such as gull species, due to its resembling nature of a body of water and mimicking of natural cliff habitat. They can also be attractive to pigeon species as the PV array panels on the roof can provide a sheltered structure for nesting.

It is recommended that deterrents are implemented and monitored around the PV roof to reduce the attractiveness to and prevent hazardous species from using the PV roof (see Section 3.3 below).

Waste Management

Once operational, a site waste management plan (SWMP) will be implemented to reduce the amount of food waste available for foraging/scavenging hazardous bird species including; corvids, pigeons and gulls.

As per the Asteer Planning (2025) Operational Statement[6], the operational phase of the development will have waste bins that are appropriately stored which should ensure that putrescible waste is not

available for urban gulls, corvids or other opportunistic/ scavenger bird species. On waste collection days, Wythenshawe Community Housing Group (WCHG) will arrange collection via the local authority waste collection contractor/service. Once empty, the bins should be returned back to the bin store area by WCHG colleagues. The bin store area will be fob controlled and will have CCTV to monitor usage.

Restricting foraging opportunities through the measures described above will strongly deter hazardous bird species who will seek locations where there is greater potential for food to be available.

3.3 MONITORING AND MANAGEMENT

Bird Hazard Inspections

Constructional Phase

During the constructional phase, bird hazard inspections will be carried out by an appointed member of the construction team throughout the constructional phase, to identify any unexpected bird activity. Areas to be monitored include:

- At the roof level around PV array panels monitoring for damage/destruction of guards allowing access and assess for evidence of any nesting;
- Around and inside the newly erected building to identify any gaps in the new building façade which may create access to the building by birds and assess any presence of birds inside the new building. Inspections around and inside the new building prior to the boarding up of the area of the new building will also be undertaken to prevent birds being trapped inside the new building;
- Drainage systems to ensure they are functioning correctly and free of debris. Frequency of inspections of drainage systems will increase following periods of heavy rainfall. This will limit the potential for a build-up of rainwater on site and reduce the likelihood of hazardous wildfowl / wader flocks forming. The urban setting of the site, its limited size (state the plot size) and limited connecting habitat further reduces the suitability and likelihood of attracting hazardous wildfowl / wader flocks. No pools of water or ponds will be created either intentionally or unintentionally during the construction works. If pools of water should form on the site following heavy rains or flooding, water will be pumped from the site;
- Across the site for any unintended waste creation; and,
- Areas of waste disposal and storage to monitor for failed locked or covered bins or skips, respectively, that may thus create the opportunity to attract hazardous bird species.

Bird hazard inspections will be undertaken daily and will identify and record the following information:

- Date and times of the inspections;
- The name of the person carrying out the inspections; and,
- Numbers of individual birds recorded, their species and activity seen (if any).

This information will be logged onto the construction team's 'fieldview system' and will be made available to Manchester Airport staff to view upon request.

These bird hazard inspections will inform the level of deterrents needed to reduce hazardous species from using the site. Where hazardous bird species are detected in large groups (>30 individuals), consultation with the Operations Department at Manchester Airport will be undertaken immediately to assess for aircraft paths in respect of any planned bird dispersal measures. Following this consultation and allowance to proceed, active dispersal of the hazardous bird species by human personnel will be undertaken immediately. See Section 3.4 for further detail.

Operational Phase

Bird hazard inspections will be carried out by an appointed member of the facilities management team or site maintenance staff (such as colleagues from the WCHG) for the lifetime of the operational phase of the development to identify any unexpected bird activity, such as on the PV roof, trees, hedgerows or introduced shrub on site. This includes monitoring for any nesting activity on the roof level around PV array panels and mesh guards.

These bird hazard inspections will be weekly (during the peak bird breeding season March to August, inclusive) and at regular intervals (i.e. fortnightly) when outside of the bird breeding season, dictated by levels of bird activity which may require more frequent/additional Bird Hazard Inspections where activity is considered to be higher/different to normal. These inspections will inform the level of deterrents needed to reduce hazardous species from using the site. All inspections will be logged, as per the example provided at Appendix B.

Management

Where hazardous bird species are detected over large groups of birds (>30 birds), consultation with the Operations Department at Manchester Airport will be undertaken immediately to assess for aircraft paths in respect of any planned bird dispersal measures. Following this consultation and allowance to proceed, active dispersal of the hazardous bird species by human personnel will be undertaken immediately. See Section 3.4 for further detail on this deterrent measure. A briefing of the required control measures will be included within a site induction, such as the Caddick 'TBT-073 Toolbox Talk' as shown in Appendix C, to constructional and operational facilities management teams.

