



**Note of the meeting of the Chew Valley Area Forum
held on Wednesday, 27th September, 2017
in Chew Valley Secondary School - Chew Magna**

1. Minutes of the Chew Valley Forum 27-9-17

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Final Notes of the
Chew Valley Area Forum
 Wednesday 27th September 2017 at 6.00pm
 The Library, Chew Valley Secondary School

Present

Name	Organisation Represented
Chris Head	Chair, West of England Rural Network (WERN)
Gareth Beynon	Headteacher, Chew Valley Secondary School
Sgt Jon Bagnowiec	Avon and Somerset Police
Cllr Lynne Easton	Chew Magna Parish Council
John Harvey	Stanton Drew Parish Council
Cllr Wesley Hallam	Ubley Parish Council
Cllr Mark Dury	Whitchurch Village Council
Cllr Tim Warren	B&NES Council, Leader and Ward Councillor
Cllr Karen Warrington	B&NES Council, Cabinet Member and Ward Councillor
Cllr Rosemary Naish	Chair, Clutton Parish Council
Cllr Heather Clewett	Stowey Sutton Parish Council
Hilary Collins	Clerk to Ubley Parish Council
Cllr Vic Pritchard	B&NES Council, Cabinet Member and Ward Councillor
Cllr Richard Ireland	Chair of West Harptree Parish Council
Mike Bowden	Forum Sponsor and Strategic Director for People and Communities (B&NES)
Cllr Mark Shelford	Cabinet Member for Transport and Highways
Cllr Janette Stephenson	Chairman, Publow with Pensford Parish Council
Cllr Rodney Andrews	Chew Magna Parish Council
Cllr Chris Craig	Vice Chair, Compton Martin PC
Anna Wheeler	Bath College Adult Community Learning
Sarah Williams	SWAN Transport
Hilary Burn	Chair of the Parish Councils Airport Association (PCAA)
Cllr Tony Hooper	Cameley Parish Council
Julie Bragg	Clerk, Publow with Pensford PC, Clerk to Norton Malreward PC, and WERN Village Agent
Denise Perrin	Village Agent Co-ordinator, WERN
Student representatives (x 7)	Chew Valley Secondary School
Sara Dixon	Locality Manager, Communities Team (B&NES)
Gary Peacock	Deputy Group Manager, B&NES Transportation Team
Christine Warren	Senior Transportation Planner, B&NES Transportation Team

Apologies

Name	Organisation Represented
Cllr Tony Heaford	Publow with Pensford Parish Council
Cllr Liz Richardson	B&NES Councillor, Chew Valley North
Helen Harris	Practice Manager, GP Surgery Chew Stoke

		Action
1.	Welcome from the Chair of the Forum	
1.1	CH welcomed those present and roundtable introductions were made. Apologies were noted (as above).	
2.	Notes from the previous meeting and matters arising	
2.1	The notes of the meeting were agreed as an accurate record.	

2.2	There were no matters arising.	
3.	Updates	
3.1	Local Police Matters – Sgt Jon Bagnowiec	
3.1.1	See Appendix 1 for the Police’s written report.	
3.1.2	A question was submitted in advance of the meeting from Helen Harris from Chew Stoke GP Surgery, Practice Manager. She highlight concerns she had received from neighbours on Dairy Way about youths hanging around the surgery car park in the evenings (anti-social behaviour; drinking, litter etc) & cars have been stolen from a driveway. Sgt Bagnowiec said that the Beat officer, PC Lindow is aware of the issues and as a result, extra patrols are in place and young people in the area have been given advice on appropriate behaviour. There is reference to this issue in her report in Appendix 1.	
3.1.3	Cllr Tony Hooper raised issues regarding vandalism and ASB issues in and around the play area in Temple Cloud. This had been reported to the Police. Sgt Bagnowiec agreed to look into this further.	
3.1.4	At the last meeting issues were raised about the Gypsies and Travellers site in Whitchurch. Sara said that PC Lindow had given a written update - there was no significant rise in crime when the travellers were present in Whitchurch.	
3.1.5	Sgt Bagnowiec reminded the members that the mobile phone numbers for the officers were included in the report (see Appendix 1). He added that the PCSOs Bragg continued to hold local Beat surgeries and school visits.	
3.2	2018 Remembrance of the 50th Anniversary of the River Chew Flood	
3.2.1	Chris set out a proposal to mark the 50th anniversary of the Great Flood that devastated the Chew Valley and Keynsham. The project will include co-ordination of a number of activities or events, all undertaken by different groups or organisations, each taking different aspects relating to the Great Flood or linked to the River Chew, leading up to an appropriate event on or around 10th/11th July 2018.	
3.2.2	Chris said that he had already attended the Keynsham Area Forum to gauge their interest and had begun to gather ideas and interest. He was also interested in involving the Mendip parishes including Litton.	
3.2.3	A funding bid has been submitted, the outcome is awaited. Further information will follow at a future meeting.	
4.	Transport Theme	
4.1	Chris welcomed all the guest speakers. He asked whether questions could be kept until the end of all the presentations.	
4.2	He said that Transport was a key issue for the Forum and it was important to theme this meeting to have a full debate on the issues. The Forum has previously identified housing as an issue and a future meeting will be theme	

