

4. Public Consultation

- 4.1. This section provides more detail of the LAA's public consultation arrangements. Responses received from local residents are then summarised.
- 4.2. Extensive consultation on the proposals for the expansion of LAA have taken place before and after the submission of the Planning Applications in December 2006. The first stage of the consultation began prior to the submission of the Planning Applications and included the development of the LAA website, regular consultations with SDC, Kent County Council, SEEDA, the RSPB, Natural England, various community groups and interested parties, the Civil Aviation Authority and the Ministry of Defence. This consultation period involved the preparation of the EIA scoping opinions from SDC and statutory stakeholders. The second period of consultation commenced after the Planning Applications were formally submitted to SDC.
- 4.3. SDC publicly advertised the Planning Applications in the local newspaper and through site notices at LAA and in the local area. The Council's statutory consultation period began on 15 January 2007. Comments continue to be received by the Council; however, our summary analysis in this chapter does not consider any submission received after 14 May 2007.
- 4.4. As well as the statutory consultation coordinated by SDC, LAA has continued to consult and inform local residents' organisations and provide information and consult with them on both the runway extension and terminal applications. Initiatives undertaken by LAA include: holding a public exhibition; distributing leaflets; posting information on their website which is updated regularly; giving presentations and setting up unmanned displays. Details of the public exhibitions are set out below.

The Public Exhibition

- 4.5. LAA prepared a number of exhibition stands summarising the key points of the Planning Applications alongside illustrations and plans. The public were also given the opportunity to view the application documentation in full and take leaflets giving more detailed information on the project. SDC comment forms were also made available for the public to take away and complete.
- 4.6. The public were given the opportunity to talk to planning officers from SDC about the proposals at exhibitions on the following dates:
- Community Hall, Manor Road, Lydd – Monday 19 February until Thursday 22 February between 10.00am – 8.00am; and
 - St Peters Hall, Baldwin Road, Greatstone – Friday 23 February and Saturday 24 February 10.00am – 4.00pm.
- 4.7. The displays and comment forms were left unmanned for public viewing during the period of the 23 January until Friday 2 March at the following locations:
- Civic Centre, Folkestone, between 08.30am – 5.00pm;
 - Hythe One Stop Shop, Hythe High Street, between Tuesdays and Fridays at 08.45am – 4.30pm and Saturdays at 08.45am – 4.30pm;
 - New Romney One Stop Shop, Church Approach, between Tuesdays and Fridays at 08.45am – 4.30pm and Saturdays at 08.45am – 4.30pm; and
 - Lydd Town Council, Guild Hall, Lydd. Mondays, Wednesdays and Thursdays at 08.45am – 4.30pm.

Public Meetings and Presentations

- 4.8. Three evening presentations were held to given the public further opportunities to ask questions and hear from the LAA operators on the following dates:
- Wednesday 31 January 7.00pm, Community Hall, Lydd (approximately 50-60 members of the public attended);
 - Tuesday 6 February, 7.00pm, Civic Centre, Folkestone (approximately 15-20 members of the public attended); and
 - Thursday 15 February, 7.00pm, Southlands School, New Romney (approximately 200 members of the public attended).

Public Responses to the Consultation

- 4.9. Due to the nature of the project, public interest has been high. The high level of response is to be expected given the complexities surrounding infrastructure projects such as this.
- 4.10. Where people have taken the time to comment on the proposed runway expansion and/or new terminal building, approximately half of all the responses were in the form of individual letters and emails, and the remainder by pro-forma objection forms.
- 4.11. The letters, emails and pro-forma responses received from the public and other interested parties have been logged and assessed according to the most common response theme. All have been considered using the same analysis method.
- 4.12. The responses received from the public have been sorted and analysed on a name basis. Therefore, if an individual has submitted several comment forms or made duplicates, opinions were summarised under the one name.
- 4.13. In order to fully understand the nature of the opinions and comments expressed during the consultation, all letters, emails and pro-forma responses were logged and analysed under key themes. The key themes are as follows:
- Support
 - Theme 1: Noise;
 - Theme 2: Ecology and Sites of Nature Conservation Value;
 - Theme 3: Context of airport in the local area;
 - Theme 4: Socio-economic issues;
 - Theme 5: Dungeness Power Station; and
 - Theme 6: Local Transport/Infrastructure.
 - Objection
 - Theme 1: Noise;
 - Theme 2: Ecology and Sites of Nature Conservation Value;
 - Theme 3: Landscape and Visual Amenity;
 - Theme 4: Socio-economic issues;
 - Theme 5: Dungeness Power Station;
 - Theme 6: Local Transport/Infrastructure;
 - Theme 7: Climate Change;
 - Theme 8: Pollution;
 - Theme 9: Policy and Procedure;
 - Theme 10: Safety; and
 - Theme 11: Other.
- 4.14. Comments have also been analysed into both the type of representation made and by respondent type.
- Type of representation made:

- A: Individual;
- B: Shepway District Council Comment Form, Version 1;
- C: Shepway District Council Comment Form, Version 2;
- D: Lydd Airport Action Group (LAAG) Pro-Forma Template;
- E: Keep the Marsh Special Alliance Pro-Forma Template, Version 1; and
- F: Keep the Marsh Special Alliance Pro-Forma Template, Version 2.

- Consultee type:

- Individual;
- Organisation;
- Company; and
- Anonymous.

4.15. The pro forma templates were provided by LAAG and Keep the Marsh Special Alliance. The Keep the Marsh Special Alliance had two different pro-formas. The pro forma submitted focused on the following issues.

- LAAG's pro-forma focused on the following themes/issues:
 - Ecology and nature conservation: impact on environmentally sensitive sites and potential bird strikes;
 - Socio-economic: concern about the minimal number of jobs created and the potential of the further growth of Manston;
 - Dungeness Power Station: potential impact on the Dungeness C application and the safety of the Power Station;
 - Local Transport and Infrastructure: Impact on the current transport infrastructure; and
 - Policy: The applications do not accord with the Government's White Paper on Aviation. The Environmental Statement is not complete and the applications should be based on passenger numbers of 2mppa or at least 500,000ppa.
- The Keep the Marsh Special Alliance's first pro-forma focused on the following themes/issues:
 - Noise: impact of increased noise;
 - Pollution: concerns over the effect of both air and chemical pollution;
 - Ecology and nature conservation: concern over the conservation of natural habitats and wildlife, and the impact on environmentally sensitive sites and potential bird strikes;
 - Socio-economic: concern on the limited positive impact on the economy and the impact on local tourism; and
 - Local transport and Infrastructure: impact on current transport infrastructure.
- The Keep the Marsh Special Alliance's second pro-forma focused on the following

themes/issues:

- Noise: impact of noise on those located under the flight paths, increased noise due to additional vehicles on the road and general concerns about noise; and
- Dungeness Power Station: potential impact on the Dungeness C application.

4.16. The following table summarises the comments of support and objection and categorises each into the type of representation made.

TABLE 1.1: SUMMARY OF RESPONSES							
TYPE OF RESPONSE							
	Individual Comments			Pro Forma			
Type of representation	A	B	C	D	E	F	TOTAL
Support	36	203	94	0	0	0	333
Object	799	159	149	392	607	232	2338
Total	835	362	243	392	610	252	2671
Total	1440			1231			

4.17. The total number of public responses received was 2671.

Individual Comments

4.18. A total of 1440 individual letters and comment forms were received by the 14 May 2007, forming 53% of all responses received throughout the consultation period. Of these, 22% support and 78% object to the proposed development of the runway extension and the new terminal building. Of the total individual responses received, 57% were in the form of a letter or email whilst the remainder of responses used one of the SDC's comment forms.

4.19. The comments have been logged and then sorted by name for further analysis (duplicates and additional comments by any one person have been summarised and counted as a single representation).

4.20. The comments have then been summarised according to the themes identified in paragraph 6.12.

Pro-forma Objection Forms

- 4.21. A total of 1231 pro forma objections were received by the 14 May 2007, forming 47% of all responses received throughout the consultation period.
- 4.22. A majority of the pro forma objections (68%) received were in the two formats provided by 'Keep the Marsh Special Alliance'.
- 4.23. The pro forma objections were also logged and sorted by name and were also subject to analysis by the themes indicated further in this chapter.
- 4.24. The response themes identified in both the individual comments and pro-forma objections received are outlined below, organised by those who support and those who object to the proposed expansion.

