

# PLANE CRAZY

...the proposal to build a Regional Airport close to the nuclear power station at Dungeness and the Lydd military firing range



Say **NO** to Lydd runway extension



[www.lyddairportaction.co.uk](http://www.lyddairportaction.co.uk) LYDD AIRPORT ACTION GROUP Phone 01797 361548

**In March 2010, Shepway District Council granted the owners of Lydd Airport planning permission to extend the airport runway and to build a new passenger terminal capable of handling half a million passengers a year.**

### **How could this affect you: Noise**

500,000 passengers a year, equates to one scheduled aircraft taking off or landing, every 45 minutes of every day from 7.0AM to 11.0PM

Airport management have stated that their aim is to build passenger numbers to two million a year, which would be equivalent to a scheduled aircraft taking off or landing at Lydd every 15 minutes, every day.

Flight restrictions at Hythe, Dungeness and Lydd have pushed the approved flight paths for passenger aircraft to the airport, inland, directly over a large area of the countryside from Folkestone to Winchelsea and Lydd to Bethersden (See Map)

Many residents who live along the flight paths to and from Lydd are most unhappy at Shepway's decision, which they see will destroy the peace and tranquillity of the area, for little benefit to the local community.

### **Formal Protests about the Planning decision:**

Following Shepway's decision, many thousands of members of Lydd Airport Action Group (LAAG), RSPB, Natural England, Protect Kent, and other interested organisations wrote to the Secretary of State calling for a Public Inquiry into the decision.

In addition to concerns about noise and air pollution there were the serious issues of:

**Nuclear safety:** The Nuclear Inspectorate informed Shepway District Council that they see no safety risk associated with a 70 tonne fully loaded Boeing 737 landing and taking off less than 3 miles from Dungeness nuclear power station. Many local residents do not understand how they can reach this conclusion, especially since the operator of Dungeness B, EDF/British Energy objected on grounds of safety.

**Aircraft Safety:** Height restrictions over the active military gunnery ranges at Lydd and Hythe, located less than 2 and 8 miles away, mean Lydd Airport has non standard flight procedures which make flying conditions more difficult, raising the risk of pilot error.

Lydd Airport is also adjacent to an RSPB bird reserve and under one of the principal migratory bird routes in the South of England, so the risk of bird strike is high.

**Potential Damage to Unique Habitat :** The runway extension and increased air traffic threatens to destroy part of the Dungeness Site of Special Scientific Interest (SSI) and cause damage both to the Dungeness to Pett Level Special Protection area (SPA) and the Dungeness Special Area of Conservation (SAC)

**Threat to Bird sanctuary:** Aircraft noise and the introduction of bird scaring equipment designed to prevent bird strike will adversely affect the extensive birdlife on the RSPB Bird sanctuary.

**In response, The Secretary of State for Communities and Local Government announced that the application would be called in for determination by a Public Inquiry.**

## **A Public Inquiry will be held commencing February 15, 2011**

### **The Case for the development**

At the Public Inquiry Shepway District Council and Lydd airport management will present the case for development. Shepway are budgeting £150,000 for legal representation (QC) and expert witnesses.

Sheik Fahad al Athel, the airport owner, is heavily invested in the plan. Airport management claim he has spent £10 million plus, in anticipation of planning approval, on resurfacing the runway, constructing 13 acres of concrete to provide parking for eight Boeing 737s etc.

The airport has engaged a leading QC for the inquiry and will call up to 15 expert witnesses.

### **The Case Against**

LAAG, Natural England, The RSPB, Protect Kent (CPRE), Kent Wildlife and other interested parties will present the case against development.

To prevent duplication we have agreed to individually focus on our own areas of expertise.

### **LAAG'S Role**

LAAG will be responsible for covering: nuclear safety, aviation matters, challenging the airport's economic assumptions and compliance with European directives.

We will work with our team of specialist consultants: Malcolm Spaven, John Large, Luther Pendragon & Cranfield University.

Each consultant will prepare written submissions, and will likely be called as expert witnesses.

### **LAAG is the only group representing local residents**

Our job is to put forward the most robust case for opposition we can, at the inquiry, on behalf of all those residents who wish to oppose the airport development.

### **The Public Inquiry is effectively the last chance to stop the development.**

Shepway District Council and Lydd Airport have considerable financial resources, a great deal at stake and are determined to ensure the plans are approved by the inspector.

