

Former Nestlé Factory,
Nestles Avenue, Hayes

**Bird Hazard Management Plan
(to address Condition 14 of Planning
Permission 1331/APP/2019/2314)**

June 2023

Quality Management	
Client:	Barratt London
Project:	Former Nestlé Factory, Nestles Avenue, Hayes
Report Title:	Bird Hazard Management Plan
Project Number:	ECP-4684
File Reference:	4684 BHMP vf4 FW/LB/SC
Date:	07/06/2023

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1 Introduction

1.1 Background and Proposals

- 1.1.1 Aspect Ecology has been commissioned by Barratt London in respect of ecological matters at the Former Nestlé Factory, Nestles Avenue, Hayes (see Plan 4684/BHMP1).
- 1.1.2 The site is in receipt of planning permission, subject to a number of planning conditions, for the development of an increased number of units with additional floors to Blocks B, C, F3 and H (in addition to those approved under planning permission ref: 1331/APP/2017/1883), and associated landscaping, access, car parking and other engineering works (ref: 1331/APP/2019/2314).
- 1.1.3 This report relates to Blocks B, C, F3/F4 and H only.
- 1.1.4 The site is located within Heathrow Airport's 13km safeguarding zone, within which aircraft are at lower altitudes and therefore at an increased risk of bird strike, along with RAF Northolt. Accordingly, the planning permission is subject to a number of conditions, of which this report is concerned with Condition 14.

Condition 14 states:

'Prior to the commencement of any superstructure works for each residential phase of development, a Bird Hazard Management Plan for that phase shall be submitted to and approved in writing by the Local Planning Authority in consultation with HAL safeguarding and MoD Safeguarding. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

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

REASON It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport and RAF Northolt, in accordance with Policy DMAV 1 of The Local Plan: Part 2 – Development Management Policies (2020).'

1.2 Site Location and Characteristics

- 1.2.1 The site is located within the London Borough of Hillingdon, within the western part of Greater London. The site is bound to the south by Nestles Avenue, industrial units to the west, a railway line to the north-west, the Grand Union Canal to the north, and an industrial development to the east.
- 1.2.2 The site itself is currently being developed for residential use following demolition of the Former Nestle Factory, with large areas of hardstanding and amenity planting. A number of mature trees are present within the south of the site associated with the original entranceway to the factory.

1.3 Ecological Survey Work

- 1.3.1 This Bird Hazard Management Plan has been informed by survey work undertaken by Aspect Ecology in April 2016.
- 1.3.2 The site was surveyed based on standard extended Phase 1 methodology. A general faunal survey was also undertaken at this time, including recording of any mammals or birds observed during the course of the survey, and an assessment of habitats for their potential to support any protected, rare or notable species. This included a specific assessment of habitats for bats, notably associated with roosting opportunities in trees.
- 1.3.3 The results of this survey work are set out in full in Aspect Ecology's 'Ecological Appraisal (Residential Scheme)' report, which accompanied the original planning application, and confirmed in Aspect Ecology's 'Ecological Addendum' report, dated June 2019, which was submitted with planning application 1331/APP/2019/2314 (see Appendix 4684/1).

1.4 Purpose of the Report

- 1.4.1 This report evaluates the potential for the development to support bird species of particular concern to nearby Heathrow Airport and RAF Northolt, and detailed management prescriptions to be followed to minimise incidences of bird nesting, roosting and loafing within the site, particularly associated with flat rooftops, as required to address Condition 14 of the planning permission for the site.

2 Bird Risk Evaluation

2.1 Summary of Survey Work and Site Assessment

2.1.1 Not all bird species pose a bird strike risk to aircraft. Although species such as Swallow *Hirundo rustica*, Swift *Apus apus* and Skylark *Alauda arvensis* are known to be regularly subject to bird strike incidences, these strikes do not generally result in reported damage to aircraft. However, damage to aircraft is regularly reported from birds that occur in flocks and/or are larger in size¹, and it is this group of birds that are of higher concern to bird strike management. As such, the species of highest concern to aviation generally include birds such as Gull species, Pigeon species, Corvid species and Starling *Sturnus vulgaris*.

