



**PO Box 86, Petworth, West Sussex, GU28 8BG**

**Clerk: Mrs Sally Dack**

**Tel: 01798 342792 e-mail: kirdfordpc@gmail.com**

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You are hereby summoned to attend the Parish Council Meeting which will be held at The Chapel, Kirdford on Monday 18<sup>th</sup> July 2016 commencing at **7.00** p.m., when the following business will be considered and transacted.

Date: 6<sup>th</sup> July 2016

S J Dack  
Clerk to the Council

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## **A G E N D A**

1. **Apologies for Absence:** To receive both apologies and reasons for absence.
2. **Public Participation:** To receive and note questions, comments or representations made by members of the public.
3. **Disclosures of Interest:** To receive disclosures of personal and prejudicial interests from Councillors on matters to be considered at the meeting.
4. **Approval of Meeting Minutes:**
  - a) Parish Council
  - b) Planning
5. **Reports from District and County Councillors:**
6. **Crouchlands Biogas:**
  - a) FOI/EIR application
  - b) Update
7. **Butts Common :** Water Leak (Cllr. Mrs L Nutting)
8. **Aircraft Noise:**
  - a) Update - Please see attached appendix
9. **Proposed Development for Plaistow Road:** (Cllr Miss S Pinder)

(2)

10. **Think Villages:** Future Development in Kirdford (Cllr. Miss S Pinder)
11. **Correspondence:**
12. **Chairman's Announcements:**
14. **Co-option of Councillors:** To consider options to fill vacant seats. (Cllr. Miss S Pinder)
15. **Review Terms Of Reference for Committees:**
16. **Village Hall Wi-Fi:** To consider Wi-Fi for the Village Hall
17. **InTouch Training:** Website training dates to be agreed.
18. **Documents For Councillors to Read:**
19. **Queens 90<sup>th</sup> Birthday celebrations:** Update (Cllr. Mrs A Gillett)
20. **School Court:** Maintenance
21. **Minerals Plan:** Update (Cllr. Miss S Pinder)
22. **River Works Update:** (Cllr. Miss S Pinder)
23. **Footpath Resurfacing Update:** (Cllr. Miss S Pinder)
24. **Parish Notice Board:** An Additional Board needed. (Cllr.L Nutting)
25. **Nat West:** To Consider and Discuss the Cheque signatories for the Current Account.
26. **Drains and Ditches:** Report (Cllr. Miss S Pinder)
27. **Councillors to report any possible Health and Safety Problems:** (All)
28. **Follow up on Action List:**
29. **Accounts to be Paid:** Invoices received.
30. **Bank Reconciliation:** Bank Reconciliations for 2016
31. **Public Participation:** To receive and note any further questions, comments or representations made by members of the public.
32. **Date of next Parish Council Meeting:** – September 2016 commencing at 7.00 p.

**PRESS AND PUBLIC ARE WELCOME TO ATTEND**

## APPENDIX

### Update for PC July 2016

#### Aircraft Noise

- Plaistow unhappy with Peter Drummond & the conflicting claims/disagreements with CAGNE & have not formally joined APCAG. Discussed with Sara & suggested that Plaistow PC ask for a meeting of APCAG to discuss concerns which Kirdford should attend
- Unfortunately, it is very difficult to assess the validity of claims & counter claims between APCAG & CAGNE, but my view is that as they are local APCAG should be best placed to represent local interests and the fact that they represent elected bodies gives some credibility & in fact mirrors a similar organisation to the East of LGW
- Having said this issues need to be addressed with APCAG (hence the meeting) and the membership needs to be looked at as at present several "members" are not "paid up" & are just "CC" members which raises the question of whether APCAG can claim to represent them
- I sent Peter a mail a while back saying that the constitution needs to cover how decisions are taken on behalf of PCs as APCAG will need to take decisions without waiting to each PC to meet
- In summary, there are matters to be discussed with APCAG but on balance best to be members, whilst retaining links with CAGNE - although as previously said this may not be tenable in the longer term

#### Crouchland

- Inspector's decision following the Lawful Devt Certificate received. - in summary it permits the export of gas/restricts the operation to ancillary to agriculture (therefore no change of use to an industrial site) with inputs restricted to Crouchland freehold land in Plaistow/says some installed equipment is not lawful
- Both sides claiming victory (!) but certainly if this was the final position it gives us most of what we want given the natural limitation in HGV traffic & limitation to an "on farm" operation
- It is highly likely that CBG will contest the findings & seek permission for a JR - if the JR found in their favour it would go back to the planning inspectorate for a further decision
- If they go for JR & there is a chance they may win we have to decide in the next 3 weeks or so whether to contest the decision regarding the permitting of gas export (as in our view this part of the decision was not sound) as this would then be the only way of restriction their activity (given the financials of electricity vs gas)
- All this will cost money the majority of which will need to come from the community so Sara is looking into the likely availability of such funds - this must include Kirdford (and other parishes) & I certainly hope Kirdford residents contribute - although there was little evidence of this (I think) previously
- The planning inquiry regarding the refusal of retrospective PP/enforcement notices is scheduled for Sept/Oct - I think Plaistow are commissioning a professional traffic survey for input to this as CBG seem to be operating outside of their stated hours/routes/volumes.
- The EA have prosecuted the pollution of the river Kird although this is in the name of Crouchland Farms not CBG so may not affect CBGs application for a bespoke permit - it's disappointing that they haven't prosecuted individuals who are common to both organisations

