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Bridgestone Construction

Didsbury Point

Bird Hazard Management Plan

EPS GENERAL NOTES

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Author	Nick Carter	**Technical reviewer**	Sam Bardi
Signature		Signature	
Date:	19/12/2024	Date:	19/12/2024
Project manager	Nick Carter	**Quality reviewer**	Lucy Brocklehurst
Signature		Signature	
Date:	19/12/2024	Date:	19/12/2024

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1. Introduction

1.1 Background

1.1.1 Eps Ltd was commissioned by Bridgestone Construction in September 2024 to complete a Bird Hazard Management Plan for the development land at Didsbury Point, Didsbury (see Appendix 1 for the location of the site).

1.1.2 The site is located in the west Didsbury approximately 7.5 km north of Manchester airport. Given that the site is within 13km of Manchester Airport, it lies within the safeguarding zone where aircraft are at lower altitudes and at increased risk of birdstrikes. All developments within the 13km radius require consultation to ensure no potential increases in birdstrike risk.

1.1.3 The site is comprised of an area of wasteground within a suburban area of south Manchester. The proposed development involves the construction of 76 one- and two-bedroom apartments with ground floor medical centre use with associated car parking provided on a two-tiered decked car park, landscaping and infrastructure.

1.1.4 The purpose of this document is to ensure that the risk of birdstrike as a direct result of the development does not significantly increase.

1.1.5 The information contained within this document identifies the potential hazards resulting from the proposed development, considers the likelihood of that potential and illustrates how risks of bird hazard will be minimised through implementation of measures during construction, through good design, and through management and monitoring during the operational phase, with the aim of reducing any residual risk to as low as reasonably practicable.

1.1.6 The bird hazard management plan is required to satisfy planning condition 18. The condition is outlined below.

> 18) Within three months of the commencement of development details of a Bird Hazard Management Plan for the development shall be submitted and approved in writing by the City Council as local planning authority. The submitted details shall set out measures to prevent breeding by large gulls on roof spaces. The development shall incorporate the agreed details whilst the development is in use.

Reason - In the interest of aviation safety pursuant to policy DM2 of the Core Strategy

2. Bird Hazard Guidance

2.1 DfT / ODPM CIRCULAR 1/2003

2.1.1 Department for Transport/Office of the office of the Deputy Prime Minister Circular 1/2003 places responsibility for aerodrome safeguards with the aerodrome operators and introduces a consultation process for any development proposals which may affect an aerodrome.

2.1.2 Manchester Airport is a relevant aerodrome operator and so must be consulted on any planning application within the safeguarding area (13km).

2.1.3 It is the responsibility of the aerodrome operator to take all reasonable steps to ensure that the aerodrome and its surrounding airspace are safe at all times for use by aircraft.

2.1.4 One of the purposes of safeguarding of aerodromes in this way is to "…ensure that their operation and development are not inhibited…by developments which have the potential to increase the number of birds or the bird hazard risk" [Circ 1/2003 Annex 2 para 3].

2.1.5 Notwithstanding this reference, it is important to note that an increase in the number of birds in the vicinity of an aerodrome is not in itself a problem; it is the possible increase in birdstrike risk that is the issue of concern which plans are required to address. An increase in non-problem bird species is of no significance to the overall birdstrike risk.

2.1.6 Annex 2 to Circ 1/2003 sets out particular advice on birdstrike hazard and identifies particular forms of development which are most important and where the primary aim is to guard against new or increased hazards. These are: "…facilities intended for the handling, compaction, treatment or disposal of household or commercial wastes; the creation or modification of areas of water such as reservoirs, lakes, ponds, wetlands and marshes; nature reserves and bird sanctuaries; and sewage disposal and treatment plant and outfalls" [Circ 1/2003 Annex 2 para 8].

