

# Minutes

<b>Meeting</b>	<b>Bournemouth Airport Consultative Committee</b>	
<b>Held on</b>	Thursday 7 <sup>th</sup> March 2019	
<b>Time</b>	1430 hrs	
<b>Venue</b>	Imperial Room, Departures Building	
<b>Attendees</b>	1.	Mr P Thorne (Chair) Christchurch & District Chamber of Trade & Com
	2.	Clr Mrs J Jones (Deputy) Hurn Parish
	3.	Clr A Biggs Verwood Town Council
	4.	Clr T Cordery Ferndown Town Council
	5.	Clr W Dow New Forest District Council
	6.	Clr B Goringe East Dorset District Council
	7.	Mrs J Hudson Broadstone Neighbourhood Forum
	8.	Clr M Iyengar Poole Borough Council
	9.	Clr Mrs B Manuel West Parley Parish & Deputy East Dorset District
	10.	Clr N Penman Hampshire County Council & New Forest Nat Park
	11.	Clr Mrs M Phipps Dorset County Council
	12.	Clr P Russell Crowhill Res' Association / Burley Parish Council
	13.	Mr D Skillicorn Prestige Holidays
	14.	Ms R Osborn Secretary to Consultative Committee
<b>In Attendance</b>	<b>Bournemouth Airport Authority:</b>	
	1.	Mr S Gill Managing Director
	2.	Mrs J Etchingham Human Resources
	3.	Ms D Mitchell Environment, Health & Safety Manager
	4.	Mrs C Willougby-Crisp Air Traffic & Operations Manager
<b>In Attendance</b>	<b>Rigby Group PLC:</b>	
	1.	Mr M Murray Real Estate Director – Rigby Group PLC
	2.	Mr J Shilston Development Surveyor – Rigby Group PLC
<b>Apologies</b>	1.	Mr J Biggin Jumpers & St Catherine's Hill Residents' Association
	2.	Clr Mrs P Jamieson Christchurch Borough Council
	3.	Mr T Jarvis Bransgore & District Residents' Association
	4.	Clr C Rochester Bournemouth Borough Council
<b>Meeting dates:</b>	(All Thursdays at 1430 hrs in the Imperial Room) → 4 <sup>th</sup> July 2019 → 28 <sup>th</sup> November 2019	

## 1. Minutes of Last Meeting

1.1 The minutes of the last meeting, held on 29<sup>th</sup> November 2018, were approved by those present.

## 2. Matters Arising / Actions

**ACTION** The Chair and Deputy Chair to investigate the point of contact at Christchurch Council for the Airport's Community Fund and to write to them to request that the area of eligibility be extended to outside of the Christchurch boundary, covering specific areas affected by Airport activity. Update 7/3/2019: The Chair and Deputy Chair had made enquiries with Christchurch Planning and had also discussed the matter with the Airport, who had advised that any discussions on amendments to the 106 Agreement would need to be initiated after the new council, BCP (Bournemouth Christchurch and Poole) was formed in May and progressed by the Airport, which would support potential changes to include areas affected. ONGOING

