

ATLAS

PLANNING GROUP

BIRD HAZARD STATEMENT

Land Adjacent to the A345

High Post, Salisbury

March 2026

TABLE OF CONTENTS

Table of Contents.....	2
Introduction	3
Site Description and Guidance	4
Proposal considerations.....	5
Building Design	5
Drainage Design.....	5
Landscape Design	6
Conclusion	7

INTRODUCTION

- 1.1 This document has been produced by Atlas Planning Group in support of a full planning application for new employment space for Callen-Lenz and a new access for Chemring Countermeasures UK (CCM), along with associated infrastructure to include a new roundabout from the A345 and solar fields, on Land Adjacent to the A345 at High Post.
- 1.2 The document has been prepared in accordance with the requirements of the Planning Performance Agreement (PPA) agreed between the Applicant and Wiltshire Council ahead of submission of the planning application.
- 1.3 This Statement will set out the measures which are proposed to ensure that no large birds or those that congregate in large flocks are encouraged to perch, loiter or roost within the proposed development.

SITE DESCRIPTION AND GUIDANCE

- 4.1 The site is situated at High Post between the settlements of Salisbury and Amesbury, and is a short distance from Boscombe Down. It is currently mainly arable field, bounded by the A345 to the east with the High Post golf course beyond the road. The western part of the site includes areas of Chemring Countermeasures UK (CCM) which is an existing commercial use in the area.
- 4.2 Boscombe Down is a military airfield, used for military aircraft testing and training, and is home to a number of squadrons including those for heavy aircraft and pilot schools. The airfield opened in 1930 following the closure of an aerodrome at the site which was used during the First World War. Since this time it has accommodated a number of squadrons, and continues to be a military airfield although today it is operated by QinetiQ on behalf of the MoD.
- 4.3 Guidance on wildlife strike hazard reduction is provided in Annex 14 to the Convention on International Civil Aviation, published by the International Civil Aviation Organisation (ICAO), updated in July 2022. This document notes that the presence of wildlife (birds and animals) on and in the vicinity of aerodromes pose a series threat to aircraft operational safety and therefore action shall be taken to decrease the risk to aircraft operations by adopting measures to minimize the likelihood of collisions between wildlife and aircraft.
- 4.4 It should be noted that an increase in the number of birds in the vicinity of an aerodrome/airfield is not in itself a problem, however it is necessary to ensure that the risk of birdstrikes is not increased and this is what is sought to be addressed within this Strategy.
- 4.5 The principal hazards to aircraft are both large bird species and flocking bird species. Within the UK these are therefore primarily gulls, wading birds and to a lesser extent corvids and birds of prey, which are some of the largest land-based bird species, and pigeons and starlings, which congregate in larger flocks. The proposals have been designed to ensure that these species are therefore not encouraged at the site.

PROPOSAL CONSIDERATIONS

BUILDING DESIGN

- 4.1 The proposed building for Callen-Lenz is the most substantial element of the proposed development, and therefore the design of the building has been careful to ensure features that promote the nesting and perching of large bird species is avoided.
- 4.2 Firstly, the proposed building will have a curved roof. This will prevent a large expanse of flat roof which would provide suitable nesting and perching areas for larger bird species. There will also not be any features above the proposed roofline (such as chimneys, towers, high ledges etc) which could be suitable for nesting.
- 4.3 Secondly, whilst it is necessary to propose ecological enhancements, the proposal will only include bird boxes promoted for use by swifts and other small species (e.g. house martin or swallow) rather than any other nest boxes. The proposed bird boxes are not suitable nesting opportunities for larger bird species, such as gulls or wading birds, and also are not used by flocking species such as starling or pigeons.
- 4.4 For these reasons, the proposed building design will ensure that bird species which are likely to increase the risk of birdstrike are not increased at the site.

DRAINAGE DESIGN

- 4.5 The application is supported by a full Flood Risk Assessment and Surface Water Drainage Strategy (Aegaea, March 2026).
- 4.6 The FRA confirms that the site is not within an area at risk of flooding from any sources. Therefore, even during a storm event, it is not likely that there will be flood water at the site which may attract species such as gull, ducks, or wading birds.
- 4.7 The Surface Water strategy has utilised the Sustainable Urban Drainage System (SuDS) hierarchy to determine the most effective drainage solutions for the site. However, features such as drainage ponds and swales have been purposefully avoided. These features would encourage standing water at the site, either permanently or during periods of heavy rainfall. In turn, these water bodies could attract larger bird species to the site. Therefore, the avoidance of standing water at the site ensures that these species are not encouraged.

- 4.8 The proposed development includes an array of landscaping both as part of the landscape-led masterplan, and also to ensure the necessary 10% Biodiversity Net Gain (BNG) is delivered within the scheme. However, the proposed soft landscaping design has taken careful consideration of the need to avoid an increased risk of birdstrikes.
- 4.9 The largest areas of planting and biodiversity gain will be within the solar fields to the west of the site. These will be formed of areas of grassland under the solar panels, which are not likely to significantly change the number or types of bird species which are already present within the area.
- 4.10 Some planting is proposed within the areas around the Callen-Lenz building, particularly within the amenity areas for staff. Again, the majority of this will be types of low-level planting such as grass species. Any shrub and tree species proposed will take into account the requirement to avoid an increase in birdstrike risk.
- 4.11 The following measures will therefore be included in the soft planting proposals:
- I. Ensure tree planting density is no more than 4m between specimens to avoid formation of starling roosts;
 - II. Avoid trees which will reach more than 8m in height;
 - III. Reduce plant species which can provide winter food sources, the most attractive of which are Holly, Rowan, Hawthorn, Crab Apple and Honeysuckle;
 - IV. Ensure ongoing management and maintenance of species including pruning and removal of deadwood (where relevant) which can reduce nest sites and food production.
- 4.12 It is noted that the planting will still encourage other biodiversity within the site, such as small birds which do not pose a risk to the airfield, invertebrates, and small mammals such as hedgehog and badger. Therefore, the proposal will continue to be in compliance with adopted local and national planning policies.

CONCLUSION

- 4.1 The design of the proposed development has taken careful consideration of the proximity of the site to the existing Boscombe Down site.
- 4.2 The proposed development will not increase the risk of birdstrikes to the airfield through a number of measures. Firstly, the design of the building which has avoided the development of nesting and gathering spaces for birds, and secondly through the surface water drainage design which has avoided features which would include standing water at the site. The overall ecological and biodiversity enhancements proposed within the development have also taken careful consideration of which bird species can safely be encouraged at the site.