



# FARNBOROUGH AIRPORT

Town and Country Planning Act Section 106/299A

## Performance Monitoring Report January to December 2022

Farnborough Airport Ltd  
Farnborough  
Hampshire  
GU14 6XA

Clause 10.1 of the Town and Country Planning Act Section 106/299A Agreement between Farnborough Airport Ltd (FAL) and Rushmoor Borough Council (RBC), in respect of Planning Consent Reference 99/00658/OUT states:

*“Within 6 weeks of the end of each year the Company shall submit to the Council a performance monitoring report detailing the performance of the Company against the objectives set out in this agreement, in a manner to be agreed with the Council.”*

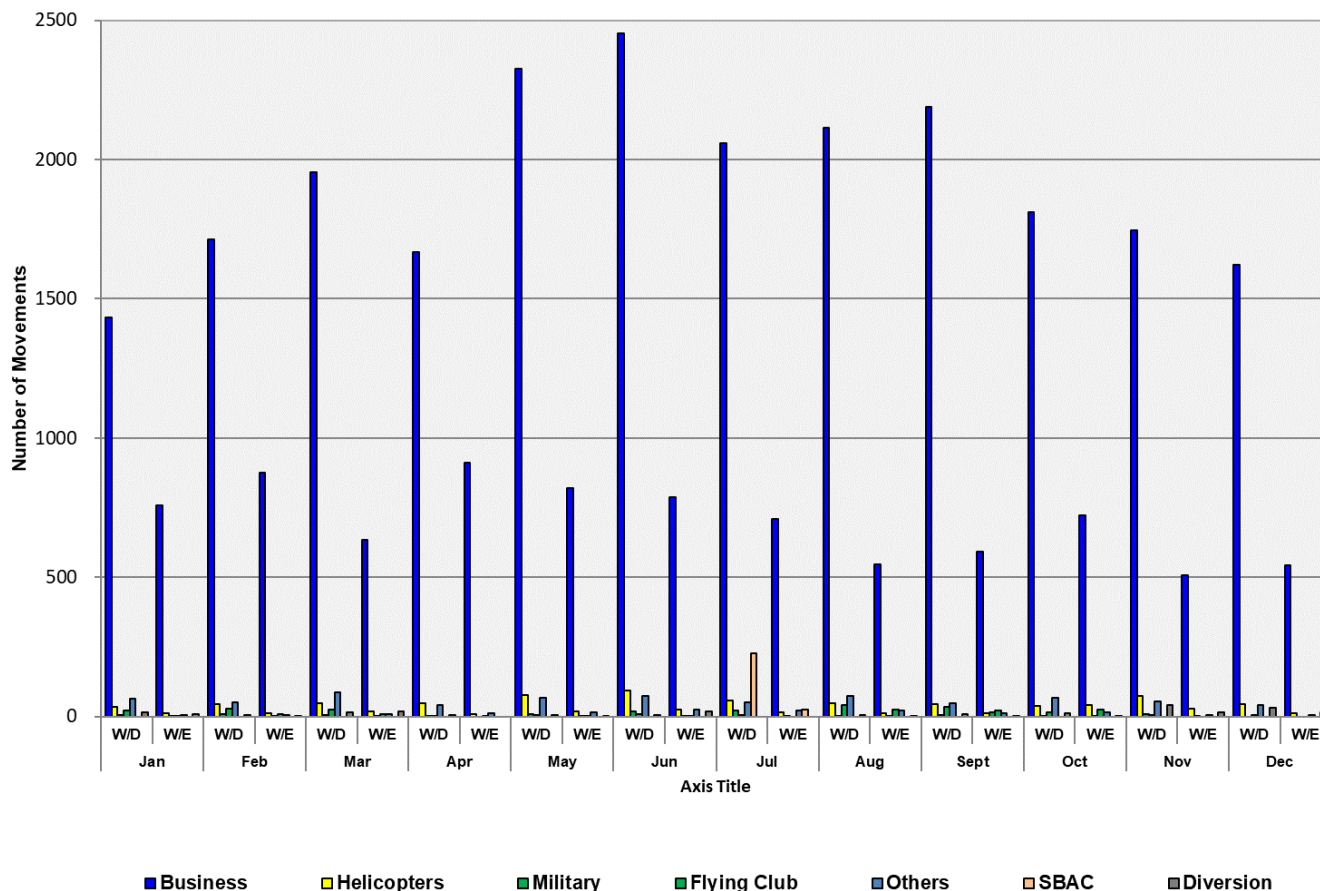
FAL submits this report summarising the performance against the requirements laid out in the Section 106/299A agreement in compliance with Clause 10 requirements. Each clause of the Agreement is referenced with relevant performance information supplied.