	around this topic.	
4.3	WECA – Strategy Transport Study	
4.3.1	Chris gave a short presentation with an update on the West of England Combined Authority which was responsibility for the Strategic planning issues as well as community transport provision. WECA would be investing £1billion over the next 3 years across the three authority areas. This equated to £30 million for 30 years. This provides opportunity to bid for other sources of funding to deliver projects.	
4.3.2	Chris referred to the Joint Transport study and commented that the Chew Valley had very little mention even though the airport and major roads such as the A37 passed through the villages of Pensford, Temple Cloud, and Clutton.	
4.3.3	He said that the a draft report was being presented to the WECA O&S Panel this week, Cllr Liz Richardson was a representative on the panel.	
4.3.4	Cllr Tim Warren said that he had attended a meeting last week and raised these issues particularly impact on the Chew Valley, and completion of the Bristol ring road.	
4.4	A young peoples’ voice, representatives from Chew Valley Secondary School	
4.4.1	Chris said the Forum was delighted to have a large number of young people representing the school and young peoples’ views. He asked the young people to introduce themselves. Young people lived in the following areas:- Chew Stoke, Pensford, Chew Magna, East Harptree, Felton.	
4.4.2	The young people’s comments about transport issues in the chew valley were:- • Can’t get anywhere can only go to Bristol. • 672 not a good bus usually late and often doesn’t turn up. • Getting to Bristol is one problem but getting back is a real problem. • The return time from Bristol back to the Chew Valley doesn’t leave enough time to do anything in the City – we are missing out on things. • 376 Pensford / Temple Cloud bus allows us to get to more places although you need to get a lift to pick the bus up. • Inter-village travel is equally difficult – getting from one village to another is not possible by public transport. • Buses are not reliable and it’s not feasible to use the route when it takes 3 hours per trip. • Cycling is very hilly. • I am not allowed to cycle it is not safe to cycle on the main roads. • Cycle races at the weekend are an issue. If you are trying to cycle leisurely the races causes problems. • We have never used Community Transport. • My dad has to get into Bristol to get the train. My dad has used a taxi as the bus timetable doesn’t help commuters. • Most of us learn to drive at 17 because we need to be independent, however we know this adds pressure to already congested roads. • The cost of learning to drive is an issue for me. • Cost of bus tickets. We have to pay for an adult ticket at the age of	