- I haven't heard the outcome of the hearing by the Traffic Commissioners regarding CBGs use of the "farm" as a transport operating centre in contravention of their licence
- The EA are progressing the bespoke licence & also continuing to investigate the other major pollution incidents - they have a new Team Leader on the case & she seems very focussed & switched on but I think they are still seem reluctant to refuse a new permit/withdraw the existing one due to possible financial implications
- Meanwhile CBG continue to operate with seeming impunity as WSCC are unwilling to take decisive action by issuing a STOP notice (and indeed both CDC & WSCC seem to be happy to leave it to the PCs to focus on the JR etc)
- Realistically, if this is going to drag on I think the PC will need to consider further funding perhaps by a specific allocation in the next precept??

IJC  
07/07/16

## Gatwick Obviously Not.org

e-newsletter No.64

### Our Mission Statement

Full dispersal ••• Maximum altitude ••• Continuous Descent

West Kent MP Tom Tugendhat will be on Question Time tonight on BBC1 at 10.45pm.

**Tom succeeded in securing the first debate on flight path issues in Parliament recently and was unwavering in his questioning of the Minister for Aviation, Robert Goodwill.**

## Horrendous

**Many of you have copied us in to your messages to Gatwick and that word describes your recent experience of the concentrated flight paths better than any other.**

**So what is happening right now to effect change to your airspace? Can we bring you any succour?**

### 1. Re-widening the swathe

**With permission, I quote from the draft minutes of the inaugural Noise Management Board meeting held on June 21st**

Imm-10                                      **[re-widening**                                      **the**                                      **swathe]**  
The CAA, NATS, GAL, ANS and airlines are closely co-ordinating to fulfil their respective

requirements related to the implementation of Imm-10. Central to the plan is the preparation and approval of the associated safety case. This work is underway and expected to be complete during July 2016, thereby permitting the remaining measures necessary for the recommended change to the swathe to occur around the end of July. **[2016, our bold]**

**This will expand the swathe from 2 nautical miles wide to 6nms and return it to one very similar to how it was pre-2013.**

**So, there we have it, in writing.**

**I would just add this line from Graham Lake, of the Arrivals Review Team 'It would be prudent while acknowledging the very good progress made to date, to remind your readers that it's not done till it's done.'**

**And I would also strongly urge you not to see this change as curing the problem. It is a step, a very significant step - but one of several we need to see implemented to bring about real improvements to your airspace. Most crucially, once the swathe is re-widened, our task is to ensure it is then used fairly and equitably.**

## **2. Continuous Descent Approach**

**CDA's refer to how smoothly an aircraft descends, thereby reducing its noise impact. 4 of the Arrivals Review's recommendations covered improvements to CDA's including increasing the height at which they start and laying down a much more consistent quality threshold than they have at present. While work is underway on CDA's, this will not have an impact until later this year, at best.**

**But it is at least underway.**

## **What else is going on?**

### **The Noise Management board**

**We recently asked you to support our Nomination to sit on the Noise Management Board, and to demand that the community groups had 4 seats in total, not 2. Gatwick advise 361 of you did so which was a superb response, thank you. We were successful in both and I am now representing GON on the NMB.**

**The initial role of the NMB is to implement the Arrivals Review in full and that is exactly what I intend to do.**

### **The Judicial Review**

**Very many of you were wonderfully generous in funding our JR process. Having won Permission (at the second time of asking) to take it to the Final Hearing, (only 16% of JR applications reach this stage) we then applied jointly with Defendants in December 2015 to Stay the process for 6 months. This was to allow time for discussions with the primary Defendant (the CAA) while the Arrivals Review progressed. At our request, we have recently agreed with the CAA to a further Stay of 6 months until**

December 2016 for exactly the same reasons. This means the court case is still very much live and if we feel discussions are not going the right way and agreements are not being fulfilled (ie the Arrivals Review) then we can trigger the final, Substantive Hearing.

We at GON (we have a 15-strong team) think this is the most prudent way forward, all things considered.

It is my name on the JR against some fairly heavyweight aviation stakeholders (Barraud v CAA, with the Secretary of State for Transport, NATS and Gatwick as Interested Parties in the defence') but I am extremely conscious that I am only doing so through your generosity.

We take every step with that very clearly in mind.

Yours

Martin  
Chair  
Gatwick Obviously Not

Barraud

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