



FARNBOROUGH AIRPORT

Town and Country Planning Act Section 106/299A

Performance Monitoring Report January to December 2021

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.”

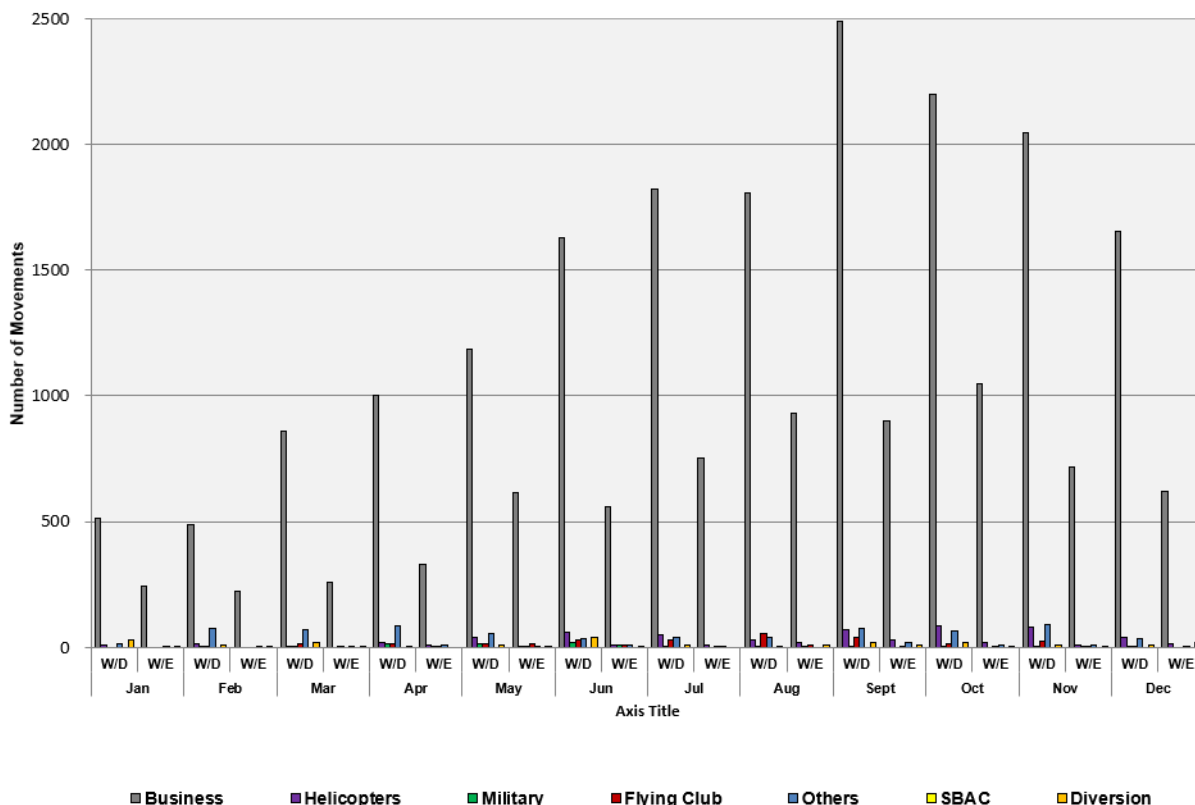
FAL submits this report summarising the performance against the requirements laid out in the Section 106/299A agreement in compliance with Clause 10 requirements. Each clause of the Agreement is referenced with relevant performance information supplied.

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, ANOMS) 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, 2021



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. Spare capacity within the current study year cannot be carried over to the year ahead.
- b The Airport has been 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 ²)	Assessed Contour Areas Jan – Jun, 2021 (km ²)	Assessed Contour Areas Annual, 2021 (km ²)
55	9.07	1.28	1.94
60	4.03	0.61	0.86
65	1.70	0.27	0.41

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.

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 2021

Period	Infringements	Responses received*	Responses accepted*
Q1	3	3	2
Q2	2	2	1
Q3	2	2	2
Q4	5	2	1
Total	12	9	6

* Figures up to date as of the 7th February 2021

- 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 2nd quarter FAL used INM software (version 7.0d) to produce actual noise contours for quarters 1 and 2 and predictive noise contours for quarters 3 and 4, 2021.
- b At the end of the 4th quarter Bickerdike Allen Partners were contracted to produce actual noise contours for all quarters in 2021 using INM Software (version 7.0d) and predictive noise contours for all quarters in 2021.
- 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**

Going forward, Bickerdike Allen Partners 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 FAL received one request to deploy the portable noise monitoring terminal during the reporting period. This is delayed due to the ongoing global pandemic.
- c FAL reviewed the frequency, nature and extent of all noise reporting with the Airport Monitoring Officer during the course 2021.

