

# Bournemouth Airport Annual Monitoring Report 2011





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## **1. Introduction**

**1.1** This is the fourth annual report to be presented in accordance with the Section 106 Agreement signed between Christchurch Borough Council and Bournemouth International Airport following the granting of planning permissions for works to the passenger terminal and related development at Bournemouth Airport. It will set out the progress made by the Airport Company in meeting the obligations set out in the Agreements and measure progress against the previous years' reports.

**1.2** The planning permissions for the terminal redevelopment also came with a number of conditions and this report will also report on progress discharging those conditions.

**1.3** Many of the obligations and conditions reflect commitments already made by the Airport Company in its Master Plan to 2030 and in the planning submissions for the Terminal schemes. These have been further reinforced by the Noise Action Plan drawn up in compliance with the European Noise Directive and in a Deed of Variation to the Section 106 Agreement.

### Progress on the Terminal Scheme

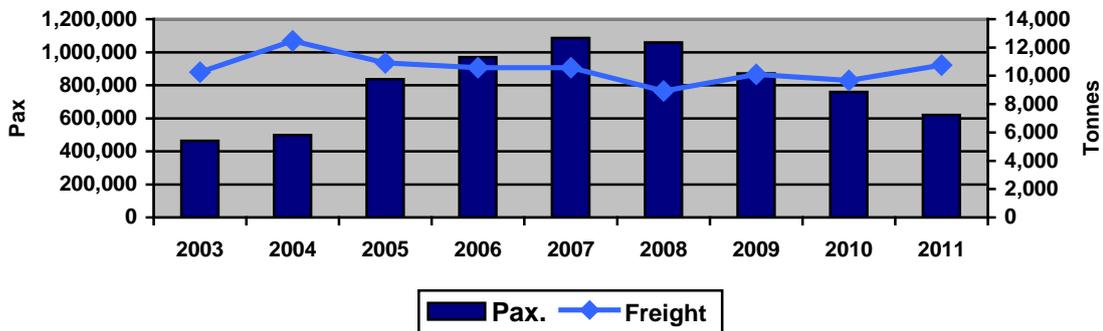
**1.4** Previous reports have detailed all of the works that were the subject of the original Terminal consent and various amendments to that plus the associated works that have progressed on and around the airfield. It has also been reported that the design for the new arrivals building was granted planning permission in May of 2010, with further amendments approved in the November. These consents necessitated the signing of a Deed of Variation to the Section 106 Agreement to ensure that all the clauses in the original agreement were transposed onto the revised consent.

**1.5** The development was completed early in the year and is now fully operational. This has been accompanied by the completion of the 'front of house' landscaping, public art and public transport halt.

### Passenger numbers and services.

**1.5** The past few years have been extremely difficult trading years for the aviation industry as a whole. Bournemouth held out reasonably well in 2008 performing above industry levels but since 2009 there have been significant decreases in throughput. Forecasts suggest that it may be a number of years before the industry regains 2007 throughput levels.

### Passenger Throughput at Bournemouth Airport 2003 to 2011



1.6 The table below shows the number of aircraft movements at the Airport over the last nine years. Those years that show an increase in passengers despite a reduction in the number of commercial movements can generally be put down to the use of larger capacity aircraft.

Year	Total Movements	Passenger Total.	Commercial Movements	Non Commercial Movements
2003	79,562	465,827	11,514	68,048
2004	81,692	494,820	10,827	70,865
2005	83,022	828,247	13,003	70,019
2006	78,973	958,158	12,756	66,217
2007	74,670	1,082,139	12,307	62,363
2008	81,733	1,058,845	11,977	69,796
2009	75,919	788,227	8,263	67,656
2010	61,390	758,862	8,953	52,437
2011	66,612	620,552	7,469	59,143

Commercial represents passenger aircraft, Non Commercial encompasses test flights, cargo flights, private and business aircraft, flying club and military aircraft.

1.7 The following list shows destinations flown to from Bournemouth Airport during the course of 2010. Some are scheduled destinations and others are those served by charter aircraft.

Alicante, Spain	Antalya, Turkey
Barbados (Caribbean fly cruises)	Carcassonne, France
Corfu, Greece	Dalaman, Turkey
Dublin, Ireland	Dubrovnik, Croatia
Faro, Portugal	Fuerteventura, Canary Islands
Funchal, Madeira	Geneva, Switzerland
Guernsey, Channel islands	Girona, Spain
Gran Canaria, Canary Islands	Ibiza, Spain
Jersey, Channel Islands	Lake Garda, Italy

Lanzarote, Canary Islands	Majorca, Spain
Malaga, Spain	Malta
Menorca, Spain	Murcia, Spain
Naples, Italy	New York, USA
Paphos, Cyprus	Pisa, Italy
Porto, Portugal	Rhodes, Greece
Sharm el Sheikh, Egypt	Sicily, Italy
Tenerife, Canary Islands	Turin, Italy
Wroclaw, Poland	

**1.8** The list of destinations served changes regularly, with different destinations being offered in summer and winter seasons and new routes becoming available. The Bournemouth Airport web-site is the most useful resource to keep track of the destinations available, [www.bournemouthairport.com](http://www.bournemouthairport.com).

Measures taken to meet Obligations within the Section 106 Agreement.

**1.9** The Section 106 Agreement is a bilateral agreement between the Airport Company and Christchurch Borough Council, which commits the Airport Company to complying with the obligations set out in Schedules Two to Ten of the Agreement, Schedule One being a reiteration of the Planning Permission. What follows will set out each of the obligations contained in the Schedules and comment on progress made towards meeting those obligations.

**1.10** In securing permission for a revised Arrivals terminal building, a revision to the Section 106 Agreement was made. This did not affect the obligations set out in the following section, but ensured that it was correctly understood precisely which development the Agreement applied to through updating the list of drawings and permission notices to which it applies.

**1.12** The planning permission for the new terminal was also subject to a number of planning conditions that need be met. Section 11 of this report outlines the progress made towards discharging those conditions. The new Arrivals consent added a number of conditions to the original consent and these are detailed at the end of the section.

**1.13** During 2011 consent was also granted for the redevelopment of Aviation Park West involving the creation of an additional 42,000 sq.m of mixed-use floorspace. The Section 106 Agreement accompanying that consent ties a number of obligations back to those that apply to the Terminal S106 and are accordingly reported on in this report.

## 2. Second Schedule – Operational Restrictions

2.1 (Text in boxes is Section 106 Agreement text. Text highlighted in red is the from the definition section of the Agreement).

*1. Save where incompatible with safe flying operations the Airport Company will use reasonable endeavours to ensure the following requirements of this Schedule are complied with at all times.*

Generally

*2. Every operator of Aircraft operates its Aircraft in such a manner as to be likely to cause the least disturbance practicable to local residents and where applicable to follow such procedures promulgated by the Airport Company for noise abatement and minimising ground noise.*

### **Action taken**

2.2 Operational restrictions as they apply to Aerodromes in the U.K. are set out in the Aeronautical Information Publication (AIP), also referred to as UK Air Pilot. This also details the facilities and services available at aerodromes, identifies who provides them and provides other information allowing for the safe operation of the airport. Within these instructions there are Local Traffic Regulations governing all aircraft arriving at and departing from the airport, which set out how aircraft move around the airfield, the protocol for liaising with Air Traffic Control and the use of the runways, Noise Abatement Procedures and Flight Procedures.

2.3 As well as the AIP the Airport has its own Airport Operational Instructions (AOI) that add further detailed operational requirements. The Airport convenes regular Pilots' Forums to discuss and reinforce the requirements of the AIP and AOI, to emphasise the Airport's desire to be a responsible neighbour to its communities, and to listen and respond to Pilot's concerns about operations. The responses from Community meetings and noise complaints inform these discussions.

### **Noise Abatement Schedules and Clauses & Noise Action Plan**

2.4 It is important to note that during 2009, and following extensive consultation, the Airport prepared and submitted to Government a Noise Action Plan. This was a requirement of the EU Noise Directive (2002/49/EC) as transposed into the Environmental Noise (England) Regulations 2006. The preparation of this plan followed closely guidance issued by the Department for Environment, Food and Rural Affairs that was issued in March 2009. The plan examined the noise environment around the airport and assessed if this was at an acceptable level, as defined by the Regulations. This assessment deemed noise in the vicinity of the Airport to be at acceptable levels under the terms of the Regulations and no further action was required to specifically conform with the Regulations. To this end, Government approved the Bournemouth Airport Noise Action Plan in November of 2011 as conforming with the requirements of the regulations and the Directive. The Plan is to be

subject to regular review and we are awaiting guidance from Government on this point.

**2.5** Through the consultation exercise, however, it became apparent that there were potential amendments to operational procedures and improvements to the reporting and analysis of complaints relating to noise that the Airport could make to address some detailed local concerns.

**2.6** Many of the types of measures the Regulations and guidance envisaged are precisely the types of measures that are outlined in the following schedules of this S106 Agreement. Reporting on compliance with the following schedules also cross-references findings from the Noise Action Planning Process and aspects of the consultation exercise that led to some revisions to procedures being proposed.

Landing Noise

3. Aircraft making an approach to land at the Airport shall follow a descent path which will not result in their being lower at any time than the descent path that would be followed by aircraft using the Instrument Landing System (*provided by the Airport Company at the Airport*).

4. Without prejudice to paragraph 1 of the Third Schedule the use of reverse thrust (above idle power) after landing is minimised, consistent with the safe operation of the Aircraft at all times.

5. To develop protocols to facilitate and encourage the use of Continuous Descent Approaches by aircraft making an approach to land at the Airport.

**Action Taken**

**2.7** The procedures for inbound aircraft to Bournemouth Airport and governing the Reverse Thrust Procedure are set out in the AIP. Amendments to this guidance have been made following the upgrading of the airfield systems.

**2.8** The use of Continuous Descent Approaches is increasingly standard behaviour following a revised Letter of Agreement being reached with Southampton Air Traffic and Solent Control.

Departing Noise

6. Departing Aircraft shall climb as steeply as is compatible with safety.

7. Unless otherwise instructed by Air Traffic Control, all departing aircraft save for Light Propeller Driven Aircraft (*propeller powered aircraft with maximum take-off weight not exceeding 5,700kg*) shall:

- (i) When using Runway 26, climb on runway heading to 0.6 nautical miles from the Airport as measured by Distance Measuring Equipment (DME) then track of 270° (M), climbing to a height of 2,000 feet before making turns.
- (ii) When using Runway 08, climb on runway heading to 1.0 nautical mile from the Airport as measured by DME then track 075° (M) to 4.1 nautical miles DME before commencing any turn to the south. Northbound departures may commence the turn after passing a height of 2,000 feet.

8. Departing Light Propeller Driven Aircraft shall climb straight ahead to at least a height of 1000 feet before commencing any turn. unless otherwise instructed by Air Traffic Control.

## **Action Taken**

**2.9** The above operating procedures have been complied with. Further changes were instigated in December 2009 in response to the Noise Action Plan consultation. This is try to ensure that Aircraft actually fly over areas that the above Schedule originally intended. Modern aircraft were complying with the obligation Sch2 (7) but they are able to attain altitudes much sooner they were making turns earlier than intended. So changes have been instigated to restrict turns until either a certain distance from the airfield or the altitude has been attained, whichever is the latter. The intention of this is to minimise the numbers of people subject to aircraft noise. The following further revised procedure was included in the AIP revision that came into effect on 10<sup>th</sup> March 2011.

*“The following Noise Preferential Routes shall apply to all turbo-jet aircraft and all other public transport Aircraft with a MTWA greater than 5700kgs, unless specifically otherwise instructed by ATC.*

### Take off Runway 26:

*Climb on runway QDM to 0.6 DME then track 270 deg MAG. As soon as 3.1 DME and 2000ft altitude have been attained, execute turn on track as instructed by ATC.*

### Take off Runway 08:

- a. *Required track between 001 and 079 deg MAG: Climb on runway QDM to 1.0 DME then track 075 deg MAG. As soon as 5.6 DME and 2000ft altitude have been attained, execute turn on track as instructed by ATC.*
- b. *Required track between 080 and 260 deg MAG: Climb on runway QDM to 4.1 DME, to be no lower than 2000 ft before turning.*
- c. *Required track between 260 and 360 deg MAG: Initiate the turn after passing 2 DME to be no lower than 1500ft unless otherwise instructed by ATC.”*

**2.10** The procedural changes to take off instructions were developed through dialogue between the Airport, Air Traffic Control, the Pilot’s Forum and through listening to local communities. Hopefully these changes will have significant impacts upon the noise footprints of certain aircraft operating from the Airport.

Clearly this procedure is at variance from the wording in the Section 106 Agreement. However, the amendments that have been made are deemed to be in accordance with achieving the same ends, being the reduction in the levels of population being exposed to aircraft noise. Through regular noise monitoring and assessment of complaints it is possible to keep abreast of the success of these procedures and adapt them where practicable.

#### Circuits

9. The following minimum circuit heights shall be maintained subject to the provisions of the Third Schedule (Night Operations):

- (i) 1,000 feet for circuits between 06:00 – 20:00 hours by all aircraft less than 5,700kg maximum take off weight;
- (ii) 1,500 feet for circuits between 06:00 – 20:00 hours by all aircraft more than 5,700kg maximum take off weight and all Jet Aircraft;  
1,500 feet for circuits between 20:00 and 23:30 hours by all aircraft.

### **Action taken**

**2.11** The above procedure is written into the Bournemouth AIP and is standard operating procedure at the Airport. This schedule is therefore being complied with.

#### Ground Running

10. Ground running (*means the running of aircraft engines at high power settings for the purpose of testing and maintenance, or where there is no intention to taxi or fly*) is only permitted subject to the following restrictions;

- except in an Emergency, such running of engines shall only take place within the areas shown hatched blue on the Plan C attached or such other areas as may be agreed in writing by the Council.
- Ground Running shall not take place at the following times:-
  - (i) Before 08:00 hours or after 20:30 hours Monday-Friday, other than start up or shut down procedures and in the case of an Emergency,
  - (ii) Before 09:00 hours or after 17:00 hours on Saturday and public holidays, other than start up or shut down procedures or in an Emergency,
  - (iii) Anytime on a Sunday, or
  - (iv) On Armistice Day between 10:55 and 11:05 hours or during any other period of remembrance specified by HM Government,

*provided always that Ground Running may take place at the times mentioned in subparagraphs (i), (ii) and (iii) above with the Airport Company's prior consent where Ground Running is essential for safety reasons or the avoidance of unforeseen and serious congestion at the Airport, or serious hardship or suffering to passengers or animals whereupon the Airport Company shall forthwith notify the Council of the Reasons for such consent being granted.*

### **Action taken**

**2.12** The latest AOI regarding ground running (AOI 29 / 09) was adopted in January 2009 and amended in October 2010 and fully reflects the ground running restrictions set out in the Section 106. It sets out the procedures for applying for approval for ground running and explains all the relevant safety and aircraft positioning information. The AOI also contains the application form required to apply for approval.

**2.13** There have been no 'exceptional' runs recorded in the review period. Logged details of all engine runs are available for inspection by the Local Authority if required.

**2.14** In 2010 the Airport successfully bid for and secured SWRDA funding towards improvements to the engine test area on the disused north – south runway. This involves strengthening works to accommodate the engine-testing regime for the Future Strategic Tanker Aircraft project by Cobhams. These strengthening works were completed in March 2011.

Monitoring

*11. The Airport Company shall maintain sufficient records of the number and types of aircraft taking off from and landing at the Airport. Such records shall be available for inspection by the Council at all reasonable hours, upon 3 working days prior written request.*

*12. Within 6 months of the Commencement of the Development the Airport Company shall submit to the Council for its approval details of an Internet-based system which shows details of the height and track of public transport aircraft using the Airport and within 6 months of approval being given to provide and thereafter maintain the approved system so that it is publicly accessible.*

*13. Within 6 months of the Commencement of the Development the Airport Company shall establish and thereafter publicise and maintain a noise complaints service which will investigate the cause of all formal noise complaints made to the Airport Company by the public. The Airport Company shall provide a written response to each formal complaint as part of the noise complaint service indicating the outcome of the investigation and any action proposed to be taken to review or modify procedures as a result of the complaint.*

*14. The Airport Company shall not report not less than annually to the Council and to the Airport Consultative Committee the number and nature of noise complaints together with the action taken by the Airport.*

**Action taken**

**2.15** The records of all aircraft using the Airport are available for the Council to inspect at any time, upon 3 working days prior written request. Such a request has not been received within the period between the signing of the agreement and the drafting of this fourth report.

**2.16** Bournemouth Airport became the first regional airport in the south to allow the public to view the movement of flights and air traffic patterns with the introduction of the web-trak system, which can be viewed on its web-site. The system provides detailed information about aircraft that have landed or taken off from the Airport and replays the track the aircraft has flown. Flight information is updated daily and is displayed 24 hours in arrears to maintain aviation security. The data is sourced from the Bournemouth radar and includes all aircraft operations within a 30 mile radius of the Airport, with the exception of aircraft above 15,000ft. The public can interrogate the system to obtain information such as the aircraft's track, altitude, airline and aircraft type.

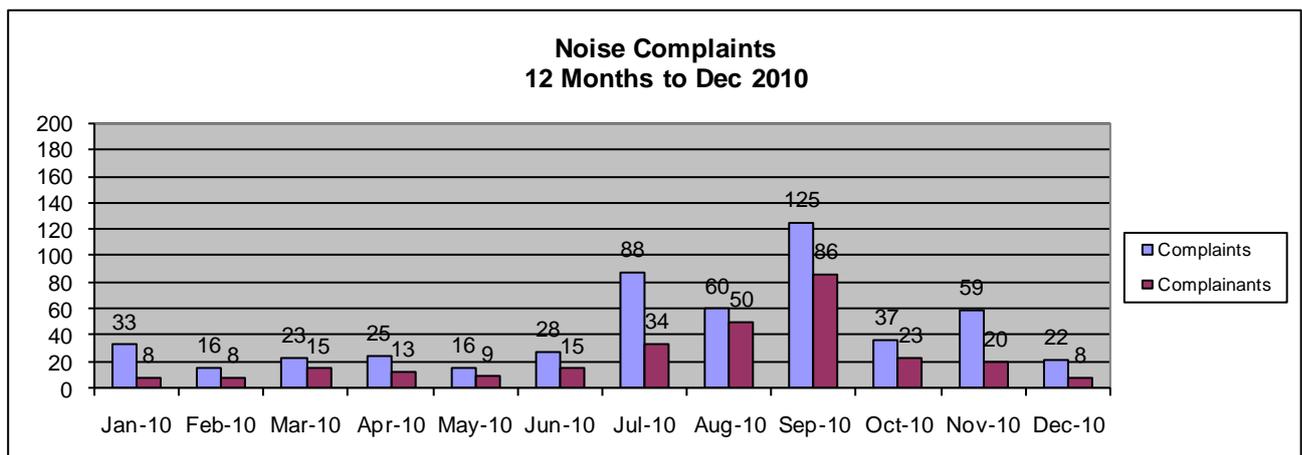
Other aircraft operating within the Airport's airspace that did not arrive or depart from the Airport will also be displayed but without the detailed information provided for Airport-related aircraft. Christchurch Borough Council approved the system in writing following demonstrations of the system to Council Members and Officers. We are consistently in dialogue with the system providers to explore ways of improving the web-trak facility. Certain limitations of the system have been brought to our attention and amendments have been made to try to rectify these. Track information has been increased and data is stored for a longer period of time.

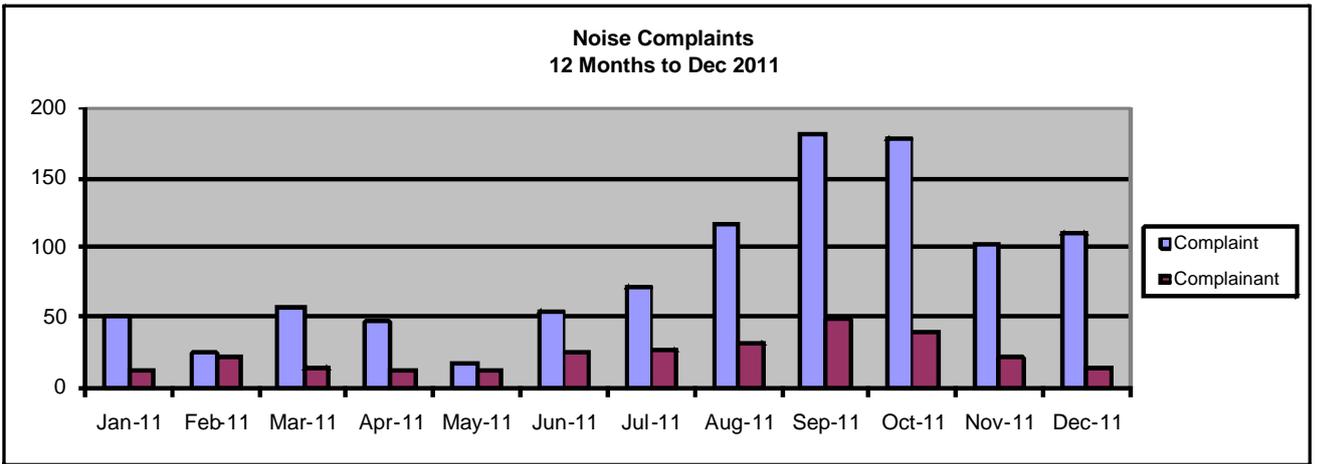
**2.17** A noise complaints service now operates at the Airport whereby members of the public can register complaints and are assured of a written response within 5 days. This has been reduced from 10 days as a result of feedback to the Noise Action Plan consultation. A complaints log is maintained and is available for the local authority to inspect and the below represents an example of how information is recorded.

Complaint Number	Date incident reported	Incident time	Area	Nature of Complaint	Callsign	Airline	Aircraft type	Height	Date responded
107/08	16/06/08	0:50	Burley	Night Flying	RYR7545	Ryanair	B737-800	5,300ft	30/06/08
109/08	17/06/08	15:27	Barton on sea	Schedule	RYR9082	Ryanair	B737-800	2,100ft	25/06/08
114/08	27/06/08	19:21	Ferndown	Helicopter	32	Police			03/07/08
116/08	02/07/08	2:00	Ripley	Night Flying	AWC13R	Titan	B737-300		09/07/08
117/08	13/07/08	3:00	Forest	Night Flying	TOM306E	Thomsonfly	B373-300	2,500ft	14/07/08
118/08	14/07/08	13:20	Southampton	Light	GLYNS	Private			16/07/08
120/08	16.07/08	4:45	Burton	Night Flying	Mail Flights	Atlantic	ATP		30/07/08

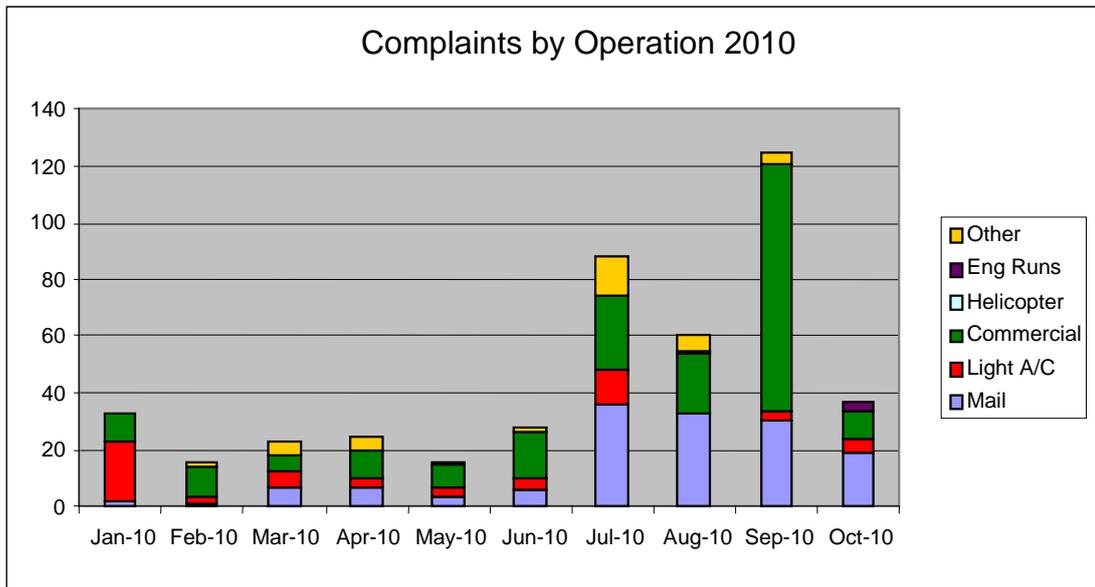
**2.18** Analysis of noise complaints are compiled into monthly reports and are available to the Local Authority for scrutiny. The establishment of a regular Environmental Health Officer Liaison Group provides an ideal forum for their reporting and dissemination. They are also compiled into reports to the Airport's Consultative Committee. The charts below represents just some of the information that is monitored and reported compared across the last two years of reporting of the information in this format.

### Complaints / Complainants



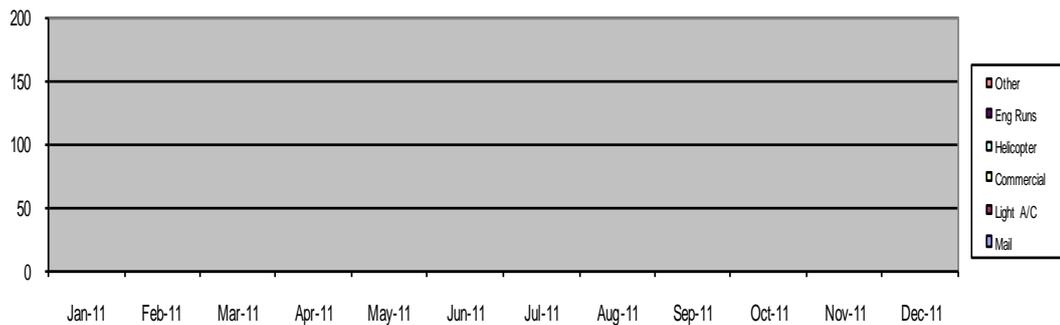


### Complaints by Operation



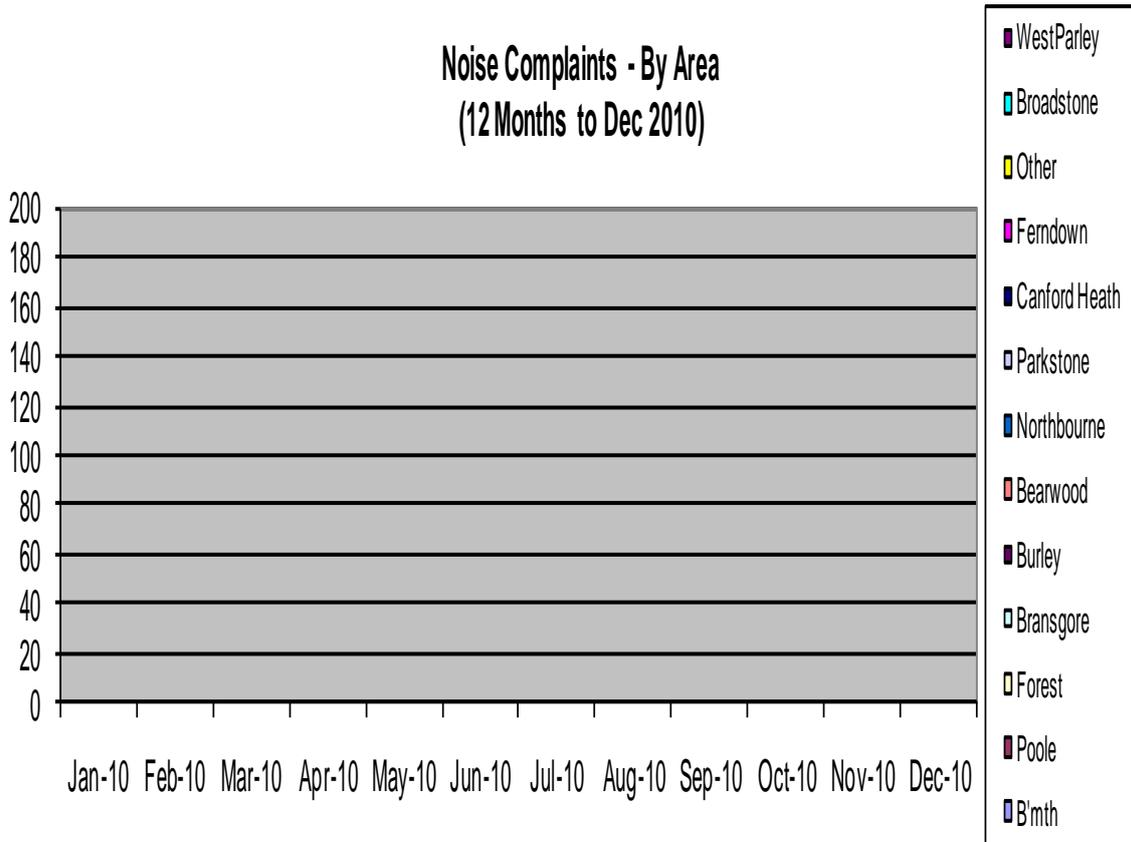
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### Complaints By Operation 12 Months to Dec 2011

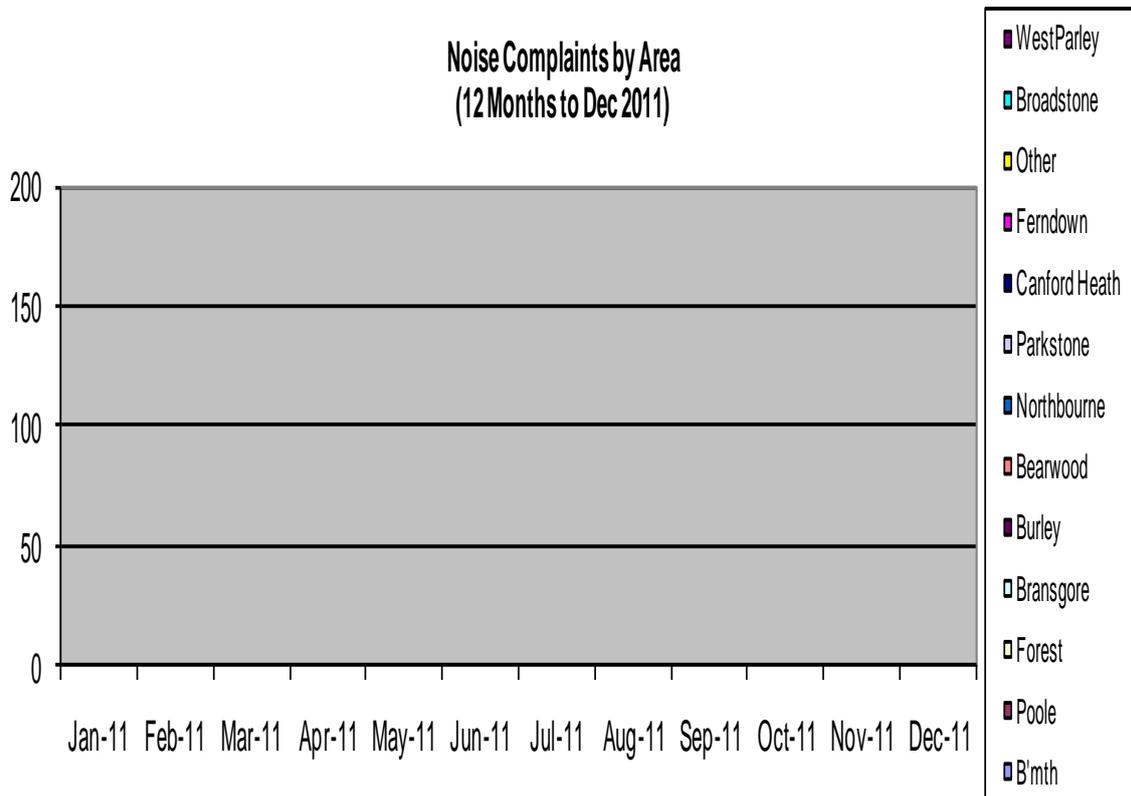


**Complaints by Area**

□



□



**2.18** The previous two years have shown significant increases in the amount of complaints about night noise. In 2009 this was largely attributed to publicity surrounding the draft Noise Action Plan and a somewhat erroneous press article that suggested that there would be a significant increase in the number of night flights utilising the Airport. The actual number of night movements actually dropped during the period in question. Another factor is the increasing awareness of the complaints service.

**2.19** However, during the 2009 – 2010 period procedural changes were made to the operation of the night mail flights. As a result of comments received during the consultation on the Noise Action Plan it was decided to alter the operation of the mail night flights to take off into the wind rather than default to easterly departures, this mode of operating is common to most airports. This has resulted in some well-orchestrated local campaigns that have resulted in a large number of pro-forma complaints being submitted from communities under the westerly departure route. This situation is being kept under review. Discussions with the local communities, the Consultative Group and Environmental Health Officers will continue to examine the evidence and make procedural changes accordingly, with the expressed intention of reducing the number of people subject to noise disturbance.

**2.20** Other measures are roughly comparable, although we have amended some of the categorisations to more accurately reflect the nature of complaint.

**2.21** During the year the Airport has produced a number of environmental factsheets setting out a number of the operational procedures and restrictions that apply. These are freely available to download from the Airport's web-site, <http://www.bournemouthairport.com/bohweb.nsf/Content/environmentfacts>.

### 3. Third Schedule – Night Time Operations

(i) *The Airport Company will use reasonable endeavours to ensure that Aircraft will not be permitted to use reverse thrust braking at Night Time (between the hours of 23:30 – 06:00 hours) except where it is essential for the safe operation of the said aircraft.*

2. *The Airport Company will ensure that no circuit or Training Flights (means a flight that is for the sole purpose of testing or training flight personnel, testing aircraft, their engines or accessories) take place at Night Time.*

3. *The Airport Company will carry out its operations at the Airport in such a way that the Night Time Quota (means the maximum permitted sum of the Quota Counts of all aircraft taking off or landing at the Airport at Night Time during the Noise Year) is not exceeded.*

4. *No Aircraft with a Quota Count (means the amount of the Quota assigned to one take-off or one landing by the aircraft in question, this number being related to its classification as set out in the Notice (the London Heathrow, London Gatwick and London Stansted Airports Noise Restrictions Notice 2007 or any subsequent notice made under Section 78 of the Civil Aviation Act 1982 or any re-enactment with or without modification of that section)) value of 8 or 16 will be allowed to arrive at or depart the Airport at Night Time nor shall an Aircraft with a Quota Count value of 4 be scheduled to arrive at or depart the Airport at Night Time.*

5. *Paragraphs 1 –4 shall not apply to:*

- (i) *Operations by Military, police and Support Aircraft*
- (ii) *Arrivals and departures by members of the Royal Family and other heads of states.*
- (iii) *Air / Sea operations.*
- (iv) *Emergency oil dispersal operations.*
- (v) *Operational diversions by aircraft due to weather, technical problems, security alert, industrial dispute or onboard emergency.*
- (vi) *Relief flights for humanitarian purposes where there is a special urgency.*
- (vii) *Movements suffering unavoidable operational delay, where it would lead to serious congestion at the airport, serious hardship or suffering to passengers or animals.*
- (viii) *Early arrivals of aircraft (other than those with a Quota Count exceeding 4) that took off and were scheduled to land after 06:00 hours.*
- (ix) *Medical emergency flights.*

#### **Action taken**

**3.1** In relation to Night Time training the AIP, referred to in Schedule 2, sets out the restrictions to Training Circuit Flights after 2130hours.

**3.2** We previously reported how different aircraft were ascribed different noise quota count points. No aircraft with a QC value of 8 or 16 has utilised the Airport at night-time nor has an aircraft with a QC value of 4 been scheduled to operate at night-time. The aircraft operated by our main airlines are increasingly of a variant that offer considerable improvements in the noise footprint (notably Boeing 737-800s).

## 4. Fourth Schedule – Night Time Noise Budget

1. The Night Time Quota for the Initial Night Time Quota Period shall be a Quota Count of 3,100 points per Noise Year (*means a summer season (means the period of time where British Summer Time is the local time at the Airport) and the immediately following winter season (means the period of time where Greenwich Mean Time is the local time at the Airport)*) save that aircraft movements listed in Third Schedule paragraph 5 shall not count towards this budget. Points that are unused in any season shall not be carried forward to subsequent seasons.

2. At least six months before the expiry of the Initial Night Time Noise Quota Period (*the period of five years following the beginning of the first Noise Year following Commencement of Development (development registered as having commenced 10.12.07)*) the Airport Company shall propose in writing to the Council together with reasoned justifications the Night Time Noise Quota it proposes for the next 5 year period.

3. Within four months of the receipt of any proposal by the Airport Company under paragraph 2 the Council will notify the Airport Company in writing either that it approves the proposal or that it does not approve it and if so make alternative proposals and give reasonable justification for them.

4. In the event that a proposal submitted under paragraph 2 is not approved the Airport Company will make further proposals to the Council within 2 months of the receipt of notice from the Council that it is not approved and the Council will respond approving the amended proposals or making alternative proposals and reasoned justification for them within a further two months.

5. The process in paragraph 4 shall be repeated until agreement is reached save that if either party consider that they are unable to reach agreement the matter may be referred to a Specialist under clause 9 of this Agreement (*a person qualified to act as an expert in relation to the dispute*).

6. The Specialist shall hear representations from both parties and take account of the following considerations:

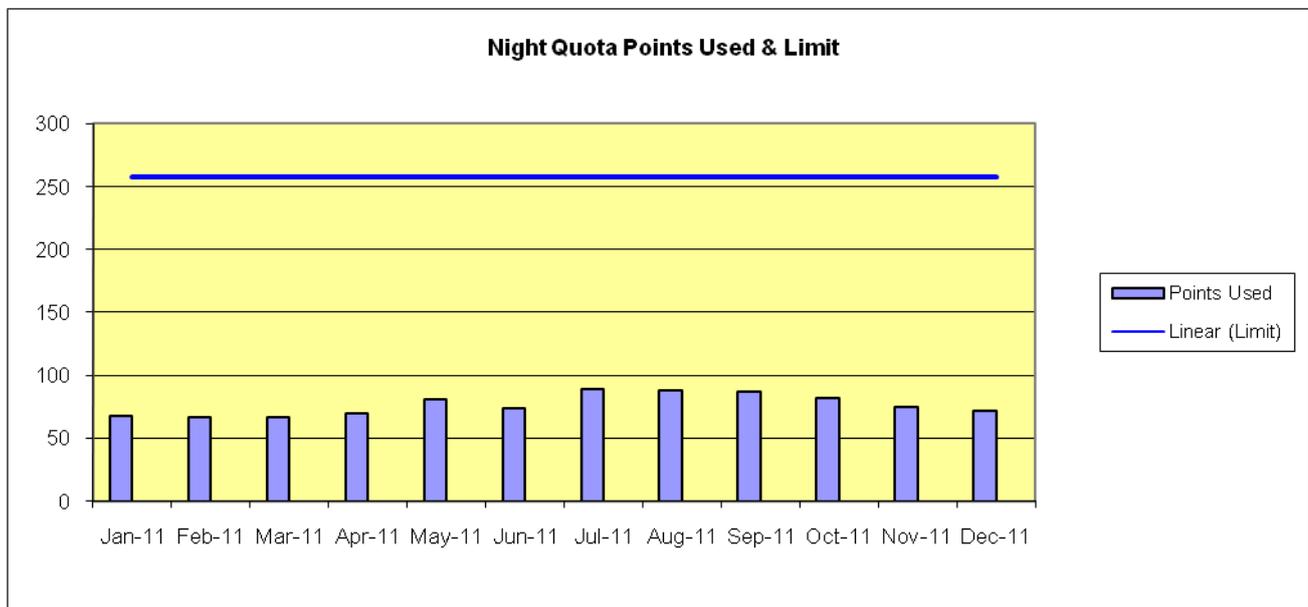
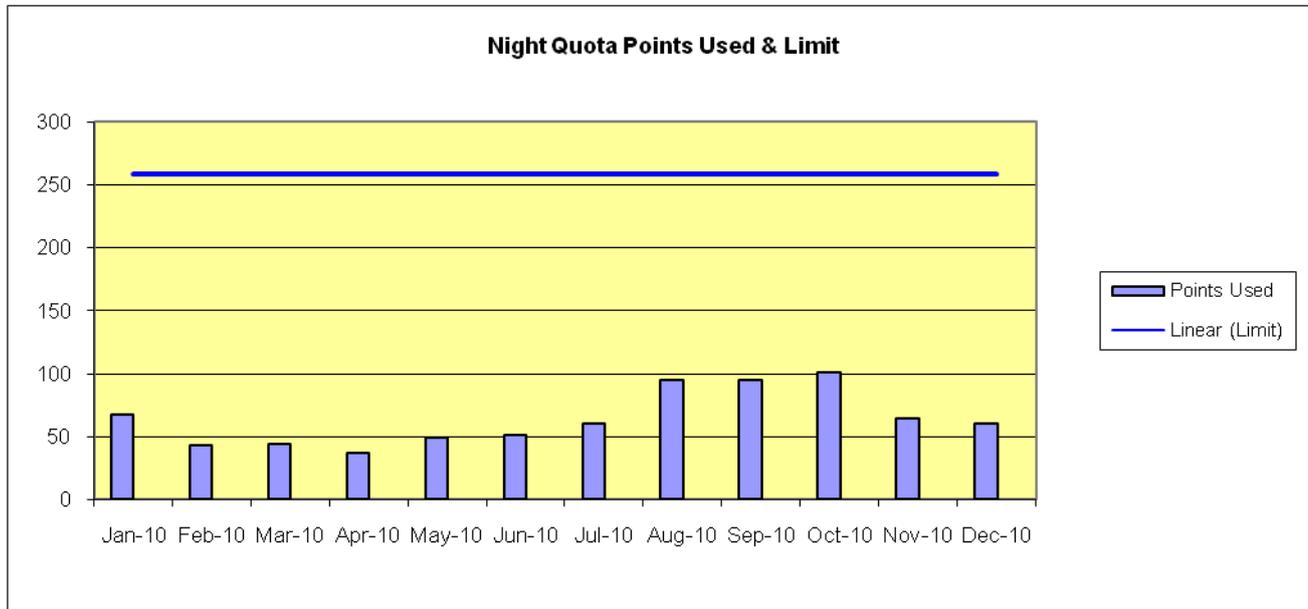
- (i) Night time noise impact in the preceding years,
- (ii) Night time noise complaints,
- (iii) Past and future air traffic movements for night time,
- (iv) The economic, social, environmental and commercial impacts of the proposed noise budget,
- (v) Policies and budgets at other relevant UK regional airports,
- (vi) National or regional policy Guidance that may be relevant,
- (vii) Economic and social benefits existing or projected in relation to the Airport

7. The procedure set out in paragraphs 4 – 6 shall be repeated prior to the expiry of each successive Night Time Quota period until agreed by the parties or set by the Specialist.

8. Where the Night Time Quota for any individual Noise Year has not been agreed or set by a Specialist two months before the expiry of the previous Noise Year the Airport Company will continue to comply with the last agreed Night Time Quota until the Winter Season or the Summer Season (as the case may be) following the agreement or setting of a new Night Time Quota whereupon the Airport Company will comply with the new Night Time Quota.

## Action Taken

4.1 The initial Noise Year commenced at the start of the summer season 2008 and ran through to the end of the winter season 2009, so we are only a part of the way through the 3<sup>rd</sup> Noise Year as defined by the Agreement wording. The diagram below shows how the quota has been 'spent' this calendar year.



## 5. Fifth Schedule – Surface Access

1. Prior to the occupation of the development to submit to the Council plans for the approval of improved bus services between the Airport and the Bournemouth Interchange (or other such route as may be agreed) at the Airport Company's expense, such scheme to provide for:

- (i) A bus service which runs at a minimum of hourly intervals commencing at 7am and ending at 7pm or for be agreed with the Council;
- (ii) Suitable covered waiting facilities at facilities at the Airport to include Real Time Bus information at locations to be agreed with the Council;
- (iii) Publicising the bus services and running times;
- (iv) Facilities for the transportation of large items of luggage;
- (v) Measures to encourage passengers and staff to use the bus service;
- (vi) The submission of quarterly patronage figures to the Council; and,
- (vii) A date for the implementation of the scheme if agreed,

Provided always that where the quarterly patronage figures show that the bus services are running at less than 50% of capacity for two successive quarters the Airport Company may submit a revised scheme to the Council for approval including alternative routing strategies or formats to encourage greater use of the bus services and once approved by the Council will implement the revised scheme within a timescale to be agreed in writing by the Council.

### **Action taken**

**5.1** A shuttle bus service operates between Bournemouth Airport and Bournemouth Interchange, and includes a loop around the town centre. This service was tendered in early 2007 and the contract was awarded to Discover Dorset Ltd and commenced in November 2007.

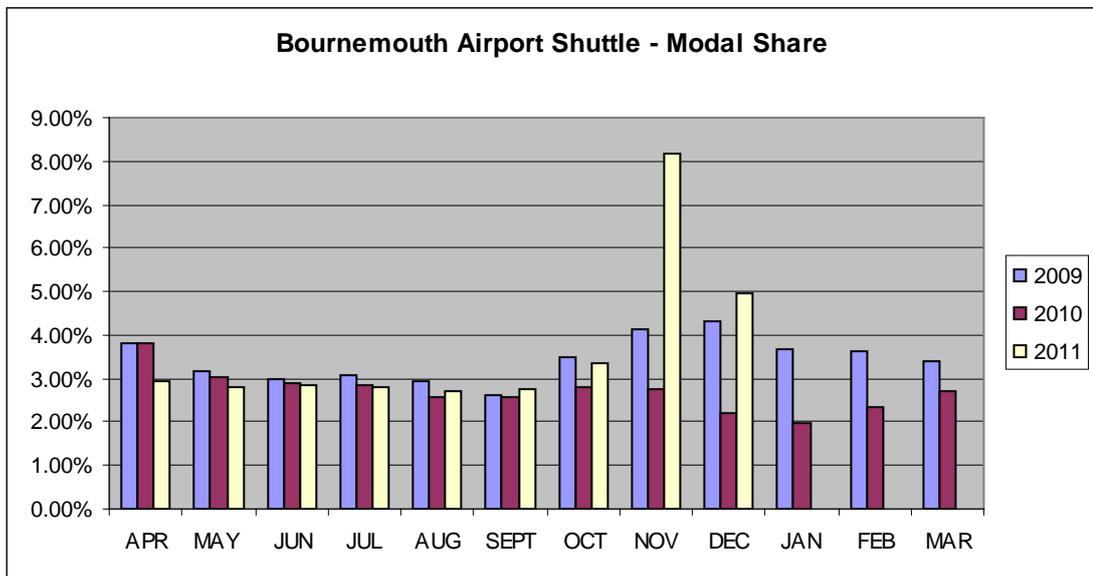
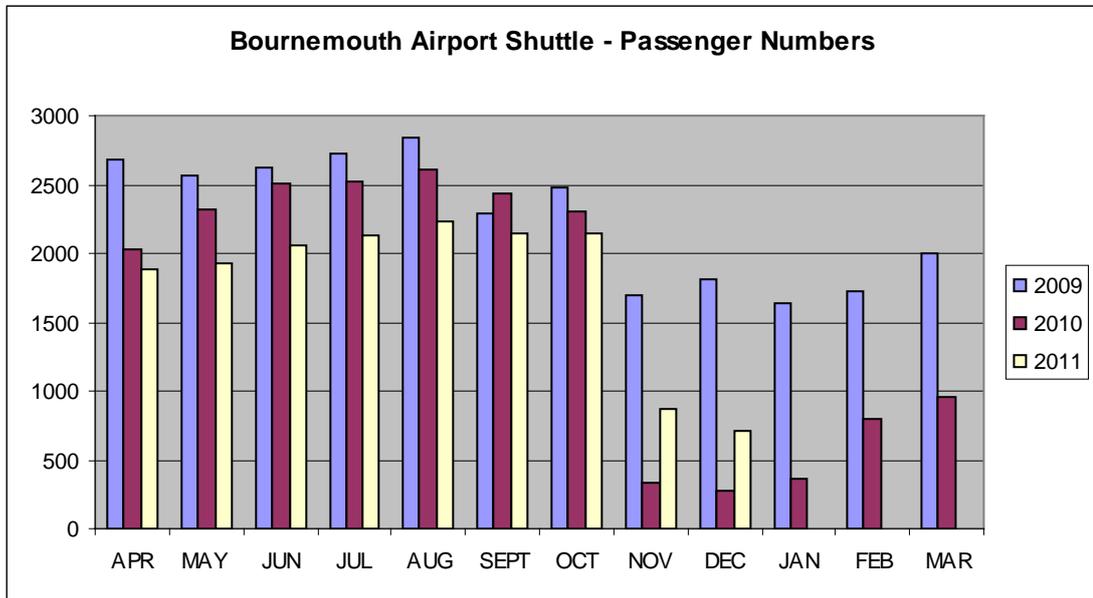
**5.2** The Airport Shuttle is an Optare Versa vehicle equipped with adequate luggage capacity for the airport market. The service operates 7 days a week, 362 days a year, between the hours of 7.00am and 7.00pm.

**5.3** Passenger numbers and modal share are reported at each Bournemouth Airport Transport Forum. The Forum meets on a bi-annual basis and is attended by key transport providers, Local Authority representatives and interest groups.

**5.4** The Airport Shuttle utilises a new bus stop directly outside the Arrivals building, with raised kerbs for easy passenger access. Timetable information is provided in the waiting area.

**5.5** In April 2011, an additional loop into Aviation Business Park West was introduced. The shuttle bus stops outside The Park Cafe six times a day: twice during the morning peak, twice at lunchtime and twice during the afternoon peak. A marketing plan is in place to promote the Shuttle service at high profile local events, such as the annual Bournemouth Air Festival and the Christchurch Food Festival. Through ticketing arrangements are in place with National Express and South West Trains.

**5.6** Passenger figures for the bus service are reported at each Bournemouth Airport Transport Forum and are available at any other time on request.



*2. The Airport Company shall maintain an Airport Transport Forum to inform, monitor and review the Surface Access Strategy including any Green Travel Plan.*

### **Action taken**

**5.7** The Bournemouth Airport Transport Forum was re-launched and reconstituted in August 2007, so that its membership has been bolstered and it now meets on a bi-annual basis. Membership is drawn from Local Authorities at both Member and Officer level, Companies across the Airport site, Transport providers and other local interest groups. Minutes of each meeting are taken and distributed to both attendees and others on the full distribution list.

*3. On the Commencement Date to implement the Interim Green Travel Plan.*

### **Action Taken**

**5.8** Previously details of the Area Wide Travel Plan have been reported along with details of travel surveys that were undertaken. A Travel Plan co-ordinator has been in place for the review period and the following sets out a summary of progress against Travel Plan measures.

**5.9** The Green Travel to Work events continue to be held on an annual basis in conjunction with European Mobility Week and In Town Without My Car Day. This includes cycle to work events and bikers breakfast events on both the Aviation Business Parks and for Airport employees.

**5.10** A shared-use cycle route has been constructed alongside Christchurch Road, improving access to Chapel Gate and the Aviation Park industrial estate to the north-west of the Airport. This work was carried out by Dorset County Council and funded by developer contributions linked to the Cirrus Court development.

**5.11** The national cycling charity Sustrans has withdrawn funding for the proposed cycle improvements to the river crossing at Throop. This was due to the lack of funding from the Local Authority. However, the Travel Plan Co-ordinator continues to work with local cycling groups and the Local Authority to identify and support other improvements to local cycle routes.

**5.12** In March 2009 Bournemouth Airport launched the cyclescheme initiative for employees. This salary sacrifice scheme entitles employees to hire a bicycle over a 12-month period. The employee doesn't pay tax, VAT or

National Insurance and can make a saving of up to 50% of the cost of the bicycle. Approximately 30% of Bournemouth Airport staff have taken advantage of this scheme.

**5.13** The Travel Plan Co-ordinator continues to provide site-specific advice to the Business Park tenants. This includes information on sustainability and the environment; travel to work initiatives and planning issues. It is a vital opportunity to share best practice and disseminate information regarding key transport issues in the local area.

*4. Within three months of the Occupation of the Development to appoint an independent highway consultant to carry out a Travel Monitoring Survey of the travel characteristics, total trips and modal split of users of the Airport.*

*5. The Airport Company will submit a report containing the results of the Travel Monitoring Survey referred to in paragraph 4 to the Council within 12 months of the appointment of the independent highway consultant. The report shall include progress towards meeting agreed targets and details of any remedial measures proposed to include such progress.*

*6. The obligations referred to in paragraphs 4 and 5 shall be repeated annually thereafter unless otherwise agreed in writing by the Council.*

*7. Within 18 months from the occupation of the development and thereafter on or before every third anniversary of the last approval of a Green Travel Plan, submit a Revised Green Travel Plan to the Council for its approval. The Revised Green travel Plan shall be informed by:*

- (i) Information included in the Travel Monitoring Surveys and*
- (ii) Planning policy in force at the time the Revised green Travel Plan is produced.*

### **Action taken**

**5.14** Traffic counters have once more been installed to record traffic movements for a two-week period in September 2011. The counters measure total trips into and out of the site. This year the traffic counters were installed at all three entrances to the site: on the Airport main access road and on the two access roads to the Business Parks (east and west).

**5.15** In July 2011, the Travel Plan Co-ordinator conducted the travel to work surveys and updated the Area Wide Travel Plan. The Travel Plan was then submitted to Christchurch Borough Council as part of the supporting material for a planning application for the redevelopment of Aviation Park West incorporating an uplift in floorspace of 42,000 sq.m. The permission for this development was itself accompanied by a Section 106 Agreement, principally concerned with ensuring that the redevelopment of the Business Park is fully wrapped into the travel planning and Travel Plan that was approved and subsequently amended as a part of the terminal consent(s). To that end the

travel plan submitted with the Business Park development proposal has been accepted by the Local Authority as fulfilling the obligation as set out above. The revised Travel Plan has a new anniversary date of 10 November 2011, so the next review will therefore be required in 2014. The revised Travel Plan can be found on the Airport's web-site within the environment section of the 'About Us' heading.

**5.16** In the meantime, the work of the Travel Co-ordinator will continue to: develop and implement effective marketing and awareness campaigns to promote travel planning initiatives on and off site; demonstrate progress and success of initiatives; and build and influence relationships with external stakeholders and transport operators to secure best value offers for travel initiatives.

## 6. Sixth Schedule – Highway Works

1. *The Airport Company covenants with the Council:*
  - (i) *Within seven working days of the Commencement of Development to pay the First Highways Contribution to the Council to be used to fund the Highway Works.*
  - (ii) *Within twelve months of the Commencement of Development to pay the Second Highway Contribution to the Council to be used to fund the Highway Works.*
2. *The Council covenants with the Airport Company:*
  - (i) *Subject to paragraph 3 below to forward the First Highway Contribution and the Second Highway Contribution to Dorset County Council as highway authority within one month of receipt from the Airport Company for use by Dorset County Council for the purposes only of the Highway Works.*
  - (ii) *To repay any part of the First Highway Contribution and the Second Highway Contribution which has not been spent by Dorset County Council or that Dorset County Council have not entered into a contract to spend within 10 years of the date of payment of the Second Highway Contribution to Dorset County Council under paragraph 2(i) above.*

### **Action Taken**

**6.1** A first payment of £100,000 was made to Christchurch Borough Council on 17.12.2007. A second payment of £800,000 has through negotiation with Christchurch BC, been delayed in recognition of the delay in progressing the terminal project, the downturn in passenger numbers and the reasonable prospects of the required highway works actually progressing in the short-term.

**6.2** Christchurch BC made the first payment to Dorset on 6<sup>th</sup> May 2008. Revised arrangements, agreed with the County and Christchurch Councils are now in hand to make the second payment available to the County Council.

## 7. Seventh Schedule – Community Fund

1. Prior to the occupation of the development, the Airport Company will establish a fund. The objective of the fund is to provide funding for environmental improvement and community and recreational projects within the Council's administrative area.

2. The Airport Company will make an initial contribution of £10,000 to the Community Fund and a further contribution annually thereafter on each anniversary of the establishment of the Community Fund provided always that the further contributions to the Community Fund shall be as set out below and will take effect in the financial year following the increase in the annual passenger throughput:

- (i) £10,000 when the annual passenger throughput at the Airport is less than 1.5 million passengers per annum
- (ii) £15,000 when the annual passenger throughput at the Airport is first more than 1.5 million but less than 2 million passengers per annum
- (iii) £20,000 when the annual passenger throughput at the Airport is first more than 2 million but less than 2.5 million passengers per annum
- (iv) £25,000 when the annual passenger throughput at the Airport is first more than 2.5 million but less than 3 million passengers per annum
- (v) £30,000 when the annual passenger throughput at the Airport reaches 3 million passengers per annum.

3. In addition to the annual contributions referred to in paragraph 2 above the Airport Company will also contribute any monies raised from environmental penalties from aircraft operations to the Community Fund.

4. The Community Fund will be administered by a committee of four members, three of whom will be appointed by the Council and one by the Airport Company.

5. The first Chairman of the Community Fund shall be the member appointed to the committee by the Airport Company and thereafter shall be rotated annually between the Council and the Airport Company.

6. The operational criteria for the Community Fund its management and guidelines for assessing projects shall be drawn up by the members appointed under paragraph 4. The committee will meet annually (or at such other interval agreed by the members) to review and award applications to the Community Fund.

7. Day-to-day administration of the Community Fund, and the availability of appropriately qualified person(s) to administer it shall be undertaken by the Airport Company at its sole expense which costs of administration are declared to be over and above the sum contributed annually by the Airport Company to the Community Fund. For the avoidance of doubt administration shall include the assessment of submitted projects by appropriately qualified persons, and consultation and advice from the Council and the receipt of applications, administration of all correspondence to community organisations and the committee and provision of minute taking.

8. Any monies not spent in one financial year shall be carried over to the following year.

## Action Taken

7.1 On 23<sup>rd</sup> January 2008 the Airport Company, in conjunction with Christchurch Borough Council, launched the Bournemouth Airport Community Trust Fund, by making £10,000 available per annum to community, social, recreational and environmental groups within the Borough of Christchurch.

7.2 The fund has four very clear objectives:

- to bring the community closer together through facilities for sport, recreation, and other leisure activities
- to offer environmental improvement and/or heritage conservation
- to improve awareness of environmental issues through environmental education
- to encourage and/or protect wildlife.

7.3 Access to the Fund brochure and application pack is via both the Airport's and Christchurch Borough Council's websites.

7.4 The Fund's management committee is made up of three representatives from Christchurch Borough Council and one representative from Bournemouth Airport and they shall meet twice a year to consider and award grants to eligible projects. The current committee is made up of Christchurch Councillors Mrs Dereham-Wilkes and Duckworth, Judith Plumley, the Head of Neighbourhood and Environment at CBC and Sally Windsor as the Airport representative. Councillor Duckworth was Chair of the committee this year.

7.5 Two meetings of the Committee took place during 2011 (May & November).

7.6. During this review period 3 awards have been made totalling £11,500. This is in excess of the £10,000 annual contribution as a result of an underspend in the first three years of the fund's existence. Awards were made to the following:

British Legion  
Walkford Allotments Association  
Christchurch Dial-a-Bus

7.7 The fund has a remaining balance of £8,346.27 that will be added to next year's £10,000 contribution as the 'pot' to be bid against next year. The next meeting of the Fund Management Committee is scheduled to take place in May 2012.

## 8. Eighth Schedule – Public Art

*1. Within six months of the Commencement of Development the Airport Company shall submit to the Council a scheme for Public Art for the Council's approval. The Scheme shall provide for a high quality piazza area within the development incorporating locally commissioned art works artefacts displays or interpretative material relating to (but not exclusively) the history of aviation at the Airport.*

*2. The Airport Company shall complete the Public Art Scheme within twelve months of written approval being given by the Council.*

### **Action Taken**

**8.1** As part of the planning permission a high quality landscaping scheme was approved. This included specimen trees, high quality paving and street furniture and other decorative features as well as a commitment to provide some form of public art. The area is backed by a 3.5 metre high 45m long screen wall, which links the departures and arrivals buildings.

**8.2** In discussions with Christchurch Borough Council on a draft scheme for the public art element it was agreed to explore options for the treatment of the screen wall to showcase the history and development of aviation in the area and of Bournemouth Airport itself.

**8.3** As reported in the Introduction to this report, the delivery of the terminal scheme has been subject to change in that the arrivals building and the departures building ran to different schedules. Further changes have been necessitated by changes to the security regime as it affects the airport. These have made the delivery of, and desirability of, the original proposal nigh on impossible. Changes have had to be instigated as a result.

**8.4** Delivery of the public art scheme and the landscaped area was carried out as a part of the delivery of the arrivals building. The changes to security requirements at Airports and the need to maintain safe zones around terminal buildings have had a significant influence on the final scheme. Nevertheless, the final scheme has been well received by Airport users.

**8.5** An installation entitled 'A Moment in Time' charts some of the momentous events in the Airport's history. These are displayed in the space between the Arrivals and Departures buildings en route to the public car park. Additionally a commemorative plaque to Peter Bath, one of the founders of the Charter holiday market, has been erected in the space between the two buildings.

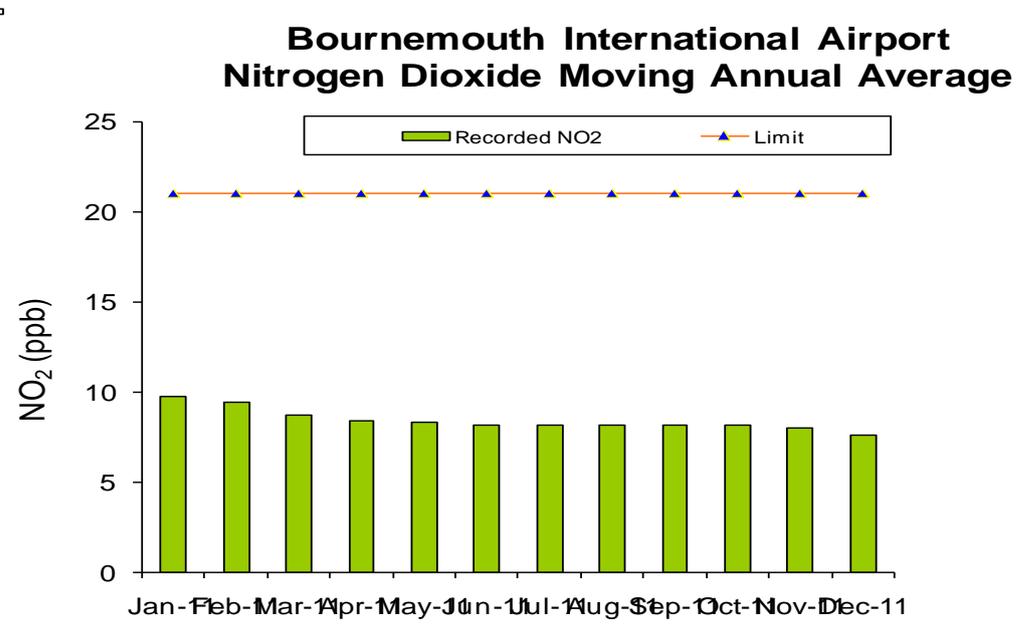
## 9. Ninth Schedule – Air Quality

1. Within six months of Commencement of Development to submit an Air Quality Monitoring Scheme to the Council for their approval, such scheme to include:

- (i) Measures to enhance the Airport's nitrogen dioxide diffusion tube monitoring programme at agreed sensitive receptor locations around the Airport focusing on the areas within or adjacent to the SAC;
- (ii) Means to primarily establish a vegetation monitoring programme through permanent quadrats. This will involve comparison between vegetation quality within a control quadrat, located remote to the airport, and vegetation quality within a number of test quadrats (the number and location to be first agreed in writing by the Council);
- (iii) Procedures to provide reports from both monitoring programmes will be made available to the Airport Consultative Committee; Council and Natural England;
- (iv) Provision of agreed trigger levels and response measures having regard to the levels of impact predicted in the Environmental Statement.

### Action taken

9.1 An Air Quality Monitoring Programme Proposal has been submitted to Christchurch Borough Council and was agreed as a reasonable way to proceed. The scheme added another seven locations for positioning nitrogen dioxide diffusion tubes including a control site adjacent to Porchester School. The table below shows last year's data. For comparison the data collected for 2010 showed every month as being in excess of 10 on the y axis.



9.2 The Proposal also set out a protocol for the establishment of a vegetation monitoring program to more directly assess the effects of nitrogen deposition on the vegetation within the designated heathland surrounding the Airport. This led to further diffusion tube coverage. A number of test quadrats within

the heathland areas have been identified and these have been tested against results drawn from remote quadrats. Consultants independent of the Airport have carried out this work. In 2008 and 2009 monitoring established the baseline position. The 2010 report was therefore the first in which comparative monitoring took place. The conclusion of the report was:

The vegetation data collected over the three years of monitoring does not show any large scale shifts in community composition, and there is no significant correlation, negative or positive, between distance from runway and lichen diversity. There is therefore no evidence to suggest that operation of Bournemouth Airport has an adverse impact on the vegetation communities of Hurn or Town Common.

### 9.3 Furthermore, it was recommended that:

Should further monitoring be required, it is recommended that a more simplistic approach comparing lichen diversity to nitrogen data is employed. This could be done on an annual basis using vegetation data collected within the immediate vicinity of the established nitrogen monitoring locations. This will remove the need for extrapolation from the data collected, which has prevented direct comparison between nitrogen and vegetation data in this study. Continued monitoring of the vegetation at Hurn and Town Common, perhaps at two year intervals, is recommended in order to identify any shift in community type that may indicate habitat degradation. It is anticipated that such an approach would result in a more practical cost effective approach to the monitoring.

9.4 The Proposal also set out a reporting mechanism and a protocol for identifying trigger levels and response measures, in line with the requirements of the Section 106 Agreement.

9.5 Sections 2-4 have yet to be triggered as they have not been required on the basis of the information obtained from monitoring.

2. To implement the Air Quality Monitoring Scheme approved by the Council under paragraph 1. If the results from the Air Quality Monitoring Scheme demonstrate increased levels of Nox deposition attributable to the operation of the Airport for two successive years, the Airport Company will;

- (i) Submit a scheme of air quality response measures to the Council for their approval. Such response measures might include: fines for the most polluting aircraft; lower charges for the least polluting aircraft, the introduction of low polluting airport ground support vehicles and plant.
- (ii) Implement the scheme approved by the Council under paragraph 2(i) within one month of the scheme being agreed by the Council.

3. In the event that the Council and the Airport Company are unable to reach agreement on the air quality response measures required the matter may be referred by either party to a Specialist under clause 9 of this Agreement. In determining the air quality response measures required the Specialist shall consider:

- Changes in type, design and technology of aircraft using the Airport;
- Advances in medical and scientific knowledge and understanding in relation to operations of aircraft and NOx deposition.

## 10.Tenth Schedule – Carbon Management Action Plan and Carbon Audit

1. *Within twelve months of Commencement of Development to submit a Carbon management Action Plan for the Operational Vehicles and energy use at the Airport to the Council for their approval setting out measures to seek to achieve a carbon neutral status by 2015 to include:*

- (i) Measures to reduce carbon emissions at the Airport;*
- (ii) Measures to increase the use of renewable energy at the Airport;*
- (iii) A Carbon Offset scheme;*
- (iv) Measures for the phased introduction of carbon neutral ground operational vehicles and energy use at the Airport by 2015;*
- (v) A programme for the implementation of the measures included in the Carbon Management Action Plan; and*
- (vi) Provision for an annual report on the measures taken.*

2. *To implement the Carbon Management Action Plan within one month of written approval being given by the Council.*

3. *Within 12 months of the Commencement of Development to undertake and complete a carbon audit of Aircraft on the ground and in the landing / take off cycle, operational vehicles and energy use at the Airport; and to repeat the carbon audit every five years thereafter. The Airport Company will supply a copy of the Carbon Audits to the Council upon request.*

### **Action Taken**

**10.1** Last year's report contained a significant amount of information about how the Airport Company was progressing towards achieving the Carbon Neutrality referred to above. It detailed the reporting arrangements and suggested the measures that were being employed to further attain the carbon neutral objective.

**10.2** A step change has been achieved this last year. The opening of the new Arrivals building was significant in this regard. As reported elsewhere, this building was designed from the outset to minimise energy consumption. Passive design measures ensure that the building does not overheat through solar-gain and this is supplemented by controlled ventilation to ensure the building maintains a constant temperature. Natural light from north-facing roof-lights is employed to reduce illumination requirements. The whole building is effectively controlled by a building management system to ensure that it is operating in the most efficient manner.

**10.3** The roof-space is occupied by a photo-voltaic installation that generates power for the building's consumption. Excess power generated at times when the building's consumption levels are low is fed back into the Grid. Since coming into operation at the beginning of March 2011 this installation has generated 98,000kW-h of power. To put this in context, that would be enough run a 60W light-bulb for 1,633,300 hours.

**10.4** Finally, in relation to energy consumption, it was reported last year that 50% of the Airport's energy was acquired from renewable sources.. During 2011 this has now reached 100%. This is a major milestone in achieving the objectives of the obligation. Out of the Airport's carbon account of around 5,600 tonnes of carbon this aspect accounts for 5,000 tonnes of carbon. The power generated by the photo-voltaic installation reduces the Airport's residual carbon impact to around 200 tonnes.

**10.5** To address this we need to tackle the other aspect under our direct control, and that is on the vehicles that operate across the site. It is planned to roll out a Vehicle Emission Scheme this April for Airside vehicles. In renewing their permits to operate airside each vehicle will be required to make an annual payment that will be used to buy credits to off-set our carbon bill from the Government. This will effectively mean that the Airport will have reached its Carbon Neutral objective.

**10.6** A rolling Energy Reduction Plan, forecasts a year- on- year reduction of energy use of 3% over the next 3 years. To support this aim, a comprehensive energy monitoring system that reads real time consumption via a web based programme is being put in place to help identify areas where losses might be incurred and to identify further savings. This plan will examine improved technology solutions as they mature, as an aid to reducing energy consumption, for example moving over to low energy lighting.

## 11. Conditions Monitoring

Paragraphs 11.1 to 11.20 set out the conditions that were attached to the original permission. Many of those conditions were replicated on the permission for the revised Arrivals building and progress in discharging those is reported. Paragraph 11.21 onward relates those conditions that are unique to the revised Arrivals building permission.

### 11.1

*1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.*

#### Action Taken

The permission notice was dated 31<sup>st</sup> August 2007. Development of the Extension to Car Park 1 commenced 10<sup>th</sup> December 2007 and completed early in 2008. As previously explained in Monitoring Reports the commencement of the scheme was supposed to have been for a continuous implementation of the whole programme of works, but other previously discussed factors ensured that a substantive commencement of the Terminal works did not take place until October 2008. Even this aspect has been subject to change though with the project being delivered in distinct phases. Discussions with the Local Authority about the implications for compliance with time-limited conditions have continued throughout the delivery of the scheme.

### 11.2

*2. Airport passenger numbers shall be limited to a maximum of 3 million passengers per annum unless otherwise approved by the Local Planning Authority. The Airport shall submit to the Local Planning Authority annual figures for passenger throughput within three months of the end of each calendar year.*

#### Action Taken

Passenger figures are incorporated into this monitoring report and this will continue to be the annual reporting mechanism to comply with this condition.

### 11.3

*3. No development shall take place until samples of all the facing, roofing, glazing and surfacing materials and hard landscaping (including all seating, bollards, litter bins, bus shelters) to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details.*

## Action Taken

A materials swatch was submitted to the Local Planning Authority on 19.09.07 and written confirmation of their acceptability was issued on 19.11.07. A similar swatch was issued in relation to the Arrivals building and confirmed as acceptable by letter on 10.11.10.

### 11.4

*4. Prior to the commencement of development a plan indicating the finished levels AOD of the buildings, extensions and landscape bunds hereby approved shall be submitted and approved by the Local Planning Authority and implemented as per the agreed details.*

## Action Taken

Drawing references 153212/P003 & 004 rev D were submitted to the Local Planning Authority on 29.08.07 and written confirmation of its acceptability was received 20.09.07. The new Arrivals scheme received confirmation of discharge of this condition on 10.11.10.

### 11.5

*5. Notwithstanding the submitted details further details of the proposed landscaping scheme to include planting densities, numbers of plants, location and design of protected fencing both during and after construction to be submitted and agreed with the Local Planning Authority within 6 months of commencement of development together with a landscape management plan including a timetable for implementation and future management. Upon approval of the landscaping details;*

- a) The approved scheme shall be fully implemented with new planting carried out in the planting season October through to March inclusive in accordance with a timetable to be agreed in writing with the Local Planning Authority;*
- b) All planting shall be carried out in accordance with British Standards including regard for plant storage and ground conditions at the time of planting;*
- c) The scheme shall be properly maintained and any plants (including those retained as part of the scheme) which die, are removed or become damaged or diseased within this period shall be replaced in the next planting season with other of similar size and the same species, unless the Local Planning Authority gives written consent to any variation; and,*
- d) The whole scheme shall be subsequently retained.*

## Action Taken

Tree Planting along the Parley Lane bund has taken place. Progress with the detail for the landscaped piazza area was delayed and the scheme had to be to take account of the revised security restrictions. The final scheme received sign off from the local authority as part of the Arrivals building planning application.

### 11.6

*6. Prior to the commencement of development of the proposed eastern car park extension or new southern car park, details of the proposed lighting scheme shall be submitted and approved by the Local Planning Authority and shall be implemented in accordance with submitted details and subsequently maintained.*

Action Taken

Drawing reference 153212/LA/L(90)003 rev E submitted to Local Planning Authority on 20.08.07, showing the details of the lighting columns and the lux levels. Written confirmation of their acceptability received 20.09.07.

### 11.7

*7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any other order re-voking or re-enacting that Order, nothing over 0.6metres in height above the level of the adjacent carriageway other than that shown on the approved plans shall be permitted to be placed, built, planted or grown on the land designated as visibility splays on the approved plans.*

Action Taken

On-going commitment.

### 11.8

*8. No vehicular, pedestrian or emergency access other than that shown on the plans approved pursuant to this permission shall be formed on the site.*

Action Taken

None proposed

### 11.9

*9. Within 18 months of the commencement of development, all foul water drainage shall be connected to the Holdenhurst Sewerage Works unless otherwise agreed in writing by the Local Planning Authority.*

Action Taken

Wessex Water identified a preferred route for a new connection and were in the process of commissioning surveys and ground condition investigations. We have since been exploring ways of improving the capacity and efficiency of the on-site treatment works. Further dialogue with the Local Planning Authority and other stakeholders is required to discharge this condition. Its discharge needs to be fully considered in light of the requirements of the business park development as this condition relates only to the foul water drainage from the terminal scheme.

### 11.10

*10. Prior to the commencement of development details of the surface water drainage scheme shall be submitted and approved by the Local Planning Authority and implemented as per the agreed details and thereafter retained.*

## Action Taken

Details of the surface water drainage scheme for car park 1a were discussed and agreed with the Environment Agency and signed off as a partial discharge of this condition by Christchurch by Email dated 11/03/08 subject to the schemes for the Terminal and car park 6 being submitted and being acceptable to the Environment Agency. The scheme for the Departures and Arrivals buildings was confirmed as being suitable for final discharge of this condition on 10.11.10.

### 11.11

*11. No development shall be brought into use until the signalisation of the junction and other highway improvements to the principal access to the Airport onto Parley Lane has been constructed and brought into fully operational use.*

## Action Taken

Section 278 discussions with Dorset County Council resulted in final scheme sign off in the autumn. The scheme was completed mid-February 2011.

### 11.12

*12. The southern car park as shown on the approved plans shall not be brought into use until the construction and signalisation of the proposed new junction onto Parley Lane is completed and fully operational.*

The Airport set out in its Master Plan that the preferred approach would be to deliver car park 1a, then rationalise the other ad hoc parking arrangements to the north west of the terminal and then deliver car park 6. Car park 1a has been completed and schemes to rationalise and improve the other car parks are being developed. Demand is such that the requirement for the southern car park is still some way off.

### 11.13

*13. Prior to the first use of the southern car park hereby approved full details of the shuttle bus to operate between the southern car park and the terminal building shall be submitted to and approved by the Local Planning Authority and implemented as per the agreed details and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.*

## Action Taken

No programme for the delivery of southern car park, see condition 12 above. Once programmed, details of shuttle bus operation can then be discussed.

#### 11.14

*14. Prior to the commencement of development of either the new southern car park or the eastern car park extension details of a parking strategy to include pricing structure and operating times shall be submitted and approved by the Local Planning Authority and implemented as per the agreed details and thereafter retained unless otherwise agreed by the Local Planning Authority.*

#### Action Taken

A Parking Strategy was submitted to the Local Planning Authority on 31.08.07 and written confirmation of its acceptability was received on 19.11.07.

#### 11.15

*15. Prior to the commencement of development details of wheel wash facilities for construction traffic shall be submitted to and approved by the Local Planning Authority and carried out in accordance with the agreed details.*

#### Action Taken

Details of the wheel-wash facilities were submitted to the Local Planning Authority on 13.11.07 and written confirmation of their acceptability received on 19.11.07.

#### 11.16

*16. Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of Christchurch Borough Council:  
A 'desk study' report documenting the history of the site and its surrounding area and likelihood of contaminant extent and type; if the study confirms the possibility of contamination a site investigation report documenting the ground conditions of the site, incorporating a "conceptual model" of all the potential pollutant linkages and an assessment of risk to identified receptors; if risk assessment identifies unacceptable risk(s) a detailed scheme specifying remedial works and measures necessary to avoid risk from contaminants / or gases when the site is developed.  
The Remediation Scheme, as agreed by the Christchurch Borough Council, shall be fully implemented before the development hereby permitted is first occupied. Any variation to the scheme shall be agreed in writing with the Christchurch Borough Council in advance of works being undertaken. On completion of the works the developer shall provide written confirmation that all works were completed in accordance with the agreed details.*

#### Action Taken

A desk study was submitted to the Environment Agency and they confirmed that no further action was required. The Local Planning Authority provided written confirmation that the condition had been discharged on 27.11.07. This was reconfirmed as acceptable in the discharge letter of 10.11.10

### 11.17

*17. Prior to the commencement of development a Construction Environmental Management Plan (CEMP) shall be submitted to and approved by the Local Planning Authority and implemented in accordance with the agreed details.*

#### Action Taken

A Construction Environment Management Plan was submitted to the Local Planning Authority on 29.08.07 and following alterations written approval confirming acceptability was received on 19.11.07.

### 11.18

*18. Within 6 months of the commencement of development a scheme for water efficiency measures to be employed within the development shall be submitted to and approved by the Local Planning Authority and implemented in accordance with the agreed details and thereafter retained unless otherwise agreed by the Local Planning Authority.*

#### Action Taken

A scheme setting out the water efficiency measures employed in the Departures building has been approved by Christchurch BC. The scheme for Arrivals was set out in the statement of sustainability measures that was a separate requirement of the Arrivals approval..

### 11.19

*19. Prior to the commencement of development of the eastern car park extension, a programme of works for the relocation of reptiles shall be submitted to and approved by the Local Planning Authority and implemented in accordance with the agreed details.*

A Reptile Strategy was submitted to the Local Planning Authority on 29.08.07 and written confirmation of its acceptability was received on 20.09.07.

### 11.20

*20. Prior to the commencement of development of the eastern car park extension, a scheme of tree protection measures both during and after construction shall be submitted to and approved by the Local Planning Authority and implemented in accordance with the agreed details and thereafter retained unless otherwise agreed by the Local Planning Authority.*

#### Action Taken

A tree protection scheme was submitted to the Local Planning Authority on 29.08.07 (drawing reference 153212/LA/L(90)006 and written confirmation of its acceptability received on 20.09.07.

## Arrivals Specific Conditions.

### 11.21

*3. Prior to the commencement of development details of the screen wall for the pedestrian walkway shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.*

#### Action Taken

Details of the screen wall were submitted on Plan 04\_001G were submitted and written confirmation of their acceptability received on 10.11.10.

### 11.22

*4. Prior to the commencement of development a schedule of sustainability measures to be incorporated into the development shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.*

#### Action Taken

Details of the sustainability measures to be employed were submitted to the Local Authority and discharged as being acceptable by letter of 10.11.10.

### 11.23

*Following the first use of the development (the arrivals terminal) for passenger processing the existing arrivals facilities shall no longer be used for passenger throughput of processing.*

#### Action Taken

The future of the existing arrivals facility forms an integral part of the consideration of the space between the two buildings, which is on-going, but its use for passenger processing ceased upon the opening of the new arrivals terminal.