

**Supplementary Information**  
Non-Technical Summary

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March 2009

**Indigo**

indigo

Indigo Planning Limited  
Swan Court  
Worple Road  
London SW19 4JS

Tel: 020 8605 9400  
Fax: 020 8605 9401

info@indigoplanning.com  
indigoplanning.com

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# Supplementary Information

## Non-Technical Summary

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# 1. Introduction

- 1.1. In December 2006, London Ashford Airport (Lydd) ("**LAA**") submitted planning applications for a runway extension (LPA reference Y06/1648/SH) and a new terminal building (LPA reference Y06/1647/SH) both were supported by Environmental Statements. Following consultation that took place at the beginning of 2007, LAA submitted in October 2007 Supplementary Information to further support the two planning applications.
- 1.2. The Supplementary Information was consulted upon during Autumn/Winter 2007, with Shepway District Council ("**SDC**") requesting additional information for clarification in March 2008. Supplementary Information was submitted to SDC in August 2008 addressing SDC's requests and consultation took place during September /October 2008.
- 1.3. Following consultation and an analysis of consultee responses received in September/October 2008, LAA has submitted the following reports to provide additional information to SDC:- :
  - Socio-Economic Update 2009 (Runway Extension and Terminal Building);
  - Aircraft Crash Risk to Dungeness Nuclear Power Stations (Runway Extension and Terminal Building);
  - Community Noise Assessment (Runway Extension);
  - Community Noise Assessment (Terminal Building);
  - Surface Water Drainage Strategy (Runway Extension); and
  - Proposed Foul Water Solutions (Runway Extension and Terminal Building).
- 1.4. The following summary sets out the main conclusions of each of the above documents.

## 2. Socio-Economic Update 2009

- 2.1. The Socio-Economic Update 2009 provides information on the current economic conditions on a national, regional and local level. The statement highlights the effects the current economic climate is having on the local area and outlines the economic benefits that the proposed expansion of LAA can bring to the area, particularly in providing employment, tourism, business and training opportunities.
- 2.2. The UK economy has been in negative economic growth for two successive quarters, officially referred to as a recession. Unemployment started to rise nationally throughout 2008, in October unemployment was 2.6%, 2.8% in November and 3.1% in December 2008. The government is currently predicting that the economy will continue to decline through 2009.
- 2.3. The effects of the current recession are having a significant impact in Kent. Unemployment has risen in Kent for the 7th consecutive month. Over the last quarter (October to December 2008), unemployment in Kent has increased by 26.7%.
- 2.4. The recession is also affecting the district of Shepway and the wards of Lydd and Romney Marsh. The number of people claiming unemployment-related benefits (Jobseekers Allowance) in Shepway in January 2009 was 3.8% this is significantly higher than the County average of 2.7%, the South East rate of 2.8%, and the National rate of 3.4%.
- 2.5. The ward of Lydd has the fifth highest unemployment rate of the 22 wards in Shepway District. The number of people claiming unemployment-related benefits in Lydd in January 2009 has risen by 69.9% since January 2008.
- 2.6. Recent statistics published in January 2009 show that 4.5% of the working age of people living in Lydd is unemployed.
- 2.7. The number of people claiming unemployment-related benefits in Romney Marsh in January 2009 has also risen by 108.7% since January 2008.
- 2.8. Shepway as a District has low levels of skills with only 22.7% of the working age population having qualifications at NVQ level 4 and above, compared with 30.8% for the South East and the Great Britain average of 28.6%. In addition, the District is becoming more deprived according to the most recent publication of the Indices of Multiple Deprivation 2007.
- 2.9. It is clear from the sharp decline in employment that the recent and imminent closure of major employers means that the future of the local economy is uncertain. However, the proposed expansion of LAA can bring economic benefits to the area through employment, tourism, business, education and training opportunities.
- 2.10. The expansion of LAA has the potential to generate up to 300 direct jobs, 90 indirect jobs and 117 induced jobs once it is operating at 500,000 passengers per annum ("**ppa**"). In addition, the construction of the terminal building would create 28 full time equivalent jobs and the construction of the runway extension would create 4 full time equivalent jobs.
- 2.11. LAA recognises the need to develop appropriate training programmes to accompany the redevelopment proposals and is committed to exploring new programmes and initiatives which would benefit the local community including construction training, recruitment initiatives and possible apprenticeships.
- 2.12. The expansion of LAA would have a positive impact on the tourism industry in Shepway and the wider sub-region by generating increased visitor spend from tourists and associated

direct, indirect and induced jobs in tourism-related activities.

- 2.13. Overall, given the shortage of large employers locally and the downward trend in employment, LAA would provide employment opportunities, the potential to improve skills and training, and bring tourism to the area. The development proposals at LAA would, therefore, make a significant contribution to the delivery of regeneration and economic development in the District of Shepway.

