

# Bournemouth Airport

## Annual Monitoring Report

### 2008





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## **1. Introduction**

**1.1** This is the first 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 permission 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 Agreement.

**1.2** Additionally, the planning permission for the terminal redevelopment came with a number of conditions and this report will also report on the discharging of 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 submission for the Terminal scheme.

### **Progress on the Terminal Scheme**

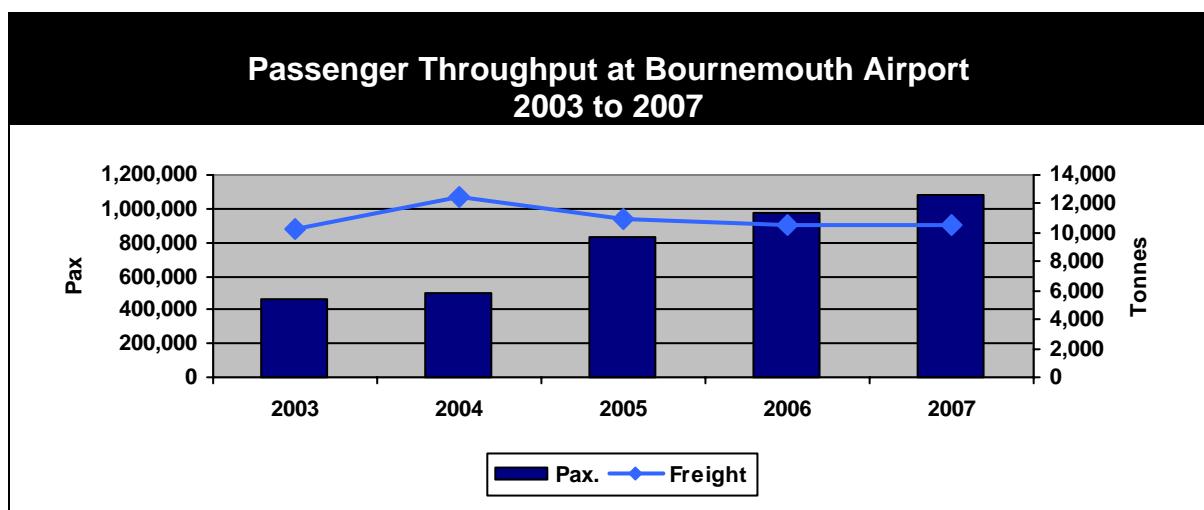
**1.4** The airport was originally hoping to ‘fast track’ the building work and a large amount of ‘enabling work’ – both airside and landside – took place, including the provision of an additional 600 car parking spaces. However progress has been delayed by a number of factors, largely outside of the Company’s control. Not least was the launch of Judicial Review proceedings of the Local Authority’s decision to grant permission, brought about by the New Forest National Park Authority (NFNPA). This matter was finally closed when the High Court refused to issue leave to the NFNPA to pursue their action. Further complications have arisen with changing national security requirements that have led to a review of some of the terminal’s design elements. Finally, the need to upgrade the Airport’s navigation and lighting systems that had potential to impact upon internationally protected natural areas.

**1.5** However, after a difficult year progress is now being made and a new chapter in the history of the Airport is about to unfold. In July 2008, the Airport’s owners – The Manchester Airport Group – confirmed an additional investment of £13m in the project, bringing the total cost of the project to £45m. Now that the additional funding has been secured, the next phase of the development commenced in September 2008. This will initially include work on the Apron and runway lighting. This will be followed very quickly by the commencement of work on the main terminal, security facilities, the check-in hall, new arrivals building and additional car park facilities. Interim passenger handling facilities will be provided in order to maintain capacity, customer service and security standards.



### **Passenger numbers and services.**

**1.6** Bournemouth Airport grew strongly again in the year driven by the low cost sector. Ryanair formally established a base at the Airport and added 6 new routes to Alicante, Edinburgh, Malaga, Palma, Pisa and Nantes. Other new routes commencing in the year included Grenoble, Krakow and Marseilles. This contributed to a 10% increase in total passenger numbers in the year, against a national picture of static or falling numbers. Whilst current trading conditions are difficult the commitment to develop Bournemouth remains.



**1.7** The table below shows the number of aircraft movements at the Airport over the last seven years. The correlation between the increase in passenger numbers and the increase in Commercial air movements is clear to see. It is, however, also interesting to note that the overall number of movements has

actually fallen over the period, due to the managed reduction in private and general aviation movements.

Year	Total Movements	Passenger Total.	Commercial Movements	Non Commercial Movements
2000	86,472	275,198	8114	78,358
2001	78,365	265,758	7,505	70,860
2002	67,507	394,810	9,565	57,942
2003	76,177	464,517	11,557	64,620
2004	77,142	499,236	12,248	64,894
2005	79,512	836,856	14,418	65,094
2006	75,505	964,442	14,977	60,528
2007	71,742	1,086,900	13,491	58,251

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

**1.8** The following list shows destinations flown to from Bournemouth Airport. Some are scheduled destinations and others are those served by charter aircraft.

Alderney	Alicante
Barbados (Caribbean fly cruises)	Barcelona (Girona)
Crete	Cyprus
Dominican Republic (Caribbean fly cruises)	Dublin
Edinburgh	Faro
Fuerteventura	Geneva
Glasgow (Prestwick)	Gran Canaria
Gronoble	Guernsey
Ibiza	Innsbruck
Jersey	Lanzarote
Lapland (Kittlä)	Funchal (Madeira)
Majorca	Malaga
Marseille	Milan (Bergamo)
Murcia	Nantes
Paris (Beauvais)	Pisa
Reus	Rhodes
Salzburg	Tenerife
Tunisia (Monastir)	Turin
Turkey	Wroclaw

**1.9** 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.**

**1.10** 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.

**1.11** The planning permission was for the new terminal was granted subject to a number of conditions to be met. Section 11 of this report outlines the progress made towards discharging those conditions.

## **2. Second Schedule – Operational Restrictions**

**2.1** (Text in boxes is Section 106 text. Text in red, definitions as set out in the Section 106 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, who provides them and 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 adds further detailed operational requirements.

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**

**2.4** The procedures for inbound aircraft to Bournemouth Airport are set out in the AIP: “when approaching to land without the assistance of ILS, aircraft shall follow a descent path which will not result in their being at any time lower than

the approach path which would be followed by aircraft using the ILS glide path" (ref UK AIP AD 2-EGHH-1-8).

Rules governing the Reverse thrust procedure are not yet set out in the AIP but negotiations are on-going with Air Traffic Control to seek amendments in line with the Section 106

**2.5** The use of Continuous Descent Approaches is increasingly standard behaviour, but there are some surrounding airspace issues that need to be resolved before it can become set down as official policy in the AIP or AOI.

