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(Applications: Prescribed Forms and Procedure)  
Regulations 2009, as amended

**Date:**

July 2018







# Volume 5 Contents

**Appendix 1.1 Scoping Report**

**Appendix 1.2 Scoping Opinion**

**Appendix 1.3 Statement of Community Consultation**

RiverOak Investment Corp LLC

# Manston Airport DCO

## Scoping Report



June 2016

Amec Foster Wheeler Environment  
& Infrastructure UK Limited



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## Report for

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## Document revisions

No.	Details	Date
1	Issued for comment	08/06/2016
2	2nd issue for comment	20/06/2016
3	Final issue for use	27/06/2016

# Executive summary

## Purpose of this report

This report has been produced for the purpose of obtaining a Scoping Opinion from the Planning Inspectorate on behalf of the Secretary of State in relation to the Environmental Impact Assessment being undertaken as part of the application for Development Consent under the Planning Act 2008 ('the 2008 Act') to authorise the redevelopment of Manston Airport principally as a freight airport.

This project will be a Nationally Significant Infrastructure Project under the terms of the 2008 Act and will provide much needed additional air freight capacity to the UK and also serve to relieve pressure from the other, already heavily congested London and South East airports.

In producing this scoping report consideration has been given to the requirements of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, and relevant Planning Inspectorate Advice Notes.

## Structure of the scoping report

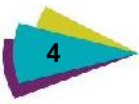
The report is structured as follows:

- ▶ **Chapter 1** provides an introduction to the proposed development including an overview of the current UK national airport infrastructure and of the need for an Environmental Impact Assessment.
- ▶ **Chapter 2** outlines information on the proposed development including its need and the alternatives considered as well as a more detailed description of the proposals.
- ▶ **Chapter 3** outlines the planning policies that have informed the scope of the assessment and other authorisations that may be required for the Project.
- ▶ **Chapter 4** summarises the approach to identifying the scope of the assessment.
- ▶ **Chapters 5 to 13** outline the scope of the assessment for each of the topics considered in the assessment.
- ▶ **Chapter 14** summarises those effects that, on the basis of the information in Chapters 5-13, are scoped out of the EIA.
- ▶ **Chapter 15** sets out the proposed contents for the ES.

A glossary of abbreviations used in this report is provided in Appendix A.

Cumulative Effects Assessment 'Long List' of other development is provided in Appendix B.

Figures not within the text are included at the end of this report as Appendix C.

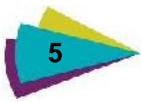


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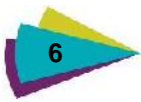
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# 1. Introduction

This scoping report has been prepared for the purpose of obtaining a scoping opinion from the Planning Inspectorate in accordance with Regulation 8 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009.

## 1.1 Background to the proposals

- 1.1.1 RiverOak Investment Corp LLC (RiverOak) is planning to reopen Manston Airport as a new air freight and cargo hub for the South East. This site is located within the district of Thanet in the county of Kent; the site location is provided in **Figure 1.1**.
- 1.1.2 There has been an operational airport at the site since 1916. Until 1998 it was operated by the Royal Air Force as RAF Manston, and for a period in the 1950s was also a base for the United States Air Force (USAF). From 1998 it was operated as a private commercial airport with a range of services including scheduled passenger flights, charter flights, air freight and cargo, a flight training school, flight crew training and aircraft testing; in the most recent years it was operating as a specialist air freight and cargo hub servicing a range of operators. Although the airport was closed in May 2014 much of the airport infrastructure, including the runway, taxiways, aprons, cargo facilities and passenger terminal remain (**Figure 1.3**).
- 1.1.3 The proposed Manston Airport development involves the development of an air freight and cargo facility with the capacity to handle more than 10,000 air transport movements (ATMs) of cargo aircraft per year as part of the provision of air cargo transport services. This Nationally Significant Infrastructure Project (NSIP) will help to provide much needed additional air freight and cargo handling facilities in the south-east of England in accordance with the government's stated aim to maintain the UK's status as a global hub for aviation by allowing for increased aviation capacity in the South East<sup>1</sup>

## 1.2 The national airport infrastructure

- 1.2.1 London's six airports, Heathrow, Gatwick, Stansted, Luton, London City and Southend facilitate around 76% of the UK's air cargo. By weight, the UK imports (57% or around 1.3 million tonnes) more than it exports (43% or approximately 1 million tonnes)<sup>2</sup>. The busiest airport for air freight is Heathrow, where most freight is carried in the hold of passenger aircraft. For freight-only aircraft, Stansted and East Midlands currently dominate. Aircraft-to-aircraft movements account for around 15% of air freight traffic in the UK, mainly through Heathrow.