Support for the Expansion of LAA

- 4.25. The total number of individual comments supporting the expansion received and analysed was 333. The following table summarises the issues raised within each identified theme. Of these 333 responses, 465 issues were raised as some supporters addressed or raised more than one issue.

	Noise	Ecology and nature conservation	Context of the airport in the local area	Socio-economic	Dungeness Power Station	Local transport & infrastructure
Total (%)	34 (7)	39 (8)	67 (14)	260 (56)	7 (2)	58 (12)

Note: the total number of issues raised was 465.

Theme 1: Noise

Noise	The noise will not have a significant impact.
Comments received	34

- 4.26. Of the total number of letters of support received, 7% commented that any increase in noise levels will not have a significant impact on the area.

Theme 2: Ecology and Sites of Nature Conservation Value

Ecology and Nature Conservation	Satisfied that environmental issues can be accommodated
Comments received	39

4.27. Of the total number of letters of support received, 8% confirmed that they are satisfied with the measures taken to protect the environment and any additional issues can be addressed.

Theme 3: Context of LAA in the Local Area

Context of LAA in the local area	Airport has operated for many years without disruption	Airport developed prior to the housing in the area
Comments received	52	15

4.28. Of the total number of letters of support received, 15% addressed the role of the LAA in the local area.

4.29. Of those respondents who commented on this theme, 77% noted that the airport has operated for several years without disruption. Therefore, further expansion would not have an adverse impact on the local area. It was also commented that LAA existed before many new housing developments and, therefore, should take precedence.

Theme 4: Socio-economic

Socio-economic	Employment opportunities	Investment in the local community	Increase in local tourism	Convenience of local airport
Comments received	122	87	22	29

4.30. Of the supportive comments, 56% (260) considered that the proposed development would have a positive impact on the local economy.

4.31. Of respondents who commented on economic issues, 47% considered that the local area would benefit from the employment opportunities that would be created as a direct consequence of the airport expansion. Investment in the local economy was also regarded as a positive impact of the airport development (34%), with 8% also believing that expansion would increase tourism in the area. A total of 11% of the respondents

commenting on this theme also thought a local airport nearby would be convenient in the future.

Theme 5: Dungeness Power Station

Dungeness Power Station	Replace jobs lost by the decommissioning of Dungeness A
Comments received	7

4.32. Of the supportive comments, 2% highlighted that the airport expansion would help local employment by replacing the jobs lost by the decommissioning Dungeness A Power Station.

Theme 6: Local Transport and Infrastructure

Local Transport and Infrastructure	Associated improvements to local transport infrastructure
Comments received	58

4.33. Of the total number of supportive comments, 12% considered that the airport expansion would lead to associated improvements to the local transport infrastructure in the area.

Objections to the Expansion of LAA

4.34. The total number of individual objections received and analysed was 2338. These 2338 objectors raised 19,133 issues as many objectors raised more than one matter. The following table shows the total number of issues raised within each identified theme.

	Noise	Climate Change	Pollution	Ecology & Conservation	Landscape & Visual Amenity	Socio-economic	Dungeness Power Station	Local Transport/ Infrastructure	Policy	Safety	Other
Total (%)	4236 (22)	660 (3)	2077 (11)	3639 (19)	151 (0.8)	3018 (16)	1246 (7)	2003 (10)	1877 (10)	163 (0.9)	63 (0.3)

Note: The total number of issues raised was 19,133.

Theme 1: Noise

Noise	Impact on those under flightpaths	Increased noise on approach roads from additional vehicles	General concerns about noise
Comments received	1108	223	470
Pro forma	1230	454	751
Total	2338	677	1221

4.35. Of the total objections made, 22% (4236) were in relation to the potential increase in noise that could occur as a result of the proposed expansion. Of these, 52% were submitted on pro-forma objection forms.

4.36. Over half of the comments on noise were in relation to the noise impact on residents living under the proposed flight paths. Objectors also expressed concern over the additional noise from traffic associated with the expansion. Any other non-specific references to noise have been logged under general concerns about noise, which made up 29% (1221) of the total objections to potential noise increases.

