

Lydd Airport Public Inquiry

Planning Applications: APP/L2250/V/10/2131934 & APP/L2250/V/10/2131936

1. Freedom of Information Request Reference No: 2011050450

Under the Freedom of Information Act I would like to request the following information. The information will assist Inspector Ken Barton who is presiding at the Lydd Airport Public Inquiry (APP/L2250/V/10/2131934 & APP/L2250/V/10/2131936) which is currently being held at the Civic Centre in Folkestone.

Mr David Nicholls of AREVA Risk Management Consulting Ltd presented evidence on behalf of Lydd Airport on the issue of nuclear safety. His supporting documentation included notes relating to conversations he had with Dr John Highton (HSE ONR) on April 7th 2011 and May 5th 2011. The document is attached for your reference. It can also be accessed via the following link on Shepway District Council's website. It is Appendix 18 of the document termed LAA/15/F.

<http://www.shepway.gov.uk/webapp/lydd-airport/Proofs%20and%20Inquiry%20docs/LAA/>

I would like to have a copy of:

(1) The scoping assessment referred to in this document (Appendix 18, point 6) and any associated documentation

(2) All subsequent work undertaken on this demographic assessment.

Ms Louise Barton of the Lydd Airport Action Group (LAAG)

2. HSE(ONR) Scoping Assessment for Demographics

2.1 Summary Statement of HSE's Formal Position on Demographics

For completeness, a summary statement of HSE's formal position with regard to demographics in respect of the above planning applications is included herein as Annex A. This document was made available (forwarded by email, 23 May 2011) to Mr David Nicholls of AREVA Risk Management Consulting Ltd.

It is noted that Appendix 18 of document LAA/15/F on Shepway District Council's website is broadly similar in context to the HSE(ONR) statement.

2.2 Site Populations Factors (SPFs) ^{1,2}

The background to the application of Government siting policy and its relationship to demographics in the vicinity of a nuclear facility was presented at length in the HSE Proofs of Evidence submitted to the recent AWE, Boundary Hall, Tadley, public inquiry.

¹ <http://www.hse.gov.uk/aboutus/meetings/iacs/nusac/030708/p12-addendum.pdf>

² <http://www.largeassociates.com/3194%20NIS/Highton-sitingpaper.pdf>

Consistent with previous approaches, results are presented in the form of Site Population Factors (SPFs) with a reference density appropriate to a remote site classification.

2.3 Scoping Assessment SPFs

The results of the scoping assessment are presented here in the form of Site Population Factors (SPFs). These results should be compared with those presented in the Proof of Evidence by John H Large on behalf of LAAG, Table 3 of LAAG/4/E, S24 refers:^{3,4}

- Item 6 in Annex A summarises the assumptions underpinning the scoping analysis.
- Figure 1 illustrates the site maximum SPF (0.3479) based on a remote site classification.
- Figure 2 illustrates the SPF (0.2429) local to the existing Lydd airport terminal building, based on a remote site classification.
- Note that Figures 1 and 2 have been screen captured from ONR's interactive MapInfo GIS system.
- Table 1 provides a detailed mapping of SPFs out to 10 km for all sectors around the Dungeness nuclear licensed site. The most significant Sector 12 is highlighted in Table 1 (shown shaded in Figure 1), as are the local and site SPFs for comparison with the MapInfo estimates given above.

Note that the cell entries in Table 1 are expressed as a percentage of the remote site constraint limit utilised.

3. Conclusion

Based on the results of the scoping assessment given above, HSE(ONR) has not felt the need to change its position on demographics with regard to planning applications Y06/1647/SH and Y06/1648/SH.



Dr John Highton
HM Principal Inspector of Nuclear Installations
Office for Nuclear Regulation
11 July 2011

³ <http://www.kentnet.org.uk/laag/LAAG-4-E.pdf> S24, Table 3.

⁴ <http://www.largeassociates.com/3136%20LAAG/LAAG-C-Tables%201,%202,%203.pdf>

ANNEX A

LYDD AIRPORT – PLANNING APPLICATIONS Y06/1647/SH AND Y06/1648/SH

Summary of HSE's Position Relating to Demographics

The following provides a summary of HSE's position relating to demographics in the vicinity of the Dungeness A and B licensed nuclear sites:

1. There has been slippage in the defueling programme for Dungeness 'A'.
2. A significant amount of the fuel remains inside the Magnox reactors, and in the on-site spent fuel ponds.
3. It is the continuing hazard potential from Dungeness 'A' rather than Dungeness 'B', which determines the site demographic classification.
4. The nuclear safeguarding (consultation) zones and concomitant demographic assessments are driven by Dungeness 'A'. The Lydd airport terminal building lies in the outer (4-8) km safeguarding zone associated with Dungeness 'A'.
5. Giving cognisance to the hazard potential associated with Dungeness 'A', HSE takes the view that the appropriate criterion to determine the acceptability of developments in the nuclear safeguarding (consultation) zones remains that associated with a 'remote' site classification.
6. A scoping assessment against the 'remote' site classification criterion has been undertaken by HSE. This assessment was based exclusively on a daily average population corresponding to 500,000 ppa, but without any allowance for seasonal peaks, or any additional infrastructure developments (e.g. to accommodate airport-related businesses) beyond those that are the subject of the current planning applications (Y06/1647/SH and Y06/1648/SH).
7. A detailed site specific assessment has not thus far been undertaken by HSE for the Dungeness site with regard to any future planning proposals relating to Lydd airport. However, based on the results of the scoping assessment (outlined in item 6 above), HSE has not felt the need to change its position with regard to planning applications Y06/1647/SH and Y06/1648/SH.
8. HSE does not intend to review the remote site demographic classification until Dungeness 'A' enters the decommissioning phase of its life cycle.