<sup>1</sup> Airports Commission Final Report, July 2015

<sup>2</sup> Department for Transport (2009), The Air Freight End-to-End Journey: An analysis of the end-to-end journey of air freight through UK international gateways, p. 9. Available from <http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/about/strategy/transportstrategy/tasts/userexperience/endoendjourney.pdf> (accessed 20 March, 2016).



- 1.2.2 The UK's handling of flown freight, around 2.3 million tonnes, compares to France and is considerably more than Italy, at 600,000 tonnes, and Spain at around 500,000 tonnes. However, the UK lags Germany and the Low Countries, who play a major role as freight centres in Western Europe. Between them, the German and Benelux freight airports handled around 7.2 million tonnes of airfreight in 2012. This freight is trucked all over Europe (including the UK), to and from these freight hubs.
- 1.2.3 In terms of the UK, Oxford Economics<sup>3</sup> forecasts suggest that, "by 2050, the value of air cargo lost to London due to capacity constraints would equate to £106 billion per annum". They also calculate that in the same timeframe, "net national losses due to airfreight capacity constraints could equate to £3.9 billion per annum." This diversion of the UK's air freight to other European airports equates to some 2.1 million tonnes and 80,000 freighter movements by 2050 without additional UK airport infrastructure<sup>4</sup>.

## 1.3 Nationally Significant Infrastructure Projects

- 1.3.1 The Planning Act 2008<sup>5</sup> defines what projects constitute Nationally Significant Infrastructure Projects (NSIPs). Under Part 3, Section 14(1)(i) of the Act, an NSIP includes 'airport-related development'. Paragraph 23(3)(b) of the Act states that the 'airport-related development' mentioned within Section 14(1)(i) includes 'the alteration of an airport in a case within subsection (4)'. The case within subsection 23(4) states that an airport is within this subsection only if '(a) the airport is in England, or in English waters' and '(b) the alteration is expected to have the effect specified in subsection (5)'. One of the thresholds in subsection 23(5) is 'to increase by at least 10,000 per year the number of air transport movements of cargo aircraft for which the airport is capable of providing air cargo transport services'.
- 1.3.2 Accordingly, the Manston Airport project is a NSIP as it involves an alteration of an airport that is located within England with an effect to increase the airport capacity by at least 10,000 per year the number of air transport movements of cargo aircraft that the airport is capable of providing given that its current capacity is zero movements.

## 1.4 The need for an Environmental Impact Assessment

- 1.4.1 Environmental Impact Assessment (EIA) is a process required by European law which brings together information about any likely significant environmental effects of a proposed development. It provides decision-makers and the public with the environmental information needed to make sustainable decisions when determining applications for certain developments. The legal basis for EIA was

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<sup>3</sup> Oxford Economics (2013), Impacts on the Air Freight Industry, Customers and Associated Business Sectors, p. 5. Available from <http://content.tfl.gov.uk/impacts-of-a-new-hub-airport-on-air-freight-industry.pdf> (accessed 11th March 2016).

<sup>4</sup> York Aviation for the Freight Transport Association and Transport for London (2015), Implications for the Air Freight Sector of Different Airport Capacity Options, p. 19.

<sup>5</sup> Planning Act 2008, Chapter 29.

originally through European Community Directive 85/337/EEC<sup>6</sup> (as amended by Directives 97/11/EC<sup>7</sup> and 2003/35/EC<sup>8</sup>), the amended directive being consolidated as Directive 2011/92/EU<sup>9</sup>. The directive has been substantially amended by Directive 2014/52/EU<sup>10</sup>, but these amendments are not expected to apply in the UK until May 2017 and therefore will not apply to this project.

1.4.2 Environmental Impact Assessment (EIA) is required for certain developments under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009<sup>11</sup> (the EIA Regulations). Some NSIPs always require EIA (the EIA Regulations define these under Schedule 1), others only require EIA if they are likely to have significant effects on the environment by virtue of their nature, size or location (the EIA Regulations define these in Schedule 2).

1.4.3 In this instance, RiverOak is undertaking an EIA (in accordance with the EIA Regulations) under paragraph 10(e) of Schedule 2 because of the characteristics, location and potential impact of reopening Manston Airport, to ensure that any potentially significant effects of the development on the environment are considered and where appropriate, mitigated. Therefore in accordance with Regulation 6(1) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, RiverOak have written to the Secretary of State, via the Planning Inspectorate (PINS), to provide notification that they intend to undertake an Environmental Impact Assessment as part of the Development Consent Order application for Manston Airport.

## 1.5 Purpose of the scoping report

1.5.1 The purpose of this report is to provide information relating to the EIA for the Manston Airport scheme to PINS (and other stakeholders) and to seek its scoping opinion under Regulation 8(1) of the EIA Regulations on the information that should be supplied in an Environmental Statement (ES). The EIA will be completed in accordance with the EIA Regulations.

