

LAA/108/A

Shepherd  
District Council



# Lydd Airport Action Group

Preserving • Protecting • Defending • Romney Marsh

## Newsletter 5 Q4 2005

Latest News: New Scoping Option, Revised Further Extension of Runway Planned

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The revised Scoping Option for an Environmental Impact Assessment (EIA) for the large scale development of Lydd Airport was published by Shepway District Council on December 19th 2005. This more comprehensive document which is 110 pages in length replaces the previous inadequate Scoping Option published in November 2004 (300 EIA pages). The new document reveals that Lydd Airport plan to extend the existing 1900metre runway to 3400metres to allow the operation of the 747 aircraft proposed in the previous Scoping Option. This runway extension will enable fully loaded Boeing 747 aircraft to operate with an extended range and will increase the aircraft noise disturbance to residents in Gressingham and Littleport. The extended runway will be 300metres north the Gressingham Primary School.

LAAG welcomed the greater depth and wider subject matter revealed by the Scoping Option but believes the importance of the nuclear safety case has not been fully recognised given the number of flights (40000 passenger) in 2004 rising to 2million passenger per annum and the weight of material proposed to be flown now rising to 700000t.

Background to Revised EIA: Lydd Airport has been forced to delay its planning application from the October/November 2005 to 2006 since the scope of the Environmental Impact Assessment (EIA) which must accompany the planning application was deemed inadequate. The need for a new Scoping Option needed to be produced by Shepway District Council (SDC) to the Scoping Option set out the variables that the EIA should cover.

To clarify the procedure in setting the variables for the EIA in August 2005 Lydd Airport contacted Parsons Brinckerhoff (PB) who submitted a draft Scoping Option to Shepway District Council (SDC) which set out the variables they intended to cover. SDC used this as the basis of its Scoping Option adding its own input and the views of third parties. Last year only English Nature (EN) and the RSPB were consulted. This time round in addition to EN and the RSPB other organisations such as LAAG were able to make recommendations. The new Scoping Option has now been signed off by SDC and returned to PB for execution. The revised Scoping Option took 4 months to draft because of the scale and complexity of the matter.

The main thrust of LAAG's submission centered on nuclear safety ignored by Parsons Brinckerhoff and the need for robin faced mitigation bird hedges. We also argued that the EIA should address the full implications of all development aspects shown by the airport master plan and make a full investigation into the economic justification for the creation of a second regional airport in Kent. Finally we highlighted shortfalls in PB's bird particularly in relation to noise and air pollution road traffic and aircraft movements. LAAG's two submissions are in the Appendix of the latest Scoping Option which can be viewed on Shepway District Council's website [www.shepway.gov.uk](http://www.shepway.gov.uk) and on LAAG's website [www.lyddairportactiongroup.co.uk](http://www.lyddairportactiongroup.co.uk)

### Passenger Targets Withdrawn From LCC Policy Statement - Confirmed

On December 15th Kent County Council confirmed that the policy statement for Lydd Airport in the Kent and Medway Strategic Plan (KEMSP) would exclude the passenger target of 2million passenger per annum (2mppa) and that the tougher acceptability criteria for development would be included. This conclusion was achieved despite numerous lobbying from Lydd Airport and Shepway District Council for the 2mppa target to be reinstated. Our two LCC letter writing campaigns played a major part in achieving this result which was a major victory for LAAG members.

Here is the background to this change - on June 2004 the LCC announced that the passenger target of 2mppa would be deleted from KEMSP and that the acceptability criteria for development would be made much tougher. Lobbying by LAAG members through LCC letter writing campaigns since 2004 was instrumental in achieving this result and the LCC's major achievement since the changes proposed the recommendations of the Inspector. However this was not the end of the consultation process since the need to alter the EIA meant that it was subject to another consultation which enabled both supporters and opponents of the airport to remain involved in these changes. Our LCC letter writing campaigns modification consultations ended October 2005. Shepway District Council and Lydd Airport lobbied hard in the second consultation for the 2mppa target to be reinstated in KEMSP which we did. LAAG and LCC members lobbied for even tougher acceptability criteria. In the end the further modification was made which means KEMSP has now been finalized and it remains the changes outlined in June to include the target of 2mppa and include the tougher acceptability criteria. The strategic plan expected to be signed off in March/April 2006.