Percentage of Weighted Population Constraint Limit Utilised

30° Sectors		Distance Band (km)									
		0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10
Sector 1	(5-35)	-	12.99	13.67	13.04	10.46	8.87	7.78	6.98	6.37	5.88
Sector 2	(35-65)	-	14.38	7.92	5.72	4.59	3.89	3.41	3.06	2.79	2.58
Sector 3	(65-95)	-	23.78	13.11	9.47	7.59	6.44	5.65	5.07	4.62	4.26
Sector 4	(95-125)	-	5.53	3.05	2.20	1.77	1.50	1.31	1.18	1.08	0.99
Sector 5	(125-155)	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sector 6	(155-185)	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sector 7	(185-215)	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sector 8	(215-245)	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sector 9	(245-275)	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sector 10	(275-305)	-	0.00	0.00	0.36	0.33	0.28	0.25	0.24	0.23	0.33
Sector 11	(305-335)	-	0.00	0.00	0.05	0.06	21.03	18.63	16.74	15.29	14.34
Sector 12	(335-365)	-	0.00	0.00	9.51	24.29	26.72	27.96	33.51	37.27	34.73
All Sectors	(5-365)	-	18.89	12.59	13.45	16.37	22.91	21.67	22.26	22.55	21.04

Table 1: Site Population Factors (per cent) – 500,00 ppa – Remote Site Classification