**ACTION** Number of noise complainants to be shown in brackets on the noise by area slide. CLOSED

### 3. Presentation – “Business Park Planning Applications”

- 3.1 The Chair welcomed Mr Murray and Mr Shilston from Rigby Group to the Bournemouth Consultative Committee Meeting.
- 3.2 Mr Murray stated that he had been involved with the acquisition of Bournemouth Airport from the initial stages and been at the Airport on the day the sale went through, 5<sup>th</sup> December 2017.
- 3.3 There was great opportunity onsite that MAG had not recognised but the first job after the sale was to secure the existing businesses onsite, which involved reassuring tenants and relocating some to larger premises, if required. As such, the Estate was 98.7% occupied. Not long after the purchase, Hangar 12 was brought back into Airport ownership and has now been let to Gama, who have employed circa 80 people onsite. This was all about bringing economic stability to the Airport. The opportunity at the Airport was great and the variety of businesses was quite staggering. As most of the properties had been let, the Airport had no facilities to offer potential new tenants, neither had it the planning permission to generate new opportunities.
- 3.4 Mr Murray briefed Members on the Dorset LEP BIG Programme, the major economic growth plan focussed on employment and development around Bournemouth Airport and the expectations placed upon the Airport to deliver.
- 3.5 The Airport Master Plan, produced under the MAG tenure, had been revisited since the sale to RCA. One of the first principles was to review potential gaps, taking into account hangarage and employment opportunities. An internal road link between the business parks had also been investigated. Mr Murray stated that it was the intention to be able to offer a building to a new tenant or have the means to build a new structure within a 9-month period. As such, 3 Planning Applications would be submitted in April: Outline application for 30 hectares of employment development use; full application for the Estate link road; and a full application for a specific build. Planning consent would be anticipated in September, with development of the Estate road starting in October / November, January 2020 to start constructing the employment sites and delivery in early 2021 of the employment sites and infrastructure. This would all contribute to the targets set by the LEP.
- 3.6 A Member asked how many employees were envisaged onsite. Mr Murray replied that the LEP were looking at 10,000 jobs split between this site and Wessex Fields, although the Airport would be nowhere near that figure given the land site. It was important to balance the development of the Airport operational business against the proposed Estates developments. The Airport was in the same place with regard to traffic infrastructure, in that potential employers would not want to locate to the site if it was difficult to travel to and there were also environmental considerations.
- 3.7 Mr Murray was asked whether he had any thoughts of the link road becoming a “rat run” with people avoiding Hurn Roundabout. He replied that it was important to plan how the link road was managed (it would be a private road), i.e. speed deterrents, number plate recognition and other measures were being seriously considered. Mr Murray stated that the detail had to be right before submitting the Planning Application.
- 3.8 The Chair thanked Mr Murray and Mr Shilston for attending the meeting and for their most informative presentation.

### 4. Future Airport Growth

- 4.1 Mr Gill reported that since the purchase by Regional City Airports (part of the Rigby Group) in December 2017, there had been a lot of activity and the Airport was now back in growth mode. Last year was a year of transition, albeit pax numbers were approximately 3% better than budget.

- 4.2 New routes for this year had been added to the programme. TUI had added Kefalonia, Crete and Antalya and the Airport was also in progressive talks with TUI about 2020 onwards. Loganair were to launch a new service to Jersey and Guernsey from April to October, flying three times a week to Jersey (Monday, Friday and Saturday) and once a week to Guernsey (Saturdays). Members were asked to promote the Loganair service to their friends, family and colleagues, as this was a brand new airline to Bournemouth. Stephen Bath Travel would be operating two day trips to Venice on Easter Sunday, 21<sup>st</sup> April and Easter Monday, 22<sup>nd</sup> April, departing at 0730 hrs and returning at 2130 hrs. Ryanair would start operating to Prague and Dublin in the Summer, with strong inbound as well as outbound tourism, which was important for our region.
- 4.3 Mr Gill briefed Members on his plans for strategic growth, outlining the priorities with regard to developing General Aviation and Business Aviation, Cargo opportunities and developing the Business Park.
- 4.4 There had also been a great emphasis placed on customer service and how the Airport could enhance the experience for its passengers. To that end, Ground Handling Services would be brought in-house from the 1<sup>st</sup> April 2019, which would give the Airport the opportunity to manage almost every part of the passenger journey. Just over £900K of equipment had been ordered and the Airport would be taking on an additional 50 / 60 new staff.
- 4.5 As part of the customer experience, the Airport was to open a Premium Lounge on the 1<sup>st</sup> June 2019, which was already taking bookings via the Airport's website. Aimed at both business and leisure passengers, the Lounge would offer a quiet and relaxing place, with comfortable seating, complimentary refreshments, newspapers, magazines and unlimited high-speed wi-fi (terms and conditions applied).
- 4.6 A Member asked what the Airport was doing about marketing and raising its profile. Mr Gill acknowledged that the Airport needed to raise its profile and this would be done via social media and networked through stakeholders. Despite marketing / advertising via media channels (TV, radio, newspapers etc) being attractive, the Airport simply did not have the funds to spread the word in this way. The Airport was very keen to work with everyone to understand the key opportunities / demand in this area but it could not do it alone, it needed stakeholder support.
- 4.7 A discussion took place on the general road network system and frustrations were expressed by some Members that funding was not being directed to areas deemed just as wanting for traffic volume alleviation. As much as the Airport understood and sympathised, it advised that communications should be made directly with Dorset County Council. The Airport would support, wherever possible.
- 4.8 The Airport was asked whether RCA approached potential carriers on behalf of Bournemouth or on behalf of all three RCA airports. Mr Gill replied that discussions were held both on an individual basis and on a Group basis. It was important to build relationships and look at all opportunities.