1.5.2 This scoping report has been prepared to meet the requirements of Regulation 8(3) of the EIA Regulations and as such provides a description of the proposed development, including plans of sufficient detail to identify the site, it identifies the potential likely significant effects of the development that need to be considered in depth as part of the EIA and the proposed assessment methodologies to be adopted in order to identify those effects (insofar as the scope can be determined at this early stage in the EIA process). It is hoped that this information will help to engage stakeholders in the development process and assist PINS in reaching its scoping opinion.

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<sup>6</sup> Council Directive 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment

<sup>7</sup> Council Directive 97/11/EC of 3 March 1997 amending Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment

<sup>8</sup> Directive 2003/35/EC of the European Parliament and of the Council of 26 May 2003 providing for public participation in respect of the drawing up of certain plans and programmes relating to the environment and amending with regard to public participation and access to justice Council Directives 85/337/EEC and 96/61/EC

<sup>9</sup> Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (codification)

<sup>10</sup> Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment

<sup>11</sup> SI 2009 No. 2263 as amended by SI 2011 No. 2741 and SI 2012 No. 787

## 1.6 Developer and the project team

1.6.1 The developer RiverOak has engaged Amec Foster Wheeler Environment and Infrastructure Limited (Amec Foster Wheeler) to produce the documentation associated with the EIA for the proposed Manston Airport redevelopment. The details of the project team are provided in **Table 1.1**:

Table 1.1 Project Team

Task	Project Team
Developer / Applicant	RiverOak Investment Corp LLC
Legal Advisors	Bircham Dyson Bell LLP
EIA Consultants	Amec Foster Wheeler
Planning Consultants	RPS
Masterplanning Architects	RPS
Airspace Design	Osprey Consulting Services
Land Referencing	Mouchel
Air Traffic Forecasting	Azimuth Consulting

## 1.7 Structure of the scoping report

1.7.1 The report is structured as follows:

- ▶ **Chapter 2** outlines information on the proposed development including its need and the alternatives considered as well as a more detailed description of the proposals.
- ▶ **Chapter 3** outlines the planning policies that have informed the scope of the assessment and other authorisations that may be required for the Project.
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- ▶ **Chapter 15** sets out the proposed contents for the ES.

1.7.2 A glossary of abbreviations used in this report is provided in Appendix A.

1.7.3 Cumulative Effects Assessment 'Long List' of other development is provided in Appendix B.

1.7.4 Figures not within the text are included as the end of this report as Appendix C.

## 2. The Proposed Development

### 2.1 The need for the proposed development

- 2.1.1 The contribution of aviation to the continued and future success of the UK economy has been recognised by successive UK governments, and the setting up of the independent Airports Commission in 2012, with the aim of finding an effective and deliverable solution to increase aviation capacity in the south east, is likely to be key to delivering continued growth.
- 2.1.2 The Airports Commission reported in July 2015 that a third runway at Heathrow should be developed to increase airport capacity in the UK although the Government are yet to make a final decision. Whatever decision the Government makes however, will be based on the need to increase airport capacity for passengers, so whilst this will also increase the capacity for belly hold cargo (i.e. cargo carried in the hold of passenger aircraft rather than dedicated cargo aircraft), the primary ambition will not be to fundamentally increase the quantum of air cargo capacity provision that is not belly hold freight.
- 2.1.3 It is therefore the view of RiverOak that a revived and successful Manston Airport operating as an airfreight hub, with complimentary engineering services, can provide nationally significant airport infrastructure that will support the UK government in its stated aim of finding increased aviation capacity in the south east.
- 2.1.4 The current UK air cargo<sup>12</sup> market is fragmented, the market divided between belly hold cargo airports and dedicated freighter airports with a split of roughly 70/30 in favour of belly hold. Globally, including in Europe, the split is 60/40 in favour of dedicated air freight; the reasons for the UK split are likely to include a combination of factors chief among them being a shortage of runway capacity in the south east.
- 2.1.5 Currently the airports in the southeast that handle a significant proportion of dedicated airfreight are Stansted and Luton airports, but neither of these airports is in a position to expand to meet an increase in airfreight demand. Stansted airport is already affected by a shortage of time slots and night noise quota limits, and Luton is constrained by space for airside development.
- 2.1.6 The only airport in England with significant dedicated airfreight and the capacity to expand is East Midlands Airport, however this is located at a significant distance from London and the main markets in the South East, and would be less able to capitalise on opportunities to recapture market share from other European air freight airports.
- 2.1.7 The proposal for Manston Airport is to develop a specialised airfreight and logistics gateway to serve the main UK air freight markets in London and the South East. The concept of a dedicated air cargo hub airport is well established across Europe and North America with similar business models in operation at airports in Liege,

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<sup>12</sup> Air cargo is the combination of all forms of air freight (belly hold, express, dedicated freighter) and mail flow from an airport



Belgium, Cologne-Bonn and Leipzig, Germany, Charles De Gaulle, France, Alliance Fort-Worth, USA, Mirabel and JC Munro International both in Canada.