Theme 2: Ecology and Sites of Nature Conservation Value

Ecology and Conservation	Conservation of natural habitats and wildlife	Impact on environmentally sensitive sites	Concern over possible bird strikes
Comments received	492	699	462
Pro forma	788	825	373
Total	1280	1524	835

4.37. Of the total objections made, 19% (3639) were in relation to the potential effect the proposed expansion would have on the local ecology and sites of nature conservation value. Of these, 55% were submitted on pro-forma objection forms.

4.38. Most of the concern expressed was in relation to the possible impact on local habitats and wildlife (35%) and the impact on the environmentally sensitive sites, such as the SSSI and the proposed RAMSAR site (42%). Consultees have also objected to the proposed expansion due to the natural bird habitats in the area and the risk of bird strike.

Theme 3: Landscape and Visual Amenity

Landscape and Visual Amenity	Visual impact of flight path	Visual impact of new terminal building, runway extension and lighting	Impact on 'tranquillity'
Comments received	7	21	54
Pro forma	12	27	30
Total	19	48	84

4.39. Less than 1% (151) of the total objections raised were in relation to the effect the proposed expansion would have on the local landscape and its potential effect on the visual amenity of the area. Of these objections, 46% were submitted on pro-forma objection forms.

4.40. The main area of concern expressed within this theme was the impact of the proposals on the 'tranquillity' of the area (56%). This issue was mainly raised by local residents concerned about the impact of the airport expansion on the general perception of 'calm' and 'peace' in the area. Other concerns related to the visual impact of the proposed developments (32%) and the planes themselves (13%).

Theme 4: Socio-economic

Socio-economic	Concern over minimal jobs being created	Impact on house prices	General concern over the limited/negative impact on the local economy	No evidence showing demand for airport and/or it is not viable	Manston should expand rather than Lydd	Concern over possible decline in the tourism industry
Comments received	393	19	236	70	440	283
Pro forma	238	14	459	93	251	522
Total	631	33	695	163	691	805

- 4.41. Of the total objections raised, 16% (3018) were in relation to the socio-economic impacts of the proposed development. Of these, 65% were submitted on pro-forma objection forms.
- 4.42. There are four main areas of concern within the socio-economic theme: the low number of jobs that would be created as a result of the airport expansion (21%); the limited or even negative impact the expansion would have on the local economy (23%); the potentially adverse effect of the expansion on the local tourism industry (27%); and the capacity for Manston Airport to accommodate future expansion of the aviation industry in the South East (23%). These four issues tended to be raised together within a single objection. Other concerns raised with a socio-economic theme were: the potential impact on house prices; and that there is no demand for the airport to be extended.

Theme 5: Dungeness Power Station

Dungeness Power Station	Possible impact on the bid for Dungeness C.	Concern over the safety of aircraft near the power station
Comments received	324	473
Pro forma	172	277
Total	496	750

- 4.43. Of the total objections, 7% (1246) were in relation to the potential impact of the airport expansion on Dungeness Power Station (“the Power Station”). Of the objections made, 36% were submitted on a pro-forma objection forms.
- 4.44. There were two areas of concern with regard to the potential impact on Dungeness Power Station. The first, and the issue of most concern within this theme, was the potential threat to the safety of the Power Station and of aircraft. The second issue raised was the potential impact the expansion of the airport may have on future proposals to build a new power station at Dungeness (Dungeness C).

Theme 6: Local Transportation and Infrastructure

Local Transportation & Infrastructure	Increased congestion on local roads	Concern over Hammonds Corner	Poor public transport/roads/infrastructure
Comments received	216	19	670
Pro forma	341	22	735
Total	557	41	1405

4.45. Of the total objections made, 10% (2003) were concerned with the potential impact on, or inadequacy of, local transportation infrastructure. Of the objection made, 55% were submitted on pro-forma objection forms.

4.46. Of the total objections within this theme, 70% were in relation to the impact on public transport and on local roads and infrastructure in general. A further 29% objected on the grounds of increased congestion on local roads and the final 2% directly related this to the impact on the junction at Hammonds Corner.

