

COMMERCIAL AND IN CONFIDENCE

Bird Hazard Management Plan for West London Film Studios Extension, Hillingdon



April 19th 2022

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Written by:	Andy Baxter	21/04/2022
Checked by:	Darren Hall	21/04/2022
File:	//Small Safeguarding Jobs/Wayland/2022_WLFS_1_	
Version number & issue date:	Version:1	22/04/2022

Contents

1. Birdstrike Management Ltd.....	3
2. Aerodrome Safeguarding Requirements.....	3
3. Background.....	3
4. The Proposed Development	4
5. Planning Condition.....	4
6. The Building Roof Design	5
6a. Bird Management Plan Commitment – Roof.....	5
6b. Target Species and Frequency of Inspection – Roof	5
6c. Nature of Dispersal Required – Roof	6
7. Record Keeping	6
8. Failure of the Management Plan	6
9. Inspection and Site Access.....	7
10. Long-term Management.....	7
11. Conclusion	7
12. Disclaimer.....	8

1. Birdstrike Management Ltd.

1.1 Birdstrike Management Ltd. (BML) provide specialist wildlife hazard management advice and consultancy in relation to aviation safety around the globe. This includes the development and delivery of planning advice where developments in close proximity to aerodromes have the potential to increase the risks to aviation safety. BML provides a suite of expert management programmes to airport companies, regulators, developers, insurers, engine manufacturers and airlines designed to ensure the industry as a whole is delivering and meeting best practice requirements.

2. Aerodrome Safeguarding Requirements

2.1 The UK is a signatory to the Convention on International Civil Aviation, Chicago 1944, and has therefore adopted many of the provisions specified within the various Annexes of the Convention. Annex 14, published by the International Civil Aviation Organization (ICAO), includes standards and recommended practices (SARPs) that address the risk of a bird (wildlife) strike and the potential increase of birdstrike risk due to the presence or development of bird-attractant features on, or in the vicinity of, an aerodrome (the term "in the vicinity" is taken to be land or water within 13 km of the aerodrome).

2.2 Annex 14, Edition 7 states that: "*when a birdstrike hazard is identified at an aerodrome, the appropriate authority shall take action to decrease the number of birds constituting a potential hazard to aircraft operations by adopting measures for discouraging their presence on, or in the vicinity of, an aerodrome.*"

2.3 The UK Civil Aviation Authority (CAA) therefore requires all airports to take appropriate measures to control the risks from birds and other wildlife in the vicinity of aerodromes. As birds are mobile, bird-attractive features far beyond an aerodrome boundary have the potential to increase risk. Therefore, in relation to the development at West London Studios, Hillingdon, a Bird Hazard Management Plan (BHMP) should be submitted and approved with the aim of preventing any increase in the presence of birds hazardous to aircraft in relation to London Heathrow Airport Ltd.

3. Background

3.1 Wayland Planning and Development LLP requested provision of an independent BHMP to reduce the potential for the development to increase background levels of hazardous birds that may conflict with air safety at Heathrow Airport and in order to fulfil the conditions of the planning consent. Heathrow Airport has a statutory requirement to ensure that new developments within its vicinity do not have the potential to increase the birdstrike risk for aircraft operating out of the airport.

3.2 Bird/Wildlife strikes are collisions between aircraft and birds or other wildlife. Such incidents are not uncommon but strikes with large and / or flocking species (such as gulls, waterfowl, pigeons etc) have the potential to result in significant and occasionally catastrophic incidents. Airports are therefore duty bound to seek to minimise the risk of strikes on, or in the vicinity of, their aerodromes.

4. The Proposed Development

4.1 The proposals are for a development of the currently fenced-off, vacant green land to the west of Springfield Road that comprises rough grassland bound by scrub and trees, to provide a new film studio complex including modern studio facilities, a new stage complex, ancillary workshops and offices. A 20m wide ecological border of native trees and shrubs will be planted along the western boundary of the site.

4.2 The site is located adjacent to Minet Park, located approximately 4.5km north-east of the northern runway threshold at Heathrow Airport and approximately 5km SSE of RAF Northolt. Heathrow Airport has requested consultation in relation to birdstrike risk and is henceforth referred to as 'the aerodrome'.

4.3 The design of the building includes significant flat or gently sloping roof space finished with a composite metal roof sheeting system coated with plastisol or equivalent. As such the site has the potential to attract hazardous birds such as roof-nesting gulls.

4.4 Two small ponds approximately 2.0m x 20.0m are unlikely to provide habitat suitable for hazardous bird presence.

4.5 Waste management will be in contained wheeled Eurobin containers for general and recyclable wastes. Lidded bins will ensure no access to food waste for scavenging species such as gulls, corvids, pigeons and starlings.

4.6 Woodland and scrub habitats developed within the 20m wide ecological boundary strip and boundary car parking may attract common woodland species already present within the vicinity of the site and are unlikely to add further to risks at the aerodrome.

Comments and recommendations in this birdstrike risk assessment are based on the following documents provided by Wayland Planning and Development in relation to:

- Foster Willis documents 1806 / 100-110 REV B, and 1806 WLFS Foster Willis Design and Access Statement Rev 20.
- Tyler Grange West London Film Studies Hillingdon 11842_R02f_Ecology Technical Note Update.

5. Planning Condition

5.1 The relevant planning condition states as follows-

4. Bird Hazard Management Plan

Prior to the commencement of any superstructure works, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Heathrow Airport Ltd. The Bird Hazard Management Plan shall include design measures to:-

- Manage any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
- Minimise any increase in the numbers of hazardous species (primarily large or flocking birds) as a result of the development proposed.

- Prevent gulls from breeding (using appropriate licensed means) on site.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

6. The Building Roof Design

6.1 The development includes a flat or gently sloping roof design covering four stages of over 4500m² in total. This has the potential to attract hazardous bird species to roost or breed and, in particular, 'large' gull species including Herring, Lesser Black-backed and Great Black-backed Gulls.

6.2 Access to the roof will be enabled such that people will be able to walk onto the roof, monitor bird presence, disturb birds and remove rooftop nests where required.

6a. Bird Management Plan Commitment – Roof

6.3 There will be zero tolerance of roof nesting large gull species. Roosting and loafing gulls will be dispersed when detected or in response to a reasonable request made by Heathrow Airport. A reasonable request in this context is deemed as being a request resulting from more than 50 gulls (of any species) being observed utilising the roof at any time.

6b. Target Species and Frequency of Inspection – Roof

6.4 The species of concern in relation to roof surfaces are all gull species as follows:

• Black-headed Gull	<i>Chroicocephalus ridibundus</i>
• Common Gull	<i>Larus canus</i>
• Herring Gull	<i>Larus argentatus</i>
• Lesser black-backed Gull	<i>Larus fuscus</i>
• Great Black-backed Gull	<i>Larus marinus</i>

6.5 A monitoring system will be set in place to ensure that the target species do not frequent the site prior to the nesting season and at all during the nesting season. Checks shall be made of the roof surfaces at least once a week prior to the breeding season (from mid-February to mid-April) and during the breeding season (from mid-April to mid-June). Any gulls observed on the roof surfaces prior to the breeding season will be dispersed by human presence on the roof. Any nests occurring during the breeding season will be removed under the appropriate license (issued by Natural England or its successors) along with any eggs that may have been laid. Weekly inspection rates may be increased or decreased depending on whether nesting attempts occur but will not be reduced to less than once a fortnight during this period.

6.6 This process will be documented with a date of each inspection and the findings (including nil birds recorded if appropriate). The documentation will be available for inspection by Heathrow Airport or an agent specifically appointed by Heathrow Airport.

6.7 Target species found roosting and/or loafing in numbers greater than 50 outside of the breeding season will be dispersed when detected, or in response to a reasonable request made by Heathrow Airport, whichever is first.

6c. Nature of Dispersal Required – Roof

6.8 Gull nests will be removed using any practical methods under the air safety license (issued by Natural England or its successors). The site owner will register for the license annually, before the commencement of the breeding season, and send in returns of any nests or associated eggs destroyed at the end of the year. Care will be taken to renew and check the license annually as the species listed on the license may change. If relevant species are not listed, a species-specific license will be applied for, for which the planning consent requirement will be used to request permission.

6.9 Dispersal of roosts or roosting gulls will be by any appropriate means, including but not limited to, human presence, arm waving, and bird scaring laser torches as required.

6.10 If more than 100 gulls are dispersed, Heathrow Airport should be informed via email within 24 hours.

7. Record Keeping

7.1 Records shall be kept which may be inspected by Heathrow Airport or their nominated representatives. These records shall include: -

1. The dates and areas checked, and details of birds found, and any large flocks noted at other times.
2. Hazardous bird activity, i.e. feeding, loafing, roosting, nesting
3. Details of any action taken and the result of that action (i.e. birds departed).
4. Details of any gull nests found, or of any nesting activity.
5. Details of nest removal, including date, species, method, and number of nests removed.
6. If further action is requested by the airport then full details of relevant checks, species, numbers seen, and control action carried out will also be recorded.

8. Failure of the Management Plan

8.1 Failure of the management plan is defined as –

- Failure to remove gull nests resulting in successful breeding.
- Failure to disperse any loafing or roosting birds once detected or informed.
- Failure to comply with any additional reasonable bird control requests made by Heathrow Airport.

8.2 Should any of these criteria occur, Heathrow Airport should be informed in writing. Should Heathrow Airport deem it necessary, a meeting between themselves, the site owner and the Local Planning Authority (LPA) will be convened at the earliest

opportunity to discuss how the situation can be resolved. This could take the form of installing a full netting enclosure over the roof surface to exclude gulls from using the site through to more frequent checks and disturbance of the roof space or the installation of additional active bird deterrence systems.

9. Inspection and Site Access

9.1 Heathrow Airport, or their nominated representatives, will be allowed access to the site to evaluate the success of the BHMP and to review any remaining birdstrike hazard. Representatives may call at short notice, subject to relevant Health and Safety considerations.

10. Long-term Management

10.1 The BHMP will be in perpetuity and applied to the site not the site owner. It will apply throughout the existence of the site and as long as Heathrow Airport continues to be operational. These obligations will be passed to any subsequent owners of title to the land, or parts thereof.

11. Conclusion

11.1 The bird control commitment described in this report should ensure that the site does not attract or support populations of hazardous birds capable of increasing the birdstrike risk at Heathrow Airport.

11.2 In the unlikely event that there is an increase in the number of hazardous birds utilising this site resulting in Heathrow Airport having a logged record that the development is contributing to an increase in the birdstrike risk, there will be a commitment to further manage hazardous birds and/or adopt additional management actions by the site owner to mitigate the risk.

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12. Disclaimer

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