Following detection of large groups (>30 birds) of hazardous bird species, other additional actions will also be triggered which will target these areas. See Section 3.4 for further detail.

Following dispersal actions, monitoring should be increased to hourly on the day of the dispersal and then daily for the following 5 days to ensure that birds are not returning. Only after 5 days with no birds in excess of the threshold levels being present should monitoring return to weekly during the breeding season or fortnightly at other times.

This BHMP will remain enforceable by Manchester Airport staff, staff from other airfield/airstrip staff within a 13 km radius of the site, the Manchester City Council, the UK CAA or any successor to these bodies throughout the lifetime of the development at the site. These obligations will be passed to any subsequent owners/operators of the site.

Any small groups (i.e. a group of less than five individuals) or individual hazardous birds found in the trees will be dispersed when detected and/or when requested by Manchester Airport staff or staff from other airfield/airstrip staff within a 13 km radius of the site, only if this complies with wildlife legislation (see Section 3.5 on legal considerations). It is particularly important that gulls are dispersed when spotted during the bird hazard inspections to ensure that they do not become habituated to the area.

A log of any bird activity recorded will be kept from the bird hazard inspections, an example of which is contained at Appendix B. The name of the person undertaking the survey will be included with ultimate responsibility for the log resting with the site facilities/building manager (or another suitable person).

Review of Management Plan

The BHMP shall be subject to review to reflect changes in habitat or populations of bird species. Should the aerodrome deem it necessary, a meeting between Manchester Airport staff, the applicant and/or the Manchester City Council will be convened at the earliest opportunity to discuss and agree any changes which may be necessary. Any changes to this BHMP should also be discussed with a SQE.

Inspection and Site Access

Manchester Airport staff or their nominated representatives, and/or staff from other airfield/airstrip staff within a 13 km radius of the site will be granted access to the site by prior arrangement by a nominated person, to evaluate the success of this BHMP and to review any remaining bird strike hazard.

Long Term Management

This BHMP will remain enforceable by Manchester Airport staff, staff from other airfield/airstrip staff within a 13 km radius of the site, Manchester City Council, the UK CAA or any successor to these bodies throughout the existence of the site. These obligations will be passed to any subsequent owners/operators of the site.

3.4 DETERRANTS AND ANTI-PERCHING DEVICES

Deterrents, such as mounted bird scarers, will be used to deter hazardous bird species while bird spikes and trip wires are designed to physically prevent a bird from landing on the PV roof, building ledges, guttering and other architectural features. Bird exclusion products like nylon bird netting or floating deterrent balls, are usually installed to physically prevent a bird from gaining access to an area. Active dispersal by human personnel will also be included as a deterrent measure.

General measures that will be incorporated by default to deter hazardous bird species at the site will include:

- Mesh guards around the PV array panels;
- Bird spikes;
- Mounted bird scarers around the PV array panels; and

- Active dispersal by human personnel.

Where hazardous bird species are detected in large groups (i.e. groups of >30 individuals), additional actions will also be triggered:

- Active dispersal by human personnel following immediate consultation with the Operations Department at Manchester Airport to detect for flightpaths;
- Temporary installation of bird netting in identified 'problem areas' where concentrations of hazardous bird species are identified. To avoid unnecessary entrapment/entanglement by untargeted species, this netting is to be removed following notification from bird hazard inspections that hazardous species are no longer present in 'problem area' for a one month period;
- Additional installation of bird spikes in 'problem areas'; and,
- Mounted bird scarers in 'problem areas'.

If all deterrents have been trialled and all considered ineffective through the continued, consistent presence of hazardous species lacking response to additional actions, the BHMP should be reviewed by an SQE and discussion with Manchester Airport staff, or staff from other airfield/airstrip staff within a 13 km radius of the site, Manchester City Council and the UK CAA undertaken.

Whilst Greengage does not endorse any specific products, some examples have been provided below. Suitable alternatives may be sought on discussion with an SQE.

Bird Trip Wire

Bird wire is a discreet, low-profile anti-perching deterrent currently available. It is designed for ledges and areas where large birds have been temporarily 'resting', and where a low visibility product is essential. Bird wire typically consists of a nylon-coated wire tensioned by springs between stainless steel posts, which when mounted, offers an unstable landing area for large pest birds (see Plate 3.1 as an example).