	15. This is not fair especially for young people, we don't have a lot of money. • The amount of things going on in Bristol has increased, we would like to be able to get in and out of Bristol. • We can't get into Bath – the bus goes one day but returns on another. • I play hockey in Keynsham and can't get there unless my parents can take me by car. • I was looking to go to the Cathedral School in Bristol but because of the lack of transport I couldn't take up the place. • The lack of transport impacts on our choice for education, work and social activities. • School transport has increased, it now costs £520 a year. • The Airport Bus was useful and quick, although the cost for a single was £7 and £10 return. • The quality of buses and faster buses would make a difference.	
4.4.3	Chris thanked the young people for their input. The Forum gave a round of applause to the young people.	
4.5	Proposed expansion of Bristol Airport, Hilary Burn, Chair of the Parish Councils Airport Association	
4.5.1	Chris introduced Hilary Burn the Chair of the Parish Councils Airport Association. Hilary said that the PCAA represented 17 parishes across B&NES and North Somerset. Cllr Heaford was a B&NES representative.	
4.5.2	She explained that the group was set up in 1974 to address the concern of the quality of life of those villages impacted by the Airport. They have continued to input into planning applications and monitor conditions.	
4.5.3	The Airport currently has capacity for 10 million passengers and it is looking to increase its passenger numbers to 20 million by 2036. They will be engaging on their issues and options document soon. The proposals will have impact on car parking, congestion, pollution.	
4.5.4	She said that Bristol had reached its capacity and carbon levels and could not support an increase. Business travel only equated to 13% of the passengers. The new proposals would impact heavily on the quality of life, bio-diversity, world heritage status, light, air pollution, noise. It would mean there would be flights every three minutes. The carbon emissions would have a significant impact.	
4.5.5	Hilary commented that there are 2 planning applications with conditions to provide a multi-story car park. Unfortunately North Somerset Council allowed extra green fields to be allocated for car parking and therefore no multi-story car park has been built.	
4.5.6	Further information about the proposed Bristol Airport expansion has been provided in a briefing note in Appendix 2.	
4.5.7	Chris thanked Hilary.	
4.6	Community Transport, Sarah Williams, SWAN Transport	
4.6.1	Chris welcomed Sarah to the meeting. Sarah explained her role as Manager of the community transport services at SWAN. She said that	

	SWAN undertake 4,000 journeys each year. There are 15 volunteer drivers, they use their own vehicle but are given a mileage allowance and passengers are asked to give a donation. A grant is awarded by B&NES.	
4.6.2	Community transport is comes in many forms including dial a ride who offer wheelchair accessible vehicles. The service supports people on low incomes, mobility problems, geographically isolated. Community Transport significantly contributes to community cohesion as it connects isolated people who don't have access to their own car. This makes a significant difference to the quality of life of people.	
4.6.3	Sarah referred to a study by Deloitte, 'Why Community Transport Matters' – here is a link to the report: http://ectcharity.co.uk/files_uploads/ECT_Why_community_transport_matters_Final_version4.pdf .	
4.6.4	The report highlighted the positive impact of community transport helping to contribute savings of £¾ billion to health services. Helping people to get out, contributes to good health.	
4.6.5	She said that there are eight other Community Transport providers in B&NES, most of them get funding from the Council although not fully funded and they have to find funding from other sources. WECA will be taking over responsibility for community transport so it is unclear at present about future funding.	
4.6.6	Sarah said they surveyed passengers to find out what impact their service had on them. Some of their comments included:- • It means I don't have to rely on family. • They have friendly drivers • I feel safe and confident – they get me to my appointments. • It stops me being house bound for long periods on my own. • I can't leave home without the help.	
4.6.7	Sarah commented that the service is likely to continue to increase. She added that they are always looking for drivers and trustees to support the service.	
4.6.8	Chris thanked Sarah.	
4.7	Chew Valley Transport Strategy, Christine Warren and Gary Peacock, B&NES	
4.7.1	Chris welcomed Christine Warren and Gary Peacock to the meeting. Gary explained that the presentation would provide some context and highlight some existing transport issues, it will also set out the next steps consulting on the draft document.	
4.7.2	Christine rang through the presentation. A copy of the presentation can be found here . The key actions from the report were highlighted and included: • Heavy Vehicle Routes: Undertake a survey (ANPR*) of the A368 to identify if existing weight restrictions and compliance levels are appropriate. • Traffic Impact: Create gaps in on-street parking for passing places.	