*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 500 feet before commencing any turn, unless otherwise instructed by Air Traffic Control.*

**Action Taken**

**2.6** The procedures for aircraft departing Bournemouth Airport are set out in the AIP:

- "When taking-off, aircraft shall climb as steeply as is compatible with safety.
- The following Noise Preferential Routeings and Procedures shall apply to all jet and turbo prop aircraft using the airport unless specifically instructed otherwise by Air Traffic Control:
  - a) Take-off Runway 26. Climb on a runway QDM (**magnetic course by calm weather**) to 0.6 DME then track to 270° MAG (**magnetic bearing**) to ALT 2,000ft before any other turn.
  - b) Take-off Runway 08, Climb on a runway QDM to 1.0 DME then track 075° MAG to 4.1 DME before commencing a southbound turn. For all other directions aircraft can commence a turn at or above 2,000ft above ground level.
- On departure from any runway, all propeller driven aircraft are to climb straight ahead on runway heading to at least 500ft aal before turning, unless instructed otherwise by Air Traffic Control."

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**

**2.7** The aerodrome circuit is the pattern used by aircraft positioning themselves for a landing at the aerodrome and, more importantly in the context of noise, by aircraft engaged in flights for the purpose of instruction in take-off or landing. The standard circuit for aeroplanes is left-handed, and the procedure from take-off to landing is as follows. After take-off, the aeroplane should climb straight ahead until it has reached a height of 500ft above the height of the aerodrome. It should then start a climbing left turn through 90° onto what is known as the "crosswind leg". Having reached the normal circuit height of 800-1,000ft above the aerodrome, it should then turn left through 90° to fly parallel with the runway on the "downwind leg". This should normally be about half a mile away from the runway axis, and must extend substantially beyond a point opposite the intended point of touchdown. At the end of the downwind leg the aircraft should turn left through 90° on to the "base leg" and start descending from circuit height. It should then start a final turn on to the extended centreline of the runway at a height not below 500ft above aerodrome level, aiming to be lined up with the runway on its final approach not lower than 400ft above aerodrome level. From this point it should follow a straight line to the runway threshold, the amount of engine power required being normally low but variable depending on wind, turbulence, the intentions of the pilot and the performance characteristics of the aeroplane.

**2.8** Aeroplanes arriving at an aerodrome will normally fly over the aerodrome at a height safely above traffic in the circuit, descent to circuit height on the side opposite the downwind leg (this is known as the "dead side") and then fit themselves into the pattern, joining it near to the upwind end of the runway.

**2.9** The following is written into the AIP regarding Training Circuits at Bournemouth:

- a) Circuit training for non-Bournemouth based operators only available by prior arrangement with Air Traffic Control, subject to local circuit traffic. Circuit height for aircraft up to and including 5,700kg maximum take-off weight is 1,000ft QFE (*which is basically the height above the airfield rather than the height above sea level*). Aircraft in excess of 5,700kg maximum take-off weight are to operate at a circuit height of

1,500ft QFE. After 2000 hours, the circuit height for all aircraft is 1,500ft QFE.

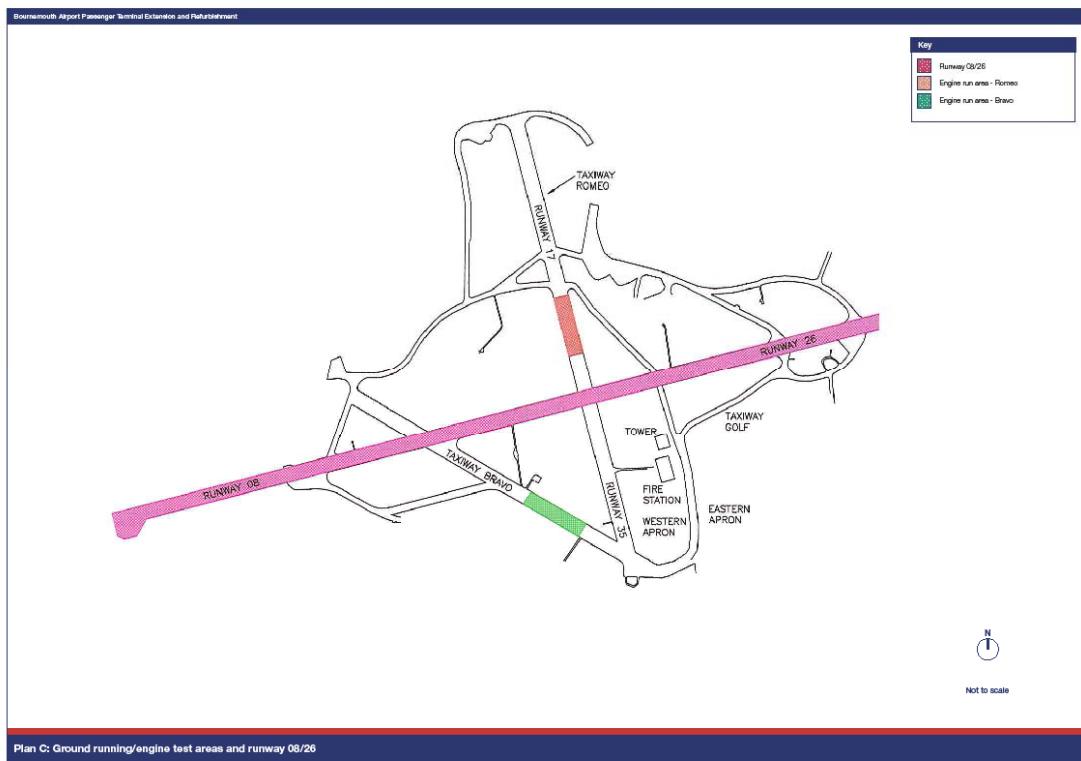
No circuit or training flights are permitted after 2130 (local) daily except by special arrangement and prior permission.

#### 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 (below) 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 sub-paragraphs (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**

**2.10** The AIP contains the following reference to ground running:

“Ground Engine running for maintenance / testing is only permitted in accordance with detailed Airport Operating Instructions. All ground running must be booked with Air Traffic Control and have the approval of the airport authority. Charges will be in accordance with the current scale of fees and charges airport publication.”

**2.11** The latest AOI regarding ground running (AOI 30 / 07) was adopted in September 2007, following the award of planning permission and the signing of the Section 106 Agreement 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.