Plate 3.1 Bird Control; Bird trip wire example[7]



Mounted Bird Scarers

These are less intensive deterrents that consist of large balls mounted on poles with large eyes and with flashing strobe light effects that induce predatory responses in birds and deter them from using the site. These can be placed around the solar panel roofs to deter birds from using the area (see Plate 3.2 as an example).

Plate 3.2 Tuckwells; Hawkeyes wind driven mounted bird scarers example[8]



Bird Spikes

Whilst spikes are not aesthetically pleasing, consideration will be given to their use if necessary and these will be retrofitted at a suitable density or at suitable distances from each other to exclude the relevant species should the initial deterrent measures and inbuilt design be ineffective (see Plate 3.3 as an example).

Plate 3.3 Defender-Bird-Strike: bird spikes on pitched roof building example[9]



Bird Netting

In extreme circumstances, bird netting can be placed over the PV roof to deter bird landing. The netting will be of a suitable gauge and weight to exclude the target hazardous bird species. It will be suspended at a suitable tension to ensure that birds landing on the netting will not cause sagging onto the roof but not be too taut as this will allow birds to land. The netting must also be inspected on a regular basis (i.e. as part of regular Bird Hazard Inspections of the site) to ensure it is in full working order and not in such a condition to allow bird entanglement (see Plate 3.4 as an example).

Plate 3.4 Hawkeye bird netting example[10]

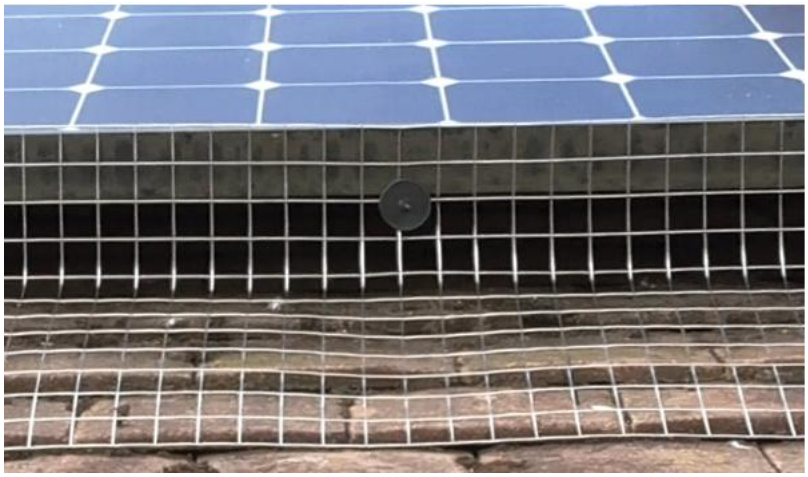


Mesh Guards

Mesh guards will be placed around the PV array panels on the PV roof to prevent access underneath the panels by hazardous bird species. They will create a physical barrier along the roofline to prevent access to gaps or gutters from nesting hazardous birds. They will be constructed from either galvanised/stainless steel or tough plastic to withstand exposure to the elements. The mesh must also be inspected on a regular basis (i.e. as part of regular Bird Hazard Inspections of the site) to ensure it is in full working order and not in such a condition to allow birds to access (see Plate 3.5 as an example).

Where installed mesh guards at the PV panels (as detailed below) fail and reports of nesting or presence of hazardous bird species are recorded, this bird netting deterrent measure will be reviewed to be installed.

Plate 3.5 Pestfix Solar Panel Protection; mesh guard example[11]



Active Dispersal by Human Personnel

General measure

Where low or medium (i.e. groups of 1 to <30 individuals) groups of hazardous bird species are recorded at the site (i.e. not high which would be groups of >30 individuals), human presence on the roof and across the grounds of the site will also be included as a deterrent measure.

As a minimum weekly occurrence, a nominated individual will walk around the grounds and the roof of the building, and utilising handheld manually operated distress calls, a broom handle, flag, laser and/or waving their arms, the nominated individual will make random and sudden movements as to deter hazardous bird species from the site.

Where weekly occurrences are deemed ineffective, the frequency of this measure will be increased up to daily before being deemed ineffective.

Action Triggered by Large Group

Where hazardous bird species are detected in large groups (>30 individuals), consultation with the Operations Department at Manchester Airport will be undertaken immediately to assess for aircraft paths. Following this consultation and allowance to proceed, active dispersal of the hazardous bird species by human personnel will be undertaken immediately.