It is important to appreciate that the wording of policy statements in strategic plans which shape the planning framework is the domain of county and regional level and it is the success of our campaigns in this regard that will determine the extent of investment in the development of Lydd Airport. It is not possible to demand a planning permission and then to require its approval.

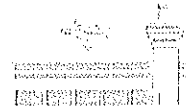
Continuation of 108/108/A







Welcome  
Friday, 18/03/2011



# Lydd Airport Action Group

Preserving • Protecting • Defending • Romney Marsh

## Newsletter 3 Q2 2005

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For general information on the Lydd Airport Action Group, please visit our website at [www.lyddairportactiongroup.org.uk](http://www.lyddairportactiongroup.org.uk)

The recent announcement by the management of Lydd Airport on their long-term expansion plans, have the very limited flight or jet passenger flight paths and have raised the very real issues of noise and air pollution over Romney Marsh, including the Romney Marsh Environmental Protection Order.

The airport has indicated that the EU Government funding to them will have a 7% noise abatement path, rather than the normal 5% noise abatement path. As a result, aircraft will descend more to 100 feet per minute until a noise of minimum 117 dBA (not to be confused with the 115 dBA noise exclusion limit of 200 feet) is reached from 2000 feet in 2002 (2004). The noise exclusion limit will then be 115 dBA from 1000 feet.

Hence the incoming flight path will start to fly over Romney Marsh and Watwood and then follow a line inland of the Heath runway, passing over the land parcels of Bramchurch (200 ft) and at Watwood (1000 ft) then down the Heath runway to Littlehampton and come below pressure over the residential areas of Littlehampton and Newchurch at a height of 100 feet.

Jet aircraft noise of 115 dBA will be required by a 4000ft flight height restriction over Lydd runway (introduced from 1200 feet in 2002) and the 2000ft flight restriction over the Dunmore nuclear power station complex. This means jet passenger aircraft noise of 115 dBA from Lydd Airport will take a sharp right turn immediately after being airborne to avoid the Lydd runway and the Dunmore power station complex and pass directly over the town of Littlehampton from 1500ft. Some relief from noise and air pollution will take place in areas where the Lydd runway is not operational enabling jet aircraft to fly over this area.

The proposed flight paths for 737 size jet passenger aircraft will affect thousands of homes over Romney Marsh and surrounding areas. There will be additional noise and air pollution from the one million extra air journeys on Romney Marsh necessary to transport 2 million passengers per annum to and from the airport.

### Progress to Date and Planning Considerations

At the recent Airport Public Meetings (April 20th & April 29th) management revealed that by Spring 2007 the Airport will have spent £3m on Phase One of the development which include: the resurfacing and strengthening of the existing runway, the creation of 15 acres of aprons, the resurfacing of the approach road and the demolition of some parts of the old terminal. The second phase of the development consist of the construction of a new terminal and the 300m extension of the runway. This will require a formal planning application. The Environmental Impact Assessment which must accompany this planning application commenced in December and it was revealed at the meeting that this will be completed by August 2007. We believe the airport will file a planning application in September/October in order to fulfil its ambition to be operational by the summer of 2009. At the meeting it was also revealed that the Airport has recently filed a planning application for a 75 room hotel on Lydd golf course (off 105073 SE16 on Shepway District Council website).

