

**560 SIPSON ROAD,  
WEST DRAYTON  
LONDON  
UB7 0JF**

**BIRD HAZARD MANAGEMENT REPORT**

**JUNE 2022**

**FINAL**

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**Produced by**

*Ecology and Land  
Management*

For and on behalf of Phull  
Empire Ltd



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## Introduction

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- 1.1 Ecology and Land Management were commissioned by Phull Empire Ltd. to produce a Bird Hazard Management Report for land associated with the proposed development at 560 Sipson Road, West Drayton UB7 0JF. The proposed development currently includes construction of a multi-storey apartment block with associated infrastructure, including vehicular access, landscaping and lighting within the existing site. The proposed site layout can be found on the Proposed Site Plan 19040/S4/P03.
- 1.2 This document has been produced to guide the current, and any future tenants, owners or leaseholders of the proposed new building at 560 Sipson Road, West Drayton, in managing the distribution of identified target bird species at the site. This document is intended to guide the safe movement of aircraft and the operation of Heathrow Airport (LHR) without being detrimentally affected by bird activity generated by the proposed development. Particular consideration has been given to the bird species that might use flat roof areas for roosting and/or nesting.
- 1.3 A declaration is provided in Appendix I and this must be copied and signed by the operator upon uptake of the building.

## Site Description and Location

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- 2.1 The existing site is approximately 0.11ha in extent and located at OSGR: TQ07697719. The land lies at approximately 26m AOD. The soils are described in Soilscapes (Cranfield University) as freely draining, slightly acid loamy soils.
- 2.2 The area proposed for development consists of a derelict site with building rubble, one static and one mobile caravan and ruderal vegetation with trees and boundary hedge. The development proposals for the site involve the construction of residential apartment building with associated infrastructure, including vehicular access, landscaping and lighting. It is likely that existing trees or hedges would require removal.
- 2.3 The site is located in an area of urbanization bordered by Sipson Road to the north and a hotel building adjacent to the east, west and south. The nearby area is

dominated by residential housing, industrial activity and major road and other infrastructure associated with London Heathrow Airport including the A4 and the M4.

2.4 Buddleja (Buddleia davidii), which is listed as ‘bird attracting’ by the CAA (CAA, 2007), was recorded within the site. This would be removed as part of the proposed works.

## Legislation

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3.1 The site operator should ensure that any actions that may affect birds should be lawful. Specific licences are required for some wildlife control activities in order to preserve air safety, which would otherwise be illegal under the 1981 Wildlife and Countryside Act. In England, the agency responsible for these is Natural England.

3.2 Generally, a species specific licence may be issued by the relevant agency when:

- There is a genuine problem to resolve or need to satisfy for which a licensing purpose is applicable;
- There are no other satisfactory alternative options;
- The licensed action will contribute to resolving the problem or meeting the need;

## Potential Bird Activity and Bird Strike Risk

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4.1 A biological records search from Greenspace Information for Greater London (GiGL) lists bird species known to occur within 1km radius of the site boundary. In addition, a search was made of the on-line mapping service (Magic) and nbn Atlas to ascertain the presence of any statutory designated sites that may provide suitable nearby habitats for bird species. Records show that there are 38 protected species of bird within 1km of the site and 65 species of birds listed on the nbn Atlas. The site is 300m west of Field Close Open Space Roughs, a Local Site of Importance for Nature Conservation. The nearest known site of importance for birds is approximately 4km southwest of the proposed site.

4.2 The proposed site is located approximately 450m north of London Heathrow Airport (LHW). It is therefore located within the 13km Statutory Safeguarding Zone (Transport Act, 2000) of LHW. The Statutory Safeguarding Zone operates to ensure public and passenger safety during the arrival and departure of aircraft, on the basis that 99% of

bird strike occurs during these maneuvers, at altitudes below 2000ft. The 13km safeguarding zone comprises a circular zone around the aerodrome and identifies the need for consultation on any development that may attract birds. The CAA, in compliance with their statutory responsibilities under the Transport Act (2000), may require that a bird hazard management plan is produced and implemented. This is to ensure that the proposed development does not cause an increased risk of bird strike and threaten the safe and efficient integration of arrival and departure routes from Heathrow Airport.

- 4.3 In accordance with CAA policies CAP738 and CAP772, the risk of bird strike to aircraft requires active management by the aerodrome operator. This can be achieved through development control, and consultation on developments that have the potential to attract birds in significant numbers. It may comprise on-site habitat management and bird scaring techniques, as and when required.
- 4.4 Target bird species and their known behavior are described in Wildlife Hazard Management at Aerodromes (CAA, CAP772, 2017). Species listed that may be relevant to the site include the following:

- Gulls

There are records of four species of gull within 1km of the site. Gulls feed predominantly on soil invertebrates, especially on disturbed ground and can be found scavenging on waste or hunting insects in the air. They also adapt to take food from people. During the breeding season gulls of all species may use rooftops of buildings. Gulls are increasingly nesting on flat and shallow pitched roofs. ‘Green’ roofs can also be very attractive to birds.