## Schedule 1: The Owner and the Company’s Obligations to the Council

### 1.0 Aircraft Movement Records

- 1.1 Detailed records are maintained of all aircraft movements operating at the airport, including time and date, movement type (arrival, or departure) callsign, departure airport, destination airport, registration, aircraft type, maximum take-off weight, aircraft ICAO Chapter, and runway used.
- 1.2 A direct connection to the agreed monitoring system (Envirosuite Airport Noise and Operations Monitoring System, WebTrak) provides access to the relevant Planning Authority officer.
- 1.3 FAL submitted two six-monthly reports summarising the data required by clauses 2.8, 2.8b and 3.4 to RBC, each within 4 weeks of the end of the reporting period and in electronic format.

**Figure 1: Weekday (W/D) and Weekend (W/E) Movements by Classification, 2022**



## 2.0 Noise Control

### 2.1 Specific Noise Limits

- a Aircraft movement noise, excluding that related to “Other Aviation Activity” has not exceeded the area of the annual noise budget, defined by the total land area within the 55dB(A)  $L_{Aeq,16h}$  contour and the 60dB(A)  $L_{Aeq,16h}$  contour. It is noted that spare capacity within the current study year cannot be carried over to the year ahead.
- b The Airport has operated to a noise budget that is within the land area of the control contours.

**Table 1: Control Noise Contour Areas as Specified in 99/00658/OUT and INM Noise Assessment Contour Areas (interim and annual):**

dB(A) $L_{Aeq,16h}$	Predicted Contour Areas 20,000 movements at 1997 mix (km <sup>2</sup> )	Assessed Contour Areas Jan – Jun, 2022 (km <sup>2</sup> )	Assessed Contour Areas Annual, 2022 (km <sup>2</sup> )
55	9.07	2.41	2.39
60	4.03	1.01	1.02
65	1.70	0.49	0.50

### 2.2 Operational Measures

- a Use of reverse thrust on landing is required by many operator flight manuals as a safety aid. It would not be appropriate for FAL to dictate guidelines for the use of reverse thrust, as its use is entirely dependent on flight conditions. Details concerning use of reverse thrust, under circumstances that necessitate for reason of safety, are detailed within the UK-AIP and the Company Conditions of Use and read as follows:

*“To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust at all times, consistent with the safe operation of the aircraft. Where the use of reverse thrust is essential, the use of idle reverse thrust should be used in preference.”*

- b Confirmation of Chapter forms a mandatory part of the Prior Permission Required (PPR) at FAL. All aircraft operating at Farnborough must provide certification of Chapter 4 as a minimum, a requirement that has been fully met during this reporting period. This excludes aircraft that were in attendance during Airshow activities conducted in July 2022.

### 2.3 Other Amelioration Measures

- a FAL ensures adherence to noise abatement through a routine auditing procedure. Aircraft operating companies identified as breaching the noise abatement procedure are subject to investigation and where appropriate, operational sanctions.

FAL publishes a Noise and Track Monitoring Scheme on the FAL and RBC website. It provides full details of monitoring, auditing and reporting procedures in terms of noise and track.

Table 2 displays details of FAL pursued noise infringements during the reporting period, together with received operator responses. FAL categorises each in terms of whether the explanation is acceptable, e.g. if the operator confirms an infringing departure was subject to strong cross winds causing deviation from the instructed heading, and this is validated by local weather data.