2.1.7 Annex 2 also advises that "…A local planning authority will need to consider not only the individual potential bird attractant features of a proposed development but also whether the development, when combined with existing land features, will make the safeguarded area, or parts of it, more attractive to birds or create a hazard such as bird flightlines across aircraft flightpaths" [para 9].

2.1.8 For the types of development described in paragraph 8 of the Circular, a Local Planning Authority is advised to ask an applicant to demonstrate by means of a risk assessment that the development would not be likely to increase the bird hazard risk to aircraft.

2.2 CAP 772 Wildlife Hazard Management at Aerodromes

2.2.1 CAP 772 sets out guidelines for the control of bird hazards in and around aerodromes. Whilst the document concentrates on bird control on aerodromes there is some relevant guidance for landscape areas in the vicinity.

2.2.2 The principal hazards are gulls, wading birds, pigeons and Starlings *Sturnus vulgaris*, and to a lesser extent corvids. Other species such as Canada Geese *Branta canadensis* and Greylag Geese *Anser anser* are considered in the CAA *Conflict Between Conservation and Air Safety*, but are of lower concern in a UK context. The objective of CAP 772 is to reduce the potential for roosting and to make sure that landscape areas are not attractive to such large flocking bird species. Smaller birds that do not form dense flocks have a low hazard potential.

2.2.3 Typical measures to accommodate the recommendations of CAP 772 are;

- Reduce tree planting density to 4m centres or lower, use open rides and thin existing stands to avoid formation of Starling roosts;
- Reduce species providing abundant winter food source, the most attractive of which are Holly *Ilex aquifolium* (female), Rowan *Sorbus aucuparia*, Hawthorn *Crataegus monogyna*, Viburnum *spp*. and Cotoneaster *spp.* together with Crab Apple *Malus sylvestris* and Honeysuckle *Lonicera spp.;*
- Pay attention to normal management programmes such as trimming Hawthorn hedges, which can limit berry production and thereby form part of a mitigation strategy; and
- Avoid larger, permanent open water sites.

3. British Aviation Authority (BAA) advice notes

3.1 Safeguarding of aerodromes advice note 8

3.1.1 Advice Note 8 sets out the hazards which may arise from building design and advises on measures to avoid them, or where this is not possible to mitigate and manage these hazards to reduce them to acceptable levels.

3.1.2 Section 4 of Advice note 8 states that the following features should be considered when designing a building:

- Roof overhangs should be kept to a minimum;
- Ledges beneath overhangs and external protrusions should be avoided where possible;
- Steeply pitched roofs should be used to deter gulls from nesting, roosting and loafing;
- The roof space be designed in such a way as to prevent access by birds;
- Self-closing doors to prevent access to birds or openings should have plastic strip curtains fitted; and
- 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 below regarding licences).

3.1.3 Prevention, inspection and dispersal measures are included at Section 5, and comprise the following:

- Netting;
- Bird spikes;
- Pyrotechnics;
- Distress Calls;
- Removal of Nests and / or Eggs (under the relevant Natural England licence as appropriate); and
- Inspections, where flat or shallow pitched roofs are present

3.1.4 Management of birds relating to flat or shallow pitched roofs would include the following measures:

- 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; and
- A log to be kept of bird numbers and species utilising the roof(s).

3.2 Safeguarding of aerodromes advice note 3

3.2.1 Advice Note 3 considers the types of development that may come forward in the vicinity of an aerodrome and the particular issues that can arise. Parts of the advice are similar to that provided in the (earlier) Advice Note 8.

3.2.2 Developments such as housing, factories, industrial estates / units, mineral extraction and green roofs can provide food and shelter for urban species such as Pigeons, Gulls, Corvids, Starlings etc.

3.2.3 Buildings with flat roofs can provide nesting opportunities for gull colonies; Feral Pigeons, Jackdaws and Starlings can take advantage of ledges and gullies for nesting sites and perching areas.

3.2.4 The advice sets out ways in which these potential risks could be reduced, as follows:

- Netting to proof roofs and exclude hazardous species;
- Roof overhangs kept to a minimum;
- Ledges beneath overhangs and external protrusions avoided where possible;
- Redesign roof to steeply pitched to deter Gulls from loafing, roosting and resting;
- Lighting structures proofed to prevent perching;

- Choice of roof material to reduce attractiveness (smooth surfaces with minimal protrusions or vents to reduce breeding opportunities);
- Roof spaces to be designed in such a way as to prevent access by birds;
- Self-closing doors to prevent access to birds or openings fitted with netting or plastic strip enclosure materials;
- Safe access by foot access to all areas of roof that cannot be proofed;
- Outside dining areas enclosed or avoided in close proximity to an aerodrome.

3.2.5 Advice is provided with regards to monitoring and inspection of gulls, as follows:

During the breeding season for Gulls, for example, inspections to assure compliance with a 'no breeding' BHMPs should be carried out at least weekly during the breeding season, (e.g. Gulls typically April to June). To ensure that all hazardous birds found nesting are dispersed and any nests and / or eggs are removed. This process should be fully documented to provide an audit trail.

For roosting or loafing (resting) birds, regular inspections should be carried out and if the threshold level is exceeded then birds should be dispersed. The frequency of inspections should be dictated by the presence of hazardous birds and be sufficient as to ensure the efficacy of the plan. This process should be fully documented to provide an audit trail and compliance site visits from the aerodrome operator may be required, subject to the necessary Health and Safety considerations.

4. Risk Assessment

4.1 Potential risks

4.1.1 The proposals are for the construction of 76 one- and two-bedroom apartments with ground floor medical centre use with associated car parking provided on a two-tiered decked car park, landscaping and infrastructure.

4.1.2 This does not constitute one of the 'most important' types of development that create new or increased birdstrike hazards, such as landfill and mineral extraction as set out in DfT / ODPM Circular 1/2003 Annex 2 paragraph 8.

4.1.3 New landscape planting is proposed as part of the development. Factors such as planting of trees and bushes are referred to in Paragraph 8 of Annex 2 to Circular 1/2003.

4.1.4 The proposed land scape scheme is unlikely to attract gulls or other large birds. The trees specified are fastigiate in nature and will not form large canopies. There are no large areas of planting or SUDs that could be used by nesting or roosting bird species.

4.1.5 Areas of flat roof will also be a source of potential risk for the development. Shallow and flat roofs are attractive to species such as gulls to roost, nest and loaf.

4.1.6 It is not likely that the construction phase would give rise to any significant additional risk. Significant areas of topsoil will not be exposed, and no significant areas of standing water are expected to establish.

4.1.7 Chapter 4 of CAP 772 identifies the various risks that can arise within and adjacent to an aerodrome, which include the presence of food sources, nest and roost sites and the presence of open water. Certain plant species, generally berry bearing species, are considered to be greater attractants for birds, and it is recommended that such species be avoided.

4.1.8 CAP 772 states that buildings and structures with access holes and crevices provide nest sites and roosts, especially for Feral Pigeons and Starlings, but also gulls. Pigeons roost and nest inside buildings and on ledges on their exteriors. It is recommended that, wherever possible, flat roofs be avoided, and that where they are constructed, they be fully accessible for inspection purposes.

4.1.9 Section 5 of Chapter 4 lists off-aerodrome bird attractant habitats. The proposed development is not located on *The Coast* and does not include *Landfills for Food Wastes; Sewage Treatment and Disposal*; or *Sand Gravel and Clay Pits*.

4.1.10 Overall, the development of the site has some limited potential to increase bird hazards in the vicinity of Manchester Airport if not subject to appropriate avoidance and mitigation measures.

4.1.11 The Bird Hazard Management Plan is concerned with managing potential risks that may arise during the operational phase.

5. Bird Hazard Management Plan

5.1 Operational phase

5.1.1 Taking into account the regulations and guidance reviewed in the previous sections, this section sets out the means by which bird hazards will be addressed and monitored as part of the development.

5.1.2 The overarching principle of this plan is that the developer implements all reasonable endeavours to maintain the birdstrike risk associated with the development as low as reasonably practicable, in line with published guidance and legislation.

Roof Overhangs

5.1.3 The design of the roof of the buildings is to be such that these are kept to a minimum to reduce nesting opportunities. Any skylights will be fitted with appropriate grilles or netting to prevent nesting opportunities.

Roof Inspections

5.1.4 Roofs will be accessible for safe inspection, and will be inspected on a weekly basis (or sooner if bird activity dictates) during the nesting bird season (March to July inclusive). Inspections will be undertaken by a designated person or company. During the remainder of the year inspections would be undertaken on a monthly basis. In the event that bird activity during any given period is found to be high, the frequency of inspections would increase.

5.1.5 All accessible roof spaces would be searched for roosting, loafing and nesting birds such as gulls and Feral Pigeon. Any roosting or loafing birds would be dispersed by means of human presence and activity.

5.1.6 Where nesting birds are found, an ecologist would be contacted for advice. All wild birds are protected while nesting and removal of nests and eggs may require a Natural England licence. If it is clear that eggs are not present, then any nest in the process of being constructed can be cleared away without the need for further advice or intervention. As a general principle the roof area should be kept free of material at all times.

Bird Spikes

5.1.7 Wherever possible, bird spikes would be affixed to the top of lighting columns. These would be inspected, and replaced if necessary, as part of annual site maintenance.

5.1.8

Log of Activity

A paper and electronic log of monitoring activity will be kept by the designated individual or company and will be available for inspection by interested parties. Details of activities undertaken and of birds recorded will be kept, together with views on the efficacy of measures taken.

Reassessment

5.1.9 The effectiveness of these measures will be reassessed on a six-monthly basis. Where they are considered to be lacking then additional methods such as netting of roofs and use of installed sonic deterrents will be considered.

Trees and Shrubs

5.1.10 The planting mix has been designed not to attract problem species and to have trees that will be easy to maintain at no higher than 10m (to avoid interference with communications and navigation).

5.1.11 To avoid attracting problem birds, the landscape strategy will keep to a minimum plant species that are berry bearing or otherwise provide a food source for birds.

Water Features

5.1.12 No water features are included as part of the proposed development.

5.1.13 Additionally, there will be a commitment to ensure that no areas of puddling or pooling of water are allowed to establish, even on a temporary basis. The drainage strategy will ensure that the site drains appropriately, and in the event that temporary puddles or pools are seen to establish steps will be taken to remove them.

Waste Imports and Monitoring

5.1.14 As the proposals do not feature use of the site for landfill, incineration or the treatment of hazardous wastes, no wastes are to be brought onto the site.

Waste Collection, Storage and Disposal

5.1.15 Chapter 5 of CAP 772 states that:

> Waste food is an attractant to gulls, corvids, pigeon species and starlings in particular and should not be tolerated. Where food waste could occur, all bins and skips provided should be of designs that prevent animals (such as foxes and rodents) and birds getting in; for example, with drop-down or swinging lids. They should be emptied before they overflow.

5.1.16 Any food, garden or other putrescible wastes produced within the proposed development will be disposed of in appropriate refuse bins, which will be installed at suitable locations.

5.1.17 Bins will be of designs that exclude birds (e.g. with drop-down or swinging lids), as will any skips used for refuse. Bins will be subject to regular collections.

5.1.18 A litter picking round will be regularly undertaken at the site to ensure that discarded rubbish does not result in an attractant for scavenging birds.

5.1.19 The importance of appropriate waste collection, storage and disposal will form part of the site induction.

6. Conclusions

6.1 Conclusions

6.1.1 The effect of the development on birdstrike risk is considered to be negligible . The planting mix has been designed not to attract problem species and also to have trees that will be easy to maintain at no higher than 10m (to avoid interference with communications and navigation).

6.1.2 The roofs may be attractive to problem bird species, particularly roosting, nesting and 'loafing' gulls. All roof areas will be safely accessible and will be subject to regular inspection to disperse any birds that may be present. A log of activity will be kept.

6.1.3 A robust approach to collection, storage and disposal of waste will be taken, with appropriate lidded bins on site, as well as a regular litter picking regime. Temporary puddles and pools will not be permitted to establish.

6.1.4 The end user of the development, Bridgestone Construction, gives an undertaking to implement the Bird Hazard Management Plan.

6.1.5 The Bird Hazard Management Plan is to be implemented in perpetuity in agreement with Manchester City Council and Manchester Airport Group.

6.1.6 Measures to review the effectiveness of the management plan will need to be made subject to agreement with the Council as local planning authority in consultation with Manchester Airport.

6.1.7 Overall, with these measures in place it is considered that the development of the site that would not result in an additional significant birdstrike risk to Manchester Airport during the construction or operational phases.

7. References

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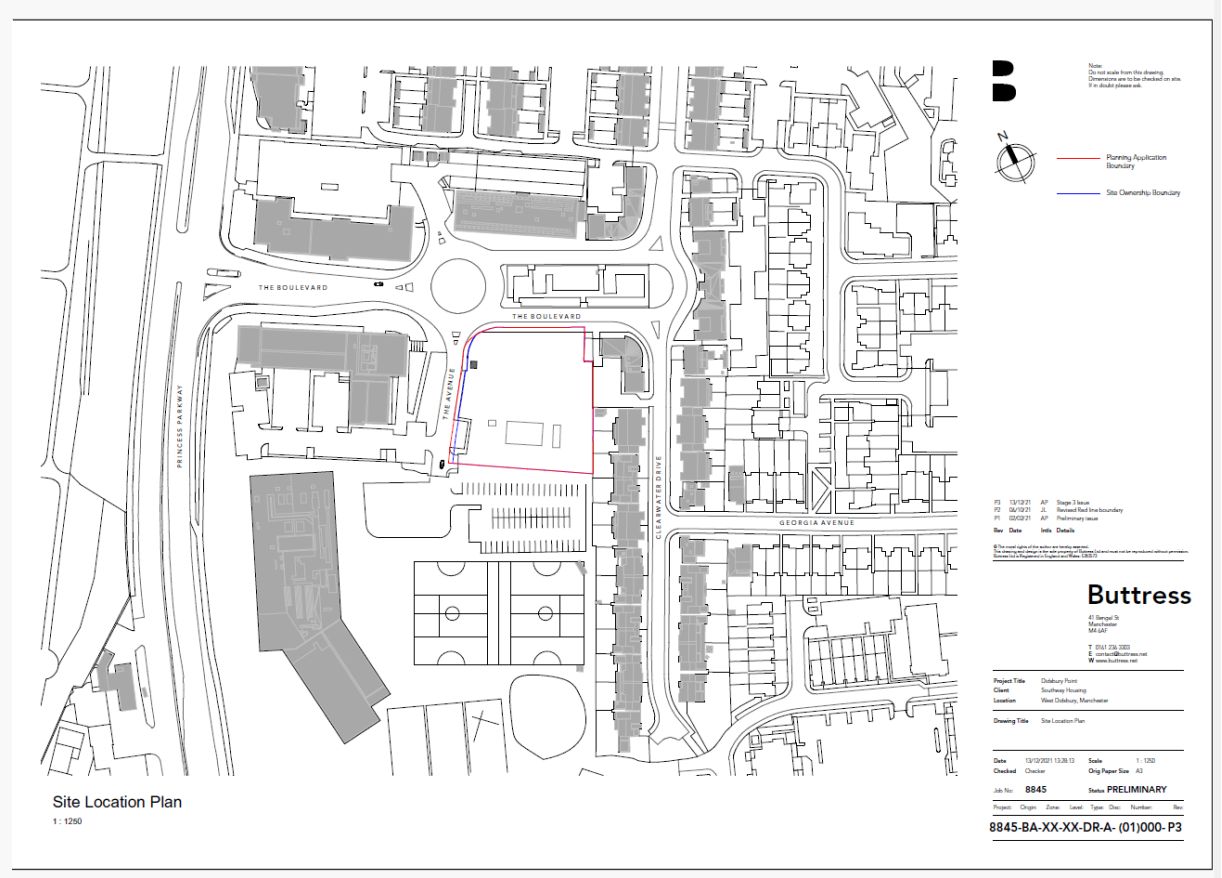
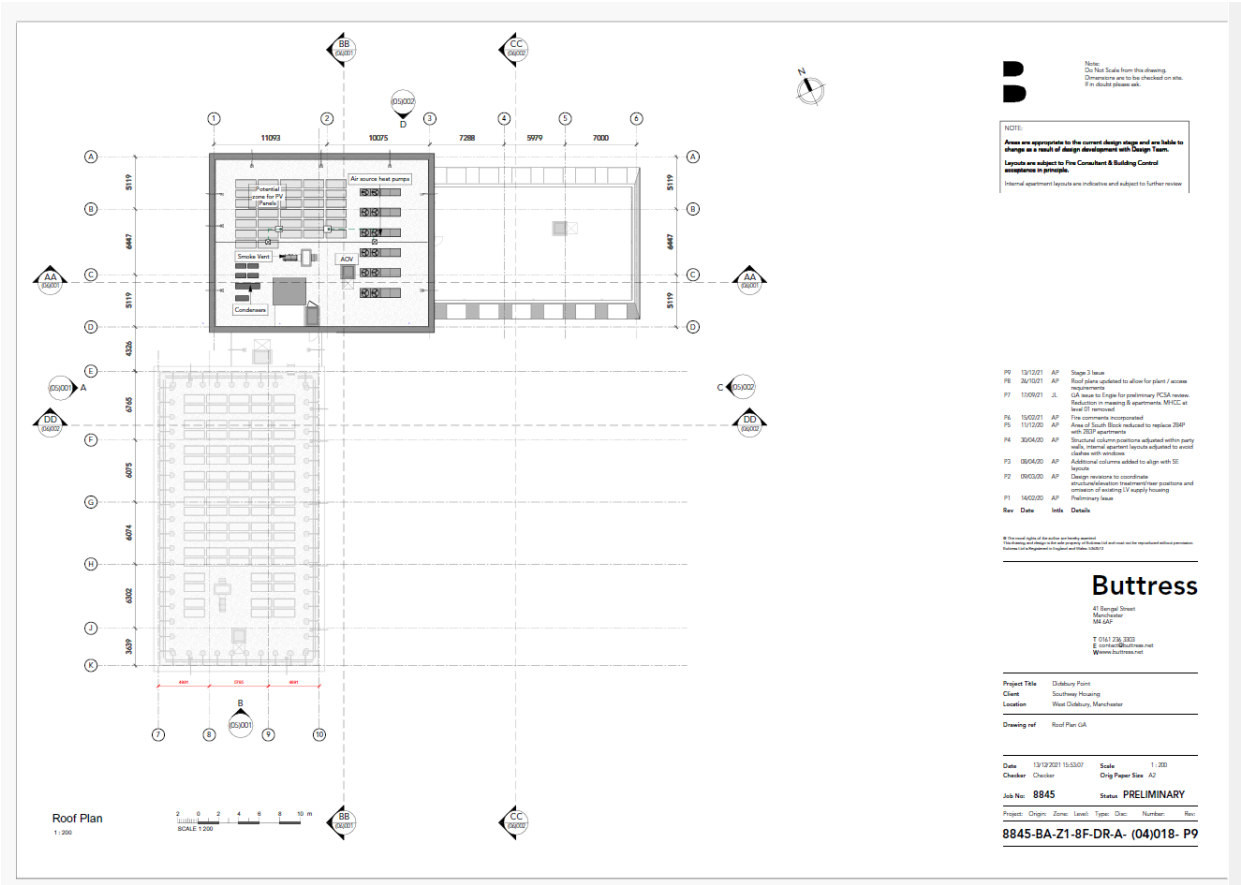
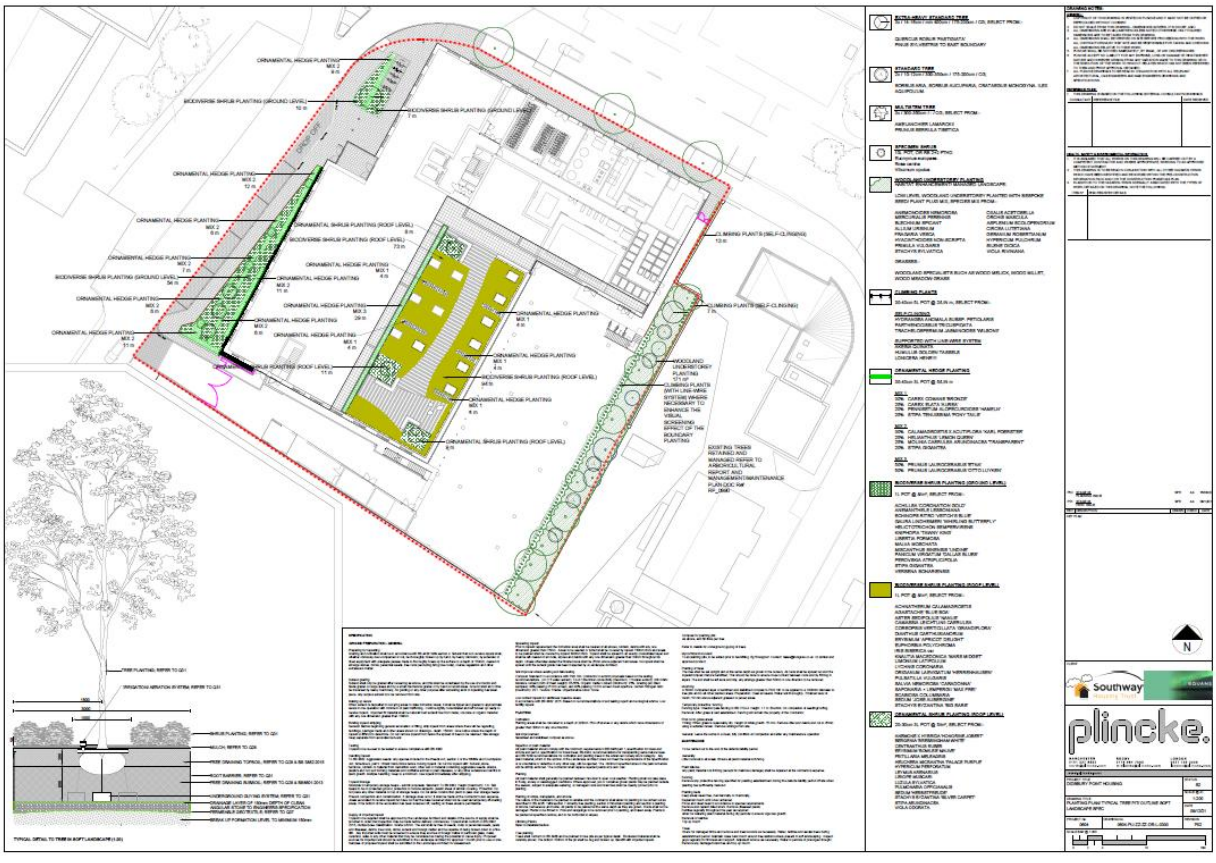
Appendix 1. Site Location



Appendix 2. Roof Plan



Appendix 3. Landscape Scheme