	Reduce speed limit to 50mph east of Chew Magna and extend current 40mph limit west to Pagans Hill roundabout. Continue to review impact of airport traffic, especially if Bristol International Airport seeks to increase its capacity. • Car parking in Chew Magna: Undertake a parking survey to see if more parking might support local businesses. • Public Transport Improvements: Work with bus operators to develop link into the high frequency bus services on the A37 and A38 (perhaps direct to Bristol Airport).* (<i>Currently no funding to progress this.</i>) • Community Transport and Taxis: consider if new technology or alternative community transport schemes could provide transport options for those without a car, and make CT more inclusive and viable. • Cycling: Progress off-road cycle route improvements between Chew Magna and Chew Stoke and Bishop Sutton and Chew Stoke to improve access to Chew Valley School. Progress the on-road route via South Widcombe to East and West Harptree. Investigate land ownership issues for completing the Chew Valley Lake Circuit. Investigate barriers preventing current leisure cyclists in the Chew Valley from cycling for commuter purposes. • Promoting Walking: Review opportunities to enhance pedestrian movements on the A37 at Clutton and Temple Cloud; In Pensford and Temple Cloud, consider the creation of an alternative, off-road, walking route to the east of the A37. • Managing Traffic on the A37 (Bristol to Shepton Mallet): implement programme of safety measures following review of route. Consider how to reduce air pollution where problems exist.	
4.7.3	Christine explained that the draft report will be out for consultation from the 9 th October – 30 th November. (http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/chew-valley-transport-strategy .)	
4.7.8	Chris thanked Gary and Christine.	
4.8	B&NES Cabinet Member for Transport and Highways, Cllr Mark Shelford	
4.8.1	Chris welcomed Councillor Mark Shelford to the meeting. Cllr Shelford commented that his priority was sustainability and the environment. He said that the presentation from the young people was excellent and recognised that there is a problem in the Chew Valley. He added that Community transport was very important to the area.	
4.8.2	He commented the work on the JSP and developments around the metro bus. Councillor Shelford said that he would like to explore the 'Hub and Spoke Model' that could help people to move around more efficiently.	
4.8.3	Chris invited questions and comments from the group.	
4.8.4	Cllr Karen Warrington commented that the lack of buses to Bath was a real problem. Other issues were the size of vehicles travelling on rural roads. She added that a lot of people move out of the city from the rural areas – there is an opportunity to get more people using buses as they are used to it.	
4.8.5	Cllr Pritchard said that he had hoped the Strategy would be more visionary.	

	He added that the Chew Valley requires a shuttle bus to travel between villages and connect to the major routes. This will help address both young and older people's concerns. Ticketing is another important issue that needs to be addressed.	
4.8.6	Cllr Chris Craig commented that the strategy should be about sustainability and we need to offer people the freedom, we can't currently fulfil what they want to do. As a GP I regularly hand out leaflets for SWAN and Dial A ride. We need a radical solution. Perth in Australia provide regular free and clean bus services.	
4.8.7	Denise Perrin commented that the findings of the consultation was based on 70 respondents. This was disappointing. She said that the consultation need to be done in a different way, going to visit groups and organisations to talk to them direct.	
4.8.8	Cllr Lynne Easton said that she felt extremely disappointed as she had felt that the area was an equal opportunity place, however the issues highlighted by the young people show that they have very limited access to training, employment, and social activities.	
4.8.9	John Harvey said he had recently had an email from a local resident in Stanton Drew who had just moved into the area who was surprised that they couldn't get into Bath and Bristol to work.	
4.8.10	Cllr Shelford said that he was keen to talk to communities about 'Big Ideas' and look at alternative solutions to delivering transport. He was disappointed that the CV Transport Strategy only received 70 responses. He recognised that transport was one of the highest priorities for the area.	
4.8.11	CH thanked the guests for their presentations and the forum for contributing to the discussion.	
5.	Any Other Business	
5.1	Cllr Tim Warren said that the Forums would receive a presentation in December regarding the budget. He said that the Council had to find £15m over the next two years. 75% is spent on adult social care, children and protecting the vulnerable – there is only 25% to spend on everything else. It will be the most challenging budget the Council has faced.	
5.2	Chris said that the next meeting included the AGM. He was also keen to introduce a new part to the meeting 'Community Showcase'. This is included in other Forums. He hoped to have a presentation from Quartet Foundation on their funding programmes. He asked the group to consider what other community groups could be invited along as well as other topics for future meetings.	
5.3	Cllr Tony Hooper said it would be helpful to have an update from the Police and Crime Commissioner to a future meeting. It was agreed to invite Sue Mountstevens along to a future meeting in 2018.	
6.	Dates of Next Meetings	
6.1	4th December 2017 Theme: Budget and AGM	

Police Report for Chew Valley Connecting Communities Meeting Wednesday 27th September 2017

Crime figure comparison for Chew Valley

Offence	04/07/2017 – 24/09/2017	04/07/2016 – 24/09/2016
Theft and handling	30	28
Dwelling/non-dwelling burglary	27 (6/21)	13 (4/9)
Violence against the person	28	17
Criminal damage	9	10
Arson	0	3
Robbery	0	0
Drugs	0	0

The crime statistics above are for the period since the last Connecting Communities Meeting on Monday 3rd July 2017. A comparison with the same time period in 2016 has been provided.