**Table 2: Noise abatement infringements pursued in 2022**

Period	Infringements	Responses received*	Responses accepted*
Q1	5	3	2
Q2	4	3	1
Q3	7	0	1
Q4	3	0	0
<b>Total</b>	<b>19</b>	<b>6</b>	<b>4</b>

\* Figures up to date as of the 8th February 2022

- b FAL published restrictions to engine ground running / testing published within the UK-AIP (EGLF AD 2.21). All engine ground runs take place on the south side of the Airport.
- c FAL published restrictions regarding Auxiliary Power Units (APUs) within the UK-AIP (EGLF AD 2.21) ensuring no APU operations between 22:30 and 06:30.
- d FAL published departure and arrival procedures for helicopters operating at Farnborough Airport within the UK-AIP (EGLF AD 2.22 4) minimising disturbance to residents in the vicinity of the Airport.

#### **2.4 Sound Insulation Grant Scheme**

FAL predicted that no residential, academic or health care premises would be subject to noise levels, directly attributable to aviation noise from the use of the site, of 60dB(A)  $L_{Aeq,16h}$  or above (other than those resulting from the Air Show or large-scale military activity in the event of a national emergency).

#### **2.5 Predictive Modelling**

- a At the end of the 2<sup>nd</sup> quarter Bickerdike Allen Partners (BAP) were contracted to produce actual noise contours for quarters 1 and 2 and predictive noise contours for quarters 3 and 4, 2022 using INM software (version 7.0d).
- b At the end of the 4<sup>th</sup> quarter BAP were contracted to produce actual noise contours for all quarters in 2022 using INM Software (version 7.0d) and predictive noise contours for all quarters in 2023.
- c Two INM Noise Assessment Reports were submitted to RBC within 6 weeks of the end of each modelling period.
- d The INM modelling process employs departure and arrival track representation, produced following review of actual flight tracks in ANOMS.
- e The INM modelling process uses terrain data. A comparison between measured and modelled noise levels validates the process.

#### **2.6 Noise and Track Monitoring**

The FAL Noise and Track Monitoring scheme remained in operation throughout the reporting period receiving updates where relevant.

#### **2.7 Validation of Modelling and Measurement**

As mentioned in the 2021 report, BAP will undertake all noise modelling and measurement on behalf of FAL. Thus, there should be no need for validation of modelling and measurement.

#### **2.8 Modelling and Monitoring - Reporting**

- a FAL provided access to noise and track monitoring data for the relevant officer of the Planning Authority during the reporting period.

Two Environment Reports to the Planning Authority provided summarised environmental data, each submitted within four weeks of the end of the relevant quarters (2 and 4).

- b The FAL Noise and Track Monitoring scheme remained in operation throughout the reporting period receiving updates where relevant.
- c FAL reviewed the frequency, nature and extent of all noise reporting with the Airport Monitoring Officer during the course 2022.

### **3.0 Air Quality and Odour**

- 3.1 FAL met the requirements of the Air Quality and Odour Monitoring Scheme throughout the reporting period.

Thirteen air-quality monitoring locations remained equipped with passive Nitrogen Dioxide monitoring apparatus with two sites including active sampling devices (Learian Streetboxes) co-located with the passive diffusion tubes. FAL collected and published combined data from these sites in the biannual Environment Report.

- 3.2 FAL received ten complaints relating to odour during the reporting period, both addressed in accordance with the Air Quality and Odour Monitoring Scheme and the Complaints Charter.
- 3.3 No changes have been made to the scope of monitoring requirements in 2022.
- 3.4 FAL supplied data obtained from monitoring under clause 3.1 and 3.2 to the Planning Authority in the bi-annual Environment Report, submitted within four weeks of the end of the relevant quarters (2 and 4) in 2022.
- 3.5 The Odour Management Plan is to remain effective during the lifetime of the Development.

### **4.0 Aircraft Weight**

- 4.1 During the reporting period, 668 movements by business aviation aircraft with a maximum take-off weight (MTOW) more than 50 tons, operated at Farnborough Airport. FAL provided a monthly breakdown of these movements as a percentage of total movements in the bi-annual Environment Report.
- 4.2 No business aviation aircraft with a MTOW more than 80 tonnes operated at the airport during the reporting period. This excludes aircraft that were in attendance during Airshow activities conducted in July 2022.

### **5.0 Freight**

- 5.1 During the reporting period, no aircraft carried more than a total of 100kg freight into or out of the airport, (excluding racing horses).
- 5.2 Movements involving racing horses remained less than the permitted total of one hundred (100), numbering 22 during the reporting period.