- 2.1.8 To complement the freight services, Manston Airport will also contain facilities for other aviation related development, such as an aircraft maintenance repair and overhaul (MRO) facility, aircraft recycling facility, flight training school, limited passenger operations, and land allocated for other aviation related businesses.

## 2.2 Main alternatives considered

- 2.2.1 The EIA Regulations set out within Schedule 4, Part 1 the need to outline the main alternatives considered as part of the EIA process.

- 2.2.2 In preparing the Environmental Statement for Manston Airport consideration will be given to the following main alternatives:

- ▶ the 'do nothing' scenario;
- ▶ differently scaled air cargo operations at Manston Airport; and
- ▶ strategic alternatives to Manston Airport.

## 2.3 Characteristics of the proposed development

### Project description

- 2.3.1 The stated aim of the project is to revive Manston Airport as a successful airfreight hub, of national significance, with complementary passenger and engineering services. The focus, which will be unique for the United Kingdom, would be to provide a dedicated airfreight facility capable of handling in excess of 10,000 air traffic movements of air freight cargo per year that is compliant with European Aviation Safety Agency (EASA) standards, a glossary of airport terms is presented in **Box 2.1** below. The proposed zoning of different areas within the airport is shown in **Figure 2.1**.
- 2.3.2 The proposed layout general arrangement overall plan is shown in **Figure 2.2**, detail of the proposed cargo area in **Figure 2.3**, and detail of the proposed passenger area and maintenance repair and overhaul (MRO) facilities in **Figure 2.4**.
- 2.3.3 The existing 2748m east-west aligned runway will be retained for the reopened airport. An assessment of the runway condition will be undertaken but it is likely that it will require rehabilitating to improve the load bearing capacity for future aircraft operations. The likely rehabilitation method will be an overlay using bituminous materials.
- 2.3.4 The existing taxiway network will need modifications in order to be compliant with EASA in order to allow Manston Airport to attract the widest range of operators. This will include a new taxiway parallel to the runway, new taxiways linking the aprons and stands and modifications to existing taxiways to ensure the gradient of the slope is compliant with EASA guidelines (**Figure 2.2**).

- 2.3.5 The existing passenger apron to the west of the terminal building will be retained. Two new areas of apron covering approximately 208,000m<sup>2</sup> to provide sufficient areas for the parking of up to 18 aircraft will be constructed between the runway and B2050 Manston Road. These facilities will be able to accommodate the larger types of aircraft, classified as Codes E & F, which many air freight operators currently use. The apron areas will incorporate 'slot drains' to collect surface water runoff. Mast lights 25m high located around the aprons will provide the required lighting for safe aircraft operations.

#### Box 2.1 Glossary of Airport Terms

- ▶ Runway – defined rectangular area prepared for the landing and takeoff of aircraft, typically constructed of asphalt, concrete or a mixture of both;
- ▶ Apron – area of the airport where aircraft are parked, loaded, unloaded, refuelled and boarded, typically constructed of concrete;
- ▶ Taxiway – a path for connecting runways with aprons, hangars, terminals and other facilities, typically constructed of concrete, for reference named alpha, bravo, charlie, echo etc.;
- ▶ Aeroplane Design Code – alphabetic code for defining aircraft size based on wingspan from A (smallest) to F (largest);
- ▶ Aircraft Classification Number (ACN) – number expressing the relative effect of an aircraft on the runway pavement for a specified standard subgrade category;
- ▶ Pavement Classification Number (PCN) – used in combination with the aircraft classification number (ACN) to indicate the strength of a runway, taxiway or airport apron;
- ▶ Air Traffic Control (ATC) – service provided by ground-based controllers who direct aircraft on the ground and through controlled airspace, can be used to refer to the building from where the ATC operate;
- ▶ Navigation Aids – variety of equipment such as such as automatic direction finder (ADF) and VHF omnidirectional radio range (VOR) that will be installed at an airport to aid pilots in navigation;
- ▶ Fuel Farm – dedicated area within the airport for the storage of aviation fuel (Jet A or 100LL) prior to being discharged into aircraft fuel tanks;
- ▶ Perimeter – the secure area around the airport which forms the barrier between landside and airside operations, access across and through the perimeter is tