

BIRD HAZARD MANAGEMENT PLAN

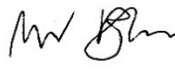
September 2022

Irvin Drive,
Heald Green,
Manchester,
M22 5LS

U R B A N
G R E E N



QUALITY MANAGEMENT

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1 Introduction

1.1 Background to the Scheme

Ensko 1174 are proposing to develop land off Irvin Drive in Heald Green, Manchester (hereafter referred to as 'the site'). The proposals include the construction of a car park, supporting 743 spaces.

Urban Green have been appointed to complete a Bird Hazard Management Plan (BHMP) to discharge condition 7 of the planning permission relating to this site (Ref: 120302/FO/2018).

Condition 7 states:

"No development shall take place until a detailed Bird Hazard Management Plan for the construction phase has been submitted to and approved in writing by the local planning authority."

The author of the report is Mark Blacker, MSc, ACIEEM, Senior Ecologist at Urban Green. Mark has experience providing ecological consulting services for a range of development schemes across the UK, including residential, commercial, and large infrastructure schemes.

1.2 Site Context

The site is located at National Grid Reference SJ 84096 85867 and comprises a total area of approximately 0.9ha (see Figure 1).

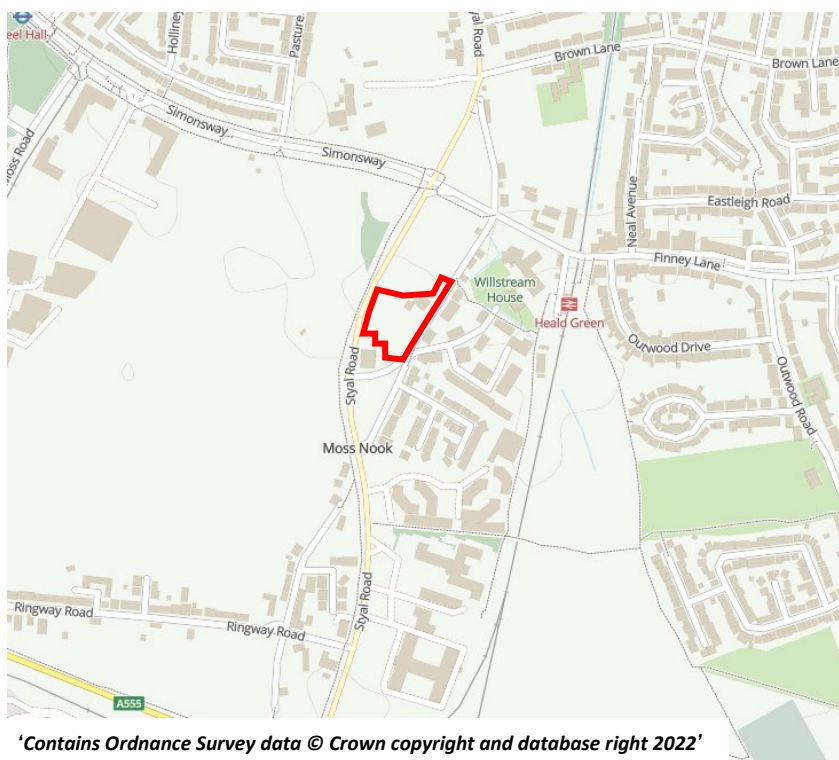


Figure 1 – Site Extent

The site is located in a densely urban area of south Manchester, approximately 1km from Manchester Airport. Residential housing and other car parking associated with Manchester Airport is present within the surrounding area, with Heald Green train station also present 200m east of the site.

1.3 Risk Assessment

Aircraft collisions with birds can cause damage to aircraft and can potentially cause an accident. The risk of bird collisions with aircraft can be minimised through appropriate and effective hazard planning. Any development that has the potential to provide feeding, roosting, or breeding opportunities within 13km of an operational aerodrome may attract bird species which could increase the number of birds visiting or flying within aerodrome airspace. This is outlined within the government's Safeguarding Aerodromes guidance.

The proposed development site is approximately 1km from Manchester Airport, therefore there is a need to produce a BHMP to ensure the safety of the airport. The British Aviation Authority (BAA) Advice Notes and the Civil Aviation Authority's (CAA) CAP 772: Wildlife Hazard Management at Aerodromes provides the most current and relevant guidance on maintaining an effective BHMP, including the assessment and appropriate actions required to reduce bird strikes.

1.4 Legal Context

All bird species are protected at their nest under the Wildlife and Countryside Act 1981 (as amended), but some coastal birds and birds of prey are afforded extra protection through inclusion within Schedule 1 of the Act which makes it an offence to 'recklessly disturb' birds during nesting activities.

1.5 Report Aims

This BHMP aims to set out measures to be carried out during and after the construction and eventual operational phase of the proposed development to reduce bird activity and reduce the potential risk of bird strikes through targeted efforts.

