

Kilnwood Vale – Neighbourhood Centre

Planning Condition 2 - Bird Hazard Management Plan

Prepared on behalf of

Crest Nicholson South

FINAL Report

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Planning Condition 2 - Bird Hazard Management Plan

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Kilnwood Vale – Neighbourhood Centre

Planning Condition 2 - Bird Hazard Management Plan

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1. INTRODUCTION

Background

- 1.1 Ecological Planning & Research Ltd (EPR) was commissioned by Crest Nicholson South to produce a Bird Hazard Management Plan (BHMP) for the Neighbourhood Centre phase of development at Kilnwood Vale, Faygate (hereafter referred to as the 'Site').
- 1.2 UK planning applications that fall within the International Civil Aviation Organisation (ICAO) defined 13km bird strike safeguarding zone around safeguarded aerodromes should be assessed for their potential to influence bird numbers and movements in the safeguarding zone (CAST, 2024). The Site lies approximately 6km from Gatwick Airport Aerodrome Reference Point (ARP), within the Gatwick Airport safeguarding zone. A BHMP is therefore required.
- 1.3 This report has been prepared to fulfil the above requirement and facilitate discharge of planning condition 2 of the Neighbourhood Centre Reserved Matters consent (ref: DC/23/1694) which states:

'The development hereby permitted shall not be commenced until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of the management of any flat / shallow pitched / green roofs on any proposed buildings which may be attractive to birds. The plan shall be implemented as approved and remain in force thereafter. Reason: As this matter is fundamental to enable the Local Planning Authority to minimise potential danger to aircraft from bird hazards in accordance with Policy 33 of the Horsham District Planning Framework (2015).'

Site Description and Proposed Development

- 1.4 The Kilnwood Vale development as a whole covers approximately 132 ha of land to the west of Bewbush, Crawley. It is bounded to the south by the A264 dual carriageway, to the east by the existing urban areas of Bewbush and Spruce Hill Brook and to the north by Kilnwood Lane. The western boundary is defined by a narrow strip of woodland north of the railway line and a hedgerow south of the railway line that runs along the green lane providing a link from Holmbush Farm to the railway crossing.
- 1.5 The surrounding landscape is a patchwork of woodland, mixed farmland, hedgerows and wetlands, interspersed by small villages, with the larger towns of Crawley and Horsham in the east and west respectively.
- 1.6 The Neighbourhood Centre phase lies towards the centre of Kilnwood Vale (see plans in **Appendix 1**) at approximate grid reference TQ235351.
- 1.7 The scheme is described as comprising:

‘...111 residential dwellings (C3), 66 elderly care units (C2), a community building and 9no. commercial units (Class E) with associated landscaping, access and parking.’

- 1.8 The 111 new dwellings comprise 100 apartments arranged in blocks and 11 houses. The commercial units are on the ground floor of an apartment block and are not stand alone commercial units.

Planning Policy

- 1.9 Policy 33 of the Horsham District Planning Framework, which is quoted in the wording of planning condition 2, is not directly related to aerodrome safeguarding, or Bird Hazard Management Plans, and states the following:

‘Development Principles - In order to conserve and enhance the natural and built environment developments shall be required to:

- 1. Make efficient use of land, and prioritise the use of previously developed land and buildings whilst respecting any constraints that exist;*
- 2. Ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land, for example through overlooking or noise, whilst having regard to the sensitivities of surrounding development;*
- 3. Ensure that the scale, massing and appearance of the development is of a high standard of design and layout and where relevant relates sympathetically with the built surroundings, landscape, open spaces and routes within and adjoining the site, including any impact on the skyline and important views;*
- 4. Are locally distinctive in character, respect the character of the surrounding area (including its overall setting, townscape features, views and green corridors) and, where available and applicable, take account of the recommendations/policies of the relevant Design Statements and Character Assessments;*
- 5. Use high standards of building materials, finishes and landscaping; and includes the provision of street furniture and public art where appropriate;*
- 6. Presume in favour of the retention of existing important landscape and natural features, for example trees, hedges, banks and watercourses. Development must relate sympathetically to the local landscape and justify and mitigate against any losses that may occur through the development; and,*
- 7. Ensure buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, unless this conflicts with the character of the surrounding townscape, landscape or topography where it is of good quality.*

Proposals will also need to take the following into account where relevant:

- 8. Incorporate where appropriate convenient, safe and visually attractive areas for the parking of vehicles and cycles, and the storage of bins/recycling facilities without dominating the development or its surroundings;*
- 9. Incorporate measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area; and create visually attractive frontages where adjoining streets and public spaces, including appropriate windows and doors to assist in the informal surveillance of public areas by occupants of the site;*
- 10. Contribute to the removal of physical barriers; and,*
- 11. Make a clear distinction between the public and private spaces within the site.'*

Guidance

- 1.10 The following guidance documents have been referenced when preparing this BHMP:
- Combined Aerodrome Safeguarding Team (CAST) Advice Note 1 – Aerodrome Safeguarding – An Overview (April 2024);
 - Safeguarding of Aerodromes Gatwick Airport Advice note 8 – Potential Bird Hazard from Building Design (July 2012);
 - Civil Aviation Authority CAP 772 – Wildlife Hazard Management at Aerodromes (October 2017); and
 - CAST Advice Note 3 – Wildlife Hazards Around Aerodromes (April 2024).

2. PRE-DEVELOPMENT SITE BASELINE

Pre-development Habitat Description

- 3.1 The Phase 1 habitat survey results presented in outline application ES Appendix 10.1 (July 2010, SLR Ltd.) identifies that the pre development site comprised predominantly of bare ground/ephemeral short perennial vegetation originating from recently restored landfill.
- 3.2 Aerial images show that the site has now been cleared and construction of the proposed development is underway.

Pre-development Bird Survey Results

- 3.3 A breeding bird survey was undertaken in 2008 to inform the 2010 Outline planning application. The results are presented in ES Appendix 10.5 (July 2010, Biocensus Ltd). Winter bird surveys were not undertaken. Full results including species lists are available in the ES appendix. Across the site as a whole, 52 species were recorded with 43 assumed to be breeding.
- 3.4 The guidance documents referenced in **Section 1** above identify that the following could cause significant risk to aircraft:
- Large birds such as swans and geese;
 - Large or medium size birds that form flocks of 10 or more birds, typically gulls and ducks, but possibly also corvids and Wood Pigeons *Columba palumbus*; and
 - Smaller birds which form large flocks, especially Starlings *Sturnus vulgaris*.
- 2.1 Of the above:
- Carrion Crow *Corvus corone*, Rook *Corvus Frugilegus*, Jackdaw *Corvus monedula*, and Wood Pigeon were recorded breeding and foraging and were abundant throughout the site;
 - Grey Heron *Ardea cinerea* were recorded in low numbers;
 - A single Herring Gull *Larus Argentatus* was recorded, likely flying over the site; and
 - A single Mallard *Anas platyrhynchos* was flushed from a field edge and was presumed to be foraging.
- 2.2 When the site was an active landfill it is likely that bird species, in particular gulls, were present in larger numbers. Data is not available to substantiate this point but Combined Aerodrome Safeguarding Team (CAST) Advice note 3 notes that a risk associated with landfill is ‘*Thousands of scavenging gulls, corvids, Starlings etc.*’. It is therefore reasonable to assume that the site historically supported large numbers of birds noted to be a risk to aircraft.

3. IDENTIFICATION OF BIRD ATTRACTANTS

Methodology

- 3.1 Relevant excerpts of the guidance referenced in **Section 1**, on which this assessment of bird strike risk is based, are set out in **Appendix 2**, with a summary of typical bird attractant features referenced below.

Building Type

- 3.2 Individual dwellings are not normally considered problematic, although blocks of flats and multi-use buildings have greater potential to raise concern.

Building Design

- 3.3 Flat, shallow, and green roofs, especially over 10m x 10m present greater risk. If the roof is smaller, roosting or loafing are not likely to be significant.
- 3.4 Roof voids should be inaccessible to birds to deter nesting/roosting.
- 3.5 Roof overhangs and ledges should be avoided where possible to deter nesting/roofing.

Landscaping

- 3.6 The following landscape features can attract birds:

- Stading water;
- Abundant fruit and berry bearing scrubs;
- Dense vegetation; and
- Areas of short grass.

Neighbourhood Centre Phase - Bird Attractant Features

- 3.7 The two aspects of the proposals which have the potential to be attractive to birds are the taller new apartment/care home buildings and the landscaping proposals.