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 (Streetboxes) co-located with the passive diffusion tubes. FAL collected and published combined data from these sites in the biannual Environment Report.

It must be noted that in December 2021, the Farnborough College sampling device although working could not have the data downloaded from the device. The device has been placed back onto site as it still captures the required information. During the maintenance period in February 2022, it is expected that the data will be downloaded by the maintenance provider and submitted to FAL for ratification. **The bi-annual Environment Report will then be updated and resubmitted to Rushmoor Borough Council for publishing on the website.**

- 3.2 FAL received three 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 A document, named the Air Quality and Odour Monitoring Scheme and published on the FAL and RBC websites, combines the requirements of the Air Quality Monitoring Scheme and the Odour Monitoring Scheme.
- 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).
- 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, 538 movements by business aviation aircraft with a maximum take-off weight (MTOW) in excess of 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 in excess of 80 tonnes operated at the airport during the reporting period.

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 32 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 2021 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 due to the global pandemic.
- 7.2 FAL submitted a sum of £53,108 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.

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 2021

Month	Total FAL related complaints	Total FAL un-related complaints	Non-compliant flights
Jan	214	2	0
Feb	87	1	0
Mar	134	0	0
Apr	159	0	0
May	263	1	3
Jun	214	3	0
Jul	422	4	0
Aug	231	1	0
Sep	222	1	0
Oct	166	2	1
Nov	76	1	0
Dec	199	3	0
Total	2387	12	3

* 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. Such movements are identified as ATC authorised, non-compliant flights.

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 2021.

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 27th February 2020. As notified by the Civil Aviation Authority, the Post Implementation Review (PIR) was delayed in 2020 due to the impacts on aviation from the global pandemic. The PIR is expected to commence in 2022.

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 km²) or 60% of the total land within the 60 dB(A) $L_{Aeq,16h}$ contour (2.4 km²).

Table 4: Amended Control Contour Areas (Clause 12.1) and Modelled Contour Areas 2021

dB(A) $L_{Aeq,16h}$	Amended Control Contour Areas as per clause 12.1 of the S106 (km ²)	Modelled Contour Areas Annual, 2021 (km ²)
55	6.58	1.94
60	2.42	0.86

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

Following the formal acceptance of the FAL Noise Action Plan on the 21st January 2013, the Farnborough Aerodrome Consultative Committee published document in full on their website.

13.0 Phased Maximum Number of Movements

13.1 The number of reportable movements at FAL during the reporting period totalled 25,747 with a total for weekend movements of 7,391. 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_x Charging Scheme and Sustainability and Climate Charter

14.1 - 14.3,5 FAL submitted the required schemes to Rushmoor Borough Council on the 28th February 2012. FAL made no amendments to the schemes during the reporting period.

14.4 ISO 14001 re-certification was achieved in September 2021.

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 2021 FAL had its certification to Level 3+ “Neutrality” under **Airport Carbon Accreditation** extended to May 2022. Ricardo calculated the 2020 Carbon Footprint (Scope 1* and 2†) as 1,196 tons CO₂e.

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.

In December 2021 FAL carried out local tree planting in conjunction with Rushmoor Borough Council at Southwood Woodland, as an addition to the official offset scheme involving an overseas rainforest preservation initiative to reducing emissions from deforestation and forest degradation, certified by the Verified Carbon Standard (VCS).

Projects undertaken during 2021 to contribute towards future reductions have centred around lighting systems across the airfield with focus on the airfield ground lighting system, replacement of aircon units with improved efficiencies. An increased demand for Electric Vehicle Charging stations has also be noted through the year as uptake of new technology and availability across the market gathers pace.

Early discussions into HVO to replace red diesel at the airport remained on track for early implementation in 2022. This would help reduce the Airports Scope 1 emissions by up to 90% 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 2nd 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 19th 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 2020 = £13.96 x (*M* – 28,000) = £0.00

- 2.3 For 2021 $M = 25,747$
- 2.4 With 25,747 reportable movements operating during the reporting period, FAL is not required to submit a highways payment to HCC in relation to the reporting year.
- 2.5 The sum of Highways payments to date is £77,045.24 (£100,103.41 after indexation)

Additional Relevant Conditions of the Planning Permission

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

In July 2014, FAL held a review of the SINC Management and Mitigation Plan in consultation with RBCs Biodiversity Officer. FAL submitted an updated works schedule based on the review process in January 2015. Appendix C provides details of works undertaken in accordance with the scheme during 2021.