2 Pre-development Site Baseline

An ecology assessment was conducted on this site in June 2018 by Tyler Grange (Tyler Grange, 2018). Habitats present on site were found to be of low value and common within the surrounding area, comprising a building, hardstanding, tall ruderal, scattered scrub, and some scattered trees.

During the ecology survey, house martin (*Delichon urbicum*) were observed to be nesting within the buildings present on site, with the other habitats present (scrub, tall ruderal, and scattered trees) providing suitable nesting and foraging habitat for a range of bird species. However, all birds anticipated to utilise the site are likely to be common and widespread.

The baseline level of bird activity at the site is anticipated to be low, with mostly garden bird species present which do not present a high risk of birdstrike.

3 Proposed Mitigation and Monitoring Measures

3.1 Control of surface water – Construction phase

Accumulation of excess surface water within a construction site in close proximity to an airport has the potential to increase the risk of birdstrike. Works at the site shall be designed to minimise the risk of excess surface water accumulating on site and any that does occur after excessive rainfall should be monitored to ensure it clears in a short timescale.

All excavations created during the construction period should be filled in and levelled on the same day so as to not leave any depressions where water can accumulate.

If areas of surface water accumulation on site become persistent, or if birds are observed using them, further mitigation in the form of fencing or infilling will need to be carried out to ensure the site does not become attractive to birds.

3.2 Control of surface water – Operation phase

Excess accumulation of surface water will be controlled during the operational phase of this development through the use of new surface water drains and perforated land drains, with diameters ranging from 110mm – 600mm (Gravitate Consulting, 2021). Due to the small size of the site, no attenuation ponds or similar are required.

This is deemed to be sufficient to prevent excess surface water from accumulating within the site and will prevent the site from becoming attractive to potentially hazardous bird species.

3.3 Waste Management

The consumption of food on site and the disposal of waste that could contain food will need to be controlled to prevent any attraction to scavenging birds, such as starlings (*Sturnus vulgaris*), gulls (*Larus* spp.), corvids, and pigeons (*Columba livia domestica*). This will include measures such as ensuring that all food is consumed inside the designated site cabins, provision of self-closing bins, ensuring that bins do not become overfull and the prohibition of storing any food waste in plastic bags in the open.

All site personnel will be responsible for ensuring any litter is collected and properly disposed of; with waste collected at regular intervals to prevent build up.

3.4 Habitat Management

To reduce the suitability of the habitats to be created on site towards potentially hazardous bird species, the following management recommendations should be followed:

- Any vegetation and trees to be planted on site should be subject to regular maintenance.
- The hedgerow to be planted along the eastern site boundary should be subject to regular pruning to reduce berry production.
- The planting beds should be regularly monitored to ensure that weedy species do not become established which would be attractive to foraging birds.
- New trees to be planted on site should be maintained using pollarding.

3.5 Soil Handling and Management

There is a risk that any soil that is over turned as part of the construction process, can expose invertebrates that will attract hazardous bird species to feed on. To reduce the risk of over turned top soils attracting hazardous bird species, the following recommendations should be followed:

- Soil should only be turned on a “just in time” basis to avoid soils being exposed for longer than is necessary.
- The need for soil to be stored on site should be reviewed and an alternative location away from the bird risk zone around the airport used if possible.
- Any soil stockpiles on site should be appropriately stored i.e., they should be compacted as much as possible and covered when not in use.

3.6 Building Design

As part of the proposals, a modular Portakabin ‘pacemaker 8 series’ building will be erected to serve as a reception area/ office accommodation. The dimensions of this proposed building are 10.2m x 3.4m x 2.57m, giving a total area of 29.6m².

The roof of this building will be flat, which will not in itself prevent birds from roosting, loafing, and potentially nesting. However, the small size of the building is not anticipated to represent a suitable nesting location.

The building on site should be monitored for use by potentially hazardous bird species, and measures can be taken to prevent birds from using the roof if necessary. These measures can include pigeon/gull grade netting and/or bird spike clips to be fitted to reduce the favourability of the building.

3.7 Monitoring

To ensure that the methods laid out within this document are achieving their stated aim, daily checks of the site should be conducted to ensure that no hazardous bird species are being attracted to the site.

Ensco 1174 will be responsible for ensuring that the methods laid out in this document are employed correctly on site.

Ensco 1174 will also be responsible for ensuring that further action to disperse hazardous bird species is taken if they are still observed to be using the site following the implementation of the methods within this document.

If further action is required, a log describing the action taken and the date it was undertaken should be kept and stored on site. This should then be available for inspection by Manchester Airport or their nominated representatives if required.

4 References

Civil Aviation Authority (2006) CAP 738 Safeguarding of aerodromes/. 2nd Edition. CAA London

Civil Aviation Authority (2017) CAP 772 Wildlife Management at Aerodromes.

Tyler Grange (2018) preliminary Ecological Appraisal of Land at Heald Green House, Manchester. Ref: 11748_Ro1.