



WYMESWOLD AIRFIELD LIAISON GROUP

MINUTES OF MEETING HELD AT PRESTWOLD HALL AT 3:00 PM ON TUESDAY 20th MAY 2008

Present:

Burton, Cotes & Prestwold Parish Council

(BC&P PC):-

John Elliott (JE)

Rachael Saunders (RSndrs)

Robert Shields (RS)

Everyman Racing:-

John Farnham (JF)

Phill Wardle (PW)

Hoton Parish Council:-

Geoff Dilks (GD)

Kevin Castledine (KC)

Tipping Resources:-

David Burke (DB)

The Wolds Borough Council:-

Jenny Bokor (JB)

Prestwold Estate:-

Edward Packe-Drury-Lowe (EJPDL)

Charnwood Borough Council (CBC):-

Beverley Green (BG)

Peter Blitz (PB)

Andrew Granger & Co:-

Andrew Bamber (AMB)

Janet Stewart (secretary)

Apologies

Nick Shaw (Chair of Wymeswold PC) – via JB.

Gary Grayston (Airbossworld) – via AMB.

1.0 Review of Everyman Commercial Consent Activities

JF confirmed that a Ford event was in progress, being the first commercial event since the commercial planning consent was granted. Ford Kugas (mini 4x4s) were being tested on both the airfield tracks and on local public roads. JF confirmed that the chicane was not being used, as stipulated in the commercial planning consent. JF confirmed that Ford would be on the airfield for the week commencing 19th May 2008 and again for the week commencing 2nd June 2008. JF further confirmed that no other commercial events had been booked as yet.

JF enquired if any noise complaints had been received by CBC during the event. Both BG and PB confirmed that they had not received any.

BG enquired if the noise logger was in operation; JF confirmed that the noise logger was on order and would be fitted and running by July 2008. The data would be accessible via Everyman's website, with users being able

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JF

to look up a specific time and obtain a corresponding decibel reading. JF confirmed that the noise logger would be used for all commercial events, but not necessarily for recreational events.

2.0 Review of Everyman Recreational Consent Activities

JF confirmed that the airfield was being used primarily for recreational events, and that he had received no complaints during recent months from CBC. BG advised that in fact one or two had come in and had been passed to her colleague Helen Robinson (enforcement), who had requested noise data; however, they had been unable to substantiate any breach.

AMB confirmed that he had written to PB to advise that JF was intending to run single-seater Vauxhall Lotus cars on the airfield in accordance with the recreational consent. JF confirmed that the Lotuses would operate from July 2008.

AMB stated that the recreational consent stipulated that all cars on the airfield must be fitted with road-legal silencers and undergo static and drive-by noise tests. PB confirmed that he had reviewed the information provided by AMB and had judged it against the recreational consent. PB confirmed that he had been unable to find any reason that the Lotuses could not be run, as long as all conditions were complied with.

JF advised that the Lotuses would produce less tyre noise than some of the other cars, as they would run on slick tyres (in dry weather; grooved tyres would be used in wet weather). PW confirmed that the newer tyre compounds produced less noise than in the past. JF further advised that there should be no issue with engine noise, as the Lotuses were fitted with standard Vauxhall Corsa engines.

BG asked how many Lotuses would be running on the airfield at any one time. JF confirmed that there would be no more than 5 (primarily because they only have 5 cars, which would be moved back and forth between Wymeswold and Kirkby Mallory). BG asked when the cars would be noise tested if they were being moved back and forth. JF confirmed that the cars would be noise tested every month. In response to a request from RS and JE, AMB undertook to circulate the date of the next noise-testing exercise at Wymeswold in order that any interested parties could attend.

AMB/
JF

EJPDL queried if there were specific safety measures in place for the Lotuses i.e. did drivers receive more training than usual before being allowed to drive them? JF confirmed that the drivers received appropriate training and that there were marshals and first aid paramedics on site. JF advised that drivers could be 'flagged in' if they were judged to be driving unsafely, but that in any event the Lotuses tended to be driven more slowly than other cars because the drivers felt more unsure of themselves.

3.0 Proposed New Corporate Hospitality Building

AMB and JF circulated drawings of the proposed new corporate hospitality building, together with photographs of the proposed location. AMB advised that it was the intention that the new building would replace the two sets of stainless steel cabins at the Hoton and Burton ends of the airfield. JF confirmed that there would be an 'eco-friendly' emphasis on the building, with features such as a ground-source heat pump, rain water harvesting and wind turbines etc being considered, and that his motor industry clients would expect to see such features incorporated.

AMB advised that a planning application for the building would be lodged within the next 2-3 months, which would see the relocation of all of the main corporate hospitality activities to a single location.

AMB/
JF

4.0 Proposed Rally Circuit Revisions

AMB indicated that JF would additionally wish to relocate some of the car activities closer to the proposed new building; for example, it was proposed to relocate the tarmac and gravel rally stages to either side of the main crosswind runway. JF circulated a photograph of the approximate location.

AMB advised that detailed drawings still had to be prepared for the new rally areas, and that the planning application for the new building and new areas would be accompanied by noise and landscaping reports and all other necessary supporting documentation.

EJPD L asked if the proposal would move the main sources of noise further from the periphery of the airfield. JF stated that it would move the main sources of noise into the centre of the airfield (away from the Hoton end). Further, the rally tracks would be laid at a reduced ground level (drainage permitting), with surplus material being heaped in strategic locations to control noise as close to its source as possible.

PB stated that the recreational consent confined specific activities to certain areas, and that a new consent would be required for any relocation. There would therefore be an opportunity to impose controls / conditions on each activity that was to be relocated.

