

## Attenborough (Cemex)

### Introduction

This case study demonstrates techniques and principles to mitigate bird strike potential whilst still achieving local biodiversity targets and a beneficial after use.

The restoration of Trent Farm, Attenborough has been designed to complement previous reclamation schemes and natural regeneration of conservation wetland and amenity. The location and physical attributes of the site requires a water based restoration scheme due to limited on site material and the inability to import inert waste material.

The restoration scheme took into consideration National and Local Planning Policy, environmental constraints for example Attenborough Pit SSSI, flood risk, aviation safe guarding zone (East Midlands Airport (EMA)).

### Site Location/ History

The area of the site is 30.4 ha at Trent Farm, Long Eaton, to the south-west of the urbanised area of Nottingham city, in the middle reaches of the valley of the River Trent and within its floodplain. It is 1.5km south west of Attenborough Nature Reserve. Although the site is not within EMA direct flight path it is located within the safeguarding zone of EMA. The original planning application was developed in 2007 and the design reflected comments from the EMA, the County Landscape Officer and County Ecologist.

### Bird Management

The 2010 planning permission included various conditions related to the restoration and aftercare in addition to a s.106 legal agreement which included a bird strike management plan (BMP).

The BMP iterates management solutions to make the restoration less attractive to targeted bird species and so reduce risk to aviation safety from large flocks of wildfowl and starling on site, while recognising the sensitivity of the neighbouring nature reserve.

Proposed actions to manage bird strike risk include:

- Management of habitat to minimise numbers of target species
- Establishment of monitoring which will highlight when trigger levels (numbers of birds) are exceeded
- Extension to Attenborough Bird Sanctuary notation on aviation charts illustrating a pilot avoidance zone
- Maintaining dialogue with EMA
- Consulting stakeholders including EMA over scaring methods should trigger levels be exceeded.