Active dispersal will involve a nominated individual accessing the location of the identified large group, and deterring the group by making random and sudden movements utilising a broom handle, flag, laser and/or waving their arms. Use of commercially available devices that can play hand held distress calls will also be used, should birds fail to respond to these measures or if birds are located in areas where access is restricted.

3.5 LEGAL CONSIDERATIONS

The Wildlife and Countryside Act 1981 (WCA) (as amended) is the principal mechanism for the legislative protection of wildlife in Great Britain. Under the WCA 1981 (as amended), all wild birds, their nests and eggs are protected while a nest is in use or occupied. The nesting bird season is typically considered to fall between March and August (inclusive). There are exceptions regarding nuisance birds (such as feral pigeons and gulls) where bird control through nest or egg removal may be possible under certain licence conditions obtained from Natural England for preserving air safety. Licensing options would be considered as part of the BHMP where necessary and, where required, this should be discussed with an SQE.

4.0 BIRD HAZARD MANAGEMENT PLAN REVIEW

The BHMP shall be subject to review to reflect changes in habitat or populations of bird species. Should the aerodrome deem it necessary, a meeting between Manchester Airport staff, the applicant and/or the Manchester City Council will be convened at the earliest opportunity to discuss and agree any changes which may be necessary. Any changes to this BHMP should also be discussed with a SQE.

Failure of BHMP

Where all deterrent measures detailed within this BHMP have been trialled at the site and considered ineffective through continued recording of nesting and/or presence of hazardous bird species are recorded with a lack of response to active measures, a review of this BHMP will be required to identify additional/further measures required.

Failure of this BHMP will include the following:

- Provision/trial of all deterrent measures outlined within this BHMP and continued recording of presence/nesting activity of hazardous bird species;
- Continued damage/destruction to deterrent measures following inspections despite continued repair (i.e. continued damage/destruction following a maximum of three attempts to repair deterrent measures) preventing deterrent measures to successfully function;
- Failure to employ/trial any or all of the deterrent measures outlined within this BHMP; and,
- Failure to comply with the monitoring and management details outlined within this BHMP.

Where a review of this BHMP is required, a meeting between Manchester Airport staff, the applicant and/or the Manchester City Council will be convened at the earliest opportunity to discuss alterations to the BHMP and any further action to be taken to deter hazardous bird species from the site.

5.0 CONCLUSION

Greengage was commissioned by Caddick Construction Ltd in May 2026 to produce a Bird Hazard Management Plan (BHMP) to discharge Condition 31 of the planning permission (144669/FO/2025) for the site.

This BHMP seeks to minimise the potential bird strike risk to aircraft operating into and out of Manchester Airport staff, which could arise from the constructional and operational phases of the residential development.

This BHMP includes an assessment of the baseline conditions for nesting and foraging birds and attraction of the site during construction and operational phases of the development through the associated construction plans and landscaping scheme.

Design considerations have been made for soft landscaping at the site as well as for waste management practices, and management and monitoring for hazardous bird species.

The development proposes trees that would mature to have large canopies, providing suitable foraging and nesting habitat for an array of larger birds such as corvid or pigeon species. This development also proposes areas of flat roof space on the roof to create a PV roof, which could provide nesting habitat for gull and pigeon species.

Monitoring and management actions have been detailed to inspect and prevent hazardous species from being attracted to the site during constructional and operational phases.

Deterrent measures have also been recommended where further action is required following observations of hazardous bird species at the site.

APPENDIX A LANDSCAPING PLANS

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NOTES:
1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

KEY

Rain Garden Planting
Refer to planting schedule
18702-PLA-XX-XX-D-L-2003
80% Gravel
20% Planting

Ornamental Planting - Sun Mix
Refer to planting schedule
18702-PLA-XX-XX-D-L-2003

Ornamental Planting - Shade Mix
Refer to planting schedule
18702-PLA-XX-XX-D-L-2003

Bulb Mix
Refer to planting schedule
18702-PLA-XX-XX-D-L-2003

Hedge
Refer to planting schedule
18702-PLA-XX-XX-D-L-2003

Cornus sanguinea 'Midwinter'
Refer to planting schedule
18702-PLA-XX-XX-D-L-2003

Choisya x dewitteana White Dazzler
Refer to planting schedule
18702-PLA-XX-XX-D-L-2003

Cotinus coggygria 'Royal Purple'
Refer to planting schedule
18702-PLA-XX-XX-D-L-2003

