

## 53 Attend Parish Council Meeting

On 21 February 2009 53 people attended the meeting at Bagby Village Hall.

The notice for the meeting distributed up to 10 days prior, had indicated that it was to be a Parish Council Meeting although on occasions the Chairman, Mr S Humphreys , referred to the meeting as a local village meeting and on at least one occasion referred to it as being an Action4Refusal meeting. Indeed, when Martin Scott, owner of Bagby Airfield, tried to attend the meeting he was, at first, denied access on the basis that it was private. He was subsequently allowed in.

From the outset of the meeting the Chairman, Mr Humphreys, made it clear that he was opposed to the Development plans at Bagby Airfield and that the meeting was convened to “ascertain the views of the village”.

The meeting progressed with discussion over many aspects of the Development although the primary focus of the meeting was on issues un-related to the planning application itself. It appeared to Martin Scott that the many issues discussed were primarily motivated by a desire to see all activity at the Airfield curtailed, if not eliminated.

Some of the points raised included:

1. *Flight Activity at the Airfield and massive proposed increases*

In response Martin Scott advised that at present there are no restrictions over flight activity at the Airfield and that he understood the Parish Council to have been advised of this. Mr Humphreys denied this was true.

Martin Scott also confirmed that there would be little or no increase in Air Traffic as the whole basis of the application was to get a commercial return from the accommodation rather than trying to encourage further air traffic by way of promoting fuel sales which, of course, would not require planning permission.

2. *The Chairman stated that the proposal would result in Passenger Carrying Commercial Flights from the Airfield and cited Peter Bondar as a case in point.*

In response Martin Scott confirmed categorically that there would be no passenger carrying commercial flights from the Airfield either now or at any other time in the future. On the cited instance he confirmed that the Peter Bondar air taxi would continue to be based at the Airfield as it had been for many years. He also pointed out that the role of an Air Taxi was to fly to somewhere else to pick a customer up and then fly them to their destination to drop them off [Ed: very similar to taxi drivers who do not take their passengers home with them].

3. *Concern was raised over the extent of other commercial activities at the Airfield.*

In response Martin Scott advised that there was no application to change or increase commercial activity at the Airfield other than in respect of the accommodation. There is moderately increased floor space aimed at properly housing the aircraft already based at the Airfield.

4. *Concern was raised over the increase in fuel storage capacity within the application.*

In response Martin Scott confirmed that this was to facilitate proper purchasing procedures and quantities of fuel.

[Ed: Paul Pritchett has previously confirmed that the aim was to also replace the existing ageing tanks and to reduce the number of deliveries required as part of the Environmentally Aware Design approach.]

5. *It was asserted that the whole scheme was an attempt to create a brown field business park through the back door.*

In response Martin Scott confirmed that such an assertion was ridiculous and restated that there was no application for further commercial activities other than the accommodation.

[Ed: If the aim was to add a business park then the designers need shooting as most of the new buildings (hangars) are on the opposite side of the runway!].

6. *It was claimed that the positioning of the new road out of the village would endanger children due to all the laundry wagons going to the hotel.*

In response Martin Scott confirmed the new road was sited outside the village to reduce the traffic going into the village and to reduce the risk to children using the playground. He showed surprise that anyone would believe that there was an increased danger when traffic would no longer have to enter the village to get to the Airfield.

Action4Refusal objection slips were provided at the meeting.

To read further news relating to the meeting and to hear the comments of Martin Scott please, see this [Bagby Airfield News Article](#).