

Bournemouth Airport Annual Monitoring Report 2013



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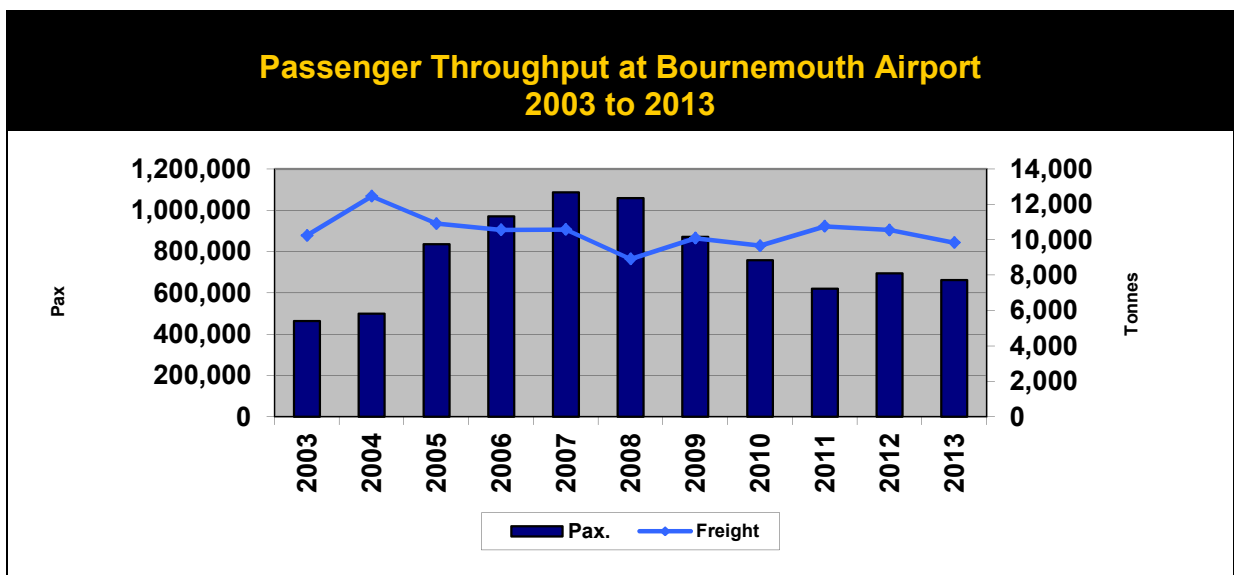
1. Introduction

1.1 This is the six 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 and measure against the previous years' reports. Previous annual monitoring reports should be taken account of in regards to the detail and structure of annual monitoring reports. The focus of this report will look at the changes between the years 2012 and 2013

1.2 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 (currently under review) and in a Deed of Variation to the Section 106 Agreement.

Passenger Numbers and Services

1.3 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 substantial number of years before the industry regains 2007 throughput levels. Predictions for the current year suggest that there is little expectation of further growth as the effects of the Air Passenger Duty rise begins to take effect on regional airports.



1.4 The table below shows the number of aircraft movements at the Airport over the last ten years.

Year	Total Movements	Passenger Total.	Commercial Passenger Movements	Non Passenger 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	69,759
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
2012	66,173	694,695	9,607	60,784
2013*	61,087	662,239	3,774	56,213

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

*2013 data has excluded touch-and-go flights that land for a short period of time before taking off again

1.5 The following list shows destinations flown to from Bournemouth Airport during the course of 2013. Some are scheduled destinations and others are served by charter aircraft.

Alicante, Spain	Mahon, Menorca, Balearic Islands
Antalya, Turkey	Malaga, Spain
Carassonne, France	Malta
Corfu, Greece	Murcia, Spain
Dalaman, Turkey	Naples, Italy
Dublin, Ireland	Palma, Majorca, Balearic Islands
Dubrovnik, Croatia	Paphos, Cyprus
Enfidha,	Pisa, Italy
Faro, Portugal	Porto, Portugal
Fuerteventura, Canary Islands	Rhodes, Greece
Funchal, Madeira	Sharm el Sheikh, Egypt
Geneva, Switzerland	Sicily, Italy
Girona, Spain	Tenerife, Canary Islands
Gran Canaria, Canary Islands	Turin, Italy
Ibiza, Balearic Islands	Verona, Italy
Lanzarote, Canary Islands	Wroclaw, Poland

1.6 The list of destinations served changes regularly, with different destinations being offered in summer and winter seasons and new routes becoming available. Available at: www.bournemouthairport.com.

Measures taken to meet Obligations within the Section 106 Agreement.

1.7 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 listed at the end of the report

1.8 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 at the end of this report, 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.

1.9 The planning permission for the new terminal was also subject to a number of planning conditions that need be met. In addition, the new Arrivals consent added a number of conditions to the original consent. These have been set out in previous year's reports, but those yet to be triggered are set out at the end of the report.

1.10 During 2012, Reserved Matters consent was granted for the first phase of the redevelopment of Aviation Park West. The Outline Consent against which Reserved Matters were granted involves the creation of an additional 42,000 sq.m of mixed-use floor-space. A Section 106 Agreement accompanied this permission which sought highway contributions, but which also linked the Travel Plan subject to this Agreement to the Business parks too.

2. Second Schedule – Operational Restrictions

2.0 Previous reports have set out how operational restrictions apply to Aerodromes in the U.K. These are set out in the Aeronautical Information Publication (AIP), also referred to as UK Air Pilot. We have previously shown how the Airport also has its own Operational Instructions that add further detailed operational restrictions. Discussion with the Pilots' Forum, Community meetings and noise complaints continue to drive changes to these instructions.

Noise Abatement Schedules and Clauses & Noise Action Plan

2.1 Previous reports have set out how the Section 106 Agreement and the Noise Action Plan have combined to set out the Noise Abatement procedures that apply at the Airport. In some instances, the regime now in place is actually more effective at noise reduction than that set out in the S106 alone. As stated above, these procedures are set out in the Airport's Operating Instructions.

2.2 The following further revised procedure was included in the AIP revision that came into effect on 9th January 2014.

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

Take-off Runway 26:

(1) Climb on runway QDM to 0.6 DME then track 270° MAG. As soon as 3.1 DME and 2000 ft have been attained, execute a turn on track as directed by ATC.

Take-off Runway 08:

- a. *Required track between 001 and 079° MAG: Climb on runway QDM to 1.0 DME then track 075° MAG. As soon as 5.6 DME and 2000 ft have been attained, execute a turn on track as directed by ATC.*
- b. *Required track between 080 and 260° MAG: Climb on runway QDM to 1.0 DME then track 075° MAG. As soon as 4.1 DME, and 2000 ft have been attained, execute a turn on track as directed by ATC.*
- c. *Required track between 260 and 360° MAG: Climb on runway QDM to 1.0 DME, then track 075° MAG. As soon as 2 DME, and 1500 ft have been attained, execute a turn on track as directed by ATC.*

The above amendments are more rigorous than those set out in the Section 106 Agreement. Through regular noise monitoring and assessment of

complaints it is possible to keep abreast of the success of these procedures and adapt and improve upon them where practicable.

2.3 The above procedure is written into the Bournemouth AIP and is standard operating procedure at the Airport. Since the production of most recent AIP document, circuit heights have been increased from 1,200ft to 1,500ft for all movements and this is now the standard operating procedure at the airport.

2.4 The latest AOI fully reflects the ground running restrictions set out in the Section 106. The AOI also contains the application form required to apply for approval.

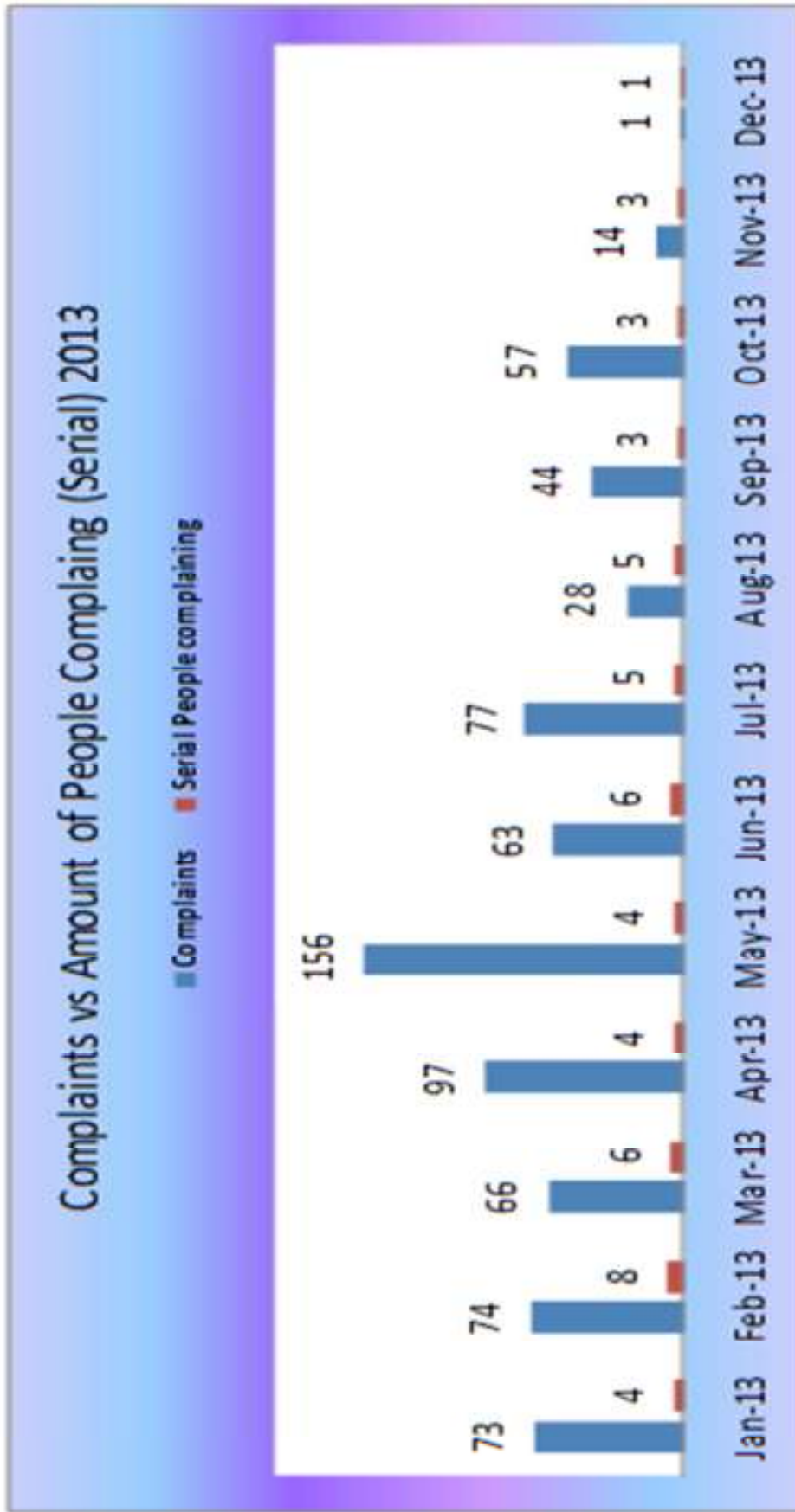
2.5 There have been no 'exceptional' runs recorded in the review period. Logged details of all engine runs are available for inspection by the Local Authority if required.

2.6 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 sixth report.

2.7 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. This provides the public with a greater level of information, with vastly improved mapping that can be overlaid on aerial photographs and improved aircraft identification. Furthermore, the air traffic tracking system is set to be enhanced to provide a more user-friendly interface and more detailed information about flight movements in and around Bournemouth International Airport including an ability to group and compare track information.

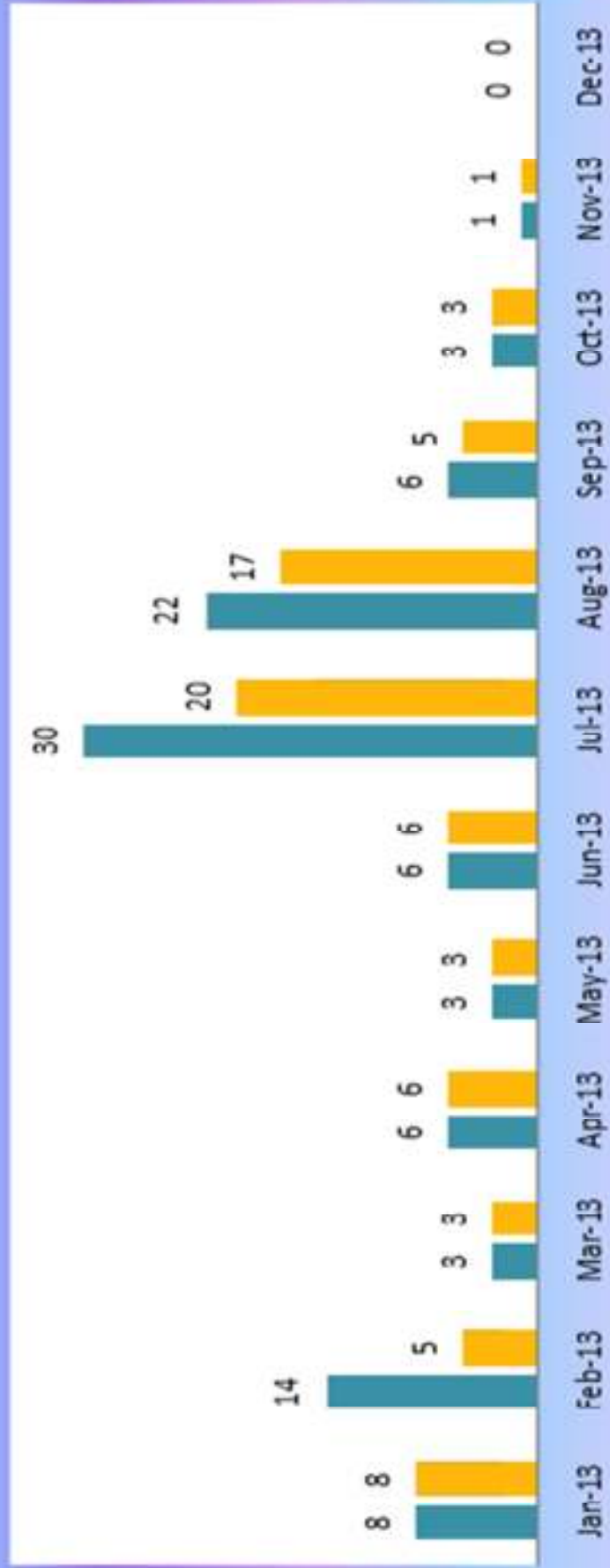
2.8 The noise complaints service has been operating at the Airport for a number of years and analysis of complaints is a standing item for the Airport Consultative Committee. A complaints log is maintained and is available for the local authority to inspect at any time, although no requests to do so have been made to date.

Noise Complaints

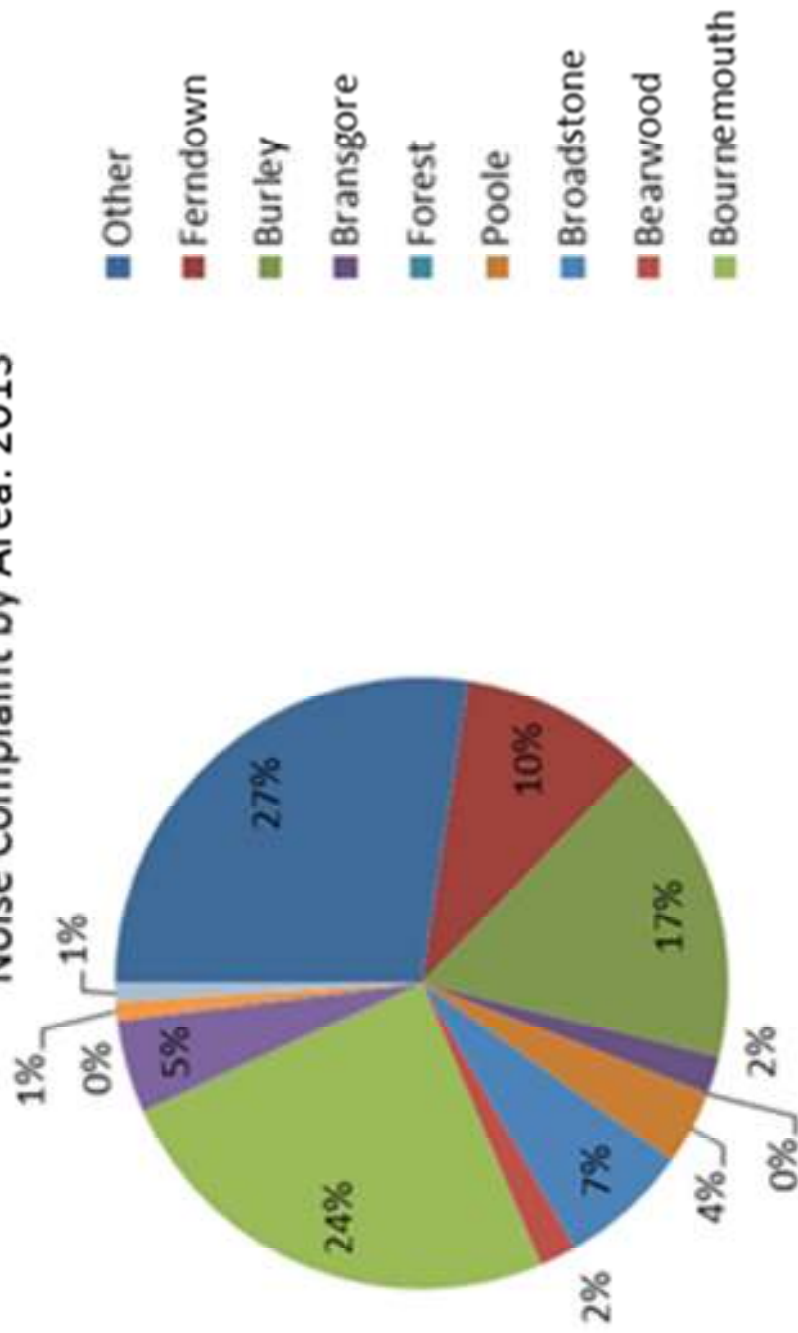


Complaints vs Amount of People Complaining (Non-Serial) 2013

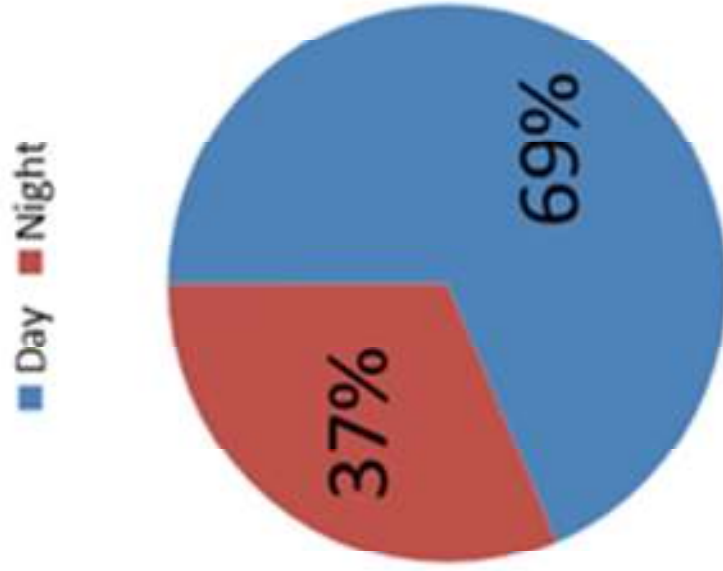
■ Complaints ■ People complaining



Noise Complaint by Area: 2013

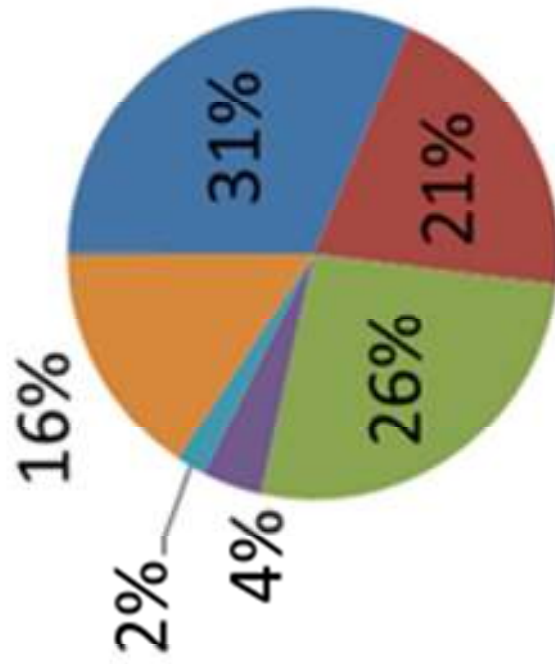


Complaint from day or night for 2013



Complaint by Operation
January 2013 to December 2013

■ Light ■ Mail ■ Commercial ■ Heli's ■ Engine Runs ■ Other



Complaints Summaries

2.9 The complaints received have been divided between serial and non-serial complainants and are displayed in two separate graphs. This gives us a more accurate pattern of complaint origins and their nature. One particular example which this is particularly evident is the month of May where serial complaints accounted for 156 compared to 3 complaints made by other complainants. The reduction in overall complainants is almost certainly due to the changes to operating procedures that have come about as a result of the S106 and the Noise Action Plan, the introduction of newer and quieter aircraft fleets and the greater level of information that is available for the public to interrogate. In addition to this, there has been a change in the time of the complaints, with the majority of complaints now referring to noise in the daytime rather than night. This is likely to be a result of the night mail flights switching to newer and quieter aircraft.

2.10 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 situation is being kept under review and 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 overall number of people subject to noise disturbance.

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

2.12 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>.

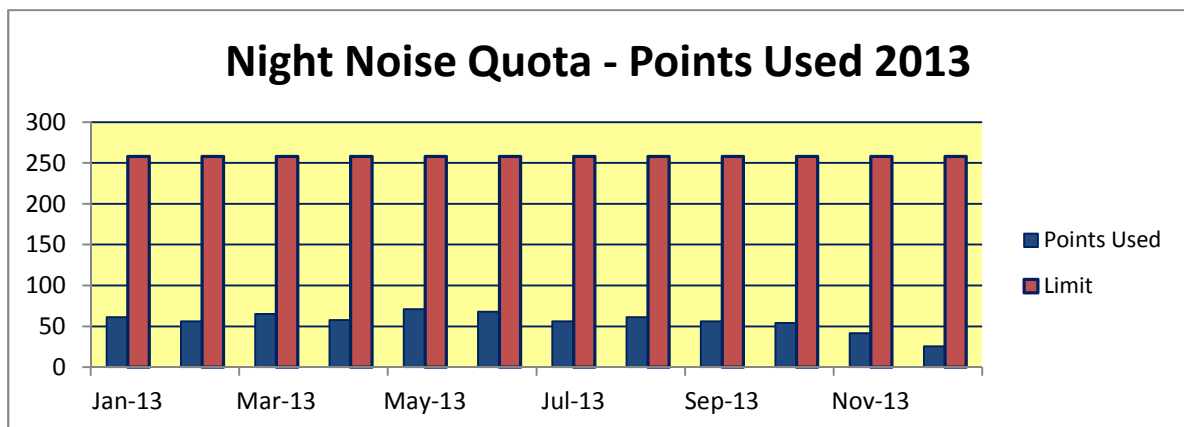
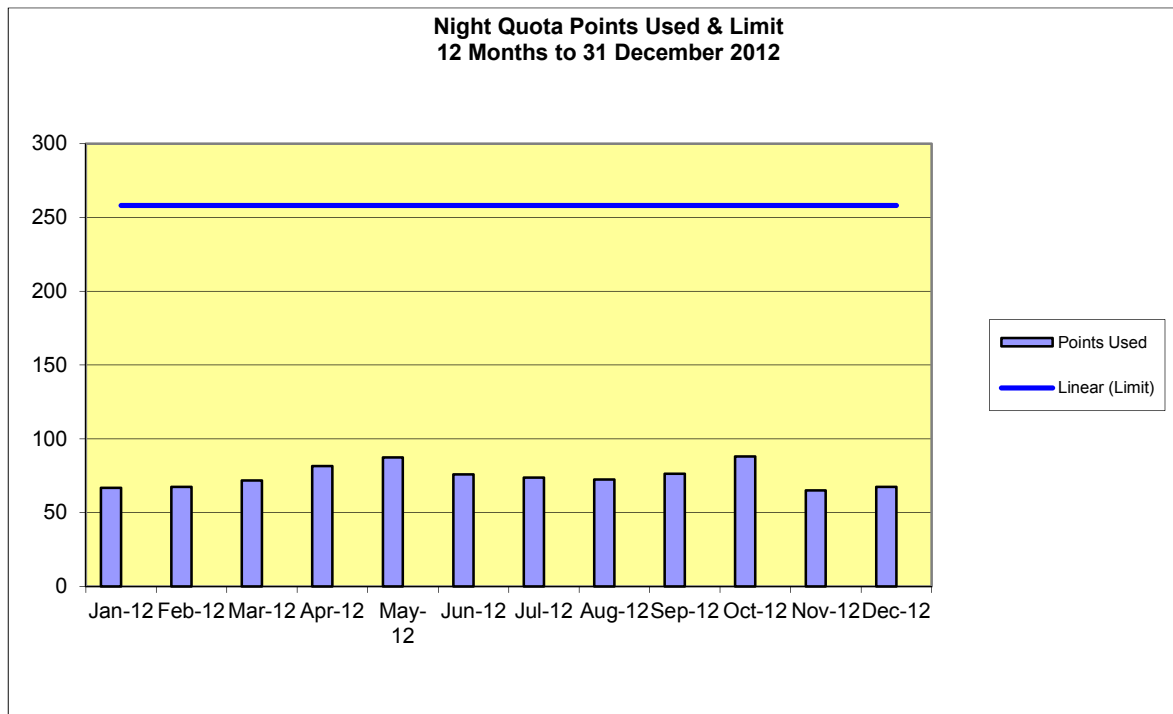
3. Third Schedule – Night Time Operations

3.1 In relation to Night Time training the AIP, referred to in Schedule 2, no training or circuit flights will take place at after 21.30 hours.

3.2 We have 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

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 3rd Noise Year as defined by the Agreement wording. The diagram below shows how the quota has been 'spent' this calendar year.

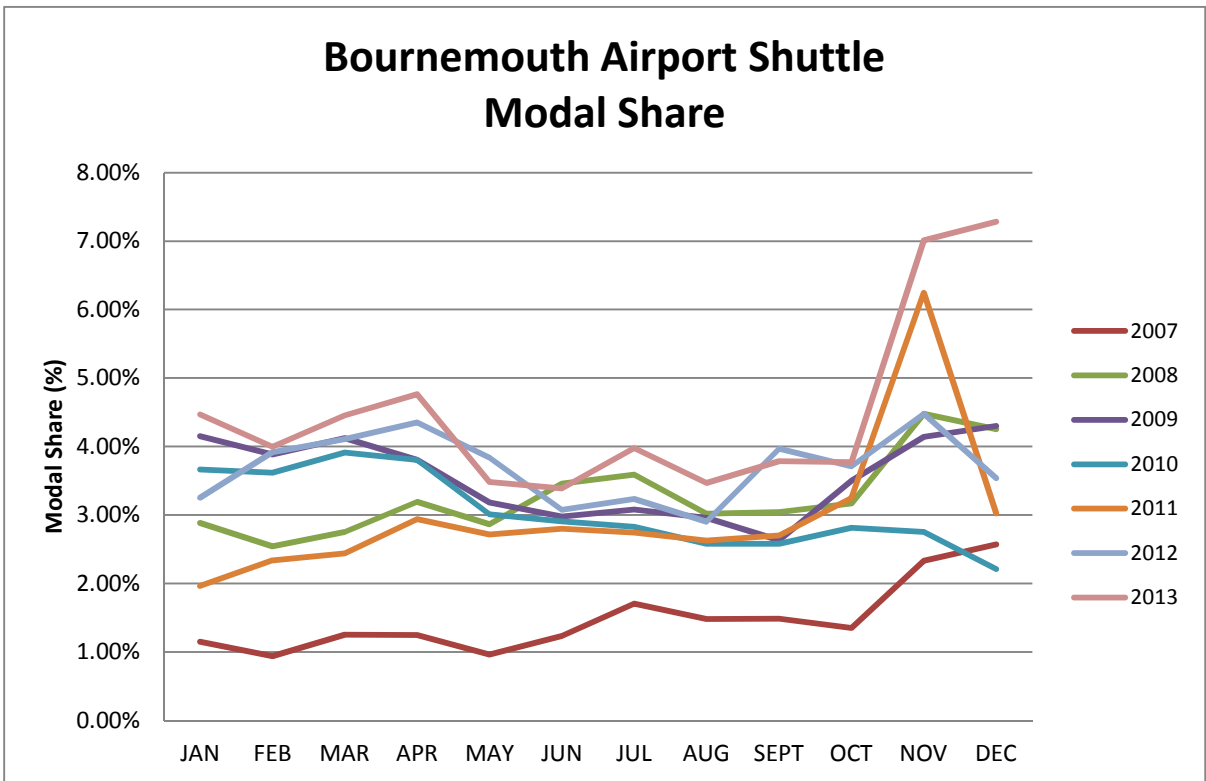
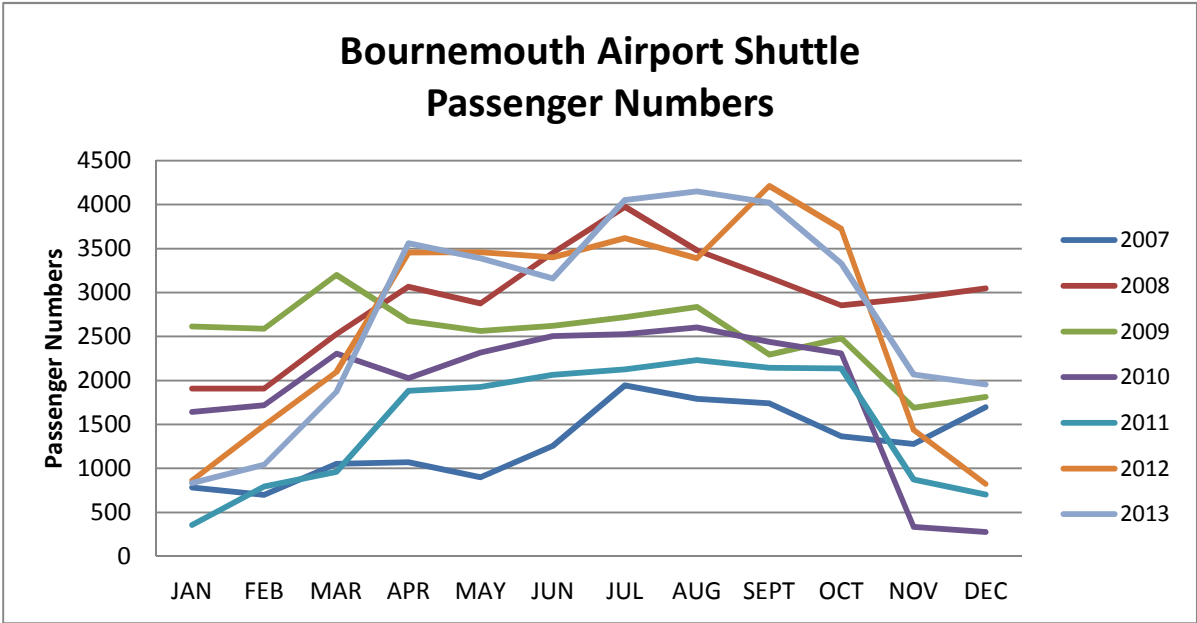


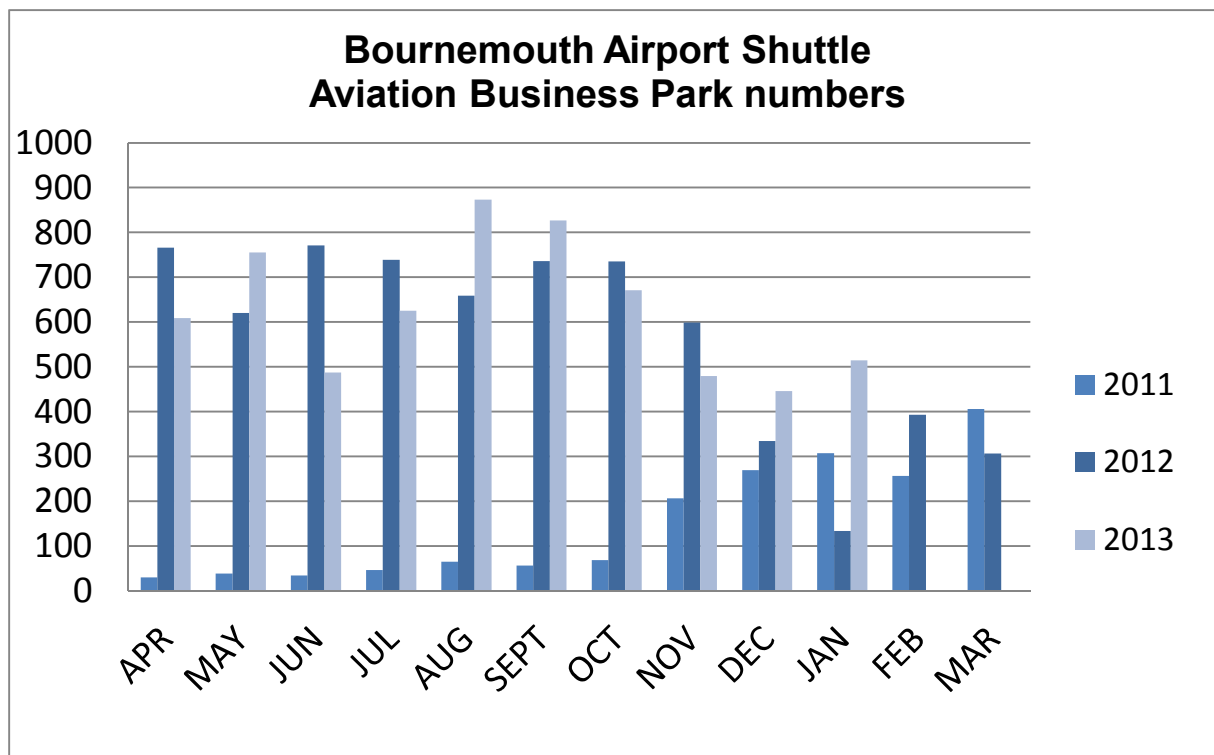
5. Fifth Schedule – Surface Access

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 who successfully built up the service over the years. In November of 2013, the service was awarded to Yellow Bus Ltd. This has the potential for a considerably enhanced route network to develop with links to hubs that Yellow Bus are developing at *inter alia* Bournemouth Hospital along with their established hubs at the Interchange and Gervis Place in Bournemouth town centre. Putting the operation on a more commercial footing has meant amending the timetable to respond more directly to meeting flight times. This has moved us away from the one bus per hour required of the obligation but ultimately puts us in a better position to deliver a commercially viable and sustained bus service provision.

5.2. 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. These figures are also set out below.

5.3 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. As demonstrated below this has proven to be a popular addition to the service and have sustained a marked increase in passenger numbers. 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.





5.4 The Transport forum is now a regular bi-annual fixture and is attended by a wide range of interest groups, business partners and other stakeholders.

5.5 The Travel Plan Co-ordinator continues to provide site-specific advice to Airport employees and to 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.

5.6 In July 2011, an updated Area Wide Travel Plan was submitted to and accepted by 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 revised Travel Plan had a new commencement 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.

6. Sixth Schedule – Highway Works

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 The second payment has, through agreement, been deferred on three separate occasions, reflecting the parlous position the Airport has found itself in regarding passenger figures and profitability. To this end we have agreed a revision to the Section 106 Agreement with Christchurch that links further payments to passenger throughput rather than specific dates. The Deed of Variation was agreed by the Christchurch Borough Council Planning Committee and is currently being finalised and signatures applied. The revised payment schedule is that £100,000 is cleared by April 2014 and three further equal payments based on annual passenger throughputs (1.2, 1.8 and 2.4 million passengers per year) being achieved to make up the remaining £700,000 contribution.

7. Seventh Schedule – Community Fund

7.1 On 23rd 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 meet twice a year to consider and award grants to eligible projects.

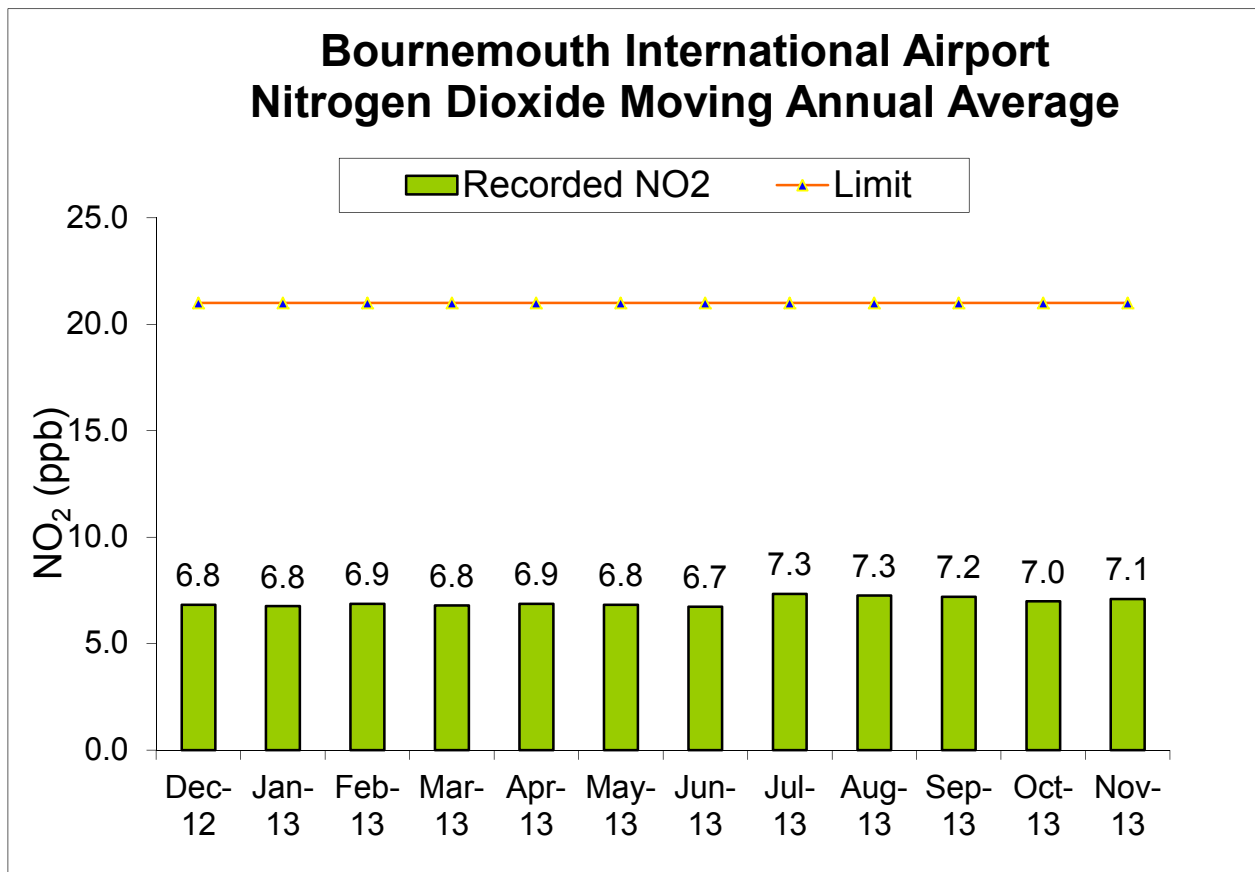
7.5 During this review period 1 award has been made for the total of £8,461 to Christchurch Football Club.

