

From: [Dale, Louise Miss \(DIO Estates-SafegdgMgr2\)](#)
To: [Gregory, Michele](#)
Subject: 20190610: A303 Sparkford to Ilchester - Request for further information
Date: 10 June 2019 11:47:45
Attachments: [20190610 10044194 Yeovilton PINS Request FINFO-Final Draft.pdf](#)

Michele

Please find attached DIO Safeguarding response to the PINS request for further information.

If you require further information, please do not hesitate to contact me.

Kind Regards

Louise Dale

Safeguarding Officer
Estates – Safeguarding

**Defence
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Defence Infrastructure Organisation

From: Gregory, Michele <MICHELE.GREGORY@planninginspectorate.gov.uk>
Sent: 04 June 2019 13:59
To: Dale, Louise Miss (DIO Estates-SafegdgMgr2) <Louise.Dale192@mod.gov.uk>
Subject: A303 Sparkford to Ilchester - Request for further information
Importance: High

Your reference: 20015267

Dear [Sir/ Madam](#)

Please find attached a copy of a letter from the Examining Authority requesting further information to be submitted by **Monday 10 June 2019, Deadline 8.**

Kind Regards

Michele

Michele Gregory
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National Infrastructure Planning
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Defence Infrastructure Organisation

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Safeguarding Statutory

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07TH June 2019

Dear Sir/Madam,

Your Reference: TR010036
Our Reference: 10044194

Application by Highways England for an Order granting Development Consent

Examining Authority's request for further information

This letter is written in response to the Examining Authority's written questions and requests for information issued on the 4th June 2019 in which the Defence Infrastructure Organisation (DIO) was asked for additional information regarding DIO Safeguarding matters in particular regarding birdstrike safeguarding. The further information request is set out in full below with the relevant response provided in each case.

Potential Bird Strike. The Applicant advises that discussions are continuing with a view to limiting the risk of bird strike to an acceptable level and that this matter will be addressed within the SoCG.

Notwithstanding it would be helpful to the ExA's consideration of this matter if the DIO would provide the information requested below.

- *An indication of usual flight paths for aircraft using RNAS Yeovilton.*

The Senior Air Traffic Control Officer at RNAS Yeovilton has provided the following information in response: Fixed wing (FW) and Rotary wing (RW) will make visual and instrument recoveries to runway 22* using a 3 degree glide slope (roughly 300ft per mile so at 1 mile from the threshold aircraft will be at 300ft, 2 miles from the threshold they will be at 600ft etc.) This descent starts from around the 6 mile point. Departures from runway 04 will climb out over the A303 road to around 1700ft before turning onto desired track. FW aircraft will also conduct visual circuits to runways 04 and 22 and will over fly the A303. RW also operate routinely 500ft and below in the vicinity of the airfield departing in any direction but largely following established visual transit routes to exercise areas such as Merryfield Airfield. The "northern route" roughly follows the A303 to / from Merryfield Airfield at 500ft.

*The A303 sits beneath the approach into runway 22 and beneath the runway 04 take off climb.

- *Given the proximity of ponds 1 to 4 to RNAS Yeovilton, and the size of pond 5, could the DIO please comment on whether any modifications to the design of these ponds, including alterations to their size and number, and planting would be likely to adequately mitigate the risk of bird strike.*

At present the Ministry of Defence (MOD) has statutory birdstrike safeguarding concerns regarding the proposed ponds. In particular ponds 1-3 as these water bodies are located beneath the approach into Runway 22 and the take off climb for Runway 04. Also, the recovery and departures routes from RNAS Yeovilton to Merryfield Airfield fly over pond 1 at 500ft.

The MOD concerns are based on the creation of open water bodies at these locations having the potential to increase the attractiveness of the site to existing flocking bird species such as gulls, starlings etc. These species are deemed hazardous to aircraft safety especially when in critical stages of flight.

DIO Safeguarding met with Highways England on the 9th May and identified our preferred option would be for the ponds to be predominantly dry and for the basins to dry down within 72hours following a 1 in 100 year storm event.

If Highways England could not achieve this, the MOD recommended how bird attractants could be *designed out* using the following principles:

Pond bank sides to be as steep as possible

- No visible area of open water, meaning the ponds are to be densely planted with marginal vegetation common reed (*Phragmites Australis* is the MOD's preferred option). This species of reed provides continuous year-round cover as it does not die back in Winter.
 - A Bird Hazard Management Plan (BHMP) should be established and implemented for the maintenance of the reeds to prevent a starling roost. If a starling roost establishes, Highways England will disperse birds via appropriate licensed means. The BHMP should also cover the construction phase. Whilst works are being carried out the turning of soil provides exploitable feeding opportunities for flocking bird species, and water can gather in holes and voids during works. The management plan should include a commitment for Highways England to disperse bird species hazardous to aircraft safety.
- *Please advise as to any limitations as to the maximum size and depth of the proposed ponds that would be necessary in order to minimise the risk of bird strike.*

On reviewing the information available the MOD's ornithological advisors determined that provided the ponds are designed in accordance with the recommendations outlined above, the size of the ponds and depth are satisfactory. They are not large enough to host a gull roost which would be a major birdstrike concern to the MOD.

I trust the above information provides an adequate response, if you require any further information please do not hesitate to contact me.

Yours Sincerely

Louise Dale
Safeguarding Officer

DIO Estates