### 3. Aircraft Crash Risk to Dungeness Nuclear Power Stations

- 3.1. The Aircraft Crash Risk to Dungeness Nuclear Power Stations report presents an assessment of the effects that the increased throughput of passengers would have on the risk of aircraft crash onto the nuclear power stations at Dungeness.
- 3.2. LAA lies about 5 km north of the nuclear power stations at Dungeness. The older of the two stations, Dungeness A, ceased operation in 2006 and is now being decommissioned. Dungeness B is still operational. The operator, British Energy, currently plans to keep it in operation until 2018, after which it will be decommissioned.
- 3.3. The aircraft crash risk following expansion of the airport has already been assessed as part of the station operators' safety case documentation. Having reviewed these assessments and carried out its own studies, the nuclear safety regulator, the Nuclear Installations Inspectorate (NII) within the Health and Safety Executive (HSE), has confirmed to SDC that it has no objection to the two planning applications.
- 3.4. An assessment of the aircraft crash risk has been carried out by Large & Associates on behalf of Lydd Airport Action Group (LAAG). However this assessment cannot be relied upon, as it contains several significant errors in assumptions, calculations and data, and misinterprets the regulatory guidance on nuclear safety, presenting an excessively pessimistic picture of the risks.
- 3.5. The present report was therefore commissioned by LAA and focuses on potential crashes onto the operational station (Dungeness B), and onto the railhead and rail line used to remove wastes from the site. Crashes onto the closed station (Dungeness A) are likely to present a much lower risk, for a number of reasons, principally because the nuclear fuel, which contains the greatest radioactive inventory, is already being removed.
- 3.6. For the likely aircraft traffic levels assumed for the scenario of 500,000 ppa, the assessment, even with various conservative assumptions, predicts that risk would remain below the 'design basis' level. The risk is therefore within the 'tolerable' region, indicating that, with the proposed developments and assumed aircraft traffic, the expanded airport can co-exist with the nuclear power stations.
- 3.7. The risk does not increase to an unacceptable level, but remains in a region where the ALARP (As Low As Reasonably Practical) principle can continue to be applied and satisfied by the operators of the power station and the airport. In addition, the overall crash risk remains dominated by that from background (non-LAA) aircraft traffic, rather than LAA airport-related traffic.
- 3.8. The report therefore supports NII's conclusion that the NII should have no reason to object to the proposed developments.

## 4. Community Noise Assessments (Runway Extension and Terminal Building)

- 4.1. Following the public consultation in September/October 2008, LAA refined the likely flight path scenarios that could arise in the event that planning permission is granted for the runway planning application Y06/1648/SH and the terminal building planning application Y06/1647/SH.
- 4.2. The number of likely annual average movements has not changed from the movements assessed under the Environmental Statement (December 2006) and Supplementary Information (dated October 2007 and August 2008). In addition, consideration has been given to a summer average and single mode operations to reflect a likely 'worst case' daily scenario. It should be noted that the higher number of movements for these scenarios would be offset by a reduced number on other days as the number of annual movements would be fixed by means of a planning condition.. Additional flight paths have also been included in the noise model to reflect current operational activity.
- 4.3. In summary, all departing aeroplanes that have a takeoff weight of 5700kg or more would turn right upon departure from Runway 21, thereby remaining clear of Dungeness Nuclear Power Station. If any aeroplanes that have a takeoff weight of less than 5700kg depart from LAA, then such aeroplanes would be permitted to turn left but are bound by statutory instrument to remain on a flight path that is at least 1.5 nautical miles from Dungeness Nuclear Power Station. These restrictions would also form part of the operational restrictions within the legal agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 should planning permission be granted.
- 4.4. Additional flight paths have been added to the noise model compared with the previous submissions and the fleet mix and flight path assignment has been refined to align with the 2005 tower logs and current operational parameters. Compared with the previous submissions, these refinements have produced a change in the shape of the noise contours so that it extends towards Lydd Village and reduces away from Dungeness and New Romney

### Community Noise Assessment (Runway Extension)

- 4.5. The Revised Runway Assessment has assessed the potential noise and vibration effects of the proposed runway extension, in both construction and operational phases.
- 4.6. LAA currently has a license to operate 24 hours a day. However, as part of LAA's mitigation strategy it is proposed that an appropriate planning mechanism be attached to the planning permission granted for the runway extension that there will be no flights during the hours of 23:00 and 07:00 (except for emergency and military/Government reasons).
- 4.7. Consideration has also been given to the noise impacts from single movements of the larger aeroplanes, hourly traffic movements and ground operations.
- 4.8. The assessment identifies that whilst the existing runway will allow aircraft, such as the Boeing 737 with limited take off weight, to use the airport, the proposed extension will allow such Group 1 aircraft to take off at an appropriate operating weight. However, the number of proposed movements per day is small (only 4 movements - 2 inbound and 2 outbound). This would lead to instantaneous or peak noise levels in excess of those already experienced, though very infrequently, and for very short periods of time.
- 4.9. The movement of aircraft on the ground has the potential to cause additional noise at



receptor locations closest to the airport, as aircraft taxi into position after landing. However, due to the relatively large distances involved and the non-continuous nature of this noise source, this is not considered to be significant.