### **6.0 Safety**

- 6.1 FAL calculated Third Party Risk (TPR) associated with the airport in collaboration with ERM, a global leader in risk consultancy services.
- 6.2 ERM completed the annual TPR audit for 2022 on behalf of FAL. Appendix A provides the results as an Executive Summary. Results of modelling exercises undertaken to date show TPR to remain within the limits set through the planning process.

6.3 Assessment of TPR uses data relating to the number of runway operations made during the study year and the type of each aircraft operated. Total number of movements used in the assessment process differs to total number of reported flights for the year, due to a portion of helicopter movements that do not operate using the runway, excluding them from the study.

## 7.0 Community benefits and environmental improvements

7.1 During the reporting period 0 students undertook work experience placement at Farnborough Airport. Contact has been made with Farnborough College about future potential opportunities which are currently being investigated.

7.2 FAL submitted a sum of £67,200 to RBC for community environment projects based on business aircraft operations during the reporting period. The value reflects contributions levied at an agreed rate of £2 per aircraft movement or £5 for those with a Maximum Take-Off Weight of between 50 and 80 tons. A total of £26,514 was utilised in 2022 over five projects.

## 8.0 Aerodrome Safeguarding

8.1 FAL submitted an airport safeguarding map to the Planning Authority in December 2003. The submission was accepted, and amendments continue in accordance with CAA requirements.

## 9.0 Complaints

9.1 FAL maintained a detailed record of complaints received during the reporting period including those that related to airport operations and those identified as non-FAL derived. Recorded details included the contact details of the complainant, the nature of the complaint (for example noise, altitude, track keeping and odour) and the FAL response category.

In accordance with the Complaints Charter, where individual complaints detailed multiple aircraft movements, statistical analysis was solely applied to the first reported aircraft within each complaint.

**Table 3: Summary of Complaints Received during 2022**

Month	Total FAL related complaints	Total FAL un-related complaints	Non-compliant flights
Jan	138	5	1
Feb	42	0	1
Mar	230	3	3
Apr	151	7	2
May	244	5	1
Jun	254	23	1
Jul	372	30	2
Aug	521	11	2
Sep	345	8	3
Oct	310	14	3
Nov	223	7	0
Dec	233	3	0
<b>Total</b>	<b>3063</b>	<b>116</b>	<b>19</b>

\* Due to proximity of other air traffic, aircraft may be authorised to operate outside of the Noise Abatement Procedures to ensure safe separation on grounds of safety.

9.2 FAL submitted quarterly reports to the planning authority, covering complaints received during the reporting period, each within one week of the end of the respective quarter. RBC published the reports on their website under the Farnborough Airport section.

The combined totals of individual quarters may number less than the annual total detailed above due to complaints received after the reporting deadline for each quarter.

9.3 FAL addressed complaints received, whether attributed to operations or from other sources, in accordance with the Complaints Charter.

## 10.0 Performance Monitoring of the Section 106 Agreement

10.1 FAL hereby submits this Performance Monitoring Report for consideration under the terms of clause 10.1 of the Planning Agreement and within 6 weeks of the end of 2022.

10.2 To minimise administration and resource use this report is:

- i) in a composite format to address all relevant requirements of the Town and County Planning Act Section 106 Agreement
- ii) in electronic format. Hard copies are available on request.

## Part 2: New Obligations

### 11.0 Aircraft Movement

The Airspace Change (ACP) went live on 27<sup>th</sup> February 2020. As notified by the Civil Aviation Authority (CAA), the Post Implementation Review (PIR) was delayed until April 2022 with the process of data capturing ending in March 2023. The remaining stages will be conducted in accordance with CAA's CAP1616 process.

FAL is currently engaging in the Airspace Modernisation Strategy (AMS) which fulfils the statutory duty placed upon the CAA by the Secretary of State to have a strategy and a plan for modernising airspace. The AMS to redesign airspace in the south and north of the UK, including upper airspace structures.