2.1.2 The bird survey work undertaken at the site recorded occasional species of concern, namely Wood Pigeon *Columba palumbus*, Feral Pigeon *Columba livia domestica*, Lesser Black-backed Gull *Larus fuscus*, Carrion Crow *Corvus corone* and Magpie *Pica pica*. However, overall, few bird species were recorded at the site, largely due to the nature of the habitats present, being predominately industrial buildings and hardstanding.

2.2 Design Measures

2.2.1 The site is located within an urbanised setting, with extensive industrial and residential development surrounding the site. As such, redevelopment of the site for residential use is unlikely to result in any significant increase in bird populations associated with the local area.

2.2.2 Nonetheless, the potential for bird strike was taken into account at the design stage of the development, following consultation with London Heathrow Airport Safeguarding Team. In particular, inclusion of berry-bearing tree and shrub species have been kept to a minimum (no more than 5% of the overall species palette), which are scattered throughout the landscaped areas, whilst stands of trees with the potential to provide canopy cover for bird species such as Rooks and Crows are avoided (See Appendix 4684/2). In addition, ecological enhancements proposed within the scheme will focus on mammals and invertebrates, along with smaller bird species.

2.2.3 However, blocks B, C, F3/F4 and H have flat roofs, which also incorporate green roofs. As such, there are increased opportunities for bird nesting and loafing on roof tops (see Appendix 4684/2).

2.2.4 On this basis, this Bird Hazard Management Plan will focus on the potential issues associated with the nesting, roosting or loafing of birds on the roofs of buildings, which are primarily likely to comprise Gull and Pigeon species.

¹ Civil Aviation Authority 'Reported birdstrikes 2012 -2016'

3 Bird Hazard Management

3.1.1 In order to minimise the potential risk of bird strike resulting from the development of the site, the following active management measures will be implemented:

- The roofs will be constructed in such a way so that they are safely accessible to personnel to undertake rooftop inspections;
- A representative from the building / facilities Management Company will be made responsible for on-site bird control management and be accountable to BAA Heathrow/RAF Northolt bird control / operations staff;
- A formal schedule of rooftop inspections will be established, requiring monitoring visits to be undertaken on at least a weekly basis during the breeding season (March to August inclusive) (or sooner if bird activity dictates) and fortnightly inspections during the remainder of the year by the designated representative to monitor bird activity;
- If required, any nests or eggs found will be removed and the appropriate licence(s) obtained from Natural England beforehand;
- Any birds considered hazardous to aircraft (Gull species, Pigeon species, Corvid species and Starling) found nesting, roosting or loafing during the breeding season will be dispersed when detected and/or when requested by BAA Heathrow/RAF Northolt bird control / operations staff. Before any birds are dispersed, contact must first be made with the BAA Heathrow/RAF Northolt bird control / operations staff;
- The method of dispersal used will primarily be by physical presence. However, the designated representative will have access to a hand-held distress call unit to undertake bird dispersal if necessary, to be used in liaison with BAA Heathrow/RAF Northolt bird control / operations staff;
- If significant bird activity is identified, particularly in association with the green roofs, consideration will be given to other measures to deter bird activity, such as netting;
- A log will be kept which will detail the following information, which will be made available to BAA Heathrow/RAF Northolt bird control / operations staff upon request:
 - Dates and times of inspections;
 - Name of person undertaking inspection;
 - Bird numbers and species observed; and
 - Details of any dispersal action taken (including method of dispersal and number of eggs/nests treated or removed, if appropriate, along with the relevant Natural England licence reference).
- All residents and staff employed at the site will be instructed not to feed birds (or otherwise attract them to the site), with particular reference to Gulls, Pigeons, Corvids and Starling; and

- Additional bird control and pest control measures will be considered if regular monitoring identifies unforeseen attractants.

3.1.2 BAA Heathrow/RAF Northolt bird control / operations staff will have the right to undertake inspections of roof areas at no notice to ensure the Bird Hazard Management Plan is being implemented and functions effectively.