- Corvids

There are records of three species of corvid within 1km of the site. Although they may result in relatively few bird strikes they can attract other species. They nest in hollow tree cavities and buildings.

- Pigeons

There are records of woodpigeon within 1km of the site. These birds are increasingly involved in bird strikes on aerodromes. Pigeons make use of ledges of buildings to roost so bird proofing of buildings is recommended.

- Starlings

There are records of starling within 1km of the site. This is a species of local conservation concern. Starlings may roost both on and in buildings in vast numbers. Gantry and other complex structures offer potential perches. Although involved in relatively few bird strikes starlings form large flocks at dusk. They roost in dense vegetation. It may be necessary to disperse these birds.

- Birds of prey

There are records of red kite within 1km of the site. This is a protected Schedule 1 species. Birds of prey have become increasingly involved in bird strikes. Proofing of perching areas are required to reduce opportunities for birds to reside on or near airfields.

- Swifts, swallows and martins

Flocks can congregate and feed on grass near airports. For this reason nesting near the airport should be discouraged.

4.5 There is potential for bird species to aggregate on flat roofs or nest in crevices of the proposed development and it is recommended by the CAA that this must be avoided by implementing vigilant, year round monitoring, adding deterrents and, where necessary, control measures.

## Building and Landscape Design

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5.1 Design considerations should primarily target large flocking or nuisance bird species such as pigeons, gulls and carrion crows, designing out features that may attract them. Effective building design should prevent aggregations of birds increasing at the site. The following information is taken from Advice Note 8: Potential Bird Hazards from Building Design (2011), and other sources. To this purpose the following guidelines should be considered:

- i) Minimising the number of fruit-bearing trees and ensuring a reduction in potential to attract hazardous birds such as large winter flocks.
- ii) Trees should be planted at a minimum 4m spacing.

- iii) Flat roofs should be constructed to enable safe access to remove any nests and eggs and disperse birds under Natural England License.
- iv) Minimise design of roof overhangs with ledges and avoid external protrusions.
- v) Consider fitting spikes onto building ledges that have the potential to attract roosting birds. Density should be suitable to exclude feral pigeons and larger birds.
- vi) Steeply pitched roofs should be used to deter gulls from nesting, roosting and loafing.
- vii) The roof space should be designed in such a way as to prevent access by birds.
- viii) Self-closing doors to prevent access to birds or openings should have plastic strip curtains fitted.
- ix) Where flat and/or shallow pitched roofs greater than 10m x 10m cannot be avoided in the design, there must be access available by foot to all areas of the roof to ensure that any hazardous birds, nesting, roosting and loafing can be dispersed and where necessary any nests and eggs can be removed. See note under Prevention Measures below regarding licences.
- x) The waste management areas and bins should be located in bin stores and should be actively managed following good back of house practices to ensure that food waste is not available for urban gulls, or carrion crows. Restricting foraging will strongly deter birds who will seek locations where there are more opportunities for food to be available.

### Bird deterrent techniques

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6.1 In addition to the building design a number of measures should be considered to deter/disperse hazardous birds from nesting, roosting and loafing on and in buildings:

- Netting for ‘Green’ Roofs – The netting must be of a suitable gauge and weight to exclude the target species and must be suspended at a suitable tension to ensure that birds landing on the netting will not cause sagging onto the vegetation. However the netting must not be too taut as this will allow birds to

land. The netting must also be inspected on a regular basis to make sure it is in full working order.

- Netting for ‘Non Green’ Roofs - A netting system can also be used successfully on ‘non green’ roofs, the netting must be of a suitable gauge and weight to exclude the target species and must be suspended at a suitable tension to ensure that birds landing on the netting will not cause sagging onto the roof. However the netting must not be too taut as this will allow birds to land. The netting must also be inspected on a regular basis to make sure it is in full working order. Netting is only required where it has been identified as necessary during the monitoring.
- Bird Spikes – If used on roofs these should be positioned at a density suitable to exclude the target species and completely cover the roof. If used on ledges they must be placed at sufficiently close spacing to exclude the target species. These will be retrofitted at a suitable density or at suitable distances from each other to exclude the relevant species should the initial deterrent measures and inbuilt design be ineffective.
- Pyrotechnics – Training is required if used close to the airport and/or its aircraft flight paths.
- Distress Calls - Training is required if used close to the airport and/or its aircraft flight paths.
- Removal of Nests and/or Eggs – It is an offence to damage or remove nests and/or eggs without first obtaining the appropriate licences, in England from Natural England [www.naturalengland.org.uk/](http://www.naturalengland.org.uk/) or in Scotland from the Scottish Executive Environment and Rural Affairs Department (SEERAD) [www.scotland.gov.uk](http://www.scotland.gov.uk). These licences can be issued for preserving air safety.

