

THRUXTON & DISTRICT PROTECTION SOCIETY.

ANNUAL MEETING AT THRUXTON TRACK.

8<sup>TH</sup> DECEMBER 2020.

**ATTENDEES:**

- Peter Clements - Thruxton & District Protection Society.
- Edward Bailey - Thruxton & District Protection Society.
- Klaus Tamke - Chairman Kimpton Parish Council.
- Niall MacGinnis - Kimpton Parish Council
- Peter Christie - Chairman Thruxton Parish Council
- Brian Hamilton - Thruxton Representative.
- Ben Taylor - Chief Executive BARC, Thruxton Circuit
- Simon Bowder - Partner XLB Property
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**MINUTES OF MEETING**

1. Race and test schedule approved for 2021, including TOCA test day on Friday 27<sup>th</sup> August
2. Agreed understanding of the Protection Order:
  - a. No more than 2 x 3-day meetings per year
  - b. Road silenced days run 9am – 5pm
  - c. No road silenced days are held on Sundays at present
  - d. Total days = 136 including racing and testing

3. Noise monitoring

All parties agreed that by their nature, the circuit activities inevitably cause a degree of noise. The race meetings were not so much an issue as the calendar is published each year; it is more the usage during the week that can catch people out.

KT thanked PB for supply of noise testing records, but found them somewhat confusing and inconsistent. There was discussion about the limitations of the static noise test currently in place and the ability of some cars to meet this test but still cause excessive noise on the circuit.

BT and SB advised that a project is underway to measure and ascertain the noise currently being made at the circuit in order to devise a better method for managing the impact of circuit activities on the community. There was general agreement that a more realistic and helpful figure would be a 'drive-by' type of test, allowing the circuit to monitor the levels of noise being made where the circuit is closer to residents and the villages. This would allow more active management of any vehicles on track that were too noisy.

TDPS representatives agreed that this was an encouraging development and asked to be kept informed of developments as appropriate.

4. Annual Passes

It was agreed that the circuit would henceforth process the annual passes without needing a signature of verification from TDPS in order to simplify the process. PB pointed out that there are usually around 100 residents each year that request a pass but never collect them and it was agreed that they should be removed from the list.

5. TPDS Constitution

6. TDPS advised that the constitution of the group would be updated to reflect current involvement of individuals. BT confirmed that this was TDPS's prerogative and had no issue for the circuit. EB agreed to undertake the review.

7. Road Closures

EH wondered whether it was necessary to have a full closure of Snoddington Lane at major race meetings. PB explained the 'tidal' flow of the traffic that brings them in on a one-way road, which is then reversed to allow them to exit on a one-way road. This keeps the traffic moving and is far safer for all users. It was agreed that the traffic management system currently in place is doing a good job of keeping traffic out of the villages to a large extent.

8. Dog walking

There was no comment or requirements to review the present status of the present situation regarding the dog walking area. It was agreed that this area will be closed during any racing at the track.

9. Future plans for Thruxton

SB provided an overview of his new role at Thruxton. He confirmed that his scope was to update the estate to reflect modern practices from an operational and occupational perspective. He confirmed that there were no current plans to change the circuit or airfield. SB commented that the area to the West of the industrial estate would be a natural location to see further intensification of industrial activity.

10. Western Air flights over villages

It was mentioned that there is a concern about the increased helicopter noise in Thruxton village. The comments were aimed at commercial/private helicopter flying and not the air ambulance. The helicopter circuit is to the south of the airfield and therefore impacts directly on Thruxton village, particularly when helicopters take a more southerly path - sometimes overflying the paddock near the church. It was requested that Helicopters should be careful to keep to the approved helicopter circuit. It was also mentioned that there appears to be hover taxiing practice near Church Corner, which is clearly heard in the village. It was requested if more remote areas on the airfield are available for this exercise.

## 11. AOB

Everyone agreed that it had been a good opportunity to get together and discuss some of these matters.

BT and SB confirmed that they would be pleased to attend any Parish Council meetings as requested if it was considered helpful.