An update to the plan shall be sought in 2022 with the new RBC Biodiversity Officer to ensure we are aligned in thinking and process.

24. The number of reportable movements at FAL during 2020 did not exceed 28,000. In accordance with the requirements of the planning agreement, FAL submitted a report covering on-site cycle parking facilities to RBC in December 2018. A formal response confirming acceptance was received from RBC on the 9th January 2019. Facilities for cycle parking at the airport have remained unchanged since this time.

Gareth Andrews
Sustainability Manager

Appendix A
ERM

Table 5: Risk Contour Comparison

Runway Threshold	2021 1 in 10,000 Risk Contour	2020 1 in 10,000 Risk Contour	2011 Planning Consent – Approved 1 in 10,000 Risk Contour	2021 1 in 100,000 Risk Contour	2020 1 in 100,000 Risk Contour	2011 Planning Consent – Approved 1 in 100,000 Risk Contour
06	1,087	914 m	1,678 m	3,442	3,130 m	3,979 m
24	826	552 m	1,142 m	3,548	3,108 m	4,380 m

The 1 in 10,000 risk contour (10^{-4}) for 2021 observed traffic does not extend beyond the agreed 1:10,000 risk contour, nor beyond the area at the eastern end of the runway where policy FA1 of the Rushmoor Local Plan (1996-2011) Review applies. The 2021 1 in 100,000 risk contour (10^{-5}) does not exceed the “agreed 1:100,000 per annum risk contour”, as defined by the approved plans.



