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PLANNING

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Mr Terry Ellames  
Shepway District Council  
Planning and Building Control  
Civic Centre  
Castle Hill Avenue  
Folkestone  
Kent  
CT20 2QY

24 June 2009

Dear Mr Ellames,

**PLANNING APPLICATIONS Y06/1647/SH AND Y06/1648/SH – LONDON  
ASHORD AIRPORT, LYDD**

Further to our telephone conversation regarding the above planning application I can confirm our conformity position in relation to the Lydd airport application still remains that set out within our letter dated 5 March 2007 (and subsequent further information letters). Our 5 March response also made references to the emerging RSS - the draft South East Plan. However, now that the final South East Plan has been published (May 2009) and is now part of the statutory development plan policy references within our 5 March letter should be updated to reflect the final South East Plan. I have updated the draft South East Plan policy (March 2006) references within the 5 March response to reflect the final South East Plan (May 2009), and removed the RPG9 references:

Passenger terminal building

- The District Council should only grant planning permission if it is satisfied that the proposed development will not adversely affect the integrity of the Dungeness to Pett Level SPA and Dungeness SAC to comply with Policy NRM5 of the South East Plan.

Contd/....

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If the District Council is minded to grant permission, it should secure the following, through appropriately worded conditions and/or legal agreements:

- An appropriate package of transport infrastructure and other measures to promote alternatives to the car and an agreed travel plan in accordance with Policies T1, T2 and T5 of the South East Plan and to satisfy Policy CC7 of the South East Plan;
- An appropriate level of car and cycle parking to comply with Policy T4 of the South East Plan;
- Mitigation measures in relation to flood risk, air quality, noise and impacts on groundwater and archaeological remains and measures to protect and enhance the biodiversity assets of the site in accordance with Policies NRM1, NRM4, NRM5, NRM7, NRM9, NRM10 and BE6 of the South East Plan.
- The incorporation of water and energy efficiency measures and the promotion of renewable energy and sustainable construction in accordance with Policies CC2, CC4, NRM1, NRM11, NRM12, W2 and M1 of the South East Plan;

#### Extension to existing runway

- The District Council should only grant planning permission if it is satisfied that the proposed development will not adversely affect the integrity of the Dungeness to Pett Level SPA and Dungeness SAC to comply with Policy NRM5 of the South East Plan.

If the District Council is minded to grant permission, it should secure the following, through appropriately worded conditions and/or legal agreements:

- An appropriate package of transport infrastructure and other measures to promote alternatives to the car and an agreed travel plan in accordance with Policies T1, T2 and T5 of the South East Plan and to satisfy Policy CC7 of the South East Plan;
- An appropriate level of car and cycle parking to comply with Policy T4 of the South East Plan;
- Mitigation measures in relation to flood risk, air quality, noise and impacts on groundwater and archaeological remains and measures to protect and enhance the biodiversity assets of the site in accordance with Policies NRM1, NRM4, NRM5, NRM7, NRM9, NRM10 and BE6 of the South East Plan.

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I hope this provides the clarification you need. However please do not hesitate in contacting me if you have any further questions.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D Veasey', with a horizontal line underneath.

**Dominick Veasey**  
**Regional Planner**



Mr Terry Ellames  
Shepway District Council  
Planning and Building Control  
Civic Centre, Castle Hill Avenue  
Folkestone, Kent  
CT20 2QY

RECEIVED  
07 MAR 2007

C-7103

5 March 2007

Dear Mr Ellames,

**TOWN AND COUNTRY PLANNING ACT 1990  
CONSULTATION UNDER SCHEDULE 1, PARAGRAPH 7(3)**

**RE: PLANNING APPLICATIONS Y06/1647/SH AND Y06/1648/SH –  
LONDON ASHORD AIRPORT, LYDD**

Thank you for your consultation on the above planning application.

Members of the Regional Planning Committee have considered the application proposals against the current adopted regional spatial strategy (RPG9 and Alterations) and the emerging RSS (the draft South East Plan) and agreed the following response.

**Recommendation:**

- (i) Passenger terminal building

The South East England Regional Assembly makes the following observations:

- The District Council should only grant planning permission if it is satisfied that the proposed development will not adversely affect the integrity of the Dungeness to Pett Level SPA and Dungeness SAC to comply with Policy E2 of RPG9 and Policy NRM4 of the draft South East Plan.

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If the District Council is minded to grant permission, it should secure the following, through appropriately worded conditions and/or legal agreements:

- An appropriate package of transport infrastructure and other measures to promote alternatives to the car and an agreed travel plan in accordance with Policies T1, T10 and T13 of RPG9 (as altered) and Policies T1, T5 and T8 of the draft South East Plan and to satisfy Policy CC5 of the draft South East Plan;
- An appropriate level of car and cycle parking to comply with Policy T12 of RPG9 (as altered) and Policy T7 of the draft South East Plan;
- Mitigation measures in relation to flood risk, air quality, noise and impacts on groundwater and archaeological remains and measures to protect and enhance the biodiversity assets of the site in accordance with Policies E1, E2, E7, INF1 and INF2 of RPG9 and Policies NRMI, NRM3, NRM4, NRM7, NRM8 and BE7 of the draft South East Plan.
- The incorporation of water and energy efficiency measures and the promotion of renewable energy and sustainable construction in accordance with Policies INF2 and INF4 of RPG9 (as altered) and Policies CC2, CC4, NRMI, EN1, EN2, W2 and M1 of the draft South East Plan;

(ii) Extension to existing runway

The South East England Regional Assembly makes the following observations:

- The District Council should only grant planning permission if it is satisfied that the proposed development will not adversely affect the integrity of the Dungeness to Pett Level SPA and Dungeness SAC to comply with Policy E2 of RPG9 and Policy NRM4 of the draft South East Plan.