### **Further funding is needed to enable us to do the best job for concerned residents**

At the 28<sup>th</sup> October formal Pre-Inquiry meeting with the Inspector we learned that the inquiry could take over six weeks. Our members have already given us sufficient donations to fund our expert witnesses' preparatory work.

**We now need further funds to cover witness attendance at any of the additional days. Knowing the Airport and Council are putting forward eminent QCs, we also now need funding to pay for legal representation during the inquiry.**

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**If you too, want to stop the development of Lydd airport**

**Please send your donation to Lydd Airport Action Group**

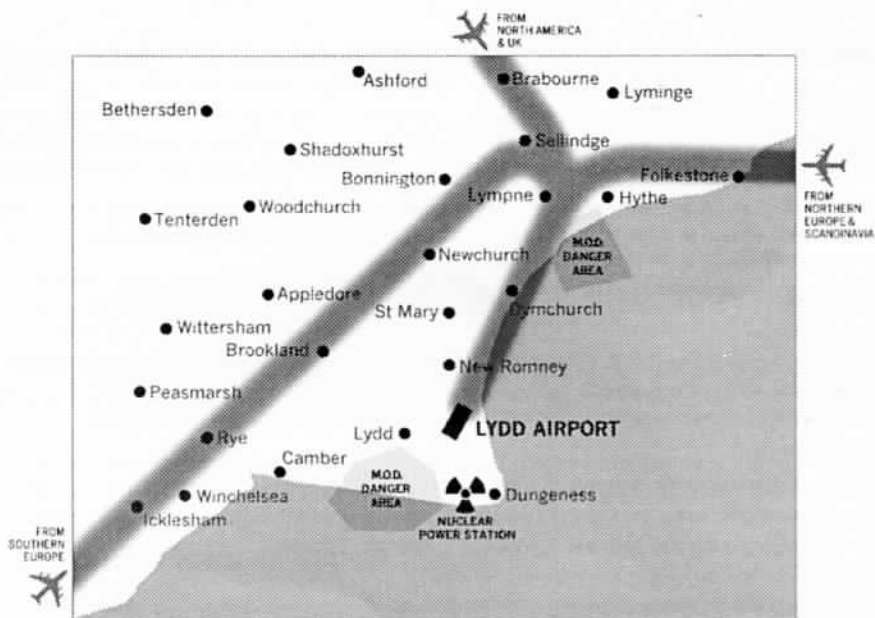
**(Cheques payable to LAAG)**

Send cheques to: Dave Scott, Treasurer, LAAG, 83 St Nicholas Road, Littlestone, TN288QA

Please put your name address and email address on the back of the cheque so we can acknowledge its safe receipt

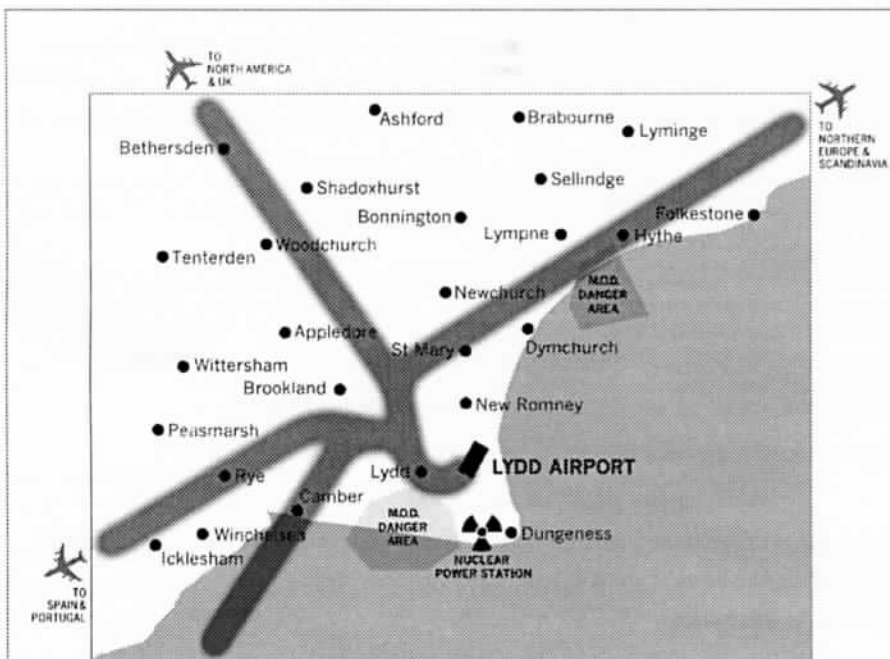
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