Pittosporum tobira 'Nanum'
Refer to planting schedule
18702-PLA-XX-XX-D-L-2003

Sarcococca hookeriana digyna

2nd SW.
9 Sq.m
COMMS
6 Sq.m
SWITCH
8 Sq.m
WATER TANK
34 Sq.m
SPRINKLER
34 Sq.m
CYCLE
42 Sq.m
LOBBY
4 Sq.m
REFUSE
37 Sq.m
RESI ENTRANCE
52 Sq.m
POST / PARCELS
17 Sq.m
RETAIL
A
92 Sq.m
RETAIL
B
88 Sq.m
WORKPLACE / RETAIL
C
88 Sq.m
Sub (Existing)
GENERATOR
13 Sq.m

Scale Bar (m) 0 5 10 15 20

Revision	Date	Description	Drawn	Apprvd.
P03	13/02/26	Stage 3 Issue	AG	SC
P02	29/01/26	Planning	AG	SC
P01	27/11/25	Planning	CB	SC

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Client Muse

Project Wythenshawe Civic
Plot C2

Drg Title Softworks GA

Created on	Created by	Approved by
13-08-25	MB	SPL

Scale	Size	Workstage
1:200	A2	RIBA 3

Drg No. 18702-PLA-XX-XX-D-L-2002
Suitability S3 **Revision** P03

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Internal Source file:3475a-PLA-XX-XX-DR-L-0002-01-Wythenshawe-Plot-C2-Sheets-File.vwx

APPENDIX B BIRD HAZARD INSPECTION ACTIVITY LOG TABLE

Table B.1 Bird Hazard Inspection Activity Log Table

Inspection undertaken by	Date/Time	On-site pressure	Off-site pressure	Action(s) taken	Outcome	Comments

* Notes on species present, pressure level (High = large groups i.e. >30 individual birds such as pigeons, gulls, corvids, starlings; Medium = medium groups i.e. 5-30 individual birds; Low = small groups i.e. <5 individual birds; None = 0 individual birds), distance from site and behaviour (Sc = scavenging; P = prospecting, L = Loafing, N = Nesting). NB include details of inspections where no hazardous birds were recorded.

Comments on monitoring	Remedial action recommendations

APPENDIX C CADDICK TOOLBOX TALK

TBT-073 TOOLBOX TALK

Caddick.

Bird Hazard Management

WHAT?

This Toolbox Talk is provided to ensure that all personnel working on the project understand the requirements of the approved Bird Hazard Management Plan and their individual responsibilities in preventing the construction site from becoming an attractant to birds.

The project is located within the safeguarded area associated with Manchester Airport. Bird activity associated with construction sites can contribute to aviation bird-strike risk, particularly where food, waste, water, exposed ground or other attractants encourage birds to congregate.

WHY?

Birds congregating around the construction site may subsequently move between the site and the airport/aircraft flight paths. This can increase the potential for bird strikes involving aircraft.

A clean construction site is therefore an aviation safety requirement, not simply a housekeeping requirement.

Manchester Airport states that wildlife management is part of aerodrome safeguarding and that developments which have the potential to increase bird numbers or bird movements can result in a net increase in bird-strike risk.

Dos

- Food must only be consumed in the **designated site welfare/eating areas**.
- Food packaging must be disposed of immediately in the designated waste receptacles.
- Any spilled food or food waste must be cleaned up immediately and reported to

DON'Ts

- **Do not eat food in work areas, compounds, plant areas, roof areas, excavations or other parts of the site** unless specifically authorised by the Site Manager.
- Food must not be left unattended or stored in locations accessible to birds.
- Food scraps must never be thrown onto the ground.

the relevant supervisor where necessary.
- Report immediately to the Site Manager/Environmental Manager if large numbers of birds begin congregating on or around the site.



- Do not feed birds or other wildlife under any circumstances.



APPENDIX D RELEVANT LEGISLATION AND POLICY

D.1 LEGISLATION

Current key legislation relating to ecology includes the Environment Act 2021[12], Wildlife and Countryside Act 1981 (as amended)[13]; The Conservation of Habitats and Species Regulations 2019 ('Habitats & Species Regulations')[14], The Countryside and Rights of Way Act 2000 (CRoW Act)[15], and The Natural Environment and Rural Communities Act, 2006[16].

The Environment Act, 2021

Under the Environment Act[17], 2021, as of 12th February 2024 and 2nd April 2024, it is mandatory in England for new developments (with a small number of exceptions) to deliver a minimum 10% biodiversity net gain (BNG), as measured by the Statutory Biodiversity Metric or Small Sites Metric (SSM) respectively, secured through planning condition as standard (as per schedule 14 of the Act). Approach to the delivery of BNG must follow the mitigation hierarchy, with avoidance of impact and on-site compensation/gains prioritised, ahead of the use of off-site compensation, or the purchase of statutory credits.