Theme 7: Climate Change

Climate Change	The Impact on global warming/greenhouse gases
Comments received	269
Pro forma	391
Total	660

4.47. Of the total objections made, 3% were in relation to the potential impact the proposed expansion would have on climate change and global warming. Of the objections made, 40% were submitted on pro-forma objection forms.

Theme 8: Pollution

Pollution	Air pollution	Chemical pollution	The impact of pollution on local wildlife, flora & fauna
Comments received	445	253	105
Pro forma	745	442	87
Total	1190	695	192

- 4.48. Of the total objections made, 11% (2077) were concerned with the potential increase in pollution caused as a result of the airport expansion. Of these, 61% were submitted on pro-forma objection forms.
- 4.49. The main area of concern within this theme was the potential increase in air pollution from both air and road traffic (57%). Concern was also expressed over possible chemical pollution, (34%), and 9% linked pollution directly to the potential impact on local wildlife, flora and fauna.

Theme 9: Policy and Procedure

Policy and Procedure	Proposal does not accord with Aviation White Paper	The Environmental Statement is not complete	Both applications should be based on 500,000ppa	Planning applications should be based on 2mppa
Comments received	324	315	300	328
Pro forma	151	153	141	165
Total	475	468	441	493

- 4.50. Of the total objections made, 10% (1877) were concerned with various aspects of policy and procedure. Of these, 32% were submitted on pro-forma objection forms.
- 4.51. Of the total objections within the policy and procedure theme, 25% considered that the Environmental Statements that accompanied the December Planning Applications were not complete, and also that the proposals do not accord with the Government's Aviation White Paper. Of the objectors on this theme, 26% considered that the applications should be based on a projected passenger total of 2mppa. The final 24% considered that both the terminal and runway applications should be based on 500,000 passengers per annum.

Theme 10: Safety

Safety	Concern over the safety and security of the airport
Comments received	84
Pro forma	79
Total	163

- 4.52. Less than one percent (163) of the total objections made related to the overall safety and security of the airport if it were to expand. Of these objections, 52% were submitted on the pro-forma objection forms.
- 4.53. The main area of concern was the safety of the airport and residents in light of terrorist attacks.

Theme 11: Other Issues

Other Issues	Water Supply	Night Flights	Flood Risk
Comments received	21	6	11
Pro forma	7	8	11
Total	28	14	21

Note: In some cases, additional comments were added to pro-forma objection forms, but they are still considered to be pro forma objections.

- 4.54. Less than 1% of the total objections made raised issues categorised under 'other issues.'
- 4.55. Concern was raised with regard to: the proposed expansion affecting the local water supply; development increasing the flood risk in the area; and the potential impact on the local area due to the flight timetable, including scope for night flying.
- 4.56. In addition to the most frequently raised issues, a small number of the respondents also raised the following individual concerns:
- the impact on Ashford International Rail Station;
 - a request for a public inquiry;
 - the proximity of the runway to the school and the effect on the school pupils;
 - the relationship with high tension power-lines;
 - the costs of upgrading infrastructure at tax payers expense;
 - the potential for an increase in road traffic accidents;
 - the lack of commitment to the provision of a sustainable terminal building;
 - the need for compensation;
 - the lack of accommodation for low skilled/paid workers;
 - the possibility of nuclear fall-out;
 - the possibility of LAA becoming a military base;

- general health concerns;
- the expansion contradicts international laws;
- the impact on the adjacent golf club; and
- wind speed and direction impacting on flight safety.

4.57. A total of 89 consultation responses were received without an address and signature. Of these, 40% supported the expansion, 50% objected, 3% indicated support for one application and objected to the other, and 7% did not express a clear view in support or objecting to the expansion.

4.58. After the 14 May, 64 additional consultation responses were received from the Council. 24 letters of support; and 40 letters of objection. However these arrived too late to be included in this analysis.

Conclusion

4.59. The consultation process associated with the expansion proposals of LAA has been a significant process both before and after the submission of the Planning Applications.

4.60. Due to the complexities of the applications and public awareness, the response rate has been high. There has been a significant amount of correspondence received, supporting and objecting to the Planning Applications.

4.61. Key concerns raised during the public consultation have been addressed in this Supplementary Information.