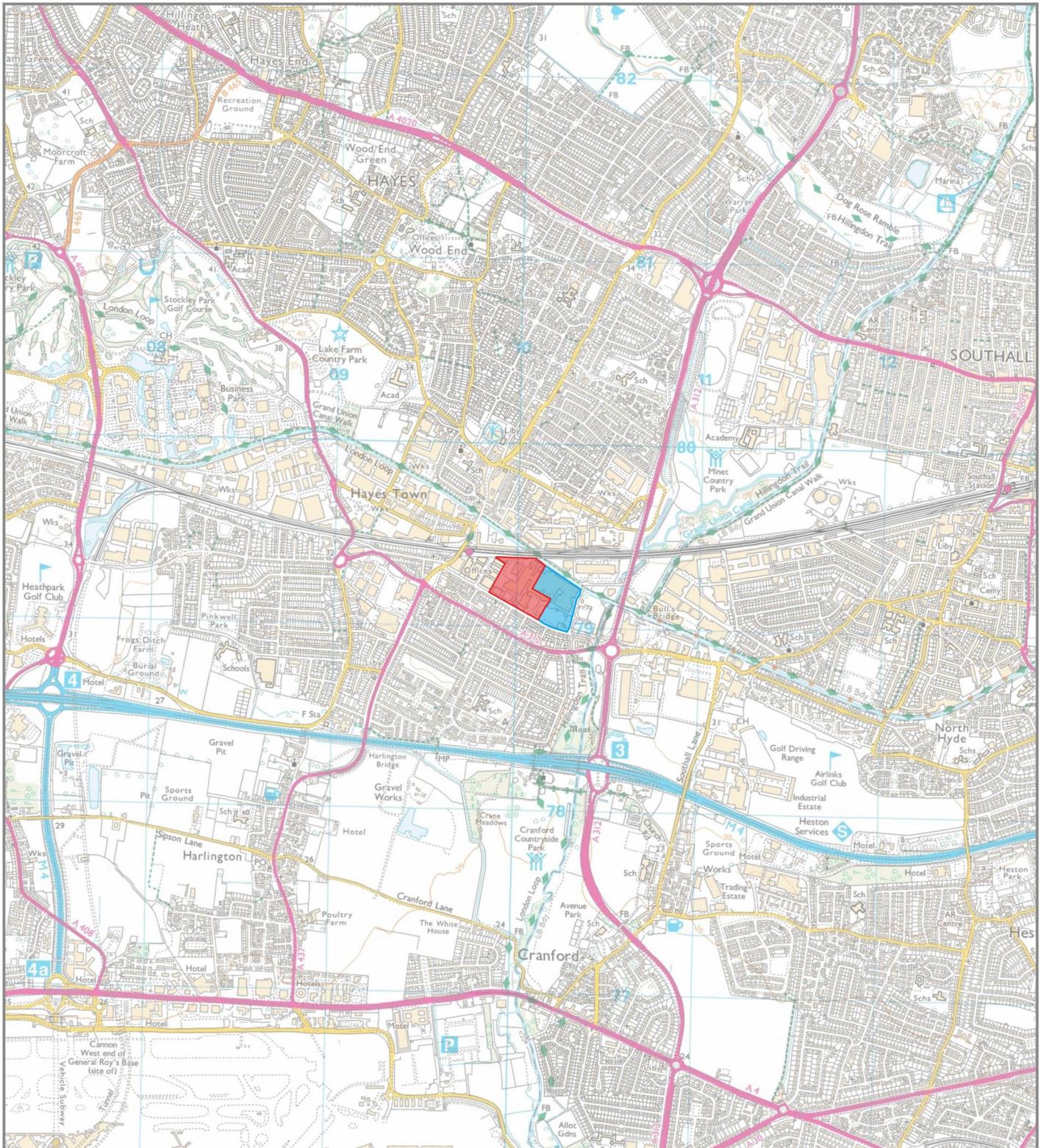
3.1.3 In the event any concerns are raised by BAA Heathrow/RAF Northolt bird control / operations staff in relation to the number of incidents of successful breeding by large gulls, this management plan will be reviewed and updated in consultation with BAA Heathrow, RAF Northolt and Hillingdon Borough Council.