EJPD L asked if the repositioning of activities would result in a less visible profile from the periphery of the airfield. JF said that it would assist to some extent, but that the activities would still be visible.

PB enquired if permission was granted for rallying on the new site, would rallying cease on the existing site, or would there be a doubling-up / intensification? AMB indicated that there was no intention to intensify activities, and that whilst there may still be a call from e.g. Ford to use the

main runway on commercial days, use on recreational days would be restricted to the new areas, with no doubling-up.

5.0 **Bunding**

DB

DB confirmed that the bunding work had commenced on 7th January 2008 and indicated that progress was satisfactory but slow and that they could handle a greater volume of material. AMB asked DB why progress was slow; DB said that in his opinion it was largely due to the credit crunch, which had caused house builders to slow construction. DB indicated that when the first bunding work was carried out at the main entrance 2-3 years ago, the marketplace was more buoyant and larger amounts of material were arriving on site on a daily basis. DB stated that they were currently seeing some reasonably busy days, with 30-40 lorries arriving, but nothing like that experienced with the previous bund.

DB further indicated that he was mindful of the routeing restrictions and that he had avoided using the second access at the far end of the airfield until the drivers were accustomed to the routes they were supposed to use. DB indicated that he intended to start using the second access shortly and would monitor adherence to the routeing restrictions. He stated that he had had no reports of non-compliance so far, but asked anyone who was aware of drivers either misunderstanding or deliberately not adhering to the approved routes to let him know.

AMB asked the representatives of BC&P PC if anyone in Burton had commented on noise or disturbance caused by the bunding works. RS said no, but that this may be due to the fact that the works had been 'low key' up to then. JB and BG both confirmed that they had received no complaints linked to the bunding operation.

DB indicated that he was not encouraging lorry visits after 4:00 pm, even though the consent allowed visits until 6:00 pm. He advised that drivers tended to have exceeded their driving hours after 4:30 pm in any event.

AMB queried whether the 18-month window would be achievable, and asked in particular what progress would have been made by the end of the year, as EJPDL was keen to progress the landscaping / tree planting works. DB advised that because of the proposed height of the bund, they had been forced to start work over a large area of ground, but that 'Bongo' (the site contractor) was now concentrating on getting the top end nearest JF's cabins up to height, which should be completed by autumn. EJPDL indicated that he would like some areas to be ready for planting in February 2009, and DB confirmed that this would be achievable.

6.0 Prestwold Hall Horse Trials – May 2008

AMB reminded the Group that the Prestwold Hall Horse Trials would take place on Monday 26th and Tuesday 27th May 2008. EJPDL added that the course would be also used by the Pony Club on Wednesday 28th May 2008.

AMB commented that the tannoy had been placed in a better location from the previous event, which had resulted in fewer complaints? RS suggested that the organisers had perhaps been fortunate with the wind direction, and that although there had been no 'official' complaints last year, the noise had been distinct and he had received a few comments. He indicated that it had proved helpful that people knew what was happening and how long it would go on for, as this provided them with some reassurance.

DB asked if the horse trials would have any impact on the bunding works. EJPDL advised that it would depend on the weather, as if it was wet, the horse lorries (approx. 200) would be parked on the tarmac, but on the grassland if dry. EJPDL indicated that if the drivers drove as slowly as they habitually did, there should be no problems.

AMB advised that there would be no horse trials at Prestwold Hall in 2009, as the same weekend was being used by The Caravan Club for their National Rally (see 7.0). The next horse trials would therefore take place in 2010.

7.0 The Caravan Club – National Rally 2009

AMB advised that The Caravan Club would be holding their National Rally at Prestwold Hall from Friday 22nd May to Monday 25th May 2009 inclusive, although this had not yet been publicised to their members. AMB stated that The Caravan Club appeared to be very organised and that he didn't foresee any problems. AMB further indicated that The Caravan Club would start planning the event in detail in June 2008, and that they would therefore have almost a full year to iron out the details.

8.0 Any Other Business

8.1 Shipping Containers

RS enquired about the appearance of a number of shipping containers on the airfield, and stated that he had been attempting to find out who they belonged to and why they were there, but had received no response. AMB advised that he had not had any formal requests for information. PB confirmed that both he and a CBC enforcement officer had been to look at the containers.

EJPDL advised that there were 61 containers, which were sitting on the site of the old Hangar No. 5, and that they had been there for 6 weeks. They belonged to 'Go Plant' and were being stored on site on a temporary basis. EJPDL anticipated that the containers would be on the airfield for a further 6-8 weeks, after which they would be removed.

8.2 Prestwold 10 Km Fun Run – 29th June 2008

EJPDL advised that a 10 km fun run was being held at Prestwold Hall on Sunday 29th June 2008 by the Barrow Runners in aid of the Leicestershire, Rutland & Derbyshire Air Ambulance, which operated out of East Midlands Airport. He did not anticipate any major disturbance, but advised that there were 850 entrants.

8.3 Airbossworld

RS asked for contact details for Airbossworld; AMB undertook to provide the same.

AMB/
JS

9.0 Date, Time and Place of Next Meeting

AMB asked PB to confirm how often the Group was supposed to meet under the terms of the commercial consent. PB stated that he considered that it should depend on how much there was to discuss. JF suggested every 6 months; JE commented that he thought that it was important for people to see that the Group was meeting on a regular basis.

PB suggested that an appropriate time for the next meeting might be when the planning information for the new corporate hospitality building had been prepared but before the planning application was submitted.

The general consensus was that the Group should meet on a 6-monthly basis, but with an element of flexibility to deal with special circumstances, such as the proposed new building. AMB to advise PB when the planning information had been prepared.

AMB