The Act introduces the condition that no development may begin unless a Biodiversity Gain Plan (BGP) has been submitted and approved by the LPA.

The Act also amends requirements of the NERC Act, 2006, adding the need to not just conserve, but enhance biodiversity through planning projects. Furthermore, it introduces the need for the LPA to have regard to relevant local nature recovery strategies and relevant species/protected site conservation strategies, when making their decision.

Under the Act, the enhancements must be maintained for at least 30 years.

The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019

The Conservation of Habitats & Species Regulations replace The Conservation (Natural Habitats, etc.) Regulations 1994 (as amended)[18], and transpose Council Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora ('EU Habitats Directive')[19], and Council Directive 79/409/EEC on the Conservation of Wild Birds ('Birds Directive')[20] into UK law (in conjunction with the Wildlife and Countryside Act).

Regulation 43 and 47 respectively of the Conservation of Habitats & Species Regulations makes it an offence (subject to exceptions) to deliberately capture, kill, disturb, or trade in the animals listed in Schedule 2 (European protected species of animals), or pick, collect, cut, uproot, destroy, or trade in the plants listed in Schedule 5 (European protected species of plant). Development that would contravene the protection afforded to European protected species requires a derogation (in the form of a licence) from the provisions of the Habitats Directive.

Regulation 63 (1) states: 'A competent authority, before deciding to undertake, or give any consent, permission or other authorisation for, a plan or project which —

(a) is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects); and

(b) is not directly connected with or necessary to the management of that site;

must make an appropriate assessment of the implications for that site in view of that site's conservation objectives.'

Wildlife and Countryside Act 1981 (as amended)

The Wildlife and Countryside Act 1981 (as amended) is the principal mechanism for the legislative protection of wildlife in Great Britain. This legislation is the means by which the Convention on the Conservation of European Wildlife and Natural Habitats[21] (the 'Bern Convention') and the Birds Directive and EU Habitats Directive are implemented in Great Britain.

The Countryside and Rights of Way Act 2000

The Wildlife and Countryside Act has been updated by the CRoW Act. The CRoW Act amends the law relating to nature conservation and protection of wildlife. In relation to threatened species it strengthens the legal protection and adds the word 'reckless' to the offences of damaging, disturbing, or obstructing access to any structure or place a protected species uses for shelter or protection, and disturbing any protected species whilst it is occupying a structure or place it uses for shelter or protection.

The Natural Environment and Rural Communities Act 2006

The Natural Environment and Rural Communities Act 2006 states that every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity. Biodiversity Action Plans provide a framework for prioritising conservation actions for biodiversity.

Section 41 of the Natural Environment and Rural Communities Act requires the Secretary of State to publish a list of species of flora and fauna and habitats considered to be of principal importance for the purpose of conserving biodiversity. The list, a result of the most comprehensive analysis ever undertaken in the UK, currently contains 1,149 species, including for example, hedgehog (Erinaceus europaeus), and 65 habitats that were listed as priorities for conservation action under the now defunct UK Biodiversity Action Plan[22] (UK BAP). Despite the devolution of the UK BAP and succession of the UK Post-2010 Biodiversity Framework[23] (and Biodiversity 2020 strategy[24] in England), as a response to the Convention on Biological Diversity's (CBD's) Strategic Plan for Biodiversity 2011-2020 and EU Biodiversity Strategy (EUBS)[25], this list (now referred to as the list of Species and Habitats of Principal Importance in England) will be used to guide decision-makers such as public bodies, including local and regional authorities, in implementing their duty under section 41 of the Natural Environment and Rural

Communities Act 2006 'to have regard' to the conservation of biodiversity in England, when carrying out their normal functions.

Biodiversity Action Plans

Non-statutory Biodiversity Action Plans (BAPs) have been prepared on a local and regional scale throughout the UK over the past 15 years. Such plans provide a mechanism for implementing the government's broad strategy for conserving and enhancing the most endangered ('priority') habitats and species in the UK for the next 20 years. As described above the UK BAP was succeeded in England by Biodiversity 2020 although the list of priority habitats and species remains valid as the list of Species of Principal Importance for Nature Conservation.

Regional and local BAPs are still valid however and continue to be updated and produced.

Detail on the relevant BAPs for this site are provided in the main text of this report.