### 12.0 Noise Control

#### 12.1 Specific Noise Limits

The INM contours for this reporting period have not exceeded 72.5% of the total land with the 55 dB(A)  $L_{Aeq,16h}$  contour (6.6 km<sup>2</sup>) or 60% of the total land within the 60 dB(A)  $L_{Aeq,16h}$  contour (2.4 km<sup>2</sup>).

**Table 4: Amended Control Contour Areas (Clause 12.1) and Modelled Contour Areas 2022**

dB(A) $L_{Aeq,16h}$	Amended Control Contour Areas as per clause 12.1 of the S106 (km <sup>2</sup> )	Modelled Contour Areas Annual, 2022 (km <sup>2</sup> )
55	6.58	2.39
60	2.42	1.02

#### 12.2 Operational Measures

A Noise Certification Database ensures all fixed-wing jet aircraft booking to operate at FAL are compliant with the ICAO Chapter 4 standard.

#### 12.3 Noise Action Plan

A Noise Action Plan was submitted on the 21<sup>st</sup> January 2013 and formally accepted.

### 13.0 Phased Maximum Number of Movements

- 13.1 The number of reportable movements at FAL during the reporting period totalled 32,598 with a total for weekend movements of 8,708. These figures are within the restrictions placed upon movement numbers for the year that permit up to 50,000 movements per year, of which no more than 8,900 at weekends and bank holidays.
- 13.2 The number of reportable flights during the reporting period has not exceeded the permitted number; as a result, there is no requirement to reduce to the number of permitted flights for the year ahead. For the next calendar year (2022), the permitted total number of reportable flights will be 50,000 with no more than 8,900 at weekends and bank holidays.

### 14.0 EMS, NO<sub>x</sub> Charging Scheme and Sustainability and Climate Charter

- 14.1 - 14.3,5 FAL submitted the required schemes to Rushmoor Borough Council on the 28<sup>th</sup> February 2012. FAL made no amendments to the schemes during the reporting period.
- 14.4 ISO 14001:2015 was retained in August 2022.
- 14.6 Review of the Noise Action Plan, the Odour Management Plan and the Carbon Neutrality scheme will take place following the completion of the Airspace Change Post Implementation Review of the Airspace Change.

### 15.0 Carbon Neutrality Scheme

- 15.1 In June 2022 FAL had retained its certification to Level 3+ “Neutrality” under **Airport Carbon Accreditation** for the year 2021. The 2021 Carbon Footprint (Scope 1\* and 2†) was calculated as 1,156 tons CO<sub>2</sub>e.

Certification at Level 3+ “Neutrality” requires inclusion of scope 3 emissions within the overall footprint, namely those resulting from aircraft movements (for all flights within the Landing and Take-off (LTO) cycle), use of auxiliary power units (APU), passenger and staff surface access and emissions associated with all types of business travel. Additionally, the scheme requires FAL to offset residual emissions through a credible and independently approved scheme.

The official offset scheme involving overseas rainforest preservation initiatives to reducing emissions from deforestation and forest degradation are certified by the Verified Carbon Standard (VCS).

Projects undertaken during 2022 to contribute towards future reductions have centred around building management system efficiencies and lighting systems across the airfield with focus on the airfield ground lighting system and replacing equipment with improved efficiencies. An increased demand for Electric Vehicle Charging stations has been addressed with an additional 70 stations landside to be installed by end of Q1 2023 in a project which started in Q3 2022.

HVO has replaced diesel at the airport Since April 2022. This actively helps reduce the Airports Scope 1 emissions during the life cycle of the product.

FAL remains committed to maintaining **Airport Carbon Accreditation “Neutrality”** for the future.

\*Scope 1 emissions are those within direct control of the Airport (i.e. from gas and liquid fuel use on site)

†Scope 2 emissions are those resulting from the use of electricity purchased from a third party (energy provider)

### 16.0 Airport Monitoring Officer Contribution

- 16.1 The position of Airport Noise Monitoring Officer at RBC commenced from the 2<sup>nd</sup> April 2012. During the reporting period, under clause 16.1, FAL contributed a total of £22,320.64 towards the costs of maintaining this position.



## **Schedule 2: The Owner and the Company's Obligations to the Council**

### **1.0 Travel Plan**

- 1.1 FAL submitted a Sustainable Travel Plan to Hampshire County Council (HCC) and to RBC on the 19<sup>th</sup> December 2012 following approval by both parties with respect to the content and continuing development.