There are other related planning considerations. The South East England's Regional Assembly (SEERA) is planning the South East Plan is undergoing extensive consultation. The body includes the Kent County Council and Shepway District Council in planning law and in the future will give statutory regional planning guidance. The public statement in the South East Plan in relation to Lydd Airport currently supports development up to 2million passengers per annum (mppa). Likewise the impact has recommended for the Kent Structure Plan, which is also being revised that Kent County Council (KCC) should include development of Lydd Airport up to 2mppa in its Lydd policy statement. We have already attached the pre-development stages of the SEERA's South East plan in a recent letter writing campaign - thank you all for writing. We believe SEERA received hundreds of letters from LEAG members and we are about to embark on a similar exercise with the KCC. This exercise is even more important than our letter writing campaign to SEERA as the KCC for various historical reasons has determined SEERA's policy in relation to Lydd Airport. Further incorrect flight path information has influenced the Inspector's decision both take off and landing flight paths have little to be reported on issues before we get the impression that very few people will be affected by development. Indeed the Inspector's report (Leam and Medway Strategic Plan Panel Report) states: "There is no problem in most of our rail clubs, in and out over the sea and most of residential areas". Clearly that's not the case. Complaint letters for this campaign will be distributed soon.

### What is LEAG Doing?

Leam and Medway continues to be our main objective and we remain focused on creating as much dialogue as possible with the community. Since our last newsletter we have distributed 10,000 leaflets, taken full page adverts in the Herald and presented at council and other meetings. In Bramchurch, Hamstead and Broadland Parish Council, Heylham Town Council. The Campaign is very much the focus of association of Parish Councils. We have a commitment to initiate letter writing campaigns to some dozen Shepway and the Kent County Council to review the KCC's stance that the other campaign which we believe could help our cause. Our final letter members in the Lydd and Littlehampton and Newchurch areas will be a reminder to ensure that the Lydd runway is not operational. People of the Romney Marsh area will be invited to write to the media when full help is given the results of









LAAG  
Lydd Airport Action Group



# Lydd Airport Action Group

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## Newsletter 2 - February 2005

### Latest Feature: Instrument Landing System

#### Plan:

#### Who Will be Affected?

#### What You Can Do:

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#### Local Residents:

#### Neighbours:

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Lydd Airport is now installing an Instrument Landing System (ILS) which when combined with the 400m proposed runway extension will add an all-weather capability to the airport and enable Boeing 737 and Airbus A320 jet aircraft to use the runway. The residents of Romney and Littlestone will be most affected as they will be directly under the flight path and close to the runway. We have shown below an example of the height reference of an ILS based on the 10 degree glide path, not shown, to Romney, Littlestone and Littlestone. It is interesting to note a height reference that the water tower at the end of Romney Road is 170ft.

Location	Height	Location	Height
Dune Road	225	Queen Road	400
Wyle Road	250	Littlestone Road	425
Weymouth Road	300	St Nicholas Road	450
Crane Hill	300	Briantons Road	500
Armadillo Close	275	Widemia Road	275

The proposed flight path is still subject to 500ft and 175ft clearance. The centre line of the flight path will be on the ground line of St Nicholas Church and broadly follow the 175ft approach to the church and across the field to the south.

### Property Values

We believe properties adjacent and under the flight path will become difficult to sell and house prices will fall. Since the planning application for the large scale development at Lydd airport has yet to be filed, prospective property buyers are not currently alerted to the problem when undertaking local planning searches before exchanging contracts. This will change when the formal planning application is filed. One prospective buyer said "I intended to move to Romney Marsh to enjoy my retirement, but who wants to live under a flight path? I have no intention of coming even if I were offered a substantial discount".

### LAAG

Lydd Airport Action Group (LAAG) was revived in September 2004 to represent the interests of residents of Romney Marsh affected by the proposed large scale development at Lydd airport. Membership is steadily increasing and includes supporters from across Romney Marsh and surrounding districts. Our team members include David Scott Treasurer, Karl Blaxter Legal and David Ladhams Web Editor. We have 50 survey men coordinator and many other active members who are helping to raise awareness. LAAG is now organising Lydd Airport but is strongly opposed to the planned 500m extension of the runway as this will enable it to become a large regional airport operating commercial jets. This will degrade the living standards of local residents through increased noise and air pollution and deplete the green tourist credentials of the area as a result of increased urbanisation due to the scale of the supporting airport infrastructure.

