Michael J Hetherington  
Inspector for the Shepway Core Strategy Examination

Dear Mr Hetherington,

**London Ashford Airport, Lydd**

Thank you for the opportunity to make representations on recent decision on APP/L2250/V/10/2131934 & 2131936 relating to the expansion of London Ashford Airport (LAA) at Lydd and the implications on the emerging Core Strategy.

The following is the response of Rother District Council. It is an officer response but is made in accordance with established Council policies and previously expressed views on the proposed expansion of London Ashford Airport, Lydd.

Rother District Council is supportive of the expansion of Lydd airport bringing with it much needed inward investment into the area and private sector led employment however this is subject to improvements to local and strategic infrastructure capacity as well as minimising the impact on the International sites.

The airport is located on the south coast of Kent and is approximately 15 miles from M20 (J10) which offers excellent links to London to the north however to the west the airport is accessible via Hastings, Rye and Camber along the western stretch of the A259 but is relatively isolated from the wider sub-region. The proposed catchment area of LAA extends well into Rother which includes the large town of Hastings and Bexhill. It is anticipated a significant number of passenger traffic as well as commercial traffic will use London Ashford Airport as a departure point travelling on the A259 through the historic town of Rye and the small village of Camber which on busy days can attract significant visitors to Camber Sands in its own right.

The Council would stipulate it would like to work in partnership under the Duty to Cooperate principle with the relevant stakeholders to improve local infrastructure capacity to support the inevitable growth in traffic movements along the main western corridor to the airport via the A259.

Subsequently support is given to the Section 106 Agreement which would secure improved accessibility by other means of transport, including employees wishing to walk or cycle from Lydd but does not negate from the reality that air passengers from further afield will travel by car to the airport. Further investment is sought to upgrade the road network to accommodate the anticipated growth of travellers to the airport minimising congestion and pollution along the A259, especially through significant population centres such as Rye and Camber, with it being afforded as a strategic cross boundary priority in the emerging Core Strategy.
Support is also given in the emerging Core Strategy to prioritise development contributions raised through a development tariff to fund infrastructure improvements relating to improving connectivity to Lydd airport.

Yours sincerely,

Norman Kwan
Principal Policy Officer
Planning Strategy and Environment