

Town and Country Planning Act 1990

Applications by London Ashford Airport Ltd

APP/L2250/V/10/2131934 & APP/L2250/V/10/2131936

Site at London Ashford Airport Limited, Lydd, Romney Marsh, TN29 9QL

CPRE/04/A –Quality of Life

Statement by Cllr Valerie Loseby
on behalf of Protect Kent (the Kent Branch of CPRE) on Quality of Life

- 1.1 My name is Mrs Valerie Loseby. I live on Roberts Road, Greatstone and have lived in the area since 2002. I have been an elected member of Shepway District Council since 2007. My background before I retired in October 2010 was Clinical Audit and Governance in the NHS. I am also an elected Member of Lydd Town Council since 2007.

2 CONCERNS WITH THE APPLICATION

- 2.1 Romney Marsh is a very special place to live and has a beautiful, distinctive landscape and vibrant communities that are a mix of long-established families and those attracted to the area by the high quality of life and uniqueness of the area.
- 2.2 I have a number of serious concerns about the impact of an expanded airport on the quality of life of those people living on Romney Marsh, particularly for the residents of Lydd, Lydd-on-Sea, Greatstone, Littlestone and Dymchurch. My concerns are based on my understanding of the proposals and my direct experiences of current and past airport operations.

Adverse Effects on the residents of the community from noise

- 2.3 I am very concerned about the effect the above operations will have on [a] the young, particularly children in the schools – both nursery and primary – and at the Marsh Academy; [b] the elderly particularly those in Residential Care and Nursing Homes who can be traumatised by unexpected loud noise.
- 2.4 Persistent noise of all levels but particularly loud noise is known to cause levels of stress in all members of the society, young and old reducing their general well-being quite considerably. This is illustrated by Table 1 below:

Table 1: Effects of noise on health and wellbeing¹

Effect	Dimension	Acoustic indicator *	Threshold **	Time domain
Annoyance disturbance	Psychosocial, quality of life	L_{den}	42	Chronic
Self-reported sleep disturbance	Quality of life, somatic health	L_{night}	42	Chronic
Learning, memory	Performance	L_{eq}	50	Acute, chronic
Stress hormones	Stress Indicator	L_{max} L_{eq}	NA	Acute, chronic
Sleep (polysomnographic)	Arousal, motility, sleep quality	$L_{max, indoors}$	32	Acute chronic
Reported awakening	Sleep	$SEL_{indoors}$	53	Acute
Reported health	Wellbeing clinical health	L_{den}	50	Chronic
Hypertension	Physiology somatic health	L_{den}	50	Chronic
Ischaemic heart diseases	Clinical health	L_{den}	60	Chronic

Note: * L_{den} and L_{night} are defined as outside exposure levels. L_{max} may be either internal or external as indicated.
 ** Level above which effects start to occur or start to rise above background.

- 2.5 Data and modelling provided by the applicants shows that current operations frequently exceed 42 decibels and the modelled noise contours show that many residential areas in Lydd, Romney and Greatstone will be exposed to noise levels above those in the table above².
- 2.6 As a consequence of the above the potential for an increase in the number of people visiting their local GPs and hospitals is high putting an added burden on an already challenged NHS in human resource and financial terms particularly in the administration of expensive medications.

Air Pollution

- 2.7 Elderly residents in the district with pre-existing respiratory conditions such as Chronic Obstructive Pulmonary Disease (COPD) and children with asthma will be particularly vulnerable as both of these conditions will be exacerbated by air pollution from the increased airport activity.
- 2.8 Many people, including myself, enjoy cultivating and nurturing their gardens as a haven to escape the stresses and strains of modern living and it is a very important part of their wellbeing. The frequent movements of aircraft landing and taking off will have a huge impact on the amount of time which residents will be able to enjoy the tranquillity and open space of their garden. Even now with some of the larger aircraft already using the airport landing or taking off noise from the reverse thrust or full power is loud and intrusive.