8. Eighth Schedule – Public Art

8.1 Obligation has been met in full with the implementation of the Memory Wall and the Peter Bath plaque. Storm damage this winter had a catastrophic impact on the Memory Wall. Consideration is underway as to how to replace the installation.

9. Ninth Schedule – Air Quality

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 Portchester 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. The 2013 monitoring report set out Vegetation Condition expert's conclusions of the previous two years monitoring. The conclusion of the report was:

The statistical analysis described above suggests that operation of the airport is not adversely affecting the quality of the heathland vegetation of Hurn, Common or Town Common when this is quantified in terms of botanical diversity.

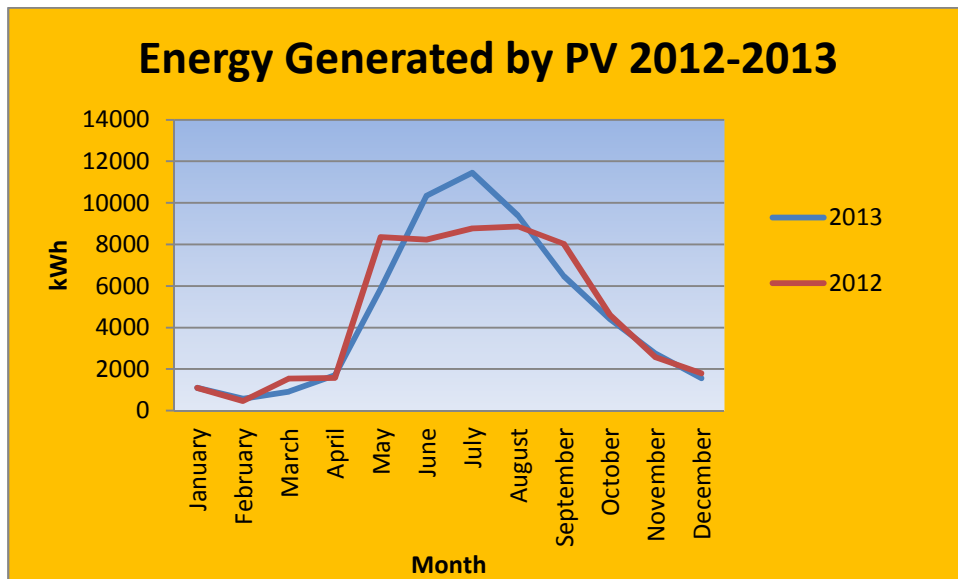
Furthermore It was recommended that:

A programme of nitrogen deposition monitoring could be used to detect any changes in the experimental plots and a different approach taken to vegetation sampling to ensure the most appropriate data capture in future years. A review of the appropriateness of fixed quadrats (paired) in light of the lack of mowing regime should be undertaken and include a method which provides the basis for robust statistical analysis. In addition the location of the nitrogen tubes should be reviewed to ensure that the most appropriate locations are selected in relation to future vegetation monitoring.

We will look to review the monitoring regime and stations in consultation with Natural England and Dorset County Council with whom we have a Higher Level Stewardship Agreement to manage the heathland.

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

10.1 The photo-voltaic installation on the roof of the arrivals building continues to make a significant contribution to reducing our energy consumption by generating 56,514kW-h of power for the calendar year of 2013. This exceeds the 53,800kW-h generated in 2012 with significant more energy generated in June and July compared with 2012.



10.2 Finally, in relation to energy consumption, a programme of lighting replacement has taken place over the last year with all internal lighting being converted to LED and the lighting in the main car park also being converted to LED with the installation of new luminaires.

10.3 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. Section 106 Agreement Text

11.1 Second Schedule- Operational Restrictions

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.

11.2 Noise Abatement Schedules and Clauses & Noise Action Plan

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.

11.3

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

11.4

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.

11.5

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.

11.6

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.

11.7 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.

11.8 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.

11.9 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.

11.10

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

11.11

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

11.12

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.*

11.13 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.*

11.14 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.

11.15 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.

11.16 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.

11.17

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.

11.18 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.

11.19 Eleventh Schedule- Conditions Monitoring Conditions discharged

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.

11.20

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.

11.21

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.

11.22

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.

11.23

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.*

11.24

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.

11.25

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.

11.26

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.

11.27

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.

11.28

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.

11.29

*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.*

11.30

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.

11.31

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.

11.32

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

11.33

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.

11.34 Conditions not discharged

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.

11.35

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 which has not generated the additional throughput envisaged at the time of the application.

11.36

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. Junction still awaiting adoption, following safety audit works.

11.37

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.

Condition not yet triggered.

11.38

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.

Condition not yet triggered.