



Local Government for Langton Green, Speldhurst, Ashurst and Old Groombridge

Minutes of the Air Traffic Working Group Meeting
held on Thursday 20th July 2023 at 7.30pm
In the Parish Council Office, Langton Green Recreation Ground, Langton Green

MEMBERS PRESENT: Cllrs Tarricone (Chair), Curry, Muress and Rowe, with Mr Barrington-Johnson and Mr Howden.

OFFICER PRESENT: No Officer was present.

MEMBERS OF THE PUBLIC: There were no members of the public present.

1. **Election of Chair** – It was **RESOLVED** to elect Cllr Tarricone as Chair.
2. **To accept and approve apologies and reasons for absence** – There were none. It was noted that Mr Robinson had stepped down from the working group and would no longer attend.
3. **To enquire if anyone present intends to film, photograph and/or record the meeting** – The meeting was recorded by Cllr Curry for accuracy of the minutes. The recording will be deleted once the meeting minutes are signed off at the next Air Traffic meeting.
4. **Disclosure of Interests** – There were none.
5. **Declarations of Lobbying** – There were none.
6. **Public Open Session** – There were no members of the public present.
7. **Future Meetings of the Governance Working Group** – (agenda item 8 was brought forward for discussion) At the Full Council meeting on 6th June 2022 (Minute 22/121) it was **RESOLVED** that the Air Traffic, Amenities, Highways and Governance working groups would include an agenda item at the beginning of their next

Council Office, Langton Green Recreation Ground, Speldhurst Road, Langton Green, Kent TN3 0JJ

clerk@speldhurstparishcouncil.gov.uk Tel: 01892 862927 Mob: 07760 769513

meeting to decide whether to resume committee status and face-to-face meetings or defer for another six months. This was the first meeting of the Air Traffic Working Group since that meeting, and it was **RESOLVED** to recommend to Full Council that committee status be resumed.

8. **Review the Terms of Reference (TOR)** – The purpose of the review was to recommend to Full Council that TOR item 4 be amended to say that Members of the Public could be admitted to the Working Group/Committee without giving a set number. The following wording would be submitted for approval at Full Council on 7th August: “The Committee will consist of a minimum of three councillors, plus appointed members of the public (without voting rights)”.
9. **Review the current Air Traffic situation including recent correspondence with residents.**
 - Resident correspondence had been circulated and concerns about Gatwick Airport’s latest application to convert its emergency runway into a full-use runway were noted. It was also noted that there was a large body of evidence from residents in the parish council archives.
 - An action point was set for Cllr Tarricone to investigate resurrecting the High Weald Councils Aviation Action Group (HWCAAG) as soon as possible.
10. **Consider the Gatwick application for conversion of the emergency runway to full use runway** – There was concern that the second runway was likely to be approved by way of Gatwick applying for a Development Consent Order. It was **RESOLVED** to request that Full Council delegate responsibility to the Air Traffic Committee for developing and submitting any appropriate response to the Planning Inspectorate.
10. **Consider CAGNE activities and this Council's position/relationship with CAGNE** – to formulate a recommendation to Full Council in respect of CAGNE's request for financial contribution. Correspondence from CAGNE had been circulated. After some discussion it was concluded that the position of CAGNE was fundamentally at odds with that of the parish council. It was **RESOLVED** not to take CAGNE’s request for financial support to Full Council. It was also agreed that any future groups must be fully analysed before any support is given.
12. **Items requiring Full Council Approval**
 - Committee status.
 - updated TOR.
 - Delegation of responsibility to the Air Traffic Committee for submitting a response to the Planning Inspectorate.
13. **Items for Information** – Further points were made about Gatwick’s application to implement a 2nd runway:
 - The emergency runaway was already a standby runway for use when the main runway was being serviced. It was felt that both runways were too close together to use simultaneously.

- Gatwick may apply to move the emergency runway further away to have it used simultaneously. It was expected that the Future Airspace Strategy Implementation (FASI) engagement meetings would clarify the proposed tracks.
- It was noted that Gatwick's communication strategy was strong, claiming anticipated benefits including thousands of new jobs and economic benefits. However, similar claims had been discredited when they previously applied for a second runway.
- Gatwick had retained the land they acquired at the time of their initial bid, but although it was agreed that there was a real risk of a bid for a third runway in the future, it was hoped that climate targets would make the chance of success unlikely.

There being nothing further to discuss, the meeting ended at 8.40pm.

Chair