Legislation Relating to Birds (Nesting)

Nesting birds, with certain exceptions, are protected from intentional killing, destruction of nests and destruction/taking of eggs under the Wildlife and Countryside Act 1981 (as amended) and the CRoW Act. Any clearance of dense vegetation should therefore be undertaken outside of the nesting bird season, taken to run conservatively from March to August (inclusive), unless an ecologist confirms the absence of active nests prior to clearance.

D.2 PLANNING POLICY

National

National Planning Policy Framework

The National Planning Policy Framework (NPPF) 2024[26] sets out the Government's planning policies for England, including how plans and decisions are expected to apply a presumption in favour of sustainable development. Chapter 15 of the NPPF focuses on conservation and enhancement of the natural environment, stating plans should 'identify and pursue opportunities for securing measurable net gains for biodiversity'.

It goes on to state: 'if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused'. Alongside this, it acknowledges that planning should be refused where irreplaceable habitats such as ancient woodland are lost.

Regional

Greater Manchester Biodiversity Strategy 2022-2030

Objective 1 -Managing and understanding biodiversity

Key Priorities

- A Nature Recovery Network Strategy, which is contextualised for the urban character of Manchester, must be developed for Greater Manchester. This should guide the focus of all future habitat management work.
- All priority wildlife sites must be in active management by 2030.
- Key indicator species must be identified and action plans for each key indicator species written. These action plans should sit alongside the Nature Recovery Network Strategy to guide any habitat management work across the Recovery Network. Key indicator species will also need to be recorded regularly to measure our impact.

Objective 2 -Involving people

Key Priorities

- We must find creative ways to connect and involve new audiences with nature and the natural environment in Manchester.
- The Manchester Biodiversity Action Group (MBAG) must support and empower local communities to take meaningful action for nature in the city.
- Land managers and practitioners in the city must be provided with the necessary knowledge and skills to protect and recover biodiversity.

Greater Manchester Combined Authority Places for Everyone

GMCA adopted the PfE[27] in 2022. Places for Everyone combines nine districts; Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan to create a long-term plan for jobs, new homes, and sustainable growth. Modifications to the plan were made in 2023 and are currently inviting views on the modifications.

There are ten Strategic Objectives set out in Places for Everyone which include:

- Objective 1: Meet our housing need;
- Objective 2: Create neighbourhoods of choice;
- Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester;
- Objective 4: Maximise the potential arising from our national and international assets;
- Objective 5: Reduce inequalities and improve prosperity;
- Objective 6: Promote the sustainable movement of people, good and information;

- Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region;
- Objective 8: Improve the quality of our natural environment and access to green spaces;
- Objective 9: Ensure access to physical and social infrastructure; and
- Objective 10: Promote the health and wellbeing of communities.

The following strategies and policies have been identified as of relevance for the Assessment matrix and the socio-economic impacts of new developments:

Access to Open Space:

Objective 8: Improve the quality of our natural environment and access to green spaces

This objective works to enhance special landscapes, green infrastructure, biodiversity and geodiversity, improve access to the natural environment and green spaces (including parks), and promoting the role of green space in resilience to climate change and reducing flood risk. This objective therefore aims to improve the access to open space for local residents.

Policies:

- Policy JP-Strat 13: Strategic Green Infrastructure
  - River valleys and waterways, lowland wetlands and mosslands, uplands, and trees and woodland will be protected and enhanced as strategic green infrastructure assets.
- Policy JP-G 2: Green Infrastructure Network
  - A strategic approach will be taken to the protection, management and enhancement of our Green Infrastructure in order to protect and enhance the ecosystem services. The protection, management and enhancement of Green Infrastructure will contribute to the development of a Nature Recovery Network for Greater Manchester.
- Policy JP-G 3: River Valleys and Waterways
  - River valleys and waterways will be protected and improved as central components of our Green Infrastructure Network and a vital part of a Nature Recovery Network, making a major contribution to local identity, quality of life and the natural environment.
- Policy JP-G 4: Lowland Wetlands and Mosslands
  - The distinctive flat, open landscape and network of habitats of ecologically valuable lowland wetlands and mosslands will be protected, enhanced and restored, with a strong emphasis on reconnecting local communities to the natural and historic environments.
- Policy JP-G 5: Uplands
  - Our upland areas contain important component parts of the green infrastructure network, including significant areas of blanket bog priority habitat, Sites of Biological Importance (SBIs), Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPAs), woodlands and habitats vulnerable to climate change.