In accordance with the schedule laid out in the approved plan, Appendix B provides an annual update on Sustainable Travel at the Airport.

- 1.2 Travel Plan co-ordination remains within the remit of FAL's Sustainability Manager.
- 1.3 No travel plan payments to HCC were applicable for the reporting year.

### **2.0 Highway Contribution**

- 2.1 Under clause 2.1, Schedule 2 of the Planning Agreement the following applied with respect to payments in relation to aircraft movements in 2019.

2.2 Total Contribution for 2022 = £13.96 x (*M* – 28,000) = £64,188.08

2.3 For 2022 *M* = 32,598

- 2.4 With 32,598 reportable movements operating during the reporting period, FAL is required to submit a highways payment to HCC in relation to the reporting year.

2.5 The sum of Highways payments to date is £141,233.32 (£139,570.60 after indexation)

### **Additional Relevant Conditions of the Planning Permission**

23. FAL submitted the SINC Management and Mitigation Scheme to RBC on the 8<sup>th</sup> July 2011.

As a result of the new development (Domus III), FAL are required to submit a Habitat Management Plan to RBC for approval by the end of February 2023.

Gareth Andrews  
Sustainability Manager

## Appendix A ERM

Gareth Andrews  
Sustainability Manager  
Business Aviation Centre  
Farnborough  
GU14 6XA



Reference: 0538492

Dear Mr Andrews,

Subject: Farnborough Airport - 2022 Third Party Risk Assessment Results

A Third Party Risk assessment upon aircraft runway movements at Farnborough Airport has been undertaken by Environmental Resources Management (ERM), which incorporated the aircraft movement data of 2022. This activity was undertaken on behalf of Farnborough Airport to satisfy the requirement to provide an annual appraisal of the level of risk arising from runway operations.

Planning consent was granted for civil aircraft operations at Farnborough Airport subject to specific conditions relating to the exposure of third party risk. Conditions 12 and 13 of the 2011 amended planning consent state that the risk arising from operations must remain within specified risk limits, as defined by the extent of the agreed 1 in 10,000 risk contour and the agreed 1 in 100,000 risk contour.

The risk contour limits were defined for the current planning permission using predicted traffic data for 50,000 movements at the airport; the purpose of this latest assessment is to compare the 2022 annual risk profile of the airport with the current agreed limits and to confirm whether the airport is operating within its agreed planning consent. The size and shape of risk contours are determined by:

- the total number of annual movements
- the type of movements
- the weight of movements
- the runway operating preference

The aircraft movement data from 2022 has been assessed using the current DfT approved Third Party Risk methodology to determine the risk contours at the airport and surrounding area. The operations at Farnborough Airport for 2022 comprised:

Total Movements:	34,151 (26.9% increase from 2021)
Total Fixed Wing Movements:	33,137
Runway 06/24 Utilisation Split:	26.4% / 73.6 %

Risk contours have been assessed and plotted based on the observed 2022 data. It has been confirmed that the results for 2022 movement data lie within the boundary limits of the pre-determined contours as set in the planning consent granted in 2011.

**Table 1 – Third Party Risk Contour Comparison**

Runway Threshold	2022 1 in 10,000 Risk Contour	2021 1 in 10,000 Risk Contour	2011 Planning Consent – Approved 1 in 10,000 Risk Contour	2022 1 in 100,000 Risk Contour	2021 1 in 100,000 Risk Contour	2011 Planning Consent – Approved 1 in 100,000 Risk Contour
06	1,328 m	1,087 m	1,678 m	3,681 m	3,442 m	3,979 m
24	954 m	826 m	1,142 m	3,968 m	3,548 m	4,380 m

Note: Contour lengths are measured from the runway threshold to the tip of the contour.

This third party risk assessment clearly identifies that the third party risk arising from 2022 operations falls within the acceptable limits as defined by the agreed contours set by Rushmoor Borough Council. It has been confirmed that both the 1 in 10,000 and 1 in 100,000 risk contours lie within the 2011 agreed contour boundaries and as such it can be concluded that 2020 operations at Farnborough Airport comply with the planning consent conditions relating to Third Party Risk.