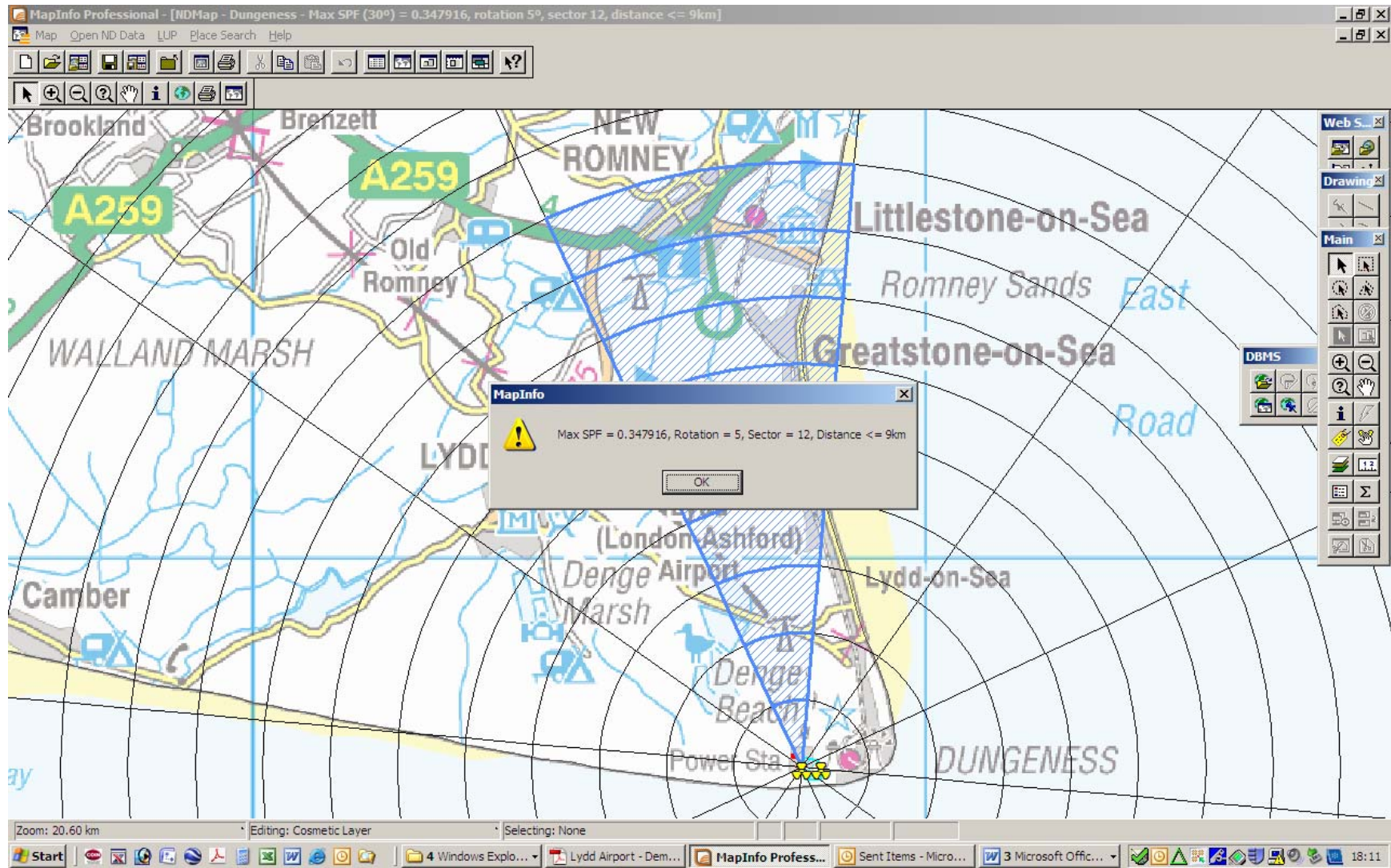


Figure 1: Extant Population (2011) Plus 500,000 ppa – Night-time Residents – Remote Site Classification

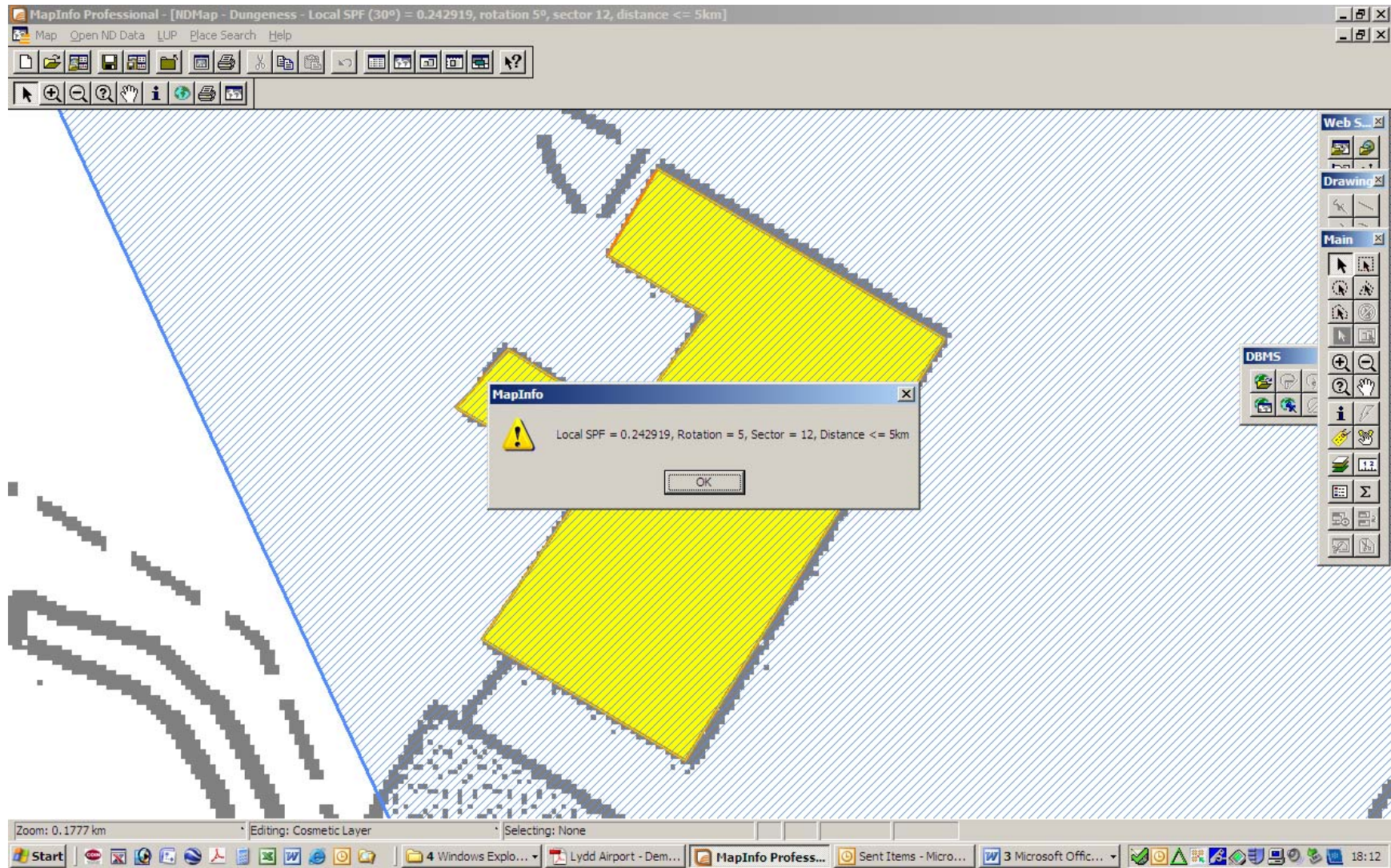


Figure 2: Extant Population (2011) Plus 500,000 ppa - Lydd Airport Terminal Building - Local Site Population Factor (SPF) – Remote Site Classification