**2.12** Below is an extract from the Engine Runs Accounting Log for August 2008:

AUGUST 08		ENGINE RUNS ACCOUNTING LOG <i>Any Engine Runs carried out on Taxiway Bravo or Romeo must be logged on this Form. This Form must be retained for collection by the SATCO at the end of each month.</i>					
No	Date	Start Time (UTC)	End Time (UTC)	Location (Bravo / Romeo)	A/C Registration	A/C Type	Maint enanc e Comp any
1	02/08	1259	1349	ROMEO	N48ND	C550	CSE
2	04/08	0943	0949	ROMEO	RAF0553	BA11	FRA
3	04/08	0939	0954	BRAVO	GFRAF	FA20	FRA
4	04/08	1537	1548	ROMEO	GFRAF	FA20	FRA
5	06/08	0841	0850	ROMEO	GOMAF	D228	FRA
6	06/08	1200	1209	ROMEO	GFRAR	FA20	FRA
7	06/08	1451	1454	ROMEO	GOMAF	D228	FRA
8	07/08	1451	1528	BRAVO	GOCEG	BE20	FRA
9	08/08	0755	0810	BRAVO	GFRAR	FA20	FRA
10	08/08	1007	1048	BRAVO	GCEAE	B732	EAF

#### 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

**2.13** 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 report.

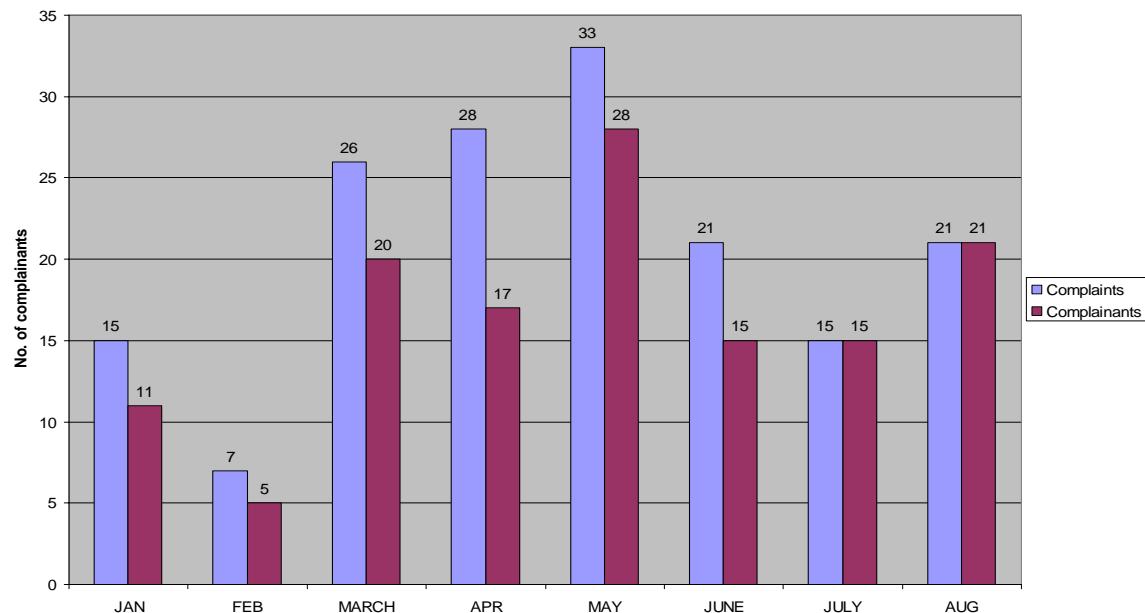
**2.14** Bournemouth Airport became the first regional airport in the south to allow the public to view the movement of flights and air traffic patterns with the introduction of the web-trak system, which can be viewed on its web-site. The system provides detailed information about aircraft that have 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.

**2.15** 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 10 days. Below is an excerpt of the noise complaints log; names have been removed to preserve confidentiality, and a number of other pieces of recorded information have been omitted to ease interpretation. The complaints log is available for the local authority to inspect.

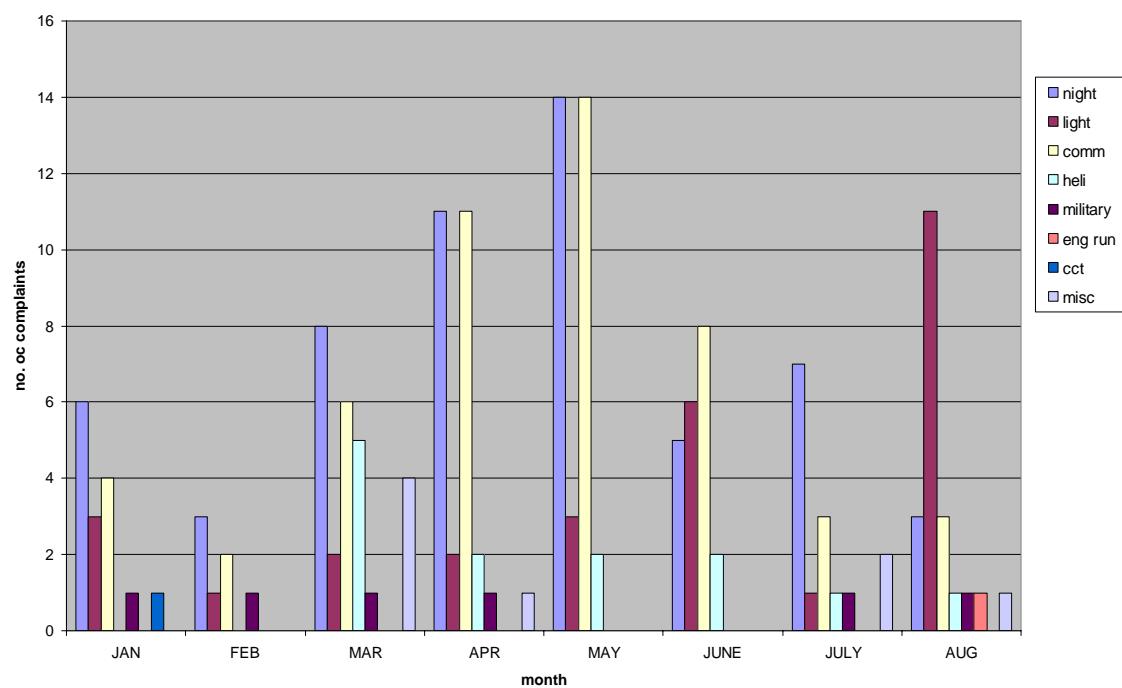
Complaint Number	Date incident reported	Incident time	Area	Nature of Complaint	Callsign	Airline	Aircraft type	Height	Date responded
107/08	16/06/08	0:50	Burley	Night Flying	RYR7545	Ryanair	B737-800	5,300ft	30/06/08
109/08	17/06/08	15:27	Barton on sea	Schedule	RYR9082	Ryanair	B737-800	2,100ft	25/06/08
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	B737-300	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

**2.15** Analysis of noise complaints are compiled into monthly reports and submitted to the Local Authority. They are also compiled into reports to the Airport's Consultative Committee. Below represents just some of the information that is monitored and reported.