- 4.10. The predicted increase in road traffic would not cause noise or vibration levels to increase significantly, when averaged over the daytime hours.
- 4.11. LAA will, wherever possible, route aircraft away from the populated areas of Lydd whenever the DO44 military danger area is inactive. This would significantly reduce the number of properties exposed to aircraft noise.
- 4.12. LAA will develop a Noise Management Plan which will balance the needs of the airport with the concerns of the local affected residents. Proposed mitigation measures include the introduction of fines for pilots using excessive thrust, effective land use planning and management policies, and establishment of clear lines of communication with local residents.
- 4.13. No properties would be within any contours corresponding to moderate or high community annoyance. Indeed, the 57dB(A) contour is the highest contour which affects properties. In terms of assessment against the existing conditions, this would be a moderate increase. Regarding noise sources from ground operations, it is considered that these operations are unlikely to be significant.
- 4.14. Overall, it is considered that the noise impact of the proposed runway extension would be of **minor significance**.

### **Community Noise Assessment (Terminal Building)**

- 4.15. The Revised Terminal Building Assessment has assessed the potential noise and vibration effects of the proposed terminal building, in both construction and operational phases.
- 4.16. LAA currently has a licence to operate 24 hours a day. However, as part of LAA's mitigation strategy it is proposed that an appropriate planning mechanism be attached to the planning permission granted for the terminal building that there will be no flights during the hours of 23:00 and 07:00 (except for emergency and military/Government reasons).
- 4.17. Consideration has also been given to the noise impacts from single movements of the larger aeroplanes, hourly traffic movements and ground operations.
- 4.18. The assessment identifies that with the proposed terminal, the number of proposed movements of Group 1 aircraft such as the Boeing 737 per day will increase to 8 per day, which equates to an average of 1 movement every two hour period. This would lead to instantaneous or peak noise levels in excess of those currently experienced, but for short periods of time.
- 4.19. The movement of aircraft on the ground has the potential to cause additional noise at receptor locations closest to the airport, as aircraft taxi into position after landing. However, due to the relatively large distances involved and the non-continuous nature of this noise source, this is not considered to be significant.
- 4.20. The predicted increase in road traffic would not cause noise or vibration levels to increase significantly, when averaged over the daytime hours.
- 4.21. LAA will, wherever possible, route aircraft away from the populated areas of Lydd whenever the DO44 military danger area is inactive. This would significantly reduce the number of properties exposed to aircraft noise.
- 4.22. LAA will develop a Noise Management Plan which will balance the needs of the airport with

the concerns of the local affected residents. Proposed mitigation measures include the introduction of fines for pilots using excessive thrust, effective land use planning and management policies, and establishment of clear lines of communication with local residents.

- 4.23. No properties would be within any contours corresponding to moderate or high community annoyance. Indeed, the 57dB(A) contour is the highest contour which affects properties. In terms of assessment against the existing conditions, this would be a moderate increase. Regarding noise sources from ground operations, it is considered that these operations are unlikely to be significant
- 4.24. It is considered, therefore, that the noise impact of the proposed terminal would be of **minor significance**.

## 5. Surface Water Drainage Strategy

- 5.1. The Surface Water Drainage Strategy provides a series of drainage strategy principles for the proposed runway extension at LAA.
- 5.2. The purpose of this design exercise is to inform the relevant stakeholders of the proposed ditch layout for the runway extension and the effects to the surrounding surface water drainage network. The Surface Water Drainage Strategy has been prepared in consultation with the Environment Agency (“EA”) and the Romney Marshes Area Internal Drainage Board (“RMAIDB”) and will be finalised pursuant to a planning condition on the grant of permission for the runway extension (ref: Y06/1648/SH).
- 5.3. The surface water runoff generated by the additional impermeable area of the proposed runway extension would be collected initially into a traditional piped system. The piped network would contain several levels of pollution control measures in the form of numerous catchpits and petrol interceptors.
- 5.4. Discharge from this system would be directed into a realigned land drainage system. This system would be realigned around the perimeter of the airport controlled land so as to maximise the offset distance from the runway in line with Civil Aviation Authority guidelines.
- 5.5. Access to the ditches would be provided to RMAIDB as required for their routine maintenance as confirmed by LAA.
- 5.6. Storage capacity for the water generated by the scheme has been shown to exist within the proposed ditch system without undue increase in water levels.
- 5.7. Ecological issues have been accounted for and mitigation proposed for the interim timeframe before the new ditch system matures.

## 6. Proposed Foul Water Solutions

- 6.1. This report comprises an option overview for the disposal or treatment of any additional foul water produced from occupancy in excess of the current sewage treatment plant capacity, being the additional foul water produced from a further 200,000ppa in the event that LAA increases its throughput from the existing septic tank capacity of 300,000ppa to 500,000ppa.
- 6.2. The report outlines two options:
- Option 1- Pumping of Additional foul effluent to Southern Water Sewer; and
  - Option 2- Dedicated Cesspools.
- 6.3. Both solutions presented for the additional foul sewage, created from increasing passengers per year from the existing capacity of 300,000 to 500,000, have been identified as workable. It is recommended that should planning permission be granted for the terminal building planning application, an appropriate planning mechanism be attached to the permission requiring the submission of details to be approved by the planning authority (in consultation with the Environment Agency) in respect of the foul water generated by the additional 200,000ppa from the existing capacity of 300,000ppa.