Buildings

- 3.8 The 11 houses are all two-storey detached or semi-detached houses with pitched roofs. In accordance with the above guidance, these individual dwellings are unlikely to be used significantly by high bird-strike risk birds.
- 3.9 The 100 apartments are arranged in five blocks of three stories (one block is part four stories) with the 9 commercial units on the ground floor of one block. The care home is three-stories and the community space and pub are maximum two stories. All buildings will have enclosed loft spaces with no access for birds and will have pitched roofs with no flat, shallow pitched, or green roof areas. The buildings are away from water and valuable winter forage for gull species and the likelihood of the roofs supporting significant numbers of nesting or loafing birds is very low. In addition, the planning condition wording particularly requests '*details of the management*

of any flat / shallow pitched / green roofs on any proposed buildings which may be attractive to birds'. There are no flat / shallow pitched / green roofs in this phase.

Landscaping

- 3.10 Landscaping specification is provided in **Appendix 1** and includes private gardens; relatively narrow mown grass verges typically in close proximity to new development, roads and car parking; bulb planting; and ornamental shrub planting. Shrub planting is limited principally to hard surface edges and most is non-native and not typically part of a mix that is specified to provide a bird foraging resource.
- 3.11 Hedges are a mix of Hornbeam *Carpinus betulus* and non-natives and typically delineate buildings and car parking spaces so will be tightly managed. Hornbeam mast is used by birds for foraging, but hedgerow management is likely to restrict the amount of mast produced and limit vegetation density and therefore limit significant nesting opportunities.
- 3.12 Tree planting excludes Oak *Quercus robur* and Scots Pine *Pinus sylvestris* which are specifically identified in the guidance in **Section 1** as attractive to birds as a foraging and nesting resource.
- 3.13 There are no permanent water bodies included in this phase of the proposals.

4. BIRD HAZARD MANAGEMENT MEASURES

4.1 In view of the above, specific bird hazard management measures are not required in this phase, however:

- Owners/occupants of the buildings will be provided with information instructing them to avoid feeding birds in their gardens (this could be through information provided to new purchasers, for example);
- A management company representative will be a point of contact for Gatwick Airport safeguarding staff, should they have queries or wish to inspect the site;
- The Site will be available to Gatwick Airport safeguarding staff for no-notice inspections to help ensure that the above remains appropriate;
- The above will be reviewed by the management company and if nesting or loafing by higher bird-strike species is recorded, Gatwick Airport Safeguarding will be contacted and the need for control measures will be revisited.

5. SUMMARY

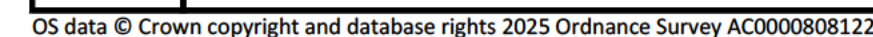
- 5.1 The building features which are identified in the guidance referenced in **Section 1** above as increasing the risk of attracting significant numbers of higher bird-strike risk species are predominantly absent from this phase of the proposals. Whilst apartment blocks are present, there are no flat, green, or shallow pitched roofs. Landscaping in this phase is unlikely to attract significant numbers of birds because there are no permanent water features, landscaping is relatively piecemeal and small scale, the specification has been designed to limit attractiveness to birds, and it will be tightly managed which will limit nesting opportunities and mast.
- 5.2 The bird hazard management measures in the section above will be implemented to help reduce and monitor risk. Additional measures are not required, in view of low risk in this phase, as summarised above.

6. REFERENCES

- Bibby, C.J. Burgess, N.D. Hill, D.A. & Mustoe, S.H. (2000) *Bird Census Techniques*. 2nd edition. Academic Press, London.
- Civil Aviation Authority. (2006) *Civil Aviation Policies (CAP) 738- Safeguarding of Aerodromes*. 2nd Issue.
- Civil Aviation Authority. (2017) *Civil Aviation Policies (CAP) 772- Wildlife Hazard Management at Aerodromes*. 2nd Issue.
- Combined Aerodrome Safeguarding Team (2024). *Advice Note 1 Aerodrome Safeguarding – An Overview*.
- Combined Aerodrome Safeguarding Team (2024). *Advice Note 3 Wildlife Hazards Around Aerodromes*.
- Gatwick Airport Advice Note 8 Potential Bird Hazards from Building Design (2012). Available from: <https://westsussex.planning-register.co.uk/Document/Download?module=PLA&recordNumber=975&planId=6240&imageId=16&isPlan=False&fileName=Gatwick%20Airport%20-%20Bird%20Hazards%20and%20Building%20Design.pdf>
- Gilbert G., Gibbons D.W. & Evans J., (1998) *Bird Monitoring Methods: A manual of techniques for key species*. RSPB/BTO/JNCC/WWT/ITE/The Seabird Group RSPB/BTO, Sandy.
- MPA. (2015) *Mineral Sites and Bird Strike Hazard and Risk: Practice Guide for Mineral Development and Restoration within Aerodrome Safeguarding Areas* (Revised Version May 2015).