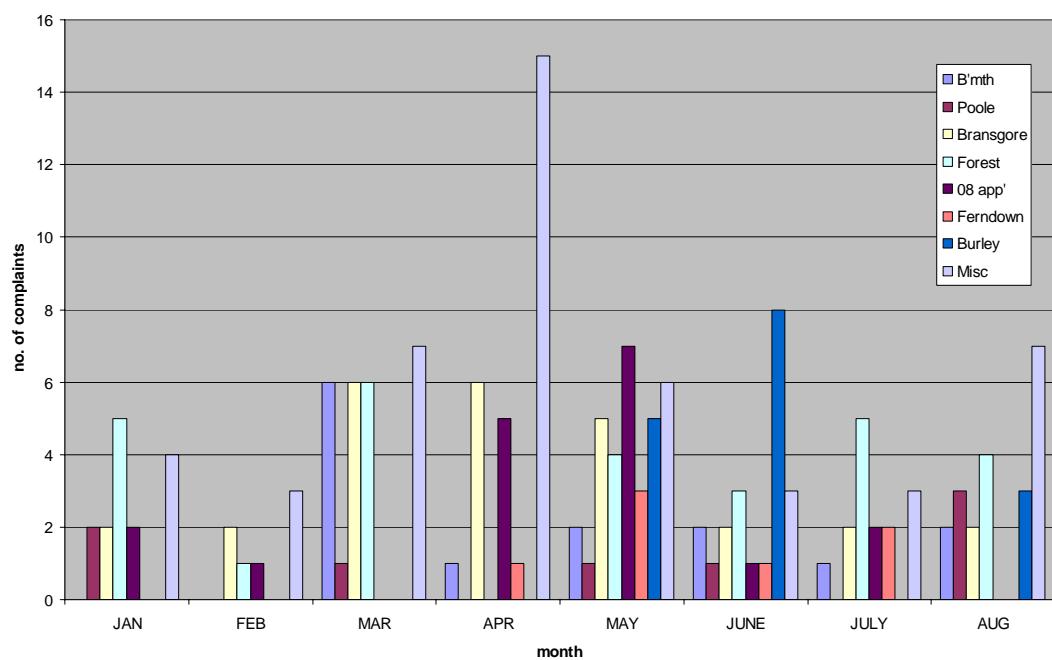
Number of Complaints / Complainants (2008)



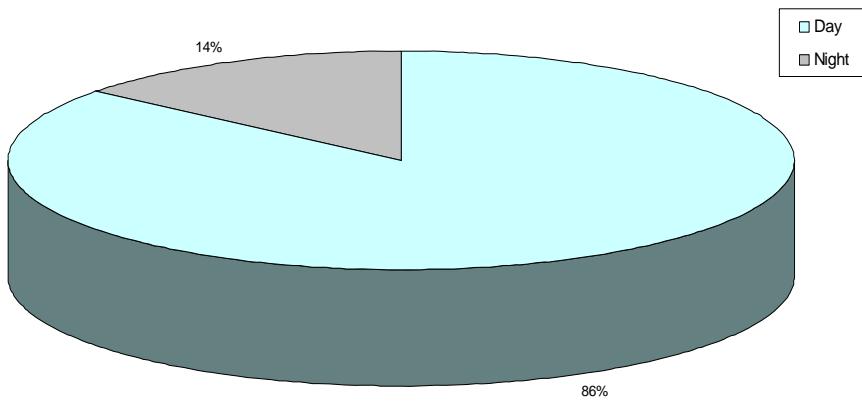
## Complaints by Operation (2008)



## Complaints by Area (2008)



## Complaints by time of day



**2.16** A log of each complaint made and the ensuing action is kept. A number of examples of these are as follows:

Bournemouth Helicopters were undertaking low-level training in an area that is frequented by members of the public, and complaints were received in relation to horses that were startled by a helicopter. As a result of discussions in relation to this, low-level manoeuvre training is no longer taken in this area.

A number of complaints were received by Bournemouth Airport in August relating to a low level light aircraft. Following investigation, it was established that this aircraft was undertaking photographic surveys, was operating in line with its permissions, and operated out of Henstridge. Regardless of this, as it had on occasion entered the Bournemouth Control Zone and caused complaint, the owner of the aircraft was written to. The owner responded that they would ensure the pilots would have more consideration for members of the public in future.

**2.17** Each complaint is investigated with the aid of WebTrak, and when an aircraft has not operated within the requirements the airline has been contacted and a strong warning sent.

### **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** Below is some data taken from the Notice referred to above. The central feature of the Notice is that every aircraft is given a noise classification known as a quota count (QC) according to how much noise it makes on arrival or take-off. The data used is the noise certification data: aircraft are required to possess a noise certificate demonstrating their compliance with appropriate

International Civil Aviation Organisation (ICAO) noise certification standards. The data is therefore readily available in almost all cases.

ARRIVALS		Noise Level Band (EPNdB)	Maximum certified landing weight - tonnes							
			<84	84 – 86.9	87 – 89.9	90 – 92.9	93- 95.9	96 – 98.9	99 – 101.9	>102
Aircraft	Engine	Remarks	EXEMPT	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC16
Airbus A380-841	RR Trent 970				394					
B737-800	CFM56 7B24	24000Lb SLST			66.36					
B747- 200	CF6- 50E2							299.37		
B757-200	RB211- 535E4					95.25				
DC10-10/-15	CF6- 50C2-F						164.50			

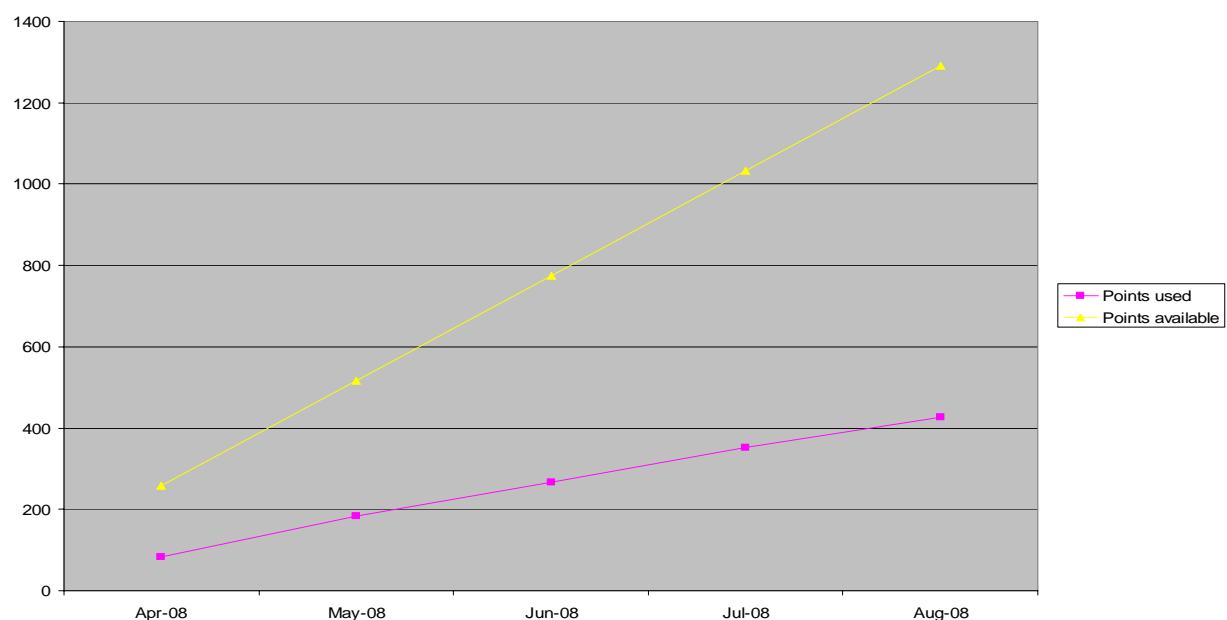
**3.3** The metric ‘EPNL’ (Effective Perceived Noise Level) is used for noise certification and it is measured in Effective Perceived Noise Decibels (EPNdB). Decibels are logarithmic units and a 3 dB difference in noise level corresponds to a two-fold difference in noise energy. So the QC bands increase in multiples of two in step with the 3 dB doubling of noise energy principle. A modern quiet jet such as the Boeing 737-800 is classified as QC0.5 on arrival whilst older more noisy aircraft such as the Boeing 747-200 are classified as QC4 on arrival. For every arrival and departure we deduct the quota count for the arrival or departure from the points budget, set out in Schedule 4 below.