If the District Council is minded to grant permission, it should secure the following, through appropriately worded conditions and/or legal agreements:

- An appropriate package of transport infrastructure and other measures to promote alternatives to the car and an agreed travel plan in accordance with Policies T1, T10 and T13 of RPG9 (as altered) and Policies T1, T5 and T8 of the draft South East Plan and to satisfy Policy CC5 of the draft South East Plan;
- An appropriate level of car and cycle parking to comply with Policy T12 of RPG9 (as altered) and Policy T7 of the draft South East Plan;
- Mitigation measures in relation to flood risk, air quality, noise and impacts on groundwater and archaeological remains and measures to protect and enhance the biodiversity assets of the site in accordance with Policies E1, E2, E7, INF1 and INF2 of RPG9 and Policies NRMI, NRM3, NRM4, NRM7, NRM8 and BE7 of the draft South East Plan.



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I attach a copy of the report presented to members of the Regional Planning Committee for your information. If you wish to discuss any aspect of our response, please contact Sue Janota on 01483 555238 or SueJanota@southeast-ra.gov.uk. I would be grateful if I could be informed of the decision in due course.

Yours sincerely,



**Paul Bevan**  
**Chief Executive**



South East England Regional Assembly • Berkeley House, Cross Lanes, Guildford GU1 1UN  
T: 01483 555200 • F: 01483 555250 • E: secretariat@southeast-ra.gov.uk • W: www.southeast-ra.gov.uk

Chairman: Councillor Keith Mitchell • Chief Executive: Paul Bevan

VAT Reg.No. 794 0934 95

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Terry Ellames  
Major Application and Projects Manager  
Shepway District Council  
Planning & Building Control  
Civic Centre  
Castle Hill Avenue  
Folkestone  
Kent, CT20 2QY

15<sup>th</sup> November 2007

15 Nov 2007

Dear Mr Ellames

**Application Numbers: Y06/1647/SH & Y06/1648/SH  
Erection of a Terminal Building and Construction of a 294 metre runway  
extension: London Ashford Airport – Supplementary Information**

I refer to your letter dated 11<sup>th</sup> October 2007 asking for SEEDA's views on the supplementary information provided for the two planning applications detailed above.

In replying I first wish to put SEEDA's views in context. The Kent and Medway Structure Plan (particularly Policy TP24) and the Shepway Local Plan (particularly Policy TR15) provide a policy context against which to determine these applications. This is complemented by the Future of Air Transport White Paper (specifically paragraphs 11.94 and 11.99). The Development Plan and the White Paper are supportive of the proposals in these two applications provided a range of criteria are met.

SEEDA also recognises the importance placed on expansion at London Ashford Airport in the local economic development strategy and sustainable community strategy. This is helpfully set out in the supplementary information. I indicated in my previous letter of March 2007 that SEEDA welcomes the employment opportunities expected to be created by the development (up to 393 additional jobs) in an area where regeneration is a priority.

The Agency also welcomes the statement contained within the Supplementary Information on Socio-economic Impacts (paragraph 4.16) which identifies the potential of the development to contribute towards skills and development training. This complements Target 6 of the RES which seeks to maximise the number of people ready for employment at all skill levels, and ensure they are continually equipped to progress in the Labour Market.

In my previous letter I indicated that definition of local demand was missing from the applicant's statement. The supplementary information reminds us that the proposed

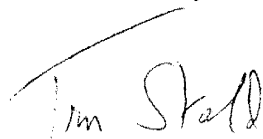


capacity of the terminal will be small (up to 500,000 passengers per annum). This will serve less than 0.5% of total annual air passenger movements in the Greater South East. As a result this will have very limited impact on regional patterns of air travel. I also note the applicant's analysis that the proposed passenger profile is very different from current operations at Kent International (Manston). In the light of this I do not require any further information on demand and am satisfied that the proposals do not raise issues of regional significance in this respect.

In my previous response I also expressed concern relating to the limited road and public transport infrastructure serving the site and also the potential environmental impacts resulting from expansion. In SEEDA's view these are important issues which need to be properly considered. However I recognise that the Development Plan provides an appropriate framework to address these issues. Given the relatively small scale of the project in regional terms I am content for Shepway District Council to determine the weight to be given to these issues, as against local economic benefits and other issues, in determining the applications.

Thank you for referring this application to SEEDA and I would be grateful if I could be informed of the decision in due course.

Yours sincerely



Tim Stansfeld  
Head of Planning