## **Management Prescriptions**

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### 7.1 The following information should be provided by the building operators:

- Confirmation that access to all areas of the roof is available and by what method, to ensure that inspections can be carried out.

- Confirmation that inspections will be carried out year round with increased frequency during the breeding season.
- Confirmation that any nests/eggs will be removed, with the appropriate licences first being obtained.
- Confirmation that any hazardous birds found nesting, roosting and loafing will be dispersed when detected or when requested by Airfield Operations staff. In some instances it may be necessary to contact Airfield Operations staff before bird dispersal takes place.
- Details of any dispersal methods to be used.
- A log to be kept of bird numbers and species utilising the roof(s).
- As part of any future management of SUDS, swales will be monitored to ensure that they drain quickly and the grass will be regularly cut to ensure it is maintained as a short sward;
- All waste will be removed and collected at regularly intervals and there should be no waste containers allowed to overfill. If waste build-up is considered to be an issue, then the waste collection regularity will need to be increased;
- All waste imported to site during construction and operation must be stored in sealed containers with self-closing lids;
- Signs should be erected in public places to inform visitors that bird feeding is not permitted.
- All roof spaces must be accessible in order to enable weekly inspections by appointed and trained personnel as part of the facilities building team or site maintenance staff.
- Inspections - Where flat/shallow pitched roofs are concerned, inspections should be carried out weekly or more frequently if bird activity dictates, during the breeding season, which for gulls typically runs from March to June to ensure that any hazardous birds found nesting, roosting and loafing are dispersed and any nests and/or eggs are removed, (observing license requirements). Regular inspections dictated by bird activity should also be carried out outside of the

breeding season and any birds should be dispersed. In some instances it may be necessary to contact Airfield Operations staff before bird dispersal takes place.

## Monitoring

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- 8.1 Consistent monitoring and implementation of appropriate and proportional deterrence and control measures should be undertaken by a suitable contractor commissioned by the building operator to ensure that the site remains free of target bird species.
- 8.2 Monitoring should be undertaken quarterly in January, April, July and September of all habitats and flat roofs to detect if birds or congregations of birds, considered to be potentially hazardous, are establishing within the site, and , if necessary ensure their deterrence;
- 8.3 Monthly inspections should be undertaken of the flat roofs during the breeding season (March to July) to monitor if birds are attempting to breed and if necessary action should be taken to remove nests under license.
- 8.4 Records should be kept by the site management company of all waste imported onto site and all waste collected from site, including waste type and date/time of delivery/collection;

## References

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CAA, 2017. Wildlife Hazard Management at aerodromes, CAP 772

Airport Operators Association & General Aviation Awareness Council, 2008. Advice Note 8: Safeguarding of Aerodromes,.

Airport Operators Association & General Aviation Awareness Council, 2006. Advice Note 3: Potential Bird Hazard from Amenity Landscaping

Airport Operators Association & General Aviation Awareness Council, 2006. Advice Note 6: Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)

## Appendix I - Letter of Declaration

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Site Address:

Aerodrome Ref:

Planning Application No:

Condition No:

I/we can confirm the following:

### Declaration

That the roof(s) is/are constructed in such a manner so that all areas are safely accessible to enable any nests and eggs to be cleared and birds to be dispersed.

Checks will be made weekly or sooner if bird activity dictates, during the breeding season by an appointed person/company. The breeding seasons for gulls typically runs from March to June.

Any birds found nesting and/or roosting and/or loafing during the breeding season will be dispersed when detected and/or when requested by Airfield Operations staff. In some instances it may be necessary to contact Airfield Operations staff before bird dispersal takes place.

Any nests or eggs found will be removed, the appropriate licence(s) will be obtained from Natural England or the Scottish Government Environment and Rural Affairs Department (SEERAD) beforehand if required.

Checks will be made on a regular basis outside of the breeding season by a nominated person/company.

Any birds found nesting and/or roosting and/or loafing outside of the breeding season will be dispersed when detected and/or when requested by Airfield Operations Staff. In some instances it may be necessary to contact Airfield Operations staff before bird dispersal takes place.

The methods of dispersal used will be as follows: (please list, for example pyrotechnics and distress calls)

Signed:

On Behalf of:

Date:

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