#### **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** Because the initial Noise Year has yet to be completed (the Section 106 Agreement was signed part of the way through a summer season, so summer 2008 followed by the 2008/09 winter season will be the first full Noise Year) we only have partial information relating to the utilisation of the Night Noise Budget. So the majority of clauses of this schedule have yet to come into play. The diagram below shows how the budget is being used to date, and shows that the points used are considerably lower than budget. Schedules 2 & 3 above detail how the quota count is calculated.



## 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 new bus service to operate between Bournemouth Airport and Bournemouth Interchange, and to include a loop around the town centre, was tendered in 2007 and the contract was awarded to Discover Dorset Ltd.

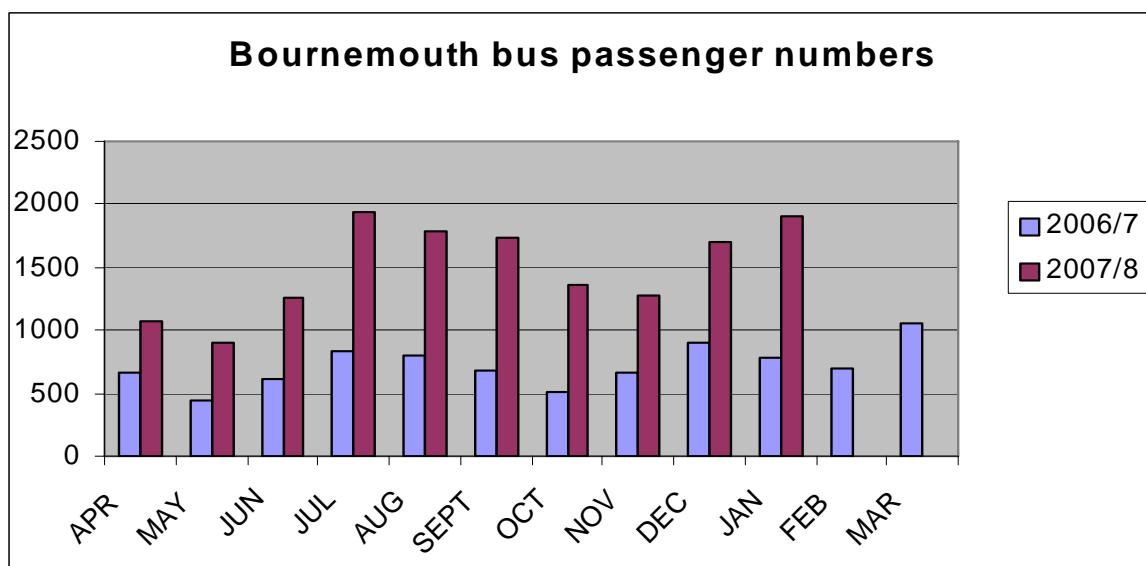
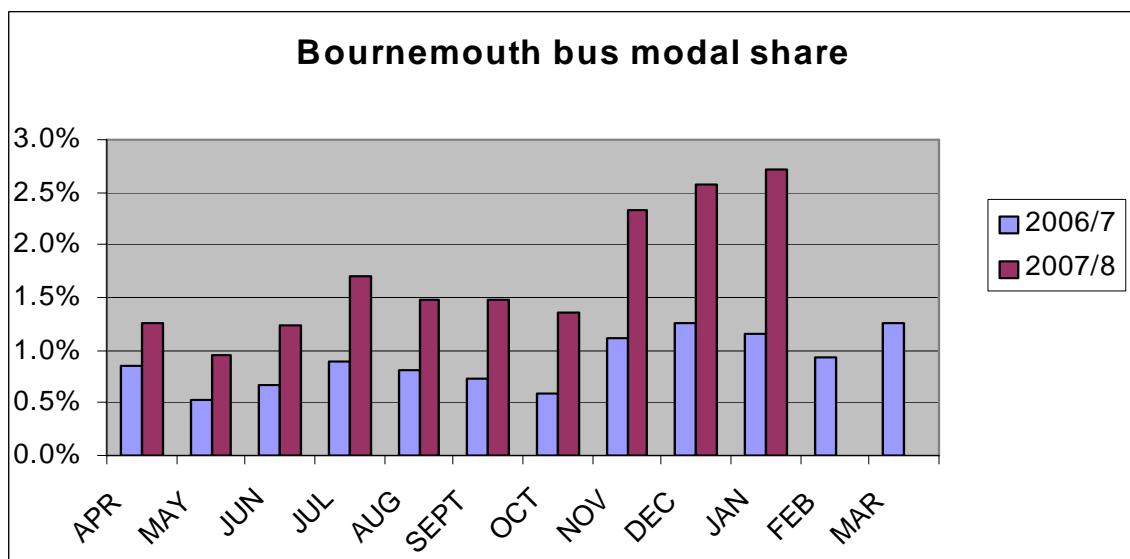
**5.2** The new contract commenced in November 2007 with a brand new Optare Versa vehicle equipped with Real Time Passenger Information (RTPI) and with adequate luggage capacity for the airport market. The service operates 7 days a week, 362 days a year, between the hours of 7.00am and 7.00pm.

**5.3** As part of its contract with the Airport, the operator is required to market the service in accordance with a marketing plan as agreed in advance with the airport. This plan included high profile launch events at the commencement of the contract, as well as on-going provision of publicity, including a web-site ([www.bournemouth-airport-shuttle.co.uk](http://www.bournemouth-airport-shuttle.co.uk)), high quality information at key stops, timetable leaflets etc. Through ticketing arrangements have been made with National Express and other rail and bus through ticketing arrangements are being explored.



**5.4** The bus currently utilises an existing bus stop at Bournemouth Airport, however, within the Terminal development plans there will be improved bus stop and waiting facilities made available for the service, incorporating RTPI boards.