Kind regards,



Richard Rowe  
Associate

## Appendix B

### Sustainable Travel Plan Report 2022

Ref	Action	Responsibility	Status	Next Review or Meeting	Notes 2022
1	Appointment of Travel Plan Co-ordinator (TPC)	Senior FAL Management	Complete	N/A	The FAL Sustainability Manager is the co-ordinator on all travel planning issues
2	Determine Travel Plan branding	TPC	Complete	N/A	Travel planning is covered by the FAL Sustainability brand.
3	Develop FAL intranet site	TPC + IT Dept	Complete	N/A	The intranet site first launched in April 2014. In 2020, the Travel Planning section of the intranet was reviewed and is now presented as a more structured document which is accessible to all FAL staff.
4	Arrange a launch event to introduce FAL staff to the Travel Plan	TPC + Events Dept	Complete	N/A	This is advertised to all new starters on a regular basis.
5	Advertise the Cycle To Work Scheme	TPC + IT Dept	On going	Apr-21	This is advertised on a regular basis on FABNET and also advertised to all new starters on a regular basis. Tenants have been advised and offered the chance to join the scheme.
6	Seek to develop partnerships with the other local businesses	TPC	On going	Feb-21	Commitment to the Sustainable Business Partnership (SBN) continues and includes a seat on the SBN Steering Group. The latest meeting was conducted in November 2022.
7	Liaise with existing public commercial transport providers	TPC	On going	Feb-21	Commitment to the Sustainable Business Partnership (SBN) continues and includes a seat on the SBN Steering Group. The latest meeting was conducted in November 2022.
8	Arrange for cycling and walking maps to be distributed	TPC	Complete	N/A	Links to maps that assist with cycling and walking routes are provided in the FAL Sustainable Travel Plan document/FABNET
9	Instigate car share scheme	TPC	Complete	N/A	Information and access to car sharing opportunities is incorporated within the FAL Sustainable Travel Plan document. Car share continues to operate for FAL employees.
10	Review feasibility for dedicated car share parking spaces	TPC	Complete	N/A	Confirmed as not required. Parking spaces are readily available across FAL.
11	Published details of the Guaranteed Lift Home scheme on the intranet	TPC	Complete	N/A	GRH scheme and GRH claim form established in April 2014. Full details remain published in the FAL Sustainable Travel Plan document - refer to Action 3. No claims were made in 2022.
12	Implement Staff Shuttle Bus	TPC	Complete	N/A	The shuttle bus associated with QinetiQ ceased operating the route to lvely Gate in late 2017, ending the opportunity for airport staff to make use of the service. It is not economically viable to for FAL to run a shuttle bus service for the few potential users that exist.
13	Provision of motorcycle parking on site	TPC	On going	N/A	Motorcycle parking is available at the majority of the main airport buildings. No new requirements for motorcycle parking have been identified and no requests have been submitted in 2022.
14	Assess feasibility for motorcycle training	TPC	Scheduled	N/A	No current demand for motorcycle training demonstrated during the reporting year.
15	Introduce a personalized travel service	TPC	Complete	N/A	The staff Sustainable Travel Plan document (introduced in 2020) allows staff to investigate and organise their own travel planning using the wide range of information sources available

16	Monitor progress through relevant travel surveys	TPC	Scheduled	Jan-22	The staff travel surveys will now be reviewed annually. Additional surveys will be undertaken where deemed necessary for internal use or when external interested parties require
17	Develop site enhancements for sustainable travel	TPC	On going	N/A	125 parking spaces for bikes remain available (assuming 2 bikes per hoop) with facilities covering the Tower, Terminal, Hangars 1 and 2, Meadow Gate, Ground Services Facility, the Fire Station and N & D shed.  A total of 56 EV charging points are now with a further 14 expected by the end of Q1 2023..
18	Develop operational enhancements for sustainable travel	TPC	On going	Jan-19	The Sustainable Travel Token Scheme has remained operational throughout 202 with just under £1,005 gifted to staff.  Free bicycle safety checks were offered to all site users in April using the services of Purple Bike Shed.
19	Travel Plan Review	TPC + HCC	Scheduled	N/A	N/A

## Appendix C

### SINC Management Report 2022

**NOTE –** Prior to any of the following works taking place, all parties involved must consider timing in relation to Bird Nesting Season (1<sup>st</sup> March to 31 August). If there are specific reason for works taking place within this period, complete and documented assessment of the affected must take place and be discussed by all parties in advance of commencement. If appropriate expert advice will be sought.