Appendix 1

Landscape Masterplan and Site Layout Plan



Client Ref.	Drawing Ref.	Drawing No.	Status
10019PA	3153-7-1	DR-5000	D4-C1



KILNWOOD VALE, NEIGHBOURHOOD CENTRE - SITE LAYOUT



Appendix 2

Guidance Summary

A short summary of relevant excerpts of the guidance referenced in **Section 1**, on which this assessment of bird strike risk is based, is summarised below:

Gatwick Airport Advice Note 8

Advice note 8 notes that:

‘Individual dwellings will not normally be considered problematic, however blocks of flats, multi use buildings,...have greater potential to raise concerns. Generally for buildings with flat and/or shallow pitched roofs, if the roof area is less than 10m x 10m the number of birds likely to be found nesting, roosting or loafing on the roof are not likely to be significant...’

And notes that following building design criteria should be considered to minimise bird strike risk:

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

Additionally, the following are discussed as potential prevention and dispersal mechanisms: netting, bird spikes, pyrotechnics, distress calls, removal of nests/eggs (under licence from Natural England), regular inspections of higher risk roofs during the bird breeding season.

CAST Advice Note 1

Combined Aerodrome Safeguarding Team (CAST) Advice Note 1 notes that:

‘Birds and other wildlife may be attracted to the vicinity of an aerodrome by various types of development, including waste management sites, sewage works, mineral workings, water bodies, nature reserves, large landscaping schemes and any works to achieve biodiversity net gain (BNG), large areas of flat/shallow pitched or green roofs, large catering outlets and large buildings with perching/roosting opportunities for birds.’

CAST Advice Note 3 – Wildlife Hazards Around Aerodromes

CAST Advice Note 3 notes that:

‘As a general approach, any developments that have the potential to attract flocks of birds or large birds to the vicinity of an aerodrome should be assessed for their potential risk. The internationally accepted safeguarding area with reference to bird hazards is defined by ICAO as a 13km radius around the aerodrome reference point (ARP).’

Landscape features which are noted as potentially attracting wildlife are noted as follows:

- Landfill sites;
- Sewage works;
- Building developments;
- Drainage schemes;
- Reservoirs;
- Gravel pits;
- Coastal areas;
- Rivers and estuaries; and
- Woodland and agricultural land.

A non-exhaustive list of hazardous birds is noted as follows:

- All wildfowl (Ducks, Geese and Swans);
- All large waterfowl;
- Herons;
- Egrets;
- Cormorants;
- Gamebirds (Pheasants & Partridges);
- Birds of prey;
- Large waders (Lapwing, Curlew and Golden Plover);
- All gull species;
- All Pigeon species;
- All Corvid species (crow family); and
- Starlings.

Specific concerns raised in Advice Note 3 which relate to property development (including housing, factories, industrial, mineral extraction, and green roofs) include: *‘Diverse human factors and built environment providing food and shelter for urban species such as Pigeons, Gulls, Corvids, Starlings etc.’*

A list of measures that may be included in a WHMP are provided, as follows:

- Confirmation that access to all areas of the site is available and by what method.
- Confirmation that an appropriate inspection schedule is to be operated.
- Confirmation that any control is to be carried out under appropriate licences.
- Details of bird species and, where applicable, species behaviours that will be subject to management plans along with clearly designated thresholds to define when dispersal actions should be instigated and what they should achieve.
- Information on communication plans to contact Aerodrome Operations staff.
- Details of any dispersal methods to be used.
- An auditable record of all BHMP information to be maintained.
- Provision for the aerodrome to inspect the records and undertake no-notice visits.
- Duration of the WHMP linked to the site and not the site owner or operator.

CAP 772 Wildlife Hazard Management at Aerodromes

CAP 772 provides a comprehensive guidance on the types of hazard associated with different types of development, methods to avoid hazards by design.

In relation to buildings the guidance notes that where new buildings are being designed, they should:

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

Landscape schemes are noted to have the potential to result in the following hazards:

- Create dense vegetation that may become a roost;
- Provide an abundant autumn and winter food supply in the form of fruits, nuts and berries;
- Create standing water or watercourses that attract gulls and waterfowl; and
- Result in areas of short grass that provide feeding opportunities for a wide range of hazardous wildlife.