

AGAINST EXPANSION OF LYDD AIRPORT COMPOSITE RESPONSE

- **Lydd is an inappropriate location for a regional airport. Less than 3 miles from Dungeness Nuclear complex and less than 2 and 8 miles from Lydd and Hythe military ranges.**
- **Nuclear safety consultant report comments that existing Dungeness A & B nuclear power stations are vulnerable to aircraft crash damage with the potential for radioactive release. Also comments that any development of Lydd airport up to 2mppa would exceed the nuclear regulator's minimum acceptable risk criteria by a factor of twenty – 1:500,000 versus the guidelines set by the Nuclear Installations Inspectorate of 1:10,000,000**
- **Aviation industry is one of the fastest growing sources of greenhouse gas emissions which are a major factor in climate change**
- **Airport site at Lydd is of a low lying topography and proximity to a coastal zone vulnerable to inundation from the sea in exceptionally volatile climatic events. The entire runway and ancillary structures are located within a serious flood risk area according to the latest research by the Environment Agency**
- **Additional burden of an airport on water resources has to be seriously considered**
- **Major construction projects of infrastructure, hotel accommodation and other ancillary developments meeting airport requirements together with a huge growth in road traffic, congestion etc would degrade the landscape permanently and adversely affect the local communities and the quality of life & the character of the environment**
- **It is also surrounded by fragile habitats designated under UK and European Laws- The Dungeness SAC, the Dungeness to Pett Levels Special Protection Area (SPA) and the Dungeness SSSI. The RSPB Nature Reserve comprised of over 900ha is immediately adjacent to the Airport site. The CAA 13.2 km policy on discouraging avian growth on managed wetlands is incompatible with the conservation imperatives deemed essential for their long-term future. The Romney, Walland and Denge Marshlands collectively represent a unique and valuable landscape. It is a haven for wildlife and a delightful setting for a scattering of small communities and coastal settlements**
- **In the light of the poor results for the environmental objectives used in the Sustainability Appraisal Report on the Draft South East Plan, SEERA should make concessions in an attempt to reconcile need for development and need to preserve environment. Designations in areas which have lower priority for development**
- **Romney Marsh should be used as a green buffer to the new town of Ashford and administered as a single area. It is a flood plain of the highest severity and contains many internationally and**

nationally designated habitats – the Dungeness Peninsular contains a third of all the plant species in the UK.

- Visitor attractions include many historic churches, coastal beach resorts, RSPB nature reserve, Dungeness, Romney Hythe, Dymchurch Railway and sites associated with the war. Area popular with walkers and bordered by historic towns of Rye and Winchelsea**
- Housing allocation for Shepway and Hastings should be reduced to ensure limited development on Romney Marsh as should land allocations for other forms of development. The proposed Nicholas Quarry development at Hythe should be regarded as the last major housing development on Romney Marsh.**
- Feel that the economic development of Lydd airport will adversely impact on future employment and investment in the coastal economy – more suitable industries such as green tourism/tourism which could grow considerably**
- The policy for Romney Marsh should be concentrated on green tourism and reviving the coastal towns as tourist venues**
- A policy similar to WCBV8 should be adopted for Romney Marsh as this policy subset acknowledges the need to restrict development, protect and enhance the natural environment and increase accessibility for countryside recreation**