Theft and handling offences

This includes anything from a minor shop theft to the theft of a vehicle. The number of thefts is similar to that of last year. Out of the 30 reported thefts, 12 were theft from motor vehicle. As such, it is important that members of the public remember not to leave anything valuable in their vehicles, particularly in view from the outside. Thieves will smash a window for a couple of pound coins or a bag in the foot well. Work vans with tools seem to be a popular choice, so wherever possible tools should be removed from vans when not in use or vehicles parked in garages etc.

Dwelling and non-dwelling burglaries

There has been a clear increase in burglaries compared to the previous year. Dwelling burglaries remain similar but the number of non-dwelling burglaries has doubled. There was a particular spate of burglaries in Chew Stoke over the summer holidays. Extra patrols have been in place as a result. With the majority of the non-dwelling burglaries, offenders are targeting things like tools and bikes. It is worth bearing in mind that this covers the summer holiday, so many people were away which gives offenders more opportunity than usual to go undetected.

Violence against the person offences

This category includes a large number of offences from low level public order offences (shouting and swearing) to physical assaults. Out of the 28 offences, only 8 of them involved assault with injury, all of which were relatively minor. The other offences primarily cover issues such as arguments between children, neighbourhood issues, ASB, domestic incidents and road rage incidents. There is no obvious reason for the increase in this offence category from the previous year.

Drugs

There have been very few identified issues with drugs in the last couple of years. It is hoped that this is due to the fact that there are few drugs issues in the area but may also be linked to the strain on resources and the fact that there are less opportunities for proactive patrols.

Summary

We are working hard to maintain a visible police presence in the Chew Valley and surrounding areas. We continue to encourage members of the community to contact the police to report any suspicious activity. We rely on intelligence and information from those around us to assist in keeping our communities safe. Winter is on its way, bringing with it darker nights. It is important to remember that many of our roads and villages in The Chew Valley have little street lighting so after daylight hours, these areas become very dark. People are encouraged to plan their journeys well, making sure vehicles are road worthy and ready for all weathers. Flooding is something we deal with regularly within the area and our advice is never to take unnecessary risks with flood water. If you are not 100% sure you can drive through a flooded area, then do not. Only travel in severe weather, when absolutely necessary.

Other news from the beat

The planned changes for A37 have been implemented. We will be keeping a close eye on the accidents along this stretch to see the impact these changes are having on accident rates.

There have been a few reports of anti-social behaviour in Chew Stoke recently. As a result, extra patrols are in place and young people in the area have been given advice on appropriate behaviour.

Local Beat Teams are being encouraged to increase patrols around their schools at the start and end of the school day. This is to provide a community presence and also to help tackle any parking issues around the school areas.

Regular Beat Surgeries will be starting again in The Chew Valley. PCSO 8079 BRAGG will be organising these at several places within the area. Once we have dates, they will be published. Members of the public are encouraged to pop along and share any issues Martyn.

Beat Officers for Chew Valley and surrounding areas

PC 4343 Gemma LINDOW – Beat Manager
gemma.lindow@avonandsomerset.pnn.police.uk
07889656297

PC 3455 Stuart PEARD – Beat Manager
stuart.peard@avonandsomerset.pnn.police.uk
07889656337

PCSO 8079 Martyn BRAGG – Police Community Support Officer
martyn.bragg@avonandsomerset.pnn.police.uk
07889656671

PCSO 7752 Kate Humphreys – Police Community Support Officer
kate.humphreys@avonandsomerset.pnn.police.uk
07889656685

The above contacts are for information and non-urgent enquiries only. If officers are on rest days, leave or sick there may be a delay in responding.

If you wish to report an incident or a crime or need to speak to a Police Officer you should contact 101.

For all emergencies call 999.

Chew Valley Area Forum Wednesday 27 September 2017

Suggestions for comment on Bristol Airport, for future consultations such as the Chew Valley Transport Strategy and West of England Combined Authorities Transport Strategy:

- Bristol Airport is spatially constrained and limited by green belt and the A38
- Bristol Airport is carbon constrained
- Deliverability of light/heavy rail to the airport is costly and environmentally destructive
- Portishead Rail has still not been delivered and costs have increased (Ref 1)
- There is considerable uncertainty on whether Bristol Airport will pay its contribution to upgrading transport infrastructure when multi-storey car parks have not been delivered according to planning consent granted in 2011 (Ref 2)
- Bristol Airport is currently unprofitable at its current level of operation (Ref 3)
- Public transport services to the airport and throughout BANES and NSC should take priority over new road construction and the dualling of the A38
- The quality of life and well being will deteriorate for residents if Bristol Airport grows beyond the present cap of 10 million passengers per annum (mppa).