### Lydd Airport's Ambition

Lydd Airport's management is investing to accommodate 2 million passengers by 2011, 2014 and 6 million by 2021 compared to 450k in 2003 and one is comparable to London Airport today. Charter holiday flights are scheduled to commence in 2008, 2009 and will represent some 30% of the airport passenger traffic. The charter operation will operate 100-140 seat aircraft, implying the use of Airbus A320 and Boeing 737 aircraft, the workload of the low cost low schedule operators. Management has appointed Pearson Tomlinson one of the world's leading transport engineering consultants to design and manage the project.

### Progress to Date and Planning Considerations

Considerable progress has been made already in the airport: the refurbishing and strengthening of the existing runway, the creation of 1.7 acres of airport, the refurbishing of the approach road and the demolition of some part of the old terminal. The second phase of the development consists of the construction of a new terminal and the 500 metre extension of the runway. This will require a formal planning application. The Environmental Impact Assessment which will accompany the planning application commenced in December following the completion of the airport operation and preparation for the audit to be by a Transport Council (TAC) independent professional adviser on the efficacy of the airport documents and the shortcomings identified will be used to oppose the planning application.

What is it? What is it?



... our own prime objective is to ensure that the Lydd airport remains a viable and sustainable facility. As the proposed 5000 parking spaces for the new terminal will be used for the benefit of the local public and the airport will be a major employment and business centre, it is vital that the Lydd town council and the parish council of Lydborough understand the wider implications of the proposed development. Further meetings are planned subject to confirmation with Lydborough PCC. Further information is available from Lydborough and Lydd Town Councils. In these presentations we demonstrate that the environmental costs of the development are too high, the economic gains which are not in employment opportunities are financially over-rated and that there is no case for a second regional airport in Kent. We also continue to lobby for the application to be held in private to be called in to the Secretary of State for a Public Inquiry.

#### What can members do now?

Do not underestimate the power of a letter. Write to Michael Howard, prospective parliamentary candidate, and to councilor [Ian Hery](#) for name and address of the Lydborough ward. The letter does not need to be sophisticated. Voice your opposition to the scale of the development. Point out that your night's life will be eroded by the increase in noise and air pollution as a result of the bank of aircraft taking off in the air and on the ground. When the planning application is lodged a more structured approach is required and we will assist with responses to the numerous requests for new housing, further parking

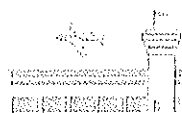
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2nd Edition  
Friday 19th Nov 04



# Lydd Airport Action Group

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For more information  
on the development  
of the airport  
see [www.kentnet.org.uk/laag](http://www.kentnet.org.uk/laag)

### Background

Lydd Airport Action Group (LAAG) was created in November 2003 to represent the interests of residents of Kent who are affected by the proposed large scale development at Lydd Airport. It is a not-for-profit Lydd Airport unit, formed, opposed to the planned 300m extension of the runway, that will enable large commercial jets to operate from the airport, demolish the former standard of local residents through increased noise and so pollution and replace the green coastal residential of the area with a result of increased immigration due to the scale of the supporting airport infrastructure.

