

Bird Hazard Management Plan

Atlas Business Park, Simonsway, Wythenshawe, Manchester M22 5PR

Presented to Ridge and Partners LLP c/o AVIVA Investors

Issued: June 2023

Delta-Simons Project Number: 20-0739.06

Issue No.	Status	Issue Date	Comments	Author	Technical Review	Authorised
2	Final	20 th June 2023	Updated to reflect design changes			
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1.0 Context and Purpose

Delta-Simons was instructed by Ridge and Partners LLP c/o AVIVA Investors ('the Client') to produce a Bird Hazard Management Plan (BHMP). The BHMP is required to inform a full planning application for B8 type units at Atlas Business Park, Simonsway, Wythenshawe, Greater Manchester, M22 5PR (the 'Site'), due to its proximity to Manchester Airport.

This BHMP addresses the potential of the proposed development to be attractive to nesting, roosting, and "loafing" birds, and the measures that should be put in place to ensure that the Site will not increase bird strike risk given the proximity to Manchester Airport.

The proposed development has been assessed against relevant bird management criteria in order to negate potential bird attractants where they exist. This is in order to adhere to a 'best practice safeguarding process' and minimise any potential risks to operational aircraft associated with Manchester Airport.

Through the inclusion of the proposed Site management documented within this management plan as part of the proposed development, it is anticipated that the Site will not increase the bird strike risk to Manchester Airport.

2.0 Legislation

All wild birds are protected under Section 1 of the Wildlife and Countryside Act 1981 (as amended). Subsection 1(1) makes it an offence to intentionally kill, injure, or take any wild bird; take, damage, or destroy the nest of any such bird whilst it is in use or being built; or take or destroy an egg of any such wild bird. It is, furthermore, an offence to either intentionally, or recklessly, disturb any wild bird listed on Schedule 1 while it is nest building, or at a nest containing eggs or young, or disturb the dependent young of such a bird. The law covers all species of wild birds including common, pest or opportunistic species. However, Natural England Class license CL12 or its replacements as allowing taking or destroying of nests of certain named species for air safety may be used for the control of pest species.

3.0 Proposed Development

It is understood that these services are required to inform a full planning application for B8 type units at the Site and have been based on iterations of the plans provided by Client (see appended plans).

4.0 Existing Bird Populations

The Site is approximately 770 m from the Manchester Airport perimeter fence, and a portion of the eastern extent of the Site is directly within the flightline for landing planes. At this distance to the operational airport, it is important to minimise the risk of bird strike to aircraft. The bird species which are identified as potentially hazardous and may be relevant in this urban location are pigeon species, corvid species, starlings *Sturnus vulgaris*, and gulls. The surroundings to Manchester Airport are a mixture of urban residential areas and industrial estate/office buildings, and several areas of small woodland with lowland mixed farmland.

In this suburban location, pigeon species are ubiquitous in the landscape. Opportunistic and adaptable corvid species including jackdaw and carrion crow are present in the area and, as such, need to be prevented from exploiting any additional shelter and feeding resources.

Birds recorded during a walkover of the Site, carried out by an ecologist on 24th June 2020, included herring gull *Larus argentatus*, feral pigeon *Columba livia domestica*, blackbird *Turdus merula*, and carrion crow *Corvus corone*, in addition to several passerine species within the wider area of Site. The majority of the birds recorded were associated with the woodland and scattered trees, in addition to the grassland.

5.0 Potential Bird Species Risks

The main potential issues identified from the current plans are likely to be in relation to the following hazardous bird species, these include:

- Pigeon species (feral pigeon, stock dove *Columba oenas*, collard dove *Streptopelia decaocto* and wood pigeon *Columba palumbus*);
- Starlings;
- Corvid species (primarily jackdaw *Corvus monedula*, magpie *Pica pica* and carrion crow); and
- Gull species (Future potential from root-top nesting gull species such as lesser black-backed gull *Larus fuscus* and herring gull).

6.0 Site Design Risks

The key elements of the building design that could provide a potential attraction to hazardous bird species have been identified from the plans supplied by the Architect and are listed below. These aspects will require mitigation in the form of management measures to be put in place to eliminate potential bird attractants. These are as follows:

1. Pitched roof with photo voltaic panels; and
2. Hardstanding.

7.0 Bird Hazards Identified

7.1 Pitched Roof with Photo Voltaic Panels

Areas under the photo voltaic panels have the potential to be utilised as nesting, roosting and loafing sites for hazardous bird species. Gaps, recesses, ledges, holes, and spaces within these structures may offer the potential for hazardous species to exploit them for nesting, roosting and loafing.