Currently communities surrounding Bristol Airport have a choice of 125 destinations and 3 European hubs in order to travel, visit families and connect to the rest of the world. Bristol Airport is publishing its Issues and Options Document autumn 2017 with growth intentions of 20 mppa. The penalties associated with further growth are as follows:

- Loss of well being and quality of life
- Habitat loss and biodiversity loss
- Light Pollution
- Water Pollution
- Noise from ground activities as well as flights; there will be no tranquillity or respite for residents under the flight paths; additional noise for Bath, a world heritage site
- Carbon and air pollution, note that at 7 mppa carbon emissions from flights was the equivalent of the whole emissions of Malawi.
- Loss of green belt
- Illegal car parking problems particularly in the Chew Valley
- Road issues with the loss of countryside to road improvements
- House blight and devaluation of properties

Transport issues associated with improvements to the A38 between Bristol Airport and Bristol, highlighted in the Atkins Report for the West of England Transport Strategy. A road which Chew Valley residents access regularly:

- The two reservoirs operated by the Bristol Water Company
- Common Land
- As an economic growth point with employment opportunities, expansion will generate yet more traffic
- A number of listed and sensitive buildings close to the A38
- Significant number of side roads and junctions with the A38
- Existing junction capacity concerns at Downside road, West Lane and Dundry Lane. (Note that the Atkins Report has found, in a high level assessment, that

junction improvements on roundabouts had low benefits; full dualling with roundabouts had marginally better benefits but produced **greater delays on minor roads joining the main road.**)

The West of England Local Enterprise Partnership when Robert Sinclair, Chief Executive of BA was interim chair, commissioned a report titled Bristol South West Economic Options Development Link Report (BSWEL). Following this report a study has now been commissioned by Bristol Airport and North Somerset Council on the road network of the A38 which is to be published next year. (Ref 4)

Bristol Airport is expecting to grow to 8.1 mppa this year. It is capped at 10 mppa. It is expected to reach its growth limit in 2023/24. Only 13% of passengers are from the business sector. Over 85% of passengers travel by car to the airport, which suits the airport as car parking is a very significant income stream for them. The Bristol Operations Monitoring Report gives data for 2016. (Ref 5)

Solution to increase business travel

It is possible to use the method of slot allocations to selected destinations to support businesses in the area without increasing air transport movements.

The question which isn't being asked or yet being considered is should there be more expansion beyond 10 mppa or has Bristol Airport reached its spatial and carbon limits?

References:

1. <http://www.portisheadrailwaygroup.org/news-current.html>
2. <http://wam.n-somerset.gov.uk/MULTIWAM/searchsubmit/performOption.do?action=search&appType=planning09?p/1020/OT2>
3. The financial accounts of Bristol Airport 2016 show that there must be considerable financial uncertainty about their willingness and ability to pay for any new infrastructure. The airport is currently unprofitable at the current level of operation after financing costs to construct the airport are taken into account. The consolidated accounts show a net loss for 2016 of £36M, and an accumulated loss of £262M. Of the total revenue of £90M in 2016, £34M was aeronautical income, £27M car park revenue and £26M concession revenue. Loss of car parking revenue will hit the airport hard, evidenced by the case of the multi-storey car parks which were required by the planning conditions. The airport prefers low-cost car parking on green belt land and has successfully lobbied for the conditions to be lifted. Note Bristol Airport has not paid corporation tax from at least 2005. It is owned by an Ontario Pension Group, a Canadian company
4. <https://s3-eu-west-1.amazonaws.com/so-welep-uploads2/files/Place/Bristol%20South%20West%20Economic%20Link%20Option%20Development%20Report.pdf>
5. <file:///D:/Users/Student/Downloads/2016%20Operations%20Monitoring%20Report.pdf>

Hilary Burn
Chair of the Parish Councils Airport Association (PCAA)
Sept 2017

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