



Bird Hazard Management Plan for 20 Blyth Road, Hayes, Middlesex



Client: Baxter and King

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1 Introduction

1.1 This Bird Hazard Management Plan (BMP) has been created for guidance on the management and subsequent prevention of birds at 20 Blyth Road, Hayes, Middlesex as required.

1.2 This BMP is being undertaken to satisfy the requirements of condition 27 of the planning permission granted on 8th April 2013, as follows:

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority.

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, on completion of the development and shall remain in force for the life of the building. 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 in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

1.3 At its closest point Heathrow Airport is approximately 2.7km from the site, well within the radius for statutory aerodrome safeguarding consultation.

1.4 Management of bird species within the proposed development scheme is necessary due to the proximity of Heathrow Airport and the possibility of associated bird strike hazards.

1.5 This BMP sets out the management solutions that will make the proposed development scheme less attractive for targeted bird species, preventing an annually increasing congregation whilst bearing in mind the existing site and neighbouring habitats.

2 Site Location

2.1 20 Blyth Road is located approximately 2.7km North of Heathrow Airport.

2.2 The site is located in an urban area, surrounded by dwellings, industrial buildings and railway.

3 Development Proposal

3.1 The development proposal would enhance the bird habitat through the replacement of existing hard standing with residential buildings including landscaped garden areas which provide potential roosting locations.

3.2 There is a concern that this enhancement of the bird habitat would lead to increased concentration of birds in the locality and an increased risk of bird hazard.

4 Bird Strike Context

4.1 The Rule of the Air, as in Civil Aviation Publication 393, states "except with the written permission of the CAA, an aircraft should not be flown closer than 500 feet to any person, vessel, vehicle or structure".

4.2 Research has highlighted that the vast majority (75%) of bird strike events occur at below 500 feet and over 90% below 2,300 feet (Eschenfelder, 1998), so the most sensitive areas are those close to airports (Manktelow, 2000).

4.3 Although bird strike hazard is unlikely to be faced by commercial airliners over-flying the site, appropriate monitoring should occur and appropriate mitigation measures applied as detailed below.

5 Target Species, Management and Monitoring

5.1 Target bird species relevant to bird strike management are those that commonly occur in large dense flocks and/or large species. The bird species relevant for this BMP include geese, swans, pigeons and starlings.

5.2 The risk of bird strike will be managed through appropriate monitoring, habitat management and where necessary bird scaring methods.

5.3 As part of the Bird Strike Hazard Management the Heathrow Airside Safety Unit will be allowed to inspect the site as required.

5.4 Gulls are medium sized birds and can congregate in flocks. Starlings are small birds but can form large flocks when attending roost sites in winter. Pigeons are also small birds that on rare occasions can form large flocks if encouraged through feeding and habitat enhancement. The proposed restoration plan has been designed to decrease the attractiveness of the site for these species.

5.5 The habitat proposed includes areas which have the potential of attracting gulls, roosting pigeons and flocks of starlings. In particular, there are flat/shallow pitched/green roofs on buildings within the site that may be attractive to nesting birds.

5.6 All flat/shallow pitched/green roofs will be fitted with roosting prevention measures, such as spike and wire systems, which will be inspected regularly by the managing agent as part of the routine estate management procedures.

5.7 As appropriate, bird scaring measures could also be used. There are a range of possible bird dispersion methods including:

- *Chemical Bird Repellent.* These are chemicals that are contained in special dispensers and are activated via sensors. It works by irritating the birds' eyes and mucous membranes of the nose and mouth. It also settles on the birds' feather and irritates them again when they preen.
- *Bio-Acoustics Distress Device.* These are hand-held or vehicle mounted loudhailers, which broadcast sounds of birds in distress. A variety of different birds' distress calls can be recorded. The effect is greatly enhanced when used in conjunction with pyrotechnics.
- *Pyrotechnics.* These are flares, which are fired and set off two loud bangs to scare the birds away. The effect of pyrotechnics is enhanced when used in conjunction with the bio-acoustics distress device described above. However, users must also note that overuse of either methods can also lead to desensitisation, resulting in the birds becoming accustomed to the effects.
- *Bird shooting.* Several shooters are trained to operate the shotgun to fire at the birds. However, this method must be used with discretion. Special care must be taken not to cull protected bird species, or to endanger human lives and properties.
- *Thermal Fogging.* This is used over grass patches to reduce the insect population using pesticides. These insects serve as a rich food source for swallows.
- *Soil Treatment.* This is a treatment carried out for the control of insect nests on the grass patch of the airfield. These nests would be flooded with insecticide to eradicate the colony.

5.8 The deployment of bird dispersion measures should be a last resort with emphasis placed on prevention in the first instance.

5.9 If increased pigeon or starling activity occurs at Heathrow Airport and there is evidence that these can be traced back to the specific location of the site then this will require a meeting between representatives of Heathrow Airport, Hillingdon Borough Council, and representatives of the development to discuss the management of such a roost.

5.10 If target bird species dispersal is considered necessary, this will lead to use of best practice in scaring to alternative locations outside of the bird strike safeguarding zone.

5.11 All outcomes from this primary meeting will be to the overall agreement of all parties in attendance, and it will be the responsibility of the occupier to co-ordinate the agreed actions.

5.12 Those parties with the required resource and capability should complete the agreed actions at the earliest available opportunity.

5.13 The meeting will also agree upon the best practice to ensure the target bird species population does not reform.

6 Conclusions

6.1 The proposed development is within the radius for statutory aerodrome safeguarding consultation.

6.2 This plan proposes actions to prevent and manage bird risks on the development site.

6.3 In summary these actions are:

- Management of habitat to minimize numbers of target species.
- Installation of bird roosting prevention measures on flat/shallow pitched/green roofs should be implemented on buildings within the site that may be attractive to nesting birds. These measures are to be carried out on the completion of the development and for the life of the building.
- The requirement of a regular monitoring regime will be required year round with increased frequency during the breeding season. Access to all roof areas will be required at all times. This will be the responsibility of the management team of the building.

- Consultation with relevant stakeholders including Heathrow Airport regarding scaring methods should an action level event occur on the site, involving the determination of appropriate methods to minimise biodiversity conflict to be completed by Paradigm Housing.
- All bird scaring actions will be completed by those parties with the required level of training, resources and capabilities at the earliest opportunity agreed by all parties under instruction of Paradigm Housing

6.4 Bird hazard management in accordance with this BMP shall be implemented as approved, on completion of the development in October 2016 and shall remain in force for the life of the building.