

# Guidance on Biodiversity and Aerodrome Safeguarding

This guidance is based on regulatory documents and will be updated along with regulatory changes. These documents are:

- CAP 772 „Wildlife Hazard Management at Aerodromes“ issued by the Civil Aviation Authority: <https://www.caa.co.uk/publication/download/13426>
- CAST Advice Note 3: Wildlife Hazards Around Aerodromes: <https://www.caa.co.uk/media/0vjkyeh/cast-advice-note-3-wildlife-hazards-around-aerodromes-april-2024.pdf>

Please contact [safeguarding@londoncityairport.com](mailto:safeguarding@londoncityairport.com) with any questions, or to enquire about works which you may be considering in the vicinity of London City Airport.

## Objectives

The objectives of this guidance are as follows:

1. To provide clear information regarding the risk of wildlife attraction to London City Airport.
2. To clearly communicate acceptable and unacceptable design solutions within the vicinity of the Airport, as well as identify design solutions which will require additional assessment to be undertaken.
3. To ensure that the Airport, developers and authorities have a common understanding of wildlife risk.

## Background

The aim of wildlife hazard management for aerodromes is to prevent or reduce the risk of bird strikes (bird-aircraft collisions). In the UK over 1,500 confirmed birdstrike incidents are recorded each year, and wildlife has the potential to cause catastrophic damage to engines during critical stages of flight (take off and landing).

Within the LCY vicinity, developments involving green or blue infrastructure, green/brown rooftops, or the provision of other food, security, breeding could, therefore, have the potential to impact the risk to aircraft. Proposed development and sites which could potentially attract birds may be asked to make specific amendments to that design features which are attractive to birds are minimised or eliminated.

As outlined in CAP 772, all UK airports (including LCY) are responsible for wildlife hazard management within a 13km radius of the centreline of the runway. As wildlife movements can pose a risk to aircraft operating in the area, this risk should be managed and monitored appropriately by the aerodrome.

London City Airport supports the development of East London, including enhancing biodiversity across the region, and is committed to providing guidance on how this can be achieved whilst maintaining aircraft safety. However, LCY is also located in an urban waterfront context, where key species have the potential to nest or feed, so there needs to be a considered and collective approach to ensuring biodiversity improvements can occur whilst maintaining safe operations for the airport.

This policy is provided to provide guidance in relation to:

- The locations of development surrounding the airport which have the potential to have a wildlife hazard impact on the airport, if not appropriately mitigated.
- The typologies of development which have the potential to have a wildlife hazard impact on the airport, if not appropriately mitigated.
- Typical bird species of concern to airport operations.
- Guidance in relation to design solutions which have the potential to result in a wildlife risk impact for the airport.

### Concerning Species

Almost all species are a threat to aircraft, but medium to large size birds and those which exhibit flocking behaviour are particularly concerning.

The following key species are of key concern to the airport:

- Swans (Mute Swan)
- Geese (Canadian, Greylag, Egyptian)
- Herons & Egrets (Grey Heron, Little Egret)
- Ducks (Mallard)
- Gulls (Black-headed, Common, Lesser Black-backed & Herring)
- Cormorants (Great Cormorant)
- Pigeons (Wood and Feral)
- Starlings & Swallows

### Locations of Concern

London City Airport is responsible for wildlife management within a 13km radius of the airport, and will make submissions on potential highly attracting uses up to this distance.

The airport will in most cases make submissions in relation to planting within 4km of the airfield, given the increased risk of birdstrike within this zone. The 1km radius of the airport, as well as within the runway approach paths from the top of descent down to the airport are the areas of highest concern for the airport. This includes areas such as:

- London Borough of Newham
- Thamesmead
- Belvedere
- Woolwich
- North Greenwich
- Canary Wharf / Isle of Dogs
- Limehouse / Mile End
- Rotherhithe
- Barking Riverside

### Design Solutions and Potential Mitigations

The following table comprises key issues which can potentially arise from development, as well as potential design solutions to mitigate the impact. One or more solutions may be suitable mitigation to the potential risk, as may solutions not included in this table.

However, this is meant for guidance only, and the airport should always be consulted early in the design process to provide project specific feedback (contact [safeguarding@londoncityairport.com](mailto:safeguarding@londoncityairport.com)).

Table 2 – Design elements which require consideration, along with potential mitigation / design solutions.

Design Element	Risk	Potential Mitigation / Design Solutions
Waste Management Facilities (e.g. Landfill Sites)	Attraction of birds	Waste management facilities are a major attractor of birds, and are therefore a significant risk to airport operations within 13km. Please contact <a href="mailto:safeguarding@londoncityairport.com">safeguarding@londoncityairport.com</a> to discuss your proposal and we can provide more specific advice on this matter.
Landscaping / planting	Potential attraction of wildlife to plants, and potential nesting of large flocks of birds.	<ul style="list-style-type: none"> <li>• Use of low risk species, which do not flower / fruit and have a lower chance of attracting wildlife.</li> <li>• Avoid provision of large grassed areas which have potential to attract birdlife.</li> <li>• Provision of low density planting layout, allowing for spacing between trees and avoiding the creation of continuous habitat.</li> <li>• Within 4km of airfield: Tree planting at centres of 4m or greater (excluding oak, beech, scots pine). Berry fruit bearing planting dispersed subject to max 15%.</li> <li>• Preparation of Bird Hazard Management Plan for ongoing management of estate to minimise bird risk.</li> <li>• Preparation of Bird Hazard Risk Assessment to confirm risk of planting strategy.</li> </ul>
Green Roof Planting	Potential attraction of wildlife to plants, and potential nesting of birds on roof structure.	<ul style="list-style-type: none"> <li>• Use of low risk species, which do not flower / fruit and have a lower chance of attracting wildlife.</li> <li>• Provision of low density planting layout.</li> <li>• Preparation of Bird Hazard Management Plan for ongoing management of green roof structure.</li> </ul>
Building Design, including provision of solar panels	Potential attraction of birds to nest in spaces.	<ul style="list-style-type: none"> <li>• Design of buildings to minimise spaces which could be used as habitat, such as ledges (particularly sheltered), crevices, crawl spaces, areas beneath solar panel structures, etc.</li> <li>• Avoidance of flat / shallow pitched roofs (i.e. with gradients of less than 15 degrees), given the potential for roosting / nesting.</li> <li>• Preparation of Bird Hazard Management Plan for ongoing management of building to minimise bird risk.</li> </ul>
Open Water Areas	Attraction of birds to new water bodies	<ul style="list-style-type: none"> <li>• Design of water bodies to include steep banks, which do not feature vegetation.</li> <li>• Where large bodies of water are proposed, consider either designing into smaller, lower risk bodies, or ensuring water bodies exceed depth of 4m.</li> <li>• Inclusion of signage to deter feeding of birds.</li> <li>• Netting of bodies of water.</li> <li>• Preparation of Bird Hazard Management Plan for ongoing management of water bodies to minimise bird risk.</li> <li>• Preparation of Bird Hazard Risk Assessment to confirm risk of water body / sustainable urban drainage scheme.</li> <li>• Inclusion of marginal reedbeds aiming for a width of between 5 and 10m around the shoreline.</li> <li>• Ensure there are no islands or rafts installed. Platforms should be made as extensions to the land rather than islands (i.e. fully accessible).</li> </ul>
Food and Drink Outlets	Attraction of birds to food source (including vermin)	<ul style="list-style-type: none"> <li>• Ensure that food waste is not left outside to attract birds through regular cleaning.</li> <li>• Ensure that any waste storage areas are enclosed, locked and vermin proof.</li> <li>• Preparation of Bird Hazard Management Plan for ongoing management of food / drink premises to minimise bird risk.</li> </ul>

Design Element	Risk	Potential Mitigation / Design Solutions
Storage of waste (general)	Attraction of birds to garbage storage	<ul style="list-style-type: none"><li>• Ensure that public use garbage bins are closed.</li><li>• Ensure that estate waste storage areas are enclosed, locked and vermin proof.</li><li>• Provide for a regular schedule of emptying of bins.</li></ul>