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



**5.6** While it is still too early to predict an accurate trend, it is clear that the new service is performing well and that the modal share for bus-use is improving, standing at around 2.5% which is ahead of target. As can be seen in the table above, before the introduction of the new service the mode share for bus travel was struggling to even make it to 1%. Future enhancements proposed for the service are an additional stop en-route to serve Hurn village and extending the hours of service operation. A longer time aspiration is to expand

the service to incorporate the Industrial area to the north of the Airport. The service was recently highly commended at the Bournemouth Tourism Awards.

*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**

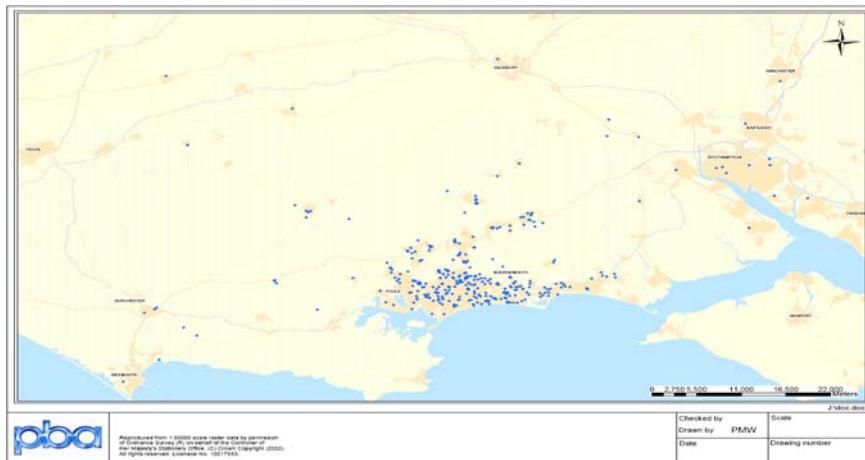
**5.7** All airports in England and Wales with more than 1,000 passenger air transport movements a year are required (The White Paper “A New Deal for Transport” CM3950) to set up an Airport Transport Forum and prepare an Airport Surface Access Strategy. The Airport established an Airport transport Forum in 2005The 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 interest groups. Minutes of each meeting are taken and distributed to both attendees and others on the full distribution list. The Surface Access Strategy Targets are for a 20% reduction in peak time private car use by Airport Employees by 2010, a 5% reduction in private car use by Air Passengers by 2010, annual year on year growth in the use of the Airport Bus Service and the development of Workplace Travel Plans for Airport employees.

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

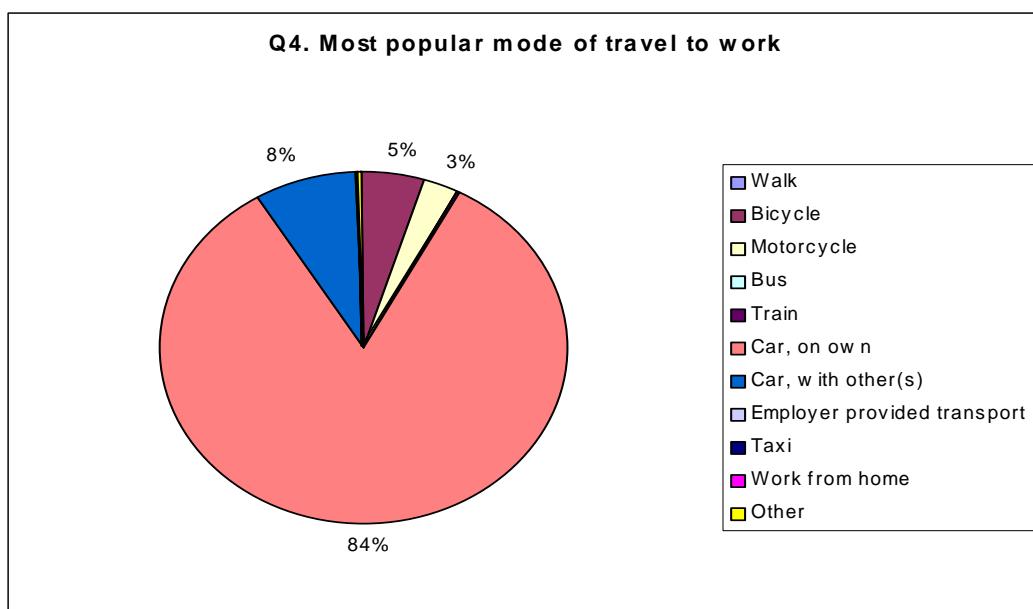
### **Action Taken**

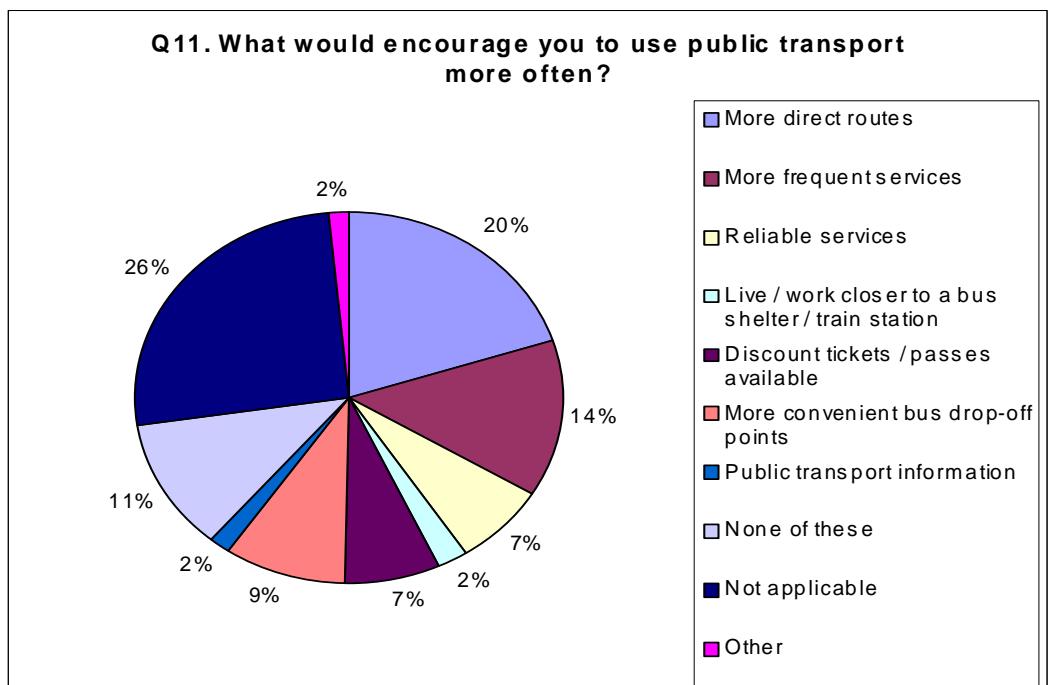
**5.8** Consultants PBA carried out a Travel Survey in 2007 of all employers on-site including both the Airport and the Business Park, in order to devise and update information to assist with the taking forward of the Interim Green Travel Plan. 23 out of 44 companies contacted responded, which equates to 378 out of 1488 employees (around 25%). The largest respondents were AIM Aviation, accounting for 33% of respondents and FR Aviation, accounting for 22% of respondents. Bournemouth Airport accounted for 4% of respondents. The gender split between respondents was 68% male and 32% female, and 84% of respondents were full-time permanent employees.