Figure 1: Map of Airport Risk Contours



Figure 2: Map of Airport Risk Contours - Runway 24 Threshold

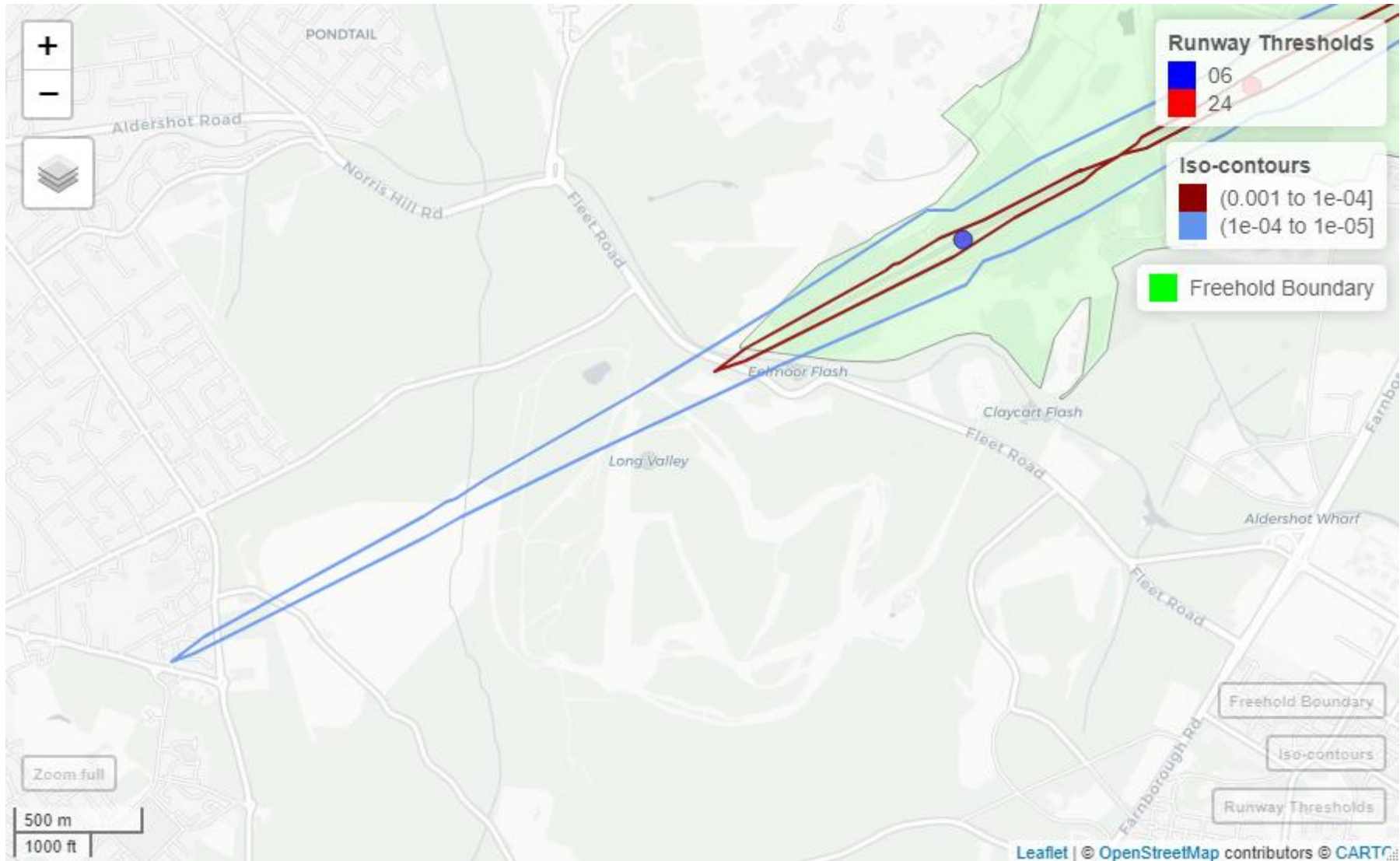


Figure 3: Map of Airport Risk Contours - Runway 06 Threshold

4. CONCLUSIONS

Fixed wing traffic for Farnborough Airport increased in 2021 by 28.3% over 2020 movements (25,943 vs 20,213).

The mix of aircraft type remains largely unchanged; the key differences are an increase in the proportion of Western airliner jets from 10% to 11% and a decreased in the proportion of turboprops from 9% to 8%.

Air traffic data for 2021 showed an increase in the relative use of Runway 06, 15.8% versus 9.2 % in 2020 and decreased usage of Runway 24 from 40.8% in 2020 to 34.2%. It should be noted that these percentages represent the combined number of take-offs and landings.

The 1 in 10,000 risk contour (10^{-4}) for 2020 observed traffic does not extend beyond the agreed 1:10,000 risk contour, nor beyond the area at the eastern end of the runway where policy FA1 of the Rushmoor Local Plan (1996-2011) Review applies. The 2020 1 in 100,000 risk contour (10^{-5}) does not exceed the “agreed 1:100,000 per annum risk contour”, as defined by the approved plans.

Appendix B

Sustainable Travel Plan Report 2021

Ref	Action	Responsibility	Status	Next Review or Meeting	Notes 2021
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	The Airport Charity Runway Challenge has since moved to Blackbushe Airport. FAL will continue to support to event, however it will not host the event.
5	Advertise the Cycle To Work Scheme	TPC + IT Dept	On going	Apr-21	Last advertisement to staff was in October 2021. This is also advertised to all new starters. Plans are to incorporate tenants into the programme
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 January 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 January 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 - refer to Action 3
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 - refer to Action 3. As Covid-19 restrictions ease, this will be revisited in 2022.
10	Review feasibility for dedicated car share parking spaces	TPC	Complete	N/A	Confirmed as not required. Parking spaces are readily available.
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 2021
12	Implement Staff Shuttle Bus	TPC	Complete	N/A	The shuttle bus associated with QinetiQ ceased operating the route to Ively 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 2021.
14	Assess feasibility for motorcycle training	TPC	Scheduled	N/A	No current demand for motorcycle training demonstrated, this position will be reviewed in 12 months.
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 22 charging points are now maintained together with two TESLA specific chargers at the Terminal. All facilities remained free of charge in 2021 to incentivise EV take-up.
18	Develop operational enhancements for sustainable travel	TPC	On going	Jan-19	The Sustainable Travel Token Scheme has remained operational throughout 2021 with just under £1,960 gifted to staff Free bicycle safety checks were offered to all site users in May using the services of Purple Bike Shed.
19	Travel Plan Review	TPC + HCC	Scheduled	N/A	FAL awaits advice from HCC on future requirements for Sustainable Travel Review Meetings.

Appendix C

SINC Management Report 2021

NOTE – Prior to any of the following works taking place, all parties involved must consider timing in relation to Bird Nesting Season (1st 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	Completed
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	Fringe completed, centre too wet
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	April and July collected; September cut only
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	Too wet
Routine works	E1, E2	Maintain pond areas (in and out of tree cover) as necessary	Preserve pond habitat for birds, invertebrates	Annual	May	Completed
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	Flail cutting where accessible
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 & strimmed twice in 2021
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
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 when grass cutting
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
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