- Policy JP-G 6: Urban Green Space
  - To ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions:
    - existing urban green space will be protected and enhanced in balance with other considerations; and
    - we will work with developers and other stakeholders to deliver new high quality urban green spaces which meet accessibility standards.
- Policy JP-G 7: Trees and Woodland
  - In making planning decisions and carrying out other associated activities, we will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.
- Policy JP-G 8: Standards for Greener Places
  - We will develop standards in relation to 'Access to natural green space', and 'A "Green Factor"'.

Climate Change and Sustainable Construction:

Objective 2: Create neighbourhoods of choice

This objective works towards the prioritisation of the use of brownfield land, the location of housing within close proximity to town centres and public transport, and the facilitation of sustainable modes of transport, allows for targets towards the reduction in carbon emissions to supports the tackle for climate change.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region

This objective works towards promoting the carbon neutrality of development by 2028, promoting sustainable patterns of development that minimise the need to travel and contribute to cleaner air, creating development to reduce car dependency, provisioning of infrastructure for cleaner vehicles, and improving energy efficiency and the generation of renewable and low carbon energy.

Policies:

- Policy JP-S 1: Sustainable Development
  - Development should aim to maximise economic, social and environmental benefits, minimise adverse impacts, utilise sustainable construction techniques and seek opportunities to secure net gains. Preference will be given to using previously developed, brownfield land and vacant buildings.
- Policy JP-S 2: Carbon and Energy
  - The aim to deliver a carbon neutral Greater Manchester no later than 2038 with a dramatic reduction in greenhouse gas emissions by following a range of measures.

- Policy JP-S 3: Heat and Energy Networks
  - Provision of decentralised energy infrastructure in order to deliver low carbon growth, carbon reductions and increase in local energy generation by following a range of measures.
- Policy JP-S 4: Resilience
  - Development will be managed to increase the capacity of citizens, communities, businesses and infrastructure to survive, adapt and grow in the face of physical, social, economic and environmental challenges, including climate change, by following a range of measures.
- Policy JP-S 5: Flood Risk and the Water Environment
  - An integrated catchment based approach will be taken to protect the quantity and quality of water bodies and managing flood risk by following a range of measures.
- Policy JP-S 7: Resource Efficiency
  - A range of measures will allow Greater Manchester to create a circular economy and zero-waste economy to become a leading green city region by 2038.
- Policy JP-G 9: A Net Enhancement of Biodiversity and Geodiversity
  - Across the plan as a whole, a net enhancement of biodiversity resources will be sought.
- Policy JP-G 10: The Green Belt
  - The Green Belt as defined on the Policies Map will be afforded strong protection in accordance with the National Planning Policy Framework. The Green Belt will continue to be managed positively to serve the five purposes set out in national policy.
- Policy JP-G 11: Safeguarded Land
  - Safeguarded land where an area of open land, outside the urban area and not in the Green Belt, is identified on the Policies Map and protected from development.
- Policy JP-P 1: Sustainable Places
  - We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with the detailed measures.

Manchester Core Strategy 2012 - 2027 Policy EN 15 - Biodiversity and Geological Conservation The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to:

- Sites with international or national designations for their biodiversity value. Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough); there is a Special Area of Conservation (SAC) and an SSSI just over the border in Oldham (both on the Rochdale Canal within Oldham);
- Other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals)

and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);

- Protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);
- Sites that are recognised for their geological importance;
- The Council's objective to protect and conserve the City's existing trees and woodlands and the aim for a net increase in trees across the City.

Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to:

- The Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester and opportunities for biodiversity enhancement including corridors such as the Mersey, Medlock and Irk river valleys, the canals and disused railway lines and areas of managed greenspace particularly in parks;
- The Green Infrastructure Framework for Greater Manchester, which encompasses an ecological framework that seeks to guide and inform habitat creation and repair, including identifying large 'biodiversity opportunity areas' including the Moston Brook Corridor and Nutsford Vale;
- The Open Space, Sport & Recreation Study, which identifies areas where there is a deficit of natural and semi-natural greenspace, opportunities for green corridors and other linkages;
- Manchester's Climate Change Action Plan;
- The Strategic Flood Risk Assessment (SFRA) for Manchester;
- The Habitats Regulations Assessment (HRA) for Manchester, which gives detailed consideration to Special Areas of Conservation (SACs), including the Rochdale Canal SAC just outside the district boundary;
- The River Basin Management Plan for the North West;
- The Manchester Tree Strategy.

Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation. Development should wherever possible seek to maintain, enhance or restore existing geology.

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