4 Conclusion

- 4.1.1 Aspect Ecology has been commissioned by Barratt London in respect of ecological matters at the Former Nestlé Factory, Nestles Avenue, Hayes.
- 4.1.2 The site is in receipt of planning permission, subject to a number of planning conditions, for the development of an increased number of units with additional floors to Blocks B, C, F3 and H (in addition to those approved under planning permission ref: 1331/APP/2017/1883), and associated landscaping, access, car parking and other engineering works (ref: 1331/APP/2019/2314).
- 4.1.3 This report sets out active hazard management measures to reduce incidences of bird nesting, roosting and loafing within the site, particularly associated with flat rooftops in accordance with Condition 14. Subject to the appropriate and responsible implementation of measures set out in this report, it is considered that the use of the site by bird species of particular concern to the nearby Heathrow Airport/RAF Northolt will be suitably minimised.

Plan 4684/BHMP1:

Site Location



Key:

- Site Location (Residential Scheme)
- Commercial Scheme

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**Former Nestle Factory,
Nestle's Avenue, Hayes**

Site Location

4684/BHMP1

PROJECT

TITLE

DRAWING NO.

- REV.

July 2022 | DATE



Appendix 4684/1:

Ecological Appraisal Addendum (June 2019)

Appendix 4684/2:

Technical Briefing Note

Project: Former Nestlé Factory, Nestles Avenue, Hayes

Ecological Appraisal Addendum

Date: June 2019

1. Introduction

- 1.1. Aspect Ecology has been appointed by Barratt London in respect of ecological matters associated with the western parcel of the Former Nestlé Factory, Nestles Avenue, Hayes. Aspect Ecology prepared an Ecological Appraisal to accompany the planning application for the residential scheme in 2017, for which planning permission was subsequently granted (ref: 1331/APP/2017/1883).
- 1.2. A new planning application is currently being prepared on the basis of an increased number of residential dwellings within the scheme. Accordingly, this note has been prepared to provide an addendum to the previously submitted Ecological Appraisal, to provide an assessment of the increased housing level in relation to ecology.

2. Assessment of Amended Proposals

- 2.1. The site itself is not subject to any statutory or non-statutory nature conservation designations, although the Grand Union Canal Metropolitan Level Site of Importance for Nature Conservation (SMINC) is located adjacent to the northern site boundary. The amended proposals will result in a very small increase in residential units, however, this designation is not considered to be particularly sensitive to recreational disturbance, whilst the increase will be minimal such that adverse effects would be negligible. On this basis, the impacts identified within the submitted Ecological Appraisal in terms of effects on ecological designations remain applicable.
- 2.2. It is understood that the additional units will be largely accommodated within the agreed housing blocks, save for Block H, which is to be widened as part of the revised scheme by approximately 1.3m. In the context of the Proposed Development, this small additional loss of habitat is unlikely to have any additional adverse effects in terms of ecology. On this basis, the impacts identified within the submitted Ecological Appraisal in terms of effects on habitats and ecological features remain applicable.
- 2.3. An increased housing provision has the potential to lead to increased recreational pressures which could result in adverse effects on faunal species associated with the site. However, the increase is unlikely to be significant given the small increase in housing proposed, whilst no particular faunal interest was recorded within the site during the survey work undertaken. On this basis, it is considered that the amended proposals will not have any additional adverse effects on ecology over that identified in the submitted Ecological Appraisal.

3. Mitigation and Enhancement Measures

3.1. As the amended proposals are considered unlikely to result in any additional adverse effects on ecological designations, habitats and faunal species, no further mitigation measures are considered necessary in connection with the Proposed Development.

4. Conclusions

4.1. The conclusions identified within the submitted Ecological Appraisal remain applicable for the forthcoming planning application relating to the Proposed Development.

Approved Landscaping Scheme



BARRATT WEST LONDON

ECOLOGY ENHANCEMENT PLAN

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The logo for Aspect Ecology Ltd. The word "aspect" is written in a lowercase, sans-serif font. The letter "a" is positioned below the "s", and a short, thin grey line extends from the top of the "s" to the top of the "a", creating a stylized "a" shape.

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