### Lydd Airport's Ambitions

Lydd Airport Management is receiving 6.5m additional 2million passenger by 2011 and 6million by 2021 compared to less than 2000 in 2003. These were the projections given at the Kent County Council investigation in Public Inquiry on September 24th 2003. It is quickly the 2million passenger projection is achieved depend on appears on which audience Lydd Airport management addresses - 2million by 2011 to the LAAG, 1.4 million by 2011 on Lydd Airport's website and 2million by 2011 includes presented to the World Farm Public Inquiry. According to the latter version passenger numbers will be 27,000 in 2005 and rise accept to 1.5million by 2011 with the significant build up in passenger numbers beginning in 2005 when holiday charter operations commence. The charter operation will operate 100-150 per aircraft and although it is not stated the number the use of Airbus A320 and Boeing 737 series, the world leader of the low cost long schedule operation. Management has appointed Larson Transport of one of the world leading transport engineering consultancies to design and manage the project.

### Planning Considerations

Significant construction work is already underway at the airport. This work is resurfacing the runway and aprons - is being carried out under the existing planning permit. This is Phase One of a larger project which includes building a new terminal and extending the runway - for which planning permission is required. Given the scale of the operation and the sensitive area in which the airport is located, the management must undertake an Environmental Impact Assessment (EIA) before making a planning application. The parameters for this study have recently been determined by Shepway Council. The EIA will take some time to complete hence we believe the planning application will be published during the first quarter of 2005. When this occurs many organisations who are currently actively involved behind the scenes will become more visible - for example British Energy, Domencos, B, British Nuclear Group, Domencos, G, English Nature, The RSPB and the MADD - we are already seeking their support in rejecting the runway extension planning application. Since the development of Lydd Airport has ramifications well beyond the Shepway District LAAG will be lobbying to have the planning application for the extension of the runway called in by the Secretary of State for a full scale Public Inquiry.

### What has LAAG achieved??

The two main thrusts of our campaign have been to create awareness to many people locally and nationwide of the scale of development at Lydd Airport, and to bring down the pre-development stage of the Kent & Medway Structure Plan. With regard to the first has involved petitioning and leafleting 10,000 leaflets distributed, speaking at council meetings, residence associations, letter writing to politicians, prospective parliamentary candidates, councillors, parish, Shepway and Kent County, conservation bodies, such as the RSPB, English Nature, The Bonner, Marsh History Churches Trust and the Estuarine Reserve and companies directly affected by the Airport such as British Energy and British Nuclear Group etc. For the Kent & Medway Structure Plan (LSP), the framework for permitted development for the whole of Kent and is therefore more important than the Shepway Local Plan. The latest LSP is currently being updated which is a four process. Currently the policy for Lydd Airport (L25) was a general statement that permitted development at Lydd Airport subject to certain conditions. The management of Lydd Airport want L25 to be more specific and they argued at the Examination in Public on September 24th that L25 should continue specify passenger numbers 2million by 2011 and 6million by 2021. We have voiced our strong opposition to the inclusion of passenger numbers arguing that this pressure need which clearly may not be the case and we will continue to object to the inclusion in the finalisation of this important document.

### What next for LAAG??

In the period before the formal planning application and we will continue to continue for membership and raise awareness both on and outside Kent - which through leafleting, letter writing and public speaking and build membership, to come preferably with speakers in 2005. We will continue to lobby for the application to be called in to be called in by the Secretary of State for a full scale Public Inquiry.

### What can members do now??

Do not sign or provide the services of Lydd Airport which may be used to support the development. See a



consultation with website for name and address of the person who will be responsible for the site. The form does not need to be accompanied by any other information or documents. You can find more information about the website on the LAAG website. The website is a free service and we will not charge you for the use of the site. We will not be able to help you if you do not provide the information requested and we will not be able to help you if you do not provide the information requested. We will not be able to help you if you do not provide the information requested. We will not be able to help you if you do not provide the information requested.

#### LAAG's website

We have an excellent website to view the information and standard website guidelines. The site contains the contact details of many relevant people, a selection of our correspondence, we cannot publish everything as this is not always appropriate and for legal reasons. We will help to understand the issue. Please welcome comments about the website at 01323 541111.

#### Home Page

The Home Page is located at <http://www.lyddairport.org.uk>

01323 541111

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