**5.9** Information gathered included residential location, travel characteristics, mode share and behavioural information.



**5.10** The Airport Established an Airport Transport Forum (ATF) in 2005 and had held regular meetings since this date. It now consistently holds two ATF each year which are well attended, with representatives from the Airport, local authorities, public transport operators including bus and rail, and highway authorities. Minutes of each meeting are taken and distributed to both attendees and others on the full distribution list. The Surface Access Strategy Targets are for a 20% reduction in peak time private car use by Airport Employees by 2010, a 5% reduction in private car use by Air Passengers by 2010, annual year on year growth in the use of the Airport Bus Service and the development of Workplace Travel Plans for Airport employees. The plan above shows the post-code location of respondents, which whilst demonstrating the high concentration of employees within the South-East Dorset conurbation also serves to illustrate the considerable geographical spread of employees. This may serve to explain the following high proportion of single-car occupants and unwillingness / inappropriateness of a public transport choice that the travel survey revealed as illustrated below.





**5.11** The appointment of a Travel Plan Co-ordinator has now been completed and the above survey information will be vital in assisting in bringing forward key aspects of the Travel Plan including reducing the number of single occupancy car journeys and increasing the use of sustainable transport modes by employees all across the site. This will be achieved initially through the further promotion of the bus service, the promotion of the car-share scheme and the development of a tax-free cycle loan scheme.

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**

**5.12** See 3. above regarding the work of PBA undertaken in 2007. This work will recommence with the appointment of the Travel Plan Co-ordinator. In the meantime traffic counters have been installed to record traffic movements for a one month period to measure total trips into and out of the site. The timescales for the delivery of the above four aspects of the Section 106 Agreement are some way off yet as their timeline is governed by the occupation of the development. 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**

- |  |
|--|
| <p><i>1. The Airport Company covenants with the Council:</i></p> <ul style="list-style-type: none"><li><i>(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.</i></li><li><i>(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.</i></li></ul> <p><i>2. The Council covenants with the Airport Company:</i></p> <ul style="list-style-type: none"><li><i>(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.</i></li><li><i>(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.</i></li></ul> |
|--|

### **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 is scheduled to be paid on or before 17.12.2008.

**6.2** Christchurch BC made the first payment to Dorset on 6<sup>th</sup> May 2008.

## **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. The fund is open 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 Duckham, Judith Plumley, the Head of Neighbourhood and Environment at CBC and Christopher Cockroft, the

Airport's Finance Manager, and also the Chair of the committee for the first year.

**7.5** The Fund's management committee held its first meeting on 14<sup>th</sup> May 2008 and six applications for funds were considered. One award was made at this meeting. This was a grant of £3.5k to the Christchurch Life Saving Club to purchase equipment to allow the restoration of a full level of service. The other applications were considered ineligible against the funding criteria.

**7.6** The second meeting took place on 12<sup>th</sup> November and three applications were considered. One award was made at the meeting - £425 to Dorset Wildlife Trust to provide fencing at the Troublefield Nature reserve. Decisions on the two other applications were deferred until the next meeting as more information is needed.

**7.7** The next meeting is scheduled to take place in May 2009.

## **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. Negotiations with Bournemouth University to progress this idea proved unsuccessful.

**8.3** A brief outline of a revised scheme was discussed with Christchurch Borough Council in October 2008; a more detailed visual will be presented to the Council in November.

## **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 feedback is awaited. The proposal adds another seven locations for positioning nitrogen dioxide diffusion tubes, sites 9 –12 identified on the plan below and an additional 3 located at Porchester School in Bournemouth adjacent to the real time air quality monitor to act as a background site.

**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 will lead to a further enhancement to the diffusion tube coverage. A number of test quadrats within the heathland areas have been identified and these will be tested against results drawn from remote quadrats. Consultants independent of the Airport will carry out this work.

**9.3** The Proposal also sets out reporting mechanisms and a protocol for identifying trigger levels and response measures, in line with the requirements of the Section 106 Agreement



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.

4. The Council and the Airport Company shall accept the decision of the Specialist and the Airport Company agrees that it will give effect to the air quality response measures determined by the Specialist within such timescale as the Specialist may determine.

### **Action taken**

**9.4** Sections 2-4 have yet to be triggered as the submitted Air Quality Monitoring Scheme has yet to be approved by the Council.

## **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** Work is underway with the preparation of a Carbon Management Reduction Plan. Environ UK completed a Carbon Audit based on 2006 data early in 2008, in order to calculate a carbon footprint. The results of this are outlined below.

**10.2** The footprint was calculated by taking into account impact of ground-based emissions sources associated with the airport, as detailed in the table below:

<b><i>Carbon Footprint Emissions Sources</i></b>	
<b>Emissions Source</b>	<b>Data Source</b>
Buildings	Airport's own energy consumption
	Third Party energy consumption
Vehicles	Staff travel to work
	Passenger travel to the airport
	On-airport vehicles
Aircraft on the Ground	Fuel burn during taxi to and from stand and while on stand
	Ground Power Unit usage while on stand

**10.3** In addition, the emissions from aircraft in the air were calculated. This figure was not included in the airport's total footprint following normal

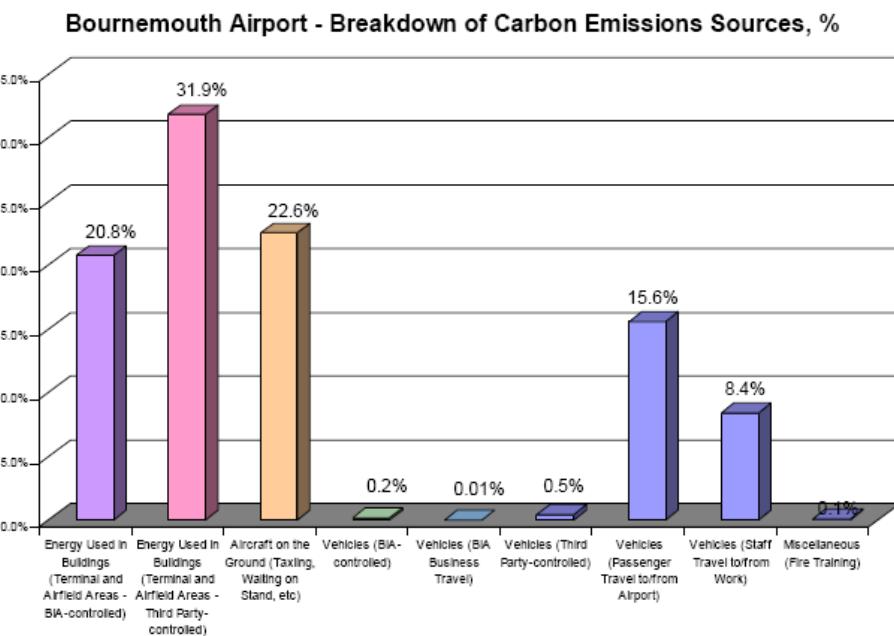
convention, but has been shown for comparison purposes. The figure was calculated for the whole journey and then divided in two to take account of the share of the reciprocal airport for each flight. Further work is required to isolate that proportion that the take off and landing cycles contribute, which is the requirement of the Section 106 Agreement.

