SHEPWAY CORE STRATEGY EXAMINATION 2013

Representation on the implications of approval of planning permission for developments at London Ashford Airport, Lydd, (decision refs: APP/L2250/V/10/2131934 & 2131936, dated 19th April 2013), by Malcolm Dyer and supplied to Programme Officer, Ms Alex Sansom, in accordance with emailed communication from Michael J Hetherington, Inspector for the Shepway Core Strategy Examination, and dated 23rd April 2013.

My text relates to matters which I perceive to be appropriate in the context of Core Strategy content, or to inclusion in associated local planning documents. While it will be considered unusual for detailed working conditions to be applied to business operations within the context of these papers, it can be argued that certain enterprises are of sufficient scale to warrant this approach and London Ashford Airport, Lydd, is a regional operation with impacts over and beyond Shepway District Council Boundaries. It seems to the writer, that it is desirable to clearly establish the scale and boundaries of this major enterprise within the wider environmental and economic context of the local and regional economy. Therefore, I feel that it may be appropriate to include the following paragraphs, extracted from decisions referenced APP/L2250/V/10/2131934 & 2131936, within said documents.


Page 25, 44): “The Annual number of aeroplane movements shall not exceed 40,000 movements per annum in any calendar year, excluding the Air Show. “

Page 26, 45): “The annual number of helicopter movements shall not exceed 1,200 movements per annum in any calendar year, excluding the Air Show.”

Page 26, 47): “There shall be no more than one Air Show, lasting no longer than three days, in any calendar year.”

Page 26, 48): “No aircraft exceeding 80 tonnes maximum take-off weight shall be permitted to land or take-off at the Airport.”

Page 26, 49): “There shall be no flight movements, except in relation to emergency and governmental activities, as defined in CD17.24, at the Airport during the period 23:00 to 07:00 hours.”

It is noted that a night freighter operator is already established on site and is desirous of expanding their scale of operation.

Page 27, 53): “Aeroplane engine power checks shall not take place within the Airport site except within the areas known as “Hold B” and “Hold C” as shown marked “B” and “C” on the plan in Annex 2 of CD 17.25.”
Page 27, 54): “No aeroplane or other aircraft shall be permitted to land on Runways 21 or 03, or depart on Runway 21, whenever a train is in transit between the nuclear flask loading bay at Halfway Bush and Lydd Town Station.”

Page 27, 55): “Departing aeroplanes from Runway 21 that have a take-off weight of 5,700kg or more shall turn right upon departure and follow flight path 12.”

Page 27, 56): “Records shall be kept of movements and passenger numbers such that compliance with Conditions 44,45,46,50 and 51 above can be demonstrated for audit by the Local Planning Authority.”

A cursory examination of the above extracts will reveal that I have omitted much of the full text. This is because, in my view, these paragraphs and conditions are inappropriate in the context of local planning documents and are entirely a matter for Development Control and to be administered in the normal way in the progressing of planning applications.

COMMUNITY AND AIRPORT

I note that there does not appear to be any provision in the planning consents or inspector’s findings, for developing a ‘community liaison role’ for the Airport, whereby local concerns can be expressed within a settled, working framework. This might be a way forward to heal local divisions and foster a relatively positive relationship between concerned parties. Perhaps the following might be included in local planning documents: “The Airport should seek to establish a long term working relationship with surrounding Communities, established on a formal basis, to facilitate the exchange of information and proactive response to public concerns.”

INFRASTRUCTURE & ECONOMY

It is anticipated that the road junction between the A259 and B2075, known as Hammonds Corner, is to be improved through the construction of a roundabout. However, the major issue of increased traffic congestion in High Street, New Romney, remains to be addressed. The potential impacts of increased economic activity associated with Airport Expansion have to be met. I suggest that planning documents might contain provision for the construction of a link road from the above mentioned junction to the Mountfield Industrial Estate. This would attract business to currently underused commercial premises and encourage further development, while diverting much Airport related traffic from the Town Centre.

Malcolm Dyer,