



# FORMER NESTLE FACTORY, HAYES

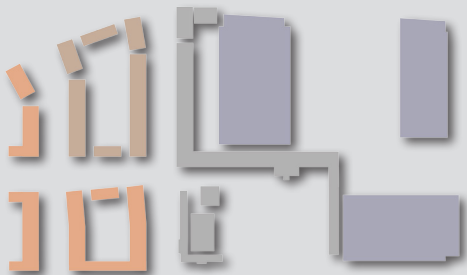
AVIATION CONSULTATION REPORT  
MAY 2017

BARRATT  
— LONDON —

SEGRO



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BARRATT  
— LONDON —

SEGRO



OSPREY CONSULTING SERVICES  
1, The Bullpens, Manor Court,  
Herriard, Basingstoke,  
RG25 2PH



# Redevelopment of Former Nestlé Factory, Hayes

## Overview of Consultation Activity with London Heathrow Airport Safeguarding Team

Date: 11 May 2017

Revision: Issue 3

Osprey Ref: 71067 001

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1, The Bullpens, Manor Court, Herriard, Basingstoke, RG25 2PH  
01420 520200 / enquiries@ospreycl.co.uk  
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## Document Details

Reference	Description
<b>Document Title</b>	Redevelopment of Former Nestlé Factory, Hayes
	Overview of Consultation Activity with London Heathrow Airport Safeguarding Team
<b>Document Ref</b>	71067 001
<b>Issue</b>	Issue 3
<b>Date</b>	11 May 2017
<b>Client Name</b>	BDW Trading Ltd (Barratt London)
<b>Classification</b>	For Planning Purposes

Issue	Amendment	Date
Draft A		21 February 2017
Issue 1	Comments from client	23 February 2017
Issue 2	Comments from client	5 May 2017
Issue 3	Comments from client	11 May 2017

Approval Level	Authority
Author	Osprey CSL
Reviewer	Osprey CSL

# Table of Contents

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<b>1</b>	<b>Introduction</b> .....	<b>1</b>
1.1	Overview.....	1
1.2	Conclusions of the Aviation Safeguarding Assessment.....	3
1.3	LHR Responsibilities.....	5
<b>2</b>	<b>The Consultation Process</b> .....	<b>7</b>
2.1	Overview.....	7
2.2	LHR Safeguarding Team Meeting.....	7
2.3	LHR Pre-Planning Assessment.....	7
2.4	Results of the LHR Pre-Planning Assessment.....	7
2.5	Conclusions.....	8
<b>3</b>	<b>References</b> .....	<b>11</b>
<b>A1</b>	<b>Annex 1 Meeting Notes</b> .....	<b>1-1</b>
<b>A2</b>	<b>Request for Pre-Planning Assessment</b> .....	<b>2-3</b>
<b>A3</b>	<b>LHR Pre-Planning Assessment</b> .....	<b>3-5</b>

## Table of Figures

Figure 1: Aerial View of Development Site.....	2
Figure 2: Development Site Boundary.....	3
Figure 3: Location of the Development Area in Relation to LHR.....	4
Figure 4: LHR IHS and location of the development Area.....	5

# 1 Introduction

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## 1.1 Overview

Osprey Consulting Services Limited (Osprey) is instructed by BDW Trading Limited (Barratt London) in relation to the redevelopment of the former Nestlé factory site, Hayes. The scheme comprises of part-demolition of existing factory buildings and associated structures, and redevelopment to provide 1,381 units (Use Class C3), office, retail, community and leisure uses (Use Classes A1/A3/A4/B1/B8/D1/D2), 22,663sqm (GEA) of commercial floorspace (Use Classes B1c/B2/B8 and Data Centre (sui generis)), amenity and playspace, landscaping, access, service yards, associated car parking and other engineering works. The proposed development is located south of the Grand Union Canal and adjacent to the railway line, to the east of the Hayes & Harlington Railway Station.

The proposed development is located within the London Heathrow Airport (LHR) Safeguarding Area. Obstacles inside and outside an airport's boundary can affect operations, including take-off, landing, arrival and departure procedures. The Civil Aviation Authority (CAA) issues regulatory guidance on how aerodromes should manage operations in relation to obstacles and the licensing of an aerodrome depends on the extent to which operational areas are free, or mitigated, from current or new obstacles. The guidance is contained within:

- Civil Aviation Publication (CAP) 168, Licensing of Aerodromes [Reference 1];
- CAP 232, Aerodrome Survey Requirements [Reference 2]; and
- CAP 738, Safeguarding of Aerodromes [Reference 3].

The regulatory guidance states that certain areas of local airspace must be defined to assess the significance of existing or proposed obstacles within the vicinity of an aerodrome; these are Obstacle Limitation Surfaces (OLS). The OLS are determined according to the classification of the aerodrome and its runway length.

Osprey have been asked to provide advice to ensure that the scheme proposal does not infringe on any protected OLS, therefore Osprey have undertaken a review of the scheme and engaged with LHR in pre-application discussions to help inform the heights of the proposed development. As a result of initial feedback from the British Airport's Authority (BAA) Safeguarding<sup>1</sup> regarding concern to a potential effect to operations conducted at LHR created by the development, Barratt London commissioned Osprey to complete a technical assessment, which would provide an advisory maximum height of buildings in order to limit the potential effect to LHR operations.

Osprey completed the requested analysis: 70999 001 Redevelopment of Nestlé Buildings – Focused Aviation Safeguarding Assessment Issue 1 [Reference 4], which should be read in conjunction with this report.

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<sup>1</sup> BAA plc was bought by a consortium led by Ferrovial, the company was renamed Heathrow Airport Holdings in 2012.

Figure 1 below illustrates the location of the site, which is located south of the Grand Union Canal and adjacent to the railway line, to the east of the Hayes and Harlington Railway Station.



Figure 1: Aerial View of Development Site

Figure 2 below provides the red line boundary of the site.

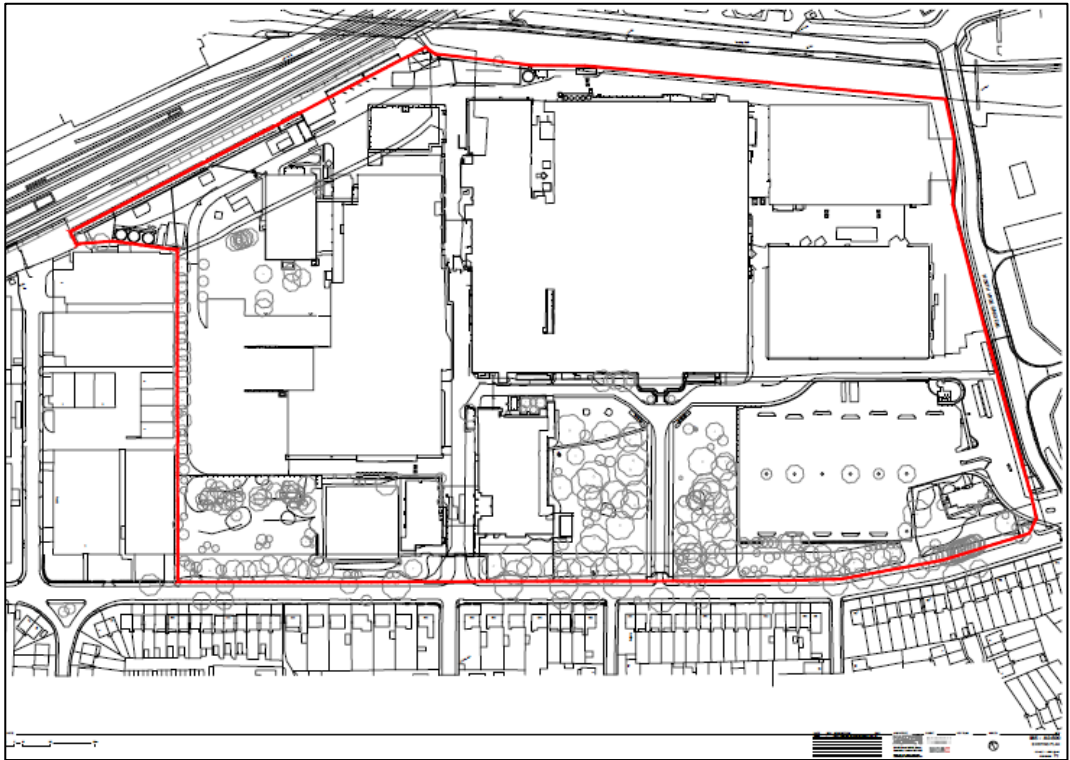
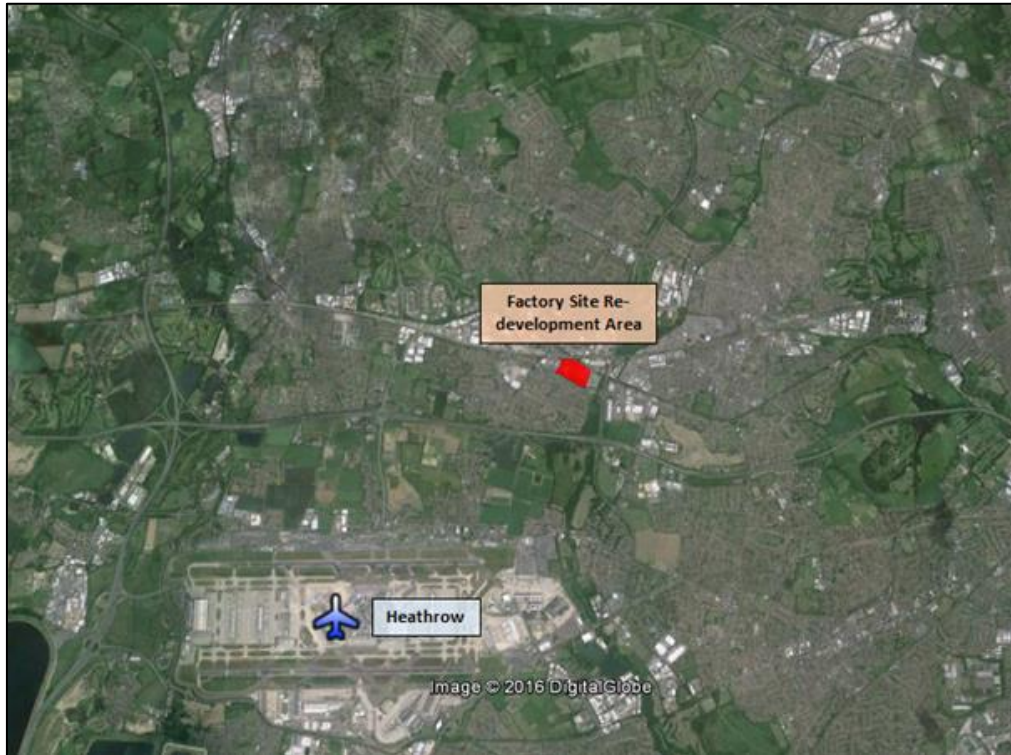


Figure 2: Development Site Boundary

## 1.2 Conclusions of the Aviation Safeguarding Assessment

The Development Area is located northeast of LHR, approximately 2,800 metres (m) from the centre of the LHR Runway 27R threshold (the closest runway of the LHR complex). Figure 3 below illustrates the location of the development area in relation to LHR.





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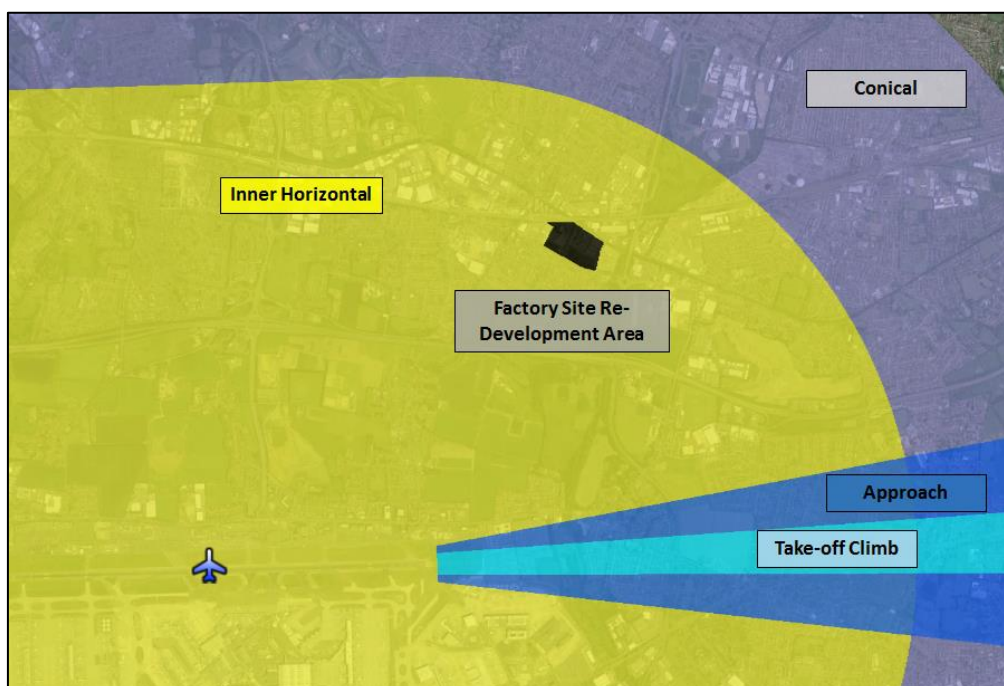
Figure 3: Location of the Development Area in Relation to LHR

It was established by the developer that the building height of the previously proposed masterplan exceeded the aviation threshold established for LHR; the advice obtained from initial consultation with BAA was to restrict the height of the proposed buildings.

The Focussed Aviation Safeguarding Assessment [Reference 4] considered, only those LHR safeguarded surfaces that have the potential to be affected by the proposed development based on the relative location of the development to LHR. The OLS for an aerodrome are established based on the criteria described in CAP 168 [Reference 1] contingent upon the runway length and its intended use. Since the OLS is assessed in terms of an aerodrome reference code, Osprey has calculated that, based upon CAP 168 criteria, LHR will have a Code 4D runway.

The protected OLS for the airport were subsequently established and assessed in relation to the proposed development. The development site lies within the lateral boundary of the LHR Inner Horizontal Surface (IHS), which, extends out to 4 kilometres (km) from the runway at a height of 67.93 metre<sup>2</sup> (m) above mean sea level (amsl). Figure 4 below provides a plan view of the LHR IHS (shaded in yellow) and the location of the development.

<sup>2</sup> Based on available data, Reference 1 assumed a LHR IHS of 67.86 m, this was later corrected to 67.93 m amsl by the LHR Safeguarding Team during October 2016.



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Figure 4: LHR IHS and location of the development Area

To remain below the LHR IHS the top of any development placed on ground with an elevation of 31 m amsl should be no more than 36.93 m agl to remain below the LHR IHS.

National Air Traffic Services (NATS) provides, under contract, air traffic services at LHR. The Osprey analysis did not consider any potential impact the development may create to Communication, Navigation or Surveillance (CNS) equipment in use at the airport or any potential affect to Instrument Approach Procedures established for the airport. It is likely that the airport authority will request the completion of a NATS Airport Technical and Operational Assessment (TOPA) in order to establish any affect the development may create to airport assets.

### 1.3 LHR Responsibilities

LHR is a major international airport and is the busiest in the UK. The airport lies 12 Nautical Miles (NM) west of Central London and operates two parallel east-west runways along with five passenger terminals. Heathrow Airport Holdings, whom are responsible for the safeguarding of the airport and its technical sites, operate the airport.

Aerodrome operators are required to observe the detailed guidance contained in CAP 738 [Reference 3] and in doing so:

*"...take all reasonable steps to ensure that ... the aerodrome and its airspace are safe at all times for use by aircraft".*

LHR is a licensed aerodrome and will have a set of procedures included in their Aerodrome Manual that enables them to fulfil their obligations. The procedures applicable to the potential OLS infringement are published in CAP 168 [Reference 1]:

- Accountability with regards to safeguarding and a system for recording consultations including a method for seeking advice on issues of surface infringement and if officially safeguarded, clearly stated call-in procedures;
- Procedures for evaluating potential impact on instrument approach procedures; and
- Procedures for promulgating infringement in the relevant sections within the UK Integrated Aviation Information Package (IAIP) where appropriate.

In assessing a proposed development, LHR will take all reasonable steps to ensure that, through safeguarding, the aerodrome and its airspace are safe at all times for use by aircraft.

## 2 The Consultation Process

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### 2.1 Overview

Osprey, on behalf of their client contacted the LHR Safeguarding Team (LHST) by telephone during June 2016. Brief details of the development were discussed although the exact location of the development was not provided during the call. LHST responded by stating that presently LHR are advising developers to remain below the OLS established for the airport. Furthermore, LHST indicated that a requirement for a NATS Safeguarding Assessment may be required in order to ensure that the development would not adversely affect CNS equipment utilised in support of flight operations at the airport and in the region. It was agreed that a face-to-face meeting would be beneficial in order to provide the full details of the proposal and to report the results of the Osprey analysis.

### 2.2 LHR Safeguarding Team Meeting

The meeting was held on the 18<sup>th</sup> August 2016 at Compass House, LHR and was organised around a prepared presentation of the development, which included two options of building heights, both of which breached the LHR OLS. An overview of the development and results of the Osprey Safeguarding Assessment were provided. LHST reiterated that the LHR response is not to allow a breach to the OLS with any new proposed infringement. Further environmental considerations to reduce aviation impact were provided by the airport, which included consideration of the restriction of the use of open water features, construction management (cranes and arboreal management) and obstruction lighting.

LHST requested that details of the development be provided to the airport in order to assist the completion of a pre-planning assessment. The details provided were to include a topographic survey of the site, building option heights and the extent of breach of the OLS, together with information of building construction material. Meeting notes are provided at Annex 1.

### 2.3 LHR Pre-Planning Assessment

During September 2016, specific details of the requested breach to the LHR IHS and the requested information on development parameters were provided in order for LHR to complete a pre-planning safeguarding assessment. A copy of the covering letter is provided in Annex 2 below.

### 2.4 Results of the LHR Pre-Planning Assessment

After completion of the LHST pre-planning assessment, LHST responded to the request of a breach to the LHR IHS on the 13<sup>th</sup> October 2016, which is contained in full within Annex 3. The salient points taken from the assessment are provided below:

- *"We have been very clear and consistent with developments in this area in that we can't except any infringement of the IHS and this develop is no different.*

*Therefore, the maximum height restriction of the site should not be greater than 67.93metres AOD. The Nestle obstruction will be removed and therefore can't be used as a shadowing argument for the proposed elevation to infringe the IHS. The CAA is continually putting pressure on Heathrow to remove as many hard & soft targets within our safeguarding environment, so to have one hard target removed and then only to be replaced with another, albeit smaller, is not acceptable to us or the CAA".*

### **Building and Roof Design**

- *"It is important that the building/roof structures are designed so that they are unattractive to birds. Buildings may be used by birds depending upon the design and use of the buildings and the availability of food in the nearby environment". "If the overall size of the flat roof exceeds 500Sq.M then we would apply a condition to ensure the roof space was monitored for bird activity throughout the year".*

### **Landscape Design**

- *"For this particular site the following will apply: Stands of trees with the potential to provide canopy's for bird species such as Rooks, Crows should be planted at 4 metre centres or greater. Tree species such as Oak (Quercus sp.) Scots Pine (Pinus Sylvestris), and Beech (Fagus sylvatica) should be excluded from the planting scheme".*
- *"Large quantities of berry bearing species should be avoided. If they are essential to the integrity of the proposed planting scheme, low numbers of berry bearing plants may be dispersed amongst other non-berry species to reduce the total food supply for birds. In this location, berry bearing species should be kept below 5% of the total planting palette".*

### **Sustainable Urban Drainage Scheme (SUDS)**

- *"Unfortunately, some SUDS designs have the potential to attract birds to the local area. Birds, especially large flocking species, can constitute a significant hazard to aircraft, therefore if a SUDS design intended for this development will incorporate an area of open water then full details must be provided to the Safeguarding Officer at Heathrow Airport Ltd".*

### **Crane and Construction Operations**

- *"Given the sites close proximity to Heathrow Airport it is paramount that the relevant permits are obtained from Heathrow Airport for the use of cranes or any other equipment used for the construction process. Given that the site is located away from the approach slopes for all 4 runways it maybe possible for any proposed cranes to infringe the IHS, however, this would have to be authorised by the Airside Works Assistant (details below) when processing the appropriate crane permits. The use of cranes in this location could also interfere with the aerodrome radar and other aids to air navigation, therefore full details of any crane proposals no matter the size should be provided to the Heathrow Airport Safeguarding Manager, to allow a full impact assessment to be completed".*

## **2.5 Conclusions**

Osprey have been requested to provide this report to explain the process that has been completed in establishing the maximum height restriction AOD of building

height to remain below the LHR OLS. Information from the Osprey Safeguarding Assessment and feedback obtained from consultation with LHST has informed the scheme.

The OLS for an airport are established based on the criteria described in CAP 168 [Reference 1] depending upon the runway length and its intended use. Since the OLS is assessed in terms of the numerical element of an Aerodrome Reference Code, Osprey has made an informed assumption, based upon CAP 168 that LHR has a Code 4D runway. The OLS for the Airport were subsequently established and assessed in relation to the proposed development.

On establishing the lateral and vertical confines of the OLS for LHR, consultation was completed with the airport and its representatives in which the details of the Osprey analysis of the OLS were discussed. It was agreed to provide the airport with specific development details in order for the airport to complete a pre-planning assessment.

The results of the assessment concluded that a building height of 67.93 m AOD would be acceptable from an airport safeguarding point of view although further analysis would be required by the airport air traffic service provider (NATS) following full planning application to ensure no impact to CNS equipment in use at the airport. As a result of the feedback contained in the LHR pre-planning assessment the development masterplan has been amended to a maximum elevation of buildings of 67.865 m AOD.

Other areas of interest, listed above within section 2.4, have been provided by LHR, which should be taken into account when considering final design prior to submission of the planning application. The items listed are outside of the initial analysis and consultation activities completed with the airport although a summary of suggested design recommendations are provided below:

- Aircraft are vulnerable to birdstrike risk and the risk has resulted in aircraft losses and fatalities. The internationally accepted safeguarding area with reference to birdstrike risk is 13 km radius around the aerodrome. The majority of birds use the airspace close to the ground with most birdstrikes recorded below a height of 2,000 ft. An aircraft on standard approach enters this height at approximately 13 km from the runway. Buildings with large areas of flat/shallow pitched or green roofs may provide opportunities for birds perching/roosting thus increasing the risk to aviation. LHR will request a planning condition if flat roofs exceed 500 Sq.M to ensure the roof space was monitored for bird activity throughout the year.
- Trees and shrubs considered attractive to birds [as a food source] should not be incorporated into new planting at the site. Trees planted on the site should be 'short-growing' and all vegetation on the site will require management to prevent formation of roosts and rookeries.
- The methods employed during construction will need to be agreed with the aerodrome operator, particularly if cranes or other tall construction equipment will be utilised. This will ensure that air operations can be continued safely and a vertical limit of operations established. The location of any cranes/tall construction plant and operational hours to ensure tall construction plant is lowered when not in use or when requested by the Airport will be required. The Airport Operators Association (AOA) has issued guidance and advice in conjunction with the CAA. Advice Note (AN 04) issued August 2016 [Reference 5] advises that the developer contact the aerodrome at minimum 6-8 weeks before the crane (or other tall

construction equipment) is anticipated to be on site. This should allow adequate time to assess the scheme and undertake appropriate consultation. Most aerodromes will already have a procedure for issuing an Authorisation Permit for the operation of cranes and other tall construction equipment on, or within the vicinity of the aerodrome. Once the construction details have been finalised, a formal application for the Permit must be made a minimum one month before the crane or other tall construction equipment arrives on site. This allows the aerodrome operator adequate time to assess any impacts the equipment may have on airport operations and to undertake appropriate consultation.

- If a SUDS design is intended for the development that will incorporate an area of open water, full details must be provided to the Safeguarding Officer at LHR.

## 3 References

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Reference	Name	Origin
1	CAP 168 Licensing of Aerodromes Edition 10 February 2014	CAA
2	CAP 232 Aerodrome Survey Information Edition 3, Amendment 1, February 2008	CAA
3	CAP 738 Safeguarding of Aerodromes Version 2 December 2006	CAA
4	70999 001 Redevelopment of Nestlé Buildings Focussed Aviation Safeguarding Assessment June 2016	Osprey
5	AOA Advice Notice (AN 04) Safeguarding of Aerodromes – Cranes and Other Construction Issues	AOA/CAA August 2016



# A1 Annex 1 Meeting Notes

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## Meeting Summary

After opening introductions were completed, Osprey provided an overview of the development and the results of the Osprey analysis which established the heights of the London Heathrow OLS overhead the site.

Utilising a prepared presentation, the development architect provided an outline of the development, which included two options of building heights; Option A, 12 storeys creating a breach of the OLS by approximately 1.86 metres (m) and Option B, 15 storeys, which would create a breach of approximately 11 m. An overview of existing tall structures in the vicinity of the site was provided.

The meeting was organised around the prepared presentation. The additional comments, suggestions and actions raised during the meeting are summarised below.

### OLS Breach

- LHST stated that London Heathrow Airport is licensed and regulated in accordance with Civil Aviation Authority (CAA) and European Aviation Safety Agency (EASA) standards. As such, London Heathrow's response is not to allow a breach to the OLS with any new infringement. LHST was not able to provide a definitive answer at this meeting to any request to breach the OLS; they did however indicate that an assessment could be made to a request for a pre-planning assessment of the development indicating that Option B is unlikely to be accepted<sup>3</sup>.
- In completing a request to a pre-planning/planning assessment, London Heathrow will consider the height of the development in relation to the OLS, together with the technical safeguarding of the Communication, Navigational and Surveillance (CNS) equipment in use at the airport. National Air Traffic Services (NATS) provide under contract Air Traffic Services (ATS) at Heathrow and will likely require a Technical and Operational Assessment (TOPA) to be completed which will assess any effects of the development on airport CNS.
- LHST provided information of other considerations developers should consider with regard to aviation safety which included:
  - The use of open water features, flat roofs and tree canopies may attract birds therefore leading to a potential for increased aircraft birdstrike risk;
  - There may be a request for aviation obstruction lighting to be fitted to highest points in the development which is likely to consist of low/medium intensity steady red lights; and
  - The use of cranes for construction within 6 kilometres of an airfield is to be agreed beforehand with the airport operator.

### Moving Forward

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<sup>3</sup> After meeting note: LHST stated that according to their notes taken at the meeting that an indication that no breach would be acceptable was provided.

- LHST requested that details of the development be provided to the airport in order to assist the completion of a pre-planning assessment. The provision of the following specific details will assist the compilation of the assessment.
  - Details of the development as provided in the prepared presentation in PDF format emailed to the airport;
  - The development site topographic survey;
  - Building option heights and extent of breach to the OLS; and
  - Basic information of building construction material.
- The assessment completed by London Heathrow will include an assessment of existing tall structures, details of which will already be held by the airport within their regularly updated local obstacle survey.
- The developer agreed to provide the details requested as soon as possible.
- **ACTION:** The developer agreed to provide the requested details to London Heathrow in order for a safeguarding assessment to be completed by the airport.

### Summary of Actions

Action	Description	Status	Owner(s)	Due Date
1.1	Barratt (London) to provide the requested details to London Heathrow in order for a detailed pre-planning assessment to be completed by the airport safeguarding team	Open	Barratt (London)	18/09/16

## A2 Request for Pre-Planning Assessment

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Date: 27th September 2016

Ref: 70999 004 Issue 1

By Email

Reference A 70999 003 Barratt (London) LHR Meeting NoAs Issue 1

Redevelopment of Former Nestlé Factory, Hayes, LB Hillingdon

Barratt London (BL) is proposing the redevelopment of part of an old factory site in Hayes to provide up to 1,400 residential units. This is part of a wider scheme, which will also provide commercial and community uses with its development partner, SEGRO. The proposed development is located south of the Grand Union Canal and adjacent to the railway line, to the east of the Hayes & Harlington Railway Station. Appendix 1 provides illustrations of the red line boundary of the site together with an aerial view of the location of the proposed development.

Reference A provided notes from a meeting which was held to discuss a potential breach to the London Heathrow Airport (LHR) Inner Horizontal Surface (IHS). The LHR representative to the meeting stated that it is LHR's response not to allow a breach of the protected Obstacle Limitation Surfaces (OLS) with any new infringement; however, during the meeting, the LHR representative requested that specific details of the development be provided to the airport in order to assist in the completion of a pre planning safeguarding assessment. These specific details were limited to:

- Details of the development as provided in the presentation during the meeting;
- Development topographic survey;
- Building option heights and the extent of the requested breach; and
- Basic information of building construction material.

The following attachments provide the requested details and should be read in conjunction with this letter:

- Nestle Factory NFH TOPO Survey;
- 160913 NFH Design Freeze Interim-Extract for Aviation Lo-Res; and
- 160913 NFH Existing Survey plus Buildings Shapes.

The buildings will be made of brick with brick parapets, with projecting balconies of metal or concrete and balcony fronts of metal concrete or glass.

The Topographic Survey provides an existent ground level to the north of the development of 31.5 metres (m) above mean sea level (amsl). Osprey Consulting Services Ltd has calculated the elevation of the LHR IHS that lies above the development area as 67.86<sup>4</sup> m amsl, based on the

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<sup>4</sup> Based on available data, Reference 1 assumed a LHR IHS of 67.86 m, this was later corrected to 67.93 m amsl by the LHR Safeguarding Team during October 2016.

elevation of the lowest LHR runway threshold (Runway 09R = 75 feet/22.86 m + 45 m). The 160913 NFH Design Freeze Interim (Page 11 central diagram) provides the building level (12 Storeys) as not exceeding 69.625 m amsl. The resultant requested breach of the LHR IHS is therefore 1.765 m above the height of the LHR IHS.

The majority of the redevelopment of the Nestlé Factory would be located underneath the vertical extent of the LHR IHS, with only the most northern part of the development area creating a breach; a breach that will be lower than the present breach created by the existing Nestlé Factory. I understand that the assessment completed by LHR will include an assessment of existing tall structures, details of which are held by the airport within their regularly updated local obstacle survey.

BL requires your conclusions regarding the acceptability of the discussed small breach of the LHR IHS of 1.765 m that would exist from their development.

I hope that I have provided all the information you require to complete your pre application safeguarding assessment of the proposed development. If there is further information you require, please do not hesitate to contact me.

Yours sincerely,  
[Original Signed]

## A3 LHR Pre-Planning Assessment

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I have listed below the areas which will be of interest to Heathrow Airport Ltd and which should be taken into account when considering final design prior to submitting for full planning.

The site is located beneath the Safeguarding surface for Heathrow Airport LTD, known as the Inner Horizontal Surface (IHS). This is a flat surface that is established at a height of 67.93m Above Ordnance Survey (AOD), not 67.86m AOD as stated in your email. This surface restricts the height of buildings, plant, and roof structures such as aerials, flagpoles etc.

We have been very clear and consistent with developments in this area in that we can't except any infringement of the IHS and this development is no different. Therefore, the maximum height restriction of the site should not be greater than 67.93metres AOD. The Nestle obstruction will be removed and therefore can't be used as a shadowing argument for the proposed elevation to infringe the IHS. The CAA is continually putting pressure on Heathrow to remove as many hard & soft targets within our safeguarding environment, so to have one hard target removed and then only to be replaced with another, albeit smaller, is not acceptable to us or the CAA.

Although an overall building height of 67.93m AOD would be acceptable from an aerodrome safeguarding point of view, National Air Traffic Services (NATS) would still have to carryout an operational assessment following full planning to ensure no impact on the navigational aids associated with our runways.

### **Building/Roof Design:**

It is important that the building/roof structures are designed so that they are unattractive to birds. Buildings may be used by birds depending upon the design and use of the buildings and the availability of food in the nearby environment. Pigeons, starlings and gulls are the most common birds hazardous to aviation to be found in and around buildings. Pigeons make use of ledges of buildings to roost whilst starlings may roost both on and in buildings in vast numbers. Gantries and other complex structures offer potential perches and gulls are increasingly nesting on flat and shallow pitched roofs. 'Green' roofs can also be very attractive to birds.

*For further information please see attached Safeguarding of Aerodromes, Advice Note 8 Potential Bird Hazard from Building Design.*

**Note:** If the overall size of the flat roof exceeds 500Sq.M then we would apply a condition to ensure the roof space was monitored for bird activity throughout the year.

### **Landscape Design:**

Where a proposed development is within 13Km of an Aerodrome it could have the potential to attract birds. To avoid the need for modifying proposals at full planning stage, it is suggested that developers consult with the aerodrome Safeguarding team at a preliminary stage. For this particular site the following will apply: Stands of trees with the potential to provide canopy's for bird species such as Rooks, Crows should be planted at 4 metre centres or greater. Tree species such as Oak (Quercus sp.) Scots Pine (Pinus Sylvestris), and Beech (Fagus Sylvatica) should be excluded from the planting scheme.

Large quantities of berry bearing species should be avoided. If they are essential to the integrity of the proposed planting scheme, low numbers of berry bearing plants may be dispersed

amongst other non berry species to reduce the total food supply for birds. In this location, berry bearing species should be kept below 5% of the total planting palette.

*For further information please see attached Safeguarding of Aerodromes, Advice Note 3 Potential Bird Hazard from Amenity Landscaping and Building Design.*

#### **Sustainable Urban Drainage Schemes (SUDS):**

SUDS are increasingly used to attenuate water flows for flood alleviation purposes and to treat contaminated water prior to discharge into watercourses. Government agencies and local planning authorities frequently require SUDS to be incorporated into designs for buildings, housing estates etc. including those near aerodromes. Unfortunately, some SUDS designs have the potential to attract birds to the local area. Birds, especially large flocking species, can constitute a significant hazard to aircraft, therefore if a SUDS design intended for this development will incorporate an area of open water then full details must be provided to the Safeguarding Officer at Heathrow Airport Ltd.

*For further information see attached Safeguarding of Aerodromes Advice Note 6 Potential Bird Hazard from Sustainable Urban Drainage Schemes (SUDS)*

#### **Wind Turbines:**

Wind turbine developments of any kind have the potential to impact aviation safety. If located within 15Km of an aerodrome turbines could infringe the Obstacle Limitation Surfaces (OLS) They could also interfere with the aerodrome radar and other aids to air navigation, therefore full details of any turbine proposals no matter the size should be provided to the Heathrow Airport Safeguarding Manager, to allow a full impact assessment to be completed.

*For further information see attached Safeguarding of Aerodromes Advice Note 7 Wind Turbines and Aviation.*

#### **Crane & Construction Operations:**

Given the sites close proximity to Heathrow Airport it is paramount that the relevant permits are obtained from Heathrow Airport for the use of cranes or any other equipment used for the construction process. Given that the site is located away from the approach slopes for all 4 runways it may be possible for any proposed cranes to infringe the IHS, however, this would have to be authorised by the Airside Works Assistant (details below) when processing the appropriate crane permits. The use of cranes in this location could also interfere with the aerodrome radar and other aids to air navigation, therefore full details of any crane proposals no matter the size should be provided to the Heathrow Airport Safeguarding Manager, to allow a full impact assessment to be completed.

**Title:** Airside Works Assistant

**Department:** Airside Works Approval



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