7.2 Hard Standing

The Site includes several large expanses of hand standing, which have the potential to offer roosting and loafing sites for hazardous bird species.

8.0 Active Facilities Management

In order to ensure that the aspects of the current Site design with the potential to attract hazardous bird species are negated 'Active Management' will be undertaken by the Client/occupier (as appropriate):

- The designation of a permanent on-Site representative (Site manager) made responsible for on-Site bird hazard management (bird control) associated with the new building will be suitably trained in bird identification and control. They will be in contact with, and accountable to, Manchester Airport PLC;
- The option of no-notice inspections of the Site and potential attractants by operations staff should be considered to ensure that the 'Bird Hazard Management Plan' be implemented, and also be able to carry out no notice site inspections subject to health and safety and safeguarding rules;
- Roof-top inspections will be undertaken at a regular frequency, and this will be weekly by the designated person and will be logged, dated, timed, and the inspector involved recorded/signed off in a permanent log held in the building, which should be available for audit. In addition, a walkover of the wider Site to identify any changes in use of it by potentially hazardous species should be completed. This person should have continual access to a hand-held distress call unit (Scarecrow handheld device or similar, <https://www.scarecrow.eu/patrol/>) to undertake bird dispersal at short notice. Over reliance on one technique can lead to habituation and birds ignoring the control, and a range of techniques should be used, including spikes on ledges, hawk kites and similar deterrents;
- Ongoing responsibility will remain with the Client/Site occupier to provide/employ a pest control contractor, if required, to deal with any potential hazardous bird species (gulls, corvids, pigeons and starlings) under the appropriate licences. These would be informed/notified by assessments made during the weekly inspections;
- Inspections are particularly important during the gull breeding season (early April to the end of June), although they should be carried out all year as feral pigeons can breed at any time. The removal or control of eggs or nests of large gulls and feral pigeons subject to the relevant legislation will be undertaken to ensure no successful breeding by large gulls or feral pigeons on the roof spaces;
- Inspections are particularly important during cold spells in the winter months to deter roosting hazardous bird species such as corvids, starlings, gulls and pigeons, and should individuals or colonies target the Site then daily inspections should be completed and appropriate measures taken, including the use of audio equipment until the birds have been successfully deterred;
- The framework of the PV panels should be proofed with netting or grids attached to the panels and the roof in order to prevent access to the underside of the panels and framework, therefore, reducing the risk of birds from nesting beneath the panels;
- The Client/Site occupier will be responsible for ensuring that all litter and colonising plant growth is removed in order to prevent a food source being provided (attracting hazardous bird species such as woodpigeon and corvids). Checks and the necessary clearance will be documented within the Site Management Plan; and
- Additional bird control and pest control measures must be implemented if regular monitoring identifies any unforeseen attractants or hazards present at the Site impacting the safe operation of Manchester Airport.

9.0 Review

A review will take place should hazardous birds be regularly recorded using the site, in conjunction with/or at the request of Manchester Airport.

10.0 Summary

The development at the Site, with the appropriate and responsible implementation of active bird management measures (as listed in section 8.0), will negate the potential attraction posed by the Site design to hazardous bird species. These active bird management measures will safeguard against any potential for exploitation by opportunistic hazardous bird species.

11.0 References

Safeguarding of Aerodromes, Advice Note 3, Potential Bird Hazards from Amenity Landscaping and Building Design. CMI Aviation Authority, Airport Operators Association and General Aviation Awareness Council. August 2006.

Safeguarding of Aerodromes - Advice Note 3 - Wildlife Hazards Around Aerodromes, CMI Aviation Authority, Airport Operators Association and General Aviation Awareness Council. August 2016.

Wildlife Hazard Management at Aerodromes, CAA

Wildlife and Countryside Act 1981 (as amended), HMSO.