¹ p.8 EEA (2010) *Good practice guide on noise exposure and potential health effects*, EEA Technical report No 11/2010, European Environment Agency, Copenhagen, October 2010

² CD1.41a (LAA) Supplementary Information, Volume 4 of 5 - Community Noise Assessment (Runway) March 2009 / CD1.34a (LAA) Supplementary Environmental Information, Volume 7 of 8 - Noise Study (Runway and Terminal), August 2008

Some well-established flora in gardens will not survive the air pollution. People who have lived near to airports have told of not even being able to hang out their washing because the smell of aviation fuel permeates the material.

Light Pollution

- 2.9 The current flood lighting for the airport can often be intrusive and I am concerned about the impact of further lighting that will disturb local residents and damage the night-time character of the area.

Water Quality

- 2.10 Many of an airport's activities have the potential to affect the water quality. These include the de-icing of aircraft and the runway as well as the use of pesticides and herbicides for habitat management. It is therefore imperative that the airport should have both a drainage system which minimises any potential contamination to surrounding sewers (dykes) by containing it on the airport site and a comprehensive system of operational procedures for decontamination.

Compilation of Shepway District Council's final Appropriate Assessment

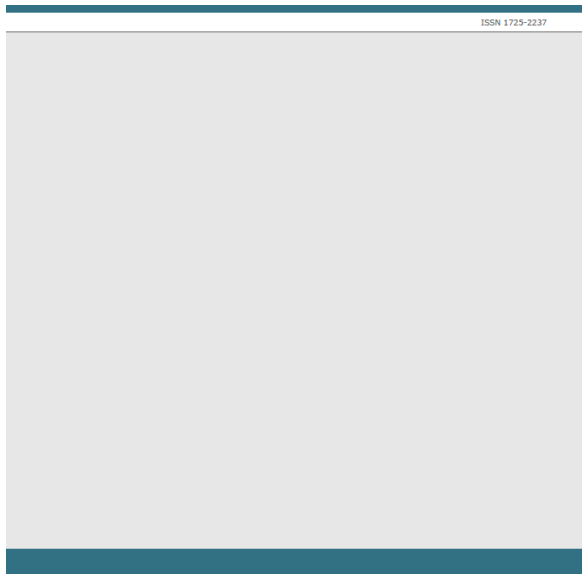
- 2.11 Shepway District Council's Appropriate Assessment had already been published and circulated to Councillors in September 2009 and made available to the public. On 3rd March the Lydd Ashford Airport Planning applications were heard at a specially convened Development Control Meeting consisting of all Councillors rather than the usual make up of 14 Members of the Development Control Committee. During the 3rd March meeting a Councillor verbally took paragraphs and sentences from the Shepway Appropriate Assessment together with large chunks of text from the Lydd Ashford Airport Appropriate Assessment to make a new SDC Appropriate Assessment document. Councillors present were then asked to vote on accepting the revised Appropriate Assessment, which nobody had had the opportunity to read and satisfy themselves that the content would protect the integrity the SPA beyond reasonable doubt. If the revised Appropriate Assessment was not accepted then the granting or not of the two LAA planning applications could not proceed.

3 APPENDIX 1: REFERENCES

- 3.1 p.8 EEA (2010) *Good practice guide on noise exposure and potential health effects*, EEA Technical report No 11/2010, European Environment Agency, Copenhagen, October 2010

Good practice guide on noise exposure
 and potential health effects

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Health endpoints

2 Health endpoints

As a broad definition of health is used, this paper will cover a relatively large number of relevant endpoints. Some endpoints may also be qualified as intermediary effects. These can be used to assess

special situations where the uncertainty in relation to the endpoints in terms of health and wellbeing is large (e.g. noise sources for which exposure-response relationships have not been established).

Table 2.1 Effects of noise on health and wellbeing with sufficient evidence

Effect	Dimension	Acoustic indicator *	Threshold **	Time domain
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