Bournemouth International Airport Carbon Footprint Summary			
Emissions Source		CO2 Emissions (tonnes)	Percentage of Total emissions
Buildings	Energy Used in Buildings (Terminal and Airfield Areas – BIA controlled)	9,276.4	20.8%
	Energy Used in Buildings (Terminal and Airfield Areas – Third Party Controlled)	14,214.5	31.9%
Vehicles	Vehicles (BIA controlled)	85.1	0.2%
	Vehicles (BIA business travel)	6.1	0.01%
	Vehicles (Third Party controlled)	202.3	0.5%
	Vehicles (Passenger travel to/from Airport)	6,951.7	15.6%
	Vehicles (Staff Travel to/from Work)	3,758.2	8.4%
Aircraft	Aircraft on the ground (taxiing, waiting on stand etc)	10,061.9	22.6%
Miscellaneous	Fire training	38.0	0.1%
<b>Total</b>		<b>44,594.0</b>	
Aircraft in the Air		<b>133,522.1</b>	299%

**10.4** The breakdown of emissions by source is shown in the bar chart below. This clearly illustrates that emissions from buildings is the largest contributor, with the business park (third party consumption) being the largest contributor. Bournemouth Airport is unusual in the context of the three airports (the other two being East Midlands and Humberside) in having a large industrial estate within its boundaries.

**10.5** Aircraft on the ground also have a significant contribution, with passenger travel to the airport making the next most significant contribution.

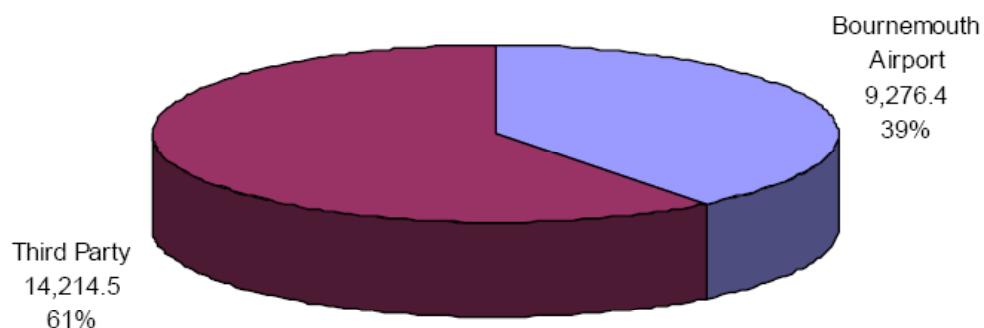
Manchester Airport Group has committed that its Airports will be carbon neutral in its energy use and operations on the ground. This commitment is repeated in the Airport Master Plan.



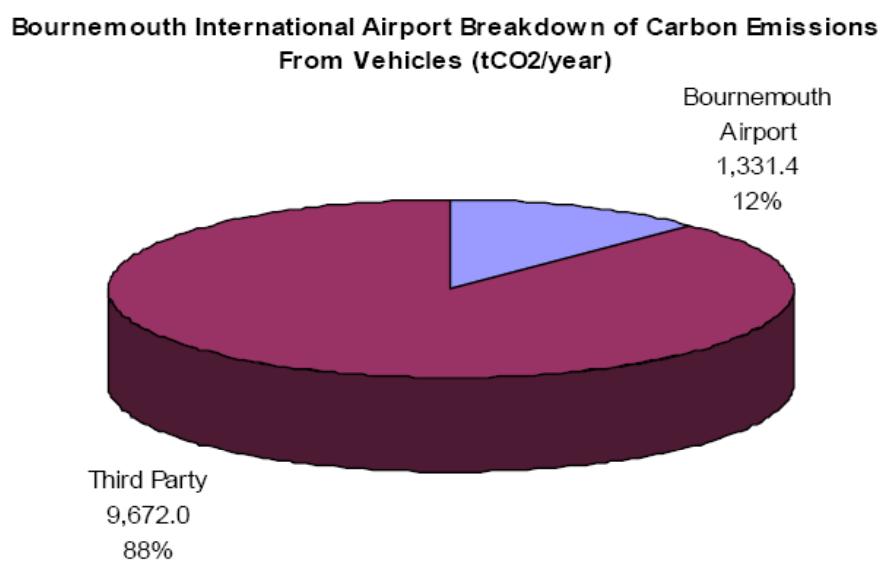
## 10.6 Buildings

It should be noted that there was very little data on the heating fuel used to heat the buildings on the industrial estate, which is sourced directly by the tenants. In the absence of real data, typical benchmark data has been used, applied to the floor area of the buildings on the estate.

**Bournemouth International Airport Breakdown of Carbon Emissions From Buildings (tCO<sub>2</sub>/year)**



## **10.7 Vehicles**



**10.8** Third party vehicles at the airport are a significantly larger contributor to the footprint than vehicle emissions which Bournemouth has control over. Both passenger and staff travel to the airport are large contributors to this total footprint, this is due to the majority of staff and passengers travelling to the airport by car.

**10.9** The data for the carbon footprint was generally of good quality with few gaps. A number of improvements to the data sources have been identified though, such as the need to contact all third parties in Aviation Parks as energy consumption figures have been based on a floor area data and standard benchmarks, and we need to have greater detail about aircraft movements on the ground as an assumed taxi-time of 10 minutes has been used.

## **11. Conditions Monitoring**

### **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 explained in the Introduction of this Report 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. Discussions are on-going with the Local Authority about what this means for the timescales for compliance with time-limited conditions.

### **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.

### **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.

### 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

Details yet to be finalised as they are subject to the contractor's submission. Once this has been received details will be submitted to the Local Planning Authority. Drawing reference 153212/LA/L(90)003 Rev E which was approved shows the detail that has given to the contractor to feed into their submission.

### 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, and condition has been brought to contractor's attention.

### **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 have identified a preferred route for the new connection and are in the process of commissioning surveys and ground condition investigations. Detailed programme for implementation yet to be reached.

### **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.

### **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 still on-going with Dorset CC to agree final junction layout.

### **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 timetable for the delivery of the southern car park (car park 6) is behind that for the delivery of the terminal. 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.

### **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.

### 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

The contract for the terminal building is to be issued as a design and build contract and the Client's Requirements stipulate the introduction of water efficiency measures such as rainwater harvesting, re-use of grey water and water efficient fixtures and fittings. Once the contractor has submitted their final design, and assuming it is to the Airport's satisfaction it will be submitted to the Local Authority for formal 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.