## 5. **Volunteer Airport Ambassadors**

- 5.1 Following the lead of other UK airports and other organisations, the Airport Ambassadors initiative invited people into the workplace who had a little spare time, an interest in airports and who were keen to engage with and help customers. Helping out in a variety of areas, our Ambassadors will be fully trained and work closely with the Airport Team. The Airport was keen to open up the workings of the Airport to the wider community and believed that the "behind the scenes" exposure for the Ambassadors will promote a greater understanding and synergy with the local community, as well as benefiting the Airport and passengers alike.

## 6. **Corporate & Social Responsibility**

### 6.1 **Community Fund**

The last meeting was held in November 2018, with applications approved from Hurn Parish Council to support the renewal of the play area and from Mudeford Community Centre to support the refurbishment of the Centre, including the Dance Studio. The Airport briefed Members on the Panel Member present. Just two applications had been received. Panel members will change after May, following the establishment of the new BCP council and will be tied in with the increased area of benefit. However, May's meeting will form the same format as at present and the Council will decide who sits on the Panel. The meeting after that will be in November.

## 6.2 Habitat Management

Having discussed with the Council, who manage the land, there were a couple of volunteering opportunities available. Members may wish to visit the site first, if there were interested. A date would be arranged via the Chair and Deputy Chair.

## 6.3 Air Quality Monitoring

Remained constant and was still well within limits.

## 6.4. Noise

There had been 2 complaints in November and 1 in January. For the year, complaints stood at 51 originating from 36 complainants. There were no justified complaints in terms of off-track aircraft. The majority of complaints came from Bransgore and Christchurch, with one individual from Christchurch making a number of complaints about helicopter pleasure flights and work had been done with the operator to alleviate disturbance. A Member asked whether the Police helicopter was included in the stats and the Airport replied, no, as the Airport had no control over where it operated. There had been no complaints about it taking off or landing at the Airport, just when hovering over an area and the Airport did not have control over that.

6.5 The Noise Action Plan had been signed off by the Secretary of State for Environment and had been published on the Airport's website. This Plan would stand for the next 5 years.

## 7. Any Other Business

7.1 The Airport gave a presentation on a new Instrument Approach Procedure system. The Committee was being involved as a prime stakeholder in the replacement of the Airport's aging Instrument Landing System (ILS) on runway 08. A company called Helios had been engaged to undertake this project for the Airport and they had put forward options, on which the Committee were briefed.

7.2 Members were briefed on the background to the current ILS on both runways.

7.3 It was stressed that the new procedures should not increase the number of people overflowed by aircraft participating in the new approach, nor should they increase the noise footprint of the existing Airport operation, for similar aircraft types and traffic levels, as detailed in the current Noise Action Plan (published on the Airport's website). The implementation should minimise disturbance to the Moors River System SSSI.

7.4 Design principles required to be submitted to the CAA by 14<sup>th</sup> April, reviewed by the CAA on 26<sup>th</sup> April 2019.

7.5 Members expressed their confidence in the expertise of the Airport and would feedback on the initial proposals to support the study. A motion was proposed and passed by the Members that the Chair and Deputy Chair would feedback on their behalf.

ACTION	Reference the study on the new Instrument Approach Procedure, the Deputy Chair to feedback to Helios that the Committee were in support of the study, in accordance with the presentation to them by the Airport. [Post meeting note: This had been actioned.]	CLOSED
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Chairman .....

Date

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