

Dear Mr Wood,

Bagby & Balk Parish Council have further comments they would like to make regards Bagby Airfield Application 16/02240/FUL

One important point we wish to draw to your attention is that Fishburn Airfield Café. which was opened in January and has now closed after only 6 months due to lack of business. Fishburn is a much larger airfield and it has more flights than Bagby. We consider this very relevant in relation to what bagby is proposing in the Bondar business plan. (see below café closure notice)



Added to this, the caterer at Bagby airfield decided that this was also not a viable business. Please see below for the airfield's current catering provision which is widely different from their proposed menu.

<https://en-gb.facebook.com/therealbagbyairfield/>



Bagby Parish Council has viewed the latest flight path document.

It is very concerning to Bagby parish council that the flight training circuits are to be flown over areas that in the previous pk21 were no fly zones.

Bagby village and Thirkleby village were designated no fly zones, now training routes fly directly over Thirkleby Hall caravan site and Pond Wood House which is a haven for wild life, and deer frequent the woods and buzzards nest.

The proposed helicopter's route flies directly over the Griffin farm at very low altitude and is very noisy for the inhabitants.

It must be restated that the Griffin is a working livestock farm.

The training flight path circuit has been moved in closer to Bagby Village causing more noise and disturbance to residents. We were aware that the young man taking noise readings around the village chose his locations very carefully. One of the sites for the acoustic test was outside an airfield member's residence with a timely use of his lawnmower!

The helicopter path envelops the village of Bagby with noise from arriving and departing helicopters.

All these flight protocols however are often not adhered to as planes and helicopters frequently fly over Bagby village and it is most frustrating to be told the aircraft are not from Bagby Airfield when one can observe them landing.

One fine example was the fly-in day, August 12th 2017, where a jet provost flew alarmingly low over Bagby several times to thrill the airfield visitors with low level fly pasts.

This type of flying was reckless, very dangerous, but a fine example of the airfield's contempt for residents.

Also of concern Bagby Airfield seems to have no current Website with the airfields contact details for Pilots or residents.

You will understand the great concern the Parish Council has in that no amount of conditions agreed to by the applicant can be policed, nor do we have any belief that they will be adhered to. We have very little faith in any monitoring system that is proposed. The applicant has had umpteen years to put some sort of system in place, but has persistently resisted.

There are no stringent deterrents/punishments in place to stop pilots from low flying or overflying the villages or breaking the conditions.

The parish council has raised concerns previously that the airfield is often not manned; planes still take off and land early morning and late at night.

We understand the airfield has installed a payment system so fuel can now be accessed when no one is there!

Only recently residents have received a neighbourhood watch alert that "7000 Litres of grade A jet fuel has been contaminated at Bagby Airfield. This has happened either Thursday 3rd or Friday 4th August 17, unknown what time or by whom; if you were in the area and have noticed anything unusual please contact Police"

The above is most concerning that anyone has access to the airfield and shows a total lack of any security.

We have had a recent incident with drug trafficking. Police report stated: "This was a substantial seizure of cocaine which if cut and sold in the UK would have had a likely potential street value in excess of £1 million" Also it is a prime location if nobody is on site for the transit of illegal immigrants and other dubious characters which the Parish Council has raised many times.

Bagby Parish Council made comments regards Graham Fox's expansion and we would like to add to previous comments where we felt Graham Fox's business case expansion was flawed.

We now understand Graham Fox has had his licences suspended by the CAA.

Business case 7.6

Fox anticipates further 4 engineers, an additional apprentice, plus another administration assistant working in the office. This increases the total number of people employed in GFE Ltd from 7 to 13 over the period, excluding part-time sub-contract work, suppliers and consultants.

Surely there can now be no case for Fox's expansion as it is unsure what his future holds; will pilots want to bring the aircraft to Bagby? Has the reputation of the airfield been damaged by the loss of the licences?

We also note there has been no mention of this suspension in the application. Surprising when the business case was built around Fox.

The increase in work force, new jobs proposed in the application, must now also be in serious jeopardy. We note the manager was made redundant in February.

If the airfield cannot afford 1 manager, it seems most unlikely that the numbers quoted in the business case at 8.22 below will materialize.

" 8.22 Taken together, there will be a requirement to employ at least 6 skilled and semi-skilled personnel within the Clubhouse on top of 1 additional Airfield manager and a full time trainee dealing with the Airfield operations and a groundsman, bringing the likely total of employees employed directly by the Airfield to a figure of 14 (6 existing jobs and 8 additional jobs) with one of the existing jobs becoming a full time position (trainee manager"

We ask that the committee gives very careful consideration and refuses this application.

Kind Regards
Maureen Ballantyne

Clerk Bagby & Balk Parish Council