Task Category	Areas	Description	Aims	Frequency	Timing	Notes
Routine works	All	Identify areas of Ragwort growth across T-Area and treat by chemical spotting to ensure development to the flowering stage is halted	Control presence of Ragwort and prevent seeding stage causing further spread	Annual	Late Feb to April	Ongoing, as and when required
Routine works	A1	Cut and collect <u>fringe</u> and <u>central</u> glade areas in western compartment, remove self-sets	Retain glade areas, protect from encroaching scrub and encourage diversity in grass species	Annual	July/Aug	Completed
Routine works	A3	Remove self-set birch and bramble from northern bank maintaining open sandy areas	Protect gorse and broom from scrub invasion, maintain solitary bee habitat	Annual	May-June	Completed
Routine works	A4 / H	Cut and collect open grassland in eastern compartment, remove self-sets	Retain glade areas, protect from encroaching scrub and encourage diversity in grass species	Tri-annual	Apr, Jul, Sep	Completed
Routine works	B1	Cut and collect meadow area	Retain meadow diversity	Tri-annual	Apr, Jul, Sep	Completed
Routine Works	D1	Leave all dead wood	Retain invertebrate habitat	N/A	N/A	N/A
Routine works	E1	Cut and collect unimproved grassland areas through the central portions of the compartment	Retain species diversity	Bi-annual	Apr (early-mid) Sep (mid-late)	Completed
Routine works	E1, E2, F	Maintain boundary between wooded area and grassland, removing encroaching scrub and brambles	Retain species diversity and preserve meadow / orchid areas	Annual	May / June	Completed
Routine works	E2	Flail encroaching scrub around wooded compartment (central west). Leave fallen trees in situ where possible	Retain broadleaf woodland habitat	Annual	April / May	Completed
Routine works	E1, E2	Maintain pond areas (in and out of tree cover) as necessary	Preserve pond habitat for birds, invertebrates	Annual	May	Opened areas around ponds
Routine Works	F	Cut and collect area to the <u>north</u> and <u>south</u> of the access road	Maintain woodland fringe habitat and associated species diversity	Bi-annual	Apr, Sep	Completed in April, cut only in September
Routine Works	G1	Annual cut of tall vegetation within 10m of compartment F (south of access road)	Encourage semi-improved grassland to re-instate	Annual	Aug / Sep	Completed
Routine Works	G1	No intervention in wooded area beyond and drive around flail	Maintain natural woodland habitat	Annual	When dry enough	Thinned out various areas across T area compartments,
Routine Works	G2	Remove bramble and self-set trees/scrub	Maintain tall canopy woodland	Annual	May-June	Completed, also thinned trees & removed dead branches
Brook Works	Y38 valves	Remove vegetation at the Y38 penstock area. Note bird nesting season	Reduce blockage at key discharge point	As required	As conditions permit	Flail cut & trimmed once in 2022
Brook Work	Channel	Identify and repair new or existing bank collapses using netting or other identified means. Proposal / quotation required	Prevent further bank collapse	As required	As conditions permit	N/A in 2022
Reedbed works	Delta pond	Remove all reed growth outside boundaries of reed bed and cut all vegetation in associated balancing pond. Note bird nesting season	General maintenance	As required	As conditions permit	Cut with general grass cutting activities
Reedbed works	Delta pond	Remove all vegetation along reedbed feeder channel	Prevent blockages	Annual	As conditions permit	August
Reedbed works	Echo pond	Remove all reed growth outside boundaries of reed bed and cut all vegetation in associated balancing pond. Note bird nesting season	General maintenance	As required	As conditions permit	Cut when grass cutting around edges
Reedbed works	Echo pond	Remove all vegetation along reedbed feeder channel	Prevent blockages	Annual	As conditions permit	August

Figure 4.1 Map of the Arrangement of T-Area Compartments

