

David Bryce
Planning & Transport Department
Renfrewshire Council
Renfrewshire Council HQ
South Building
Cotton Street
Paisley PA1 1LL

04 September 2009

Dear David

Re: Planning Application No. 09/0527/PP – Engineering operations comprising remediation and bulk earthworks at Royal Ordnance, Station Road, Bishopton

Our Ref: GLA1663

We refer to your letter dated 13 August 2009, received in this office on 14 August 2009 and our subsequent telephone conversations.

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:

- Monitoring of any standing water within the site temporary or permanent
- Details of measures taken to reduce the attractiveness of the proposed water bodies to birds for example through design and planting
- Details of bird deterrent techniques and their application at various phases of site development
- Details of monitoring and inspections of the site and record keeping
- Details of threshold criteria and the application of failure criteria

The Bird Hazard Management Plan shall be implemented as approved upon commencement of the development and shall remain in force for the life of the development. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

Reason: It is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Glasgow Airport.

For Information: A Bird Management Plan dated December 2007 was agreed in principle under your application reference 06/1119/PP our reference GLA1087. It was put together on behalf of the applicants by Mr Phil Putwain of Ecological Restoration Consultants with input from our consultants FERA (previously known as CSL).

We would wish that Bird Management Plan to be submitted again pursuant to the above condition as it contained all the measures required. If a less rigorous BMP were to be submitted we would raise an objection as the increased risk of bird strike would be unacceptable in terms of air safety.

Submission of Landscaping Scheme

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at www.aoa.org.uk/publications/safeguarding.asp). These details shall include:

- Any earthworks
- Grassed areas
- The species, number and spacing of trees and shrubs
- Details of planting to the SUDS ponds

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

For Information: The suitability of the landscaping scheme is crucial to the efficacy of the BMP. The location and density of landscape and amenity planting associated with commercial, residential or other developments will have an impact upon the potential risk that it poses. It may provide nesting and roosting habitats for pigeons, corvids and starlings if suitable tree and hedgerow cover is provided. Large unbroken blocks of planting are more likely to attract roosting, nesting or feeding birds than small blocks or widely spaced trees. Any berry/fruit bearing species must be dispersed throughout the planting palette to ensure that pockets of exploitable habitat are not formed. The planting of Oak and Scots Pine species are discouraged 'near' to the airport (see guidelines below) as they form broad canopies that are attractive to corvids and pigeons for nesting roosting and loafing. We would recommend that tree planting is carried out at 4m centres so that continuous canopies are not formed for the same reasons.

BAA have in conjunction with their consultants FERA (previously known as CSL), recently developed a methodology with regard to percentage of berry/fruit bearing species and tree species that would be acceptable at any given distance to the airport. In very general terms the further away from the airport the site is situated there is less likelihood that planting could be an issue.

To this end we would request that the proposed planting in the area of the site marked 'Area A' on the attached plan should not contain more than 5% berry/fruit bearing species and no Oak or Scots Pine species planted, for the area of the site marked 'B' we would wish to see no more than 20% berry/fruit bearing species and no Oak or Scots Pine species planted. For areas of the site marked 'C' there would be no restriction on the amount of berry/fruit bearing species or trees planted. Please see plan attached showing the areas mentioned.

We would prefer that all new landscaping complies with the above however we acknowledge that there are already substantial areas of woodland and other planting on the site. We are therefore prepared to consider a landscaping scheme which exceeds these criteria subject to a maximum of 20% berry bearing throughout the site and a net reduction in the extent of woodland comprising new and proposed.

For Information: The SUDS scheme must be designed as shown on the 'Proposed Surface Water Drainage Layout', drawing no 905/P/24 and as detailed in the Bird Management Plan dated December 2007 that was agreed in principle. If any amendments are to be made to the scheme it is essential that BAA are consulted.

We would also make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp).

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

It is important that the conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of BAA, or not to attach conditions which BAA has advised, it shall notify BAA, and the Civil Aviation Authority and the Scottish Ministers as specified in the Safeguarding of Aerodromes Direction 2003.

Yours sincerely

Amanda Purdye
For and on behalf of Glasgow Airport Limited