Enclosed:

Figures

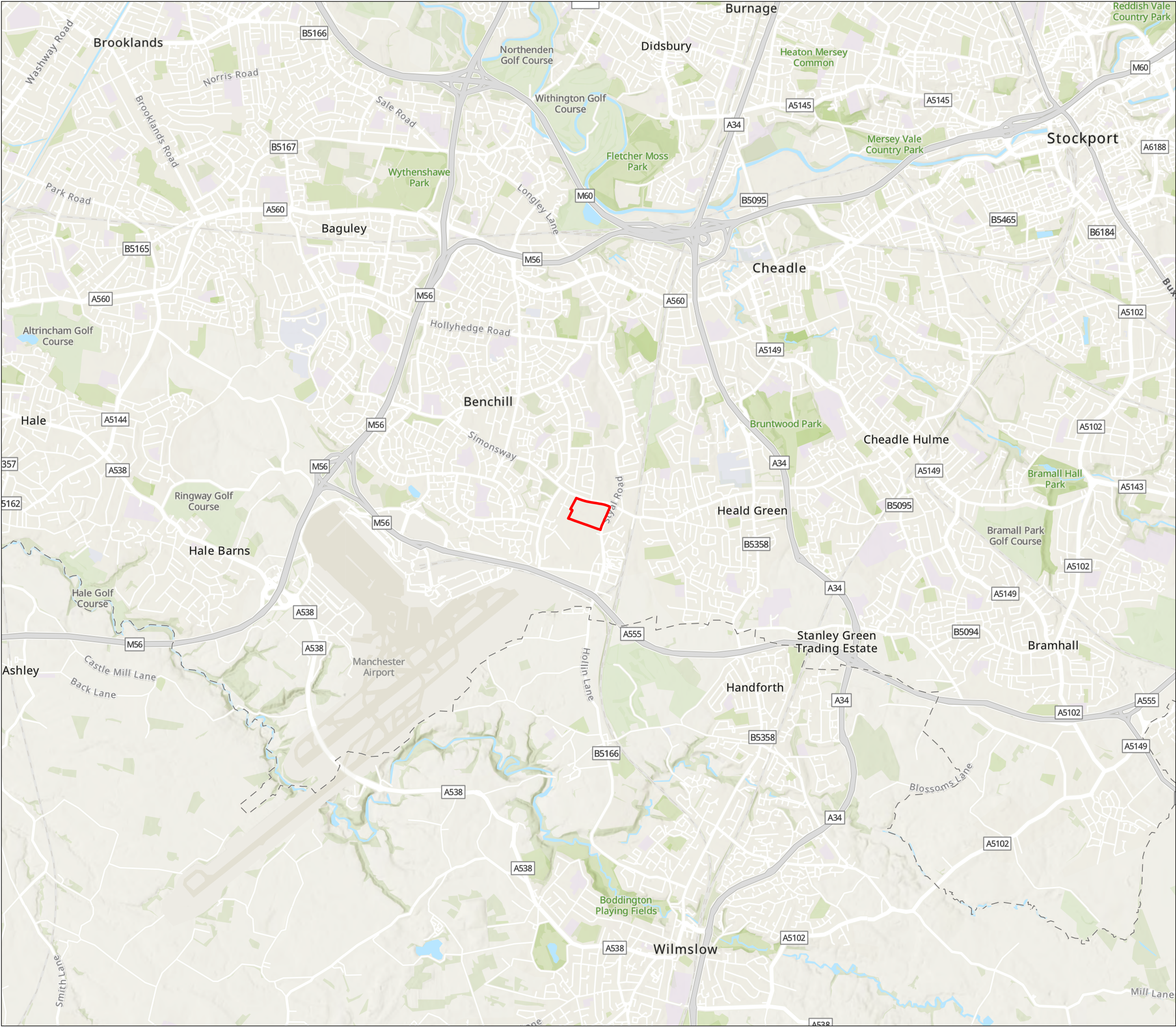
Figure 1 Site Location Map

Drawings

Drawing 1 Landscape Plan

Drawing 2 Roof Plan

Figure 1 - Site Location Map



Legend

Site boundary

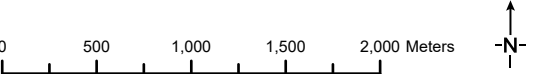
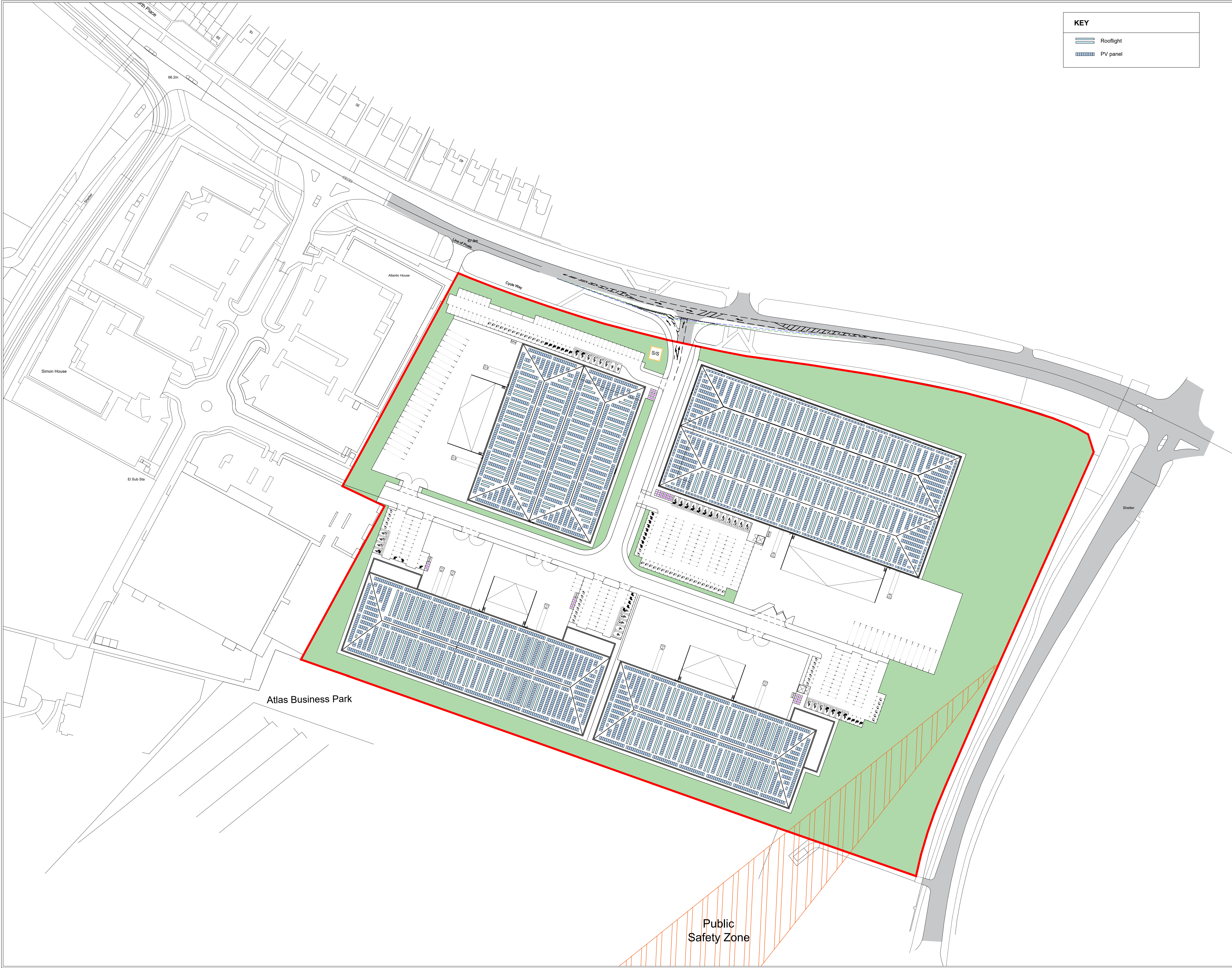


Figure	Site Location Plan				
Job	Atlas Business Park, Simonsway, Wythenshawe, Manchester				
Client	Ridge and Partners LLP c/o AVIVA Investors				
Figure No.	1	Revision	A	Date	14/10/2022
Drawn	KH	Checked	KR	Scale	1:40,000 @ A3
Job No.	20-0739.06			Central GR	383841E 385984N



Drawing 1 - Landscape Plan

Drawing 2 - Roof Plan



KEY

Rooflight

PV panel

01020304050

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Notes:

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Drawing updated

15.06.2023

PL

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First Issue

19.10.2022

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Client:

AVIVA

INVESTORS

hale

ARCHITECTURE | DESIGN MANAGEMENT

22c Leathermarket Street, London, SE1 3HP

Project:

Atlas Business Park
Manchester

Drawing Title:

Proposed Site Plan
(Roof Level) Maximum PV

Project No:

20071

Scale @ A1

1:1000

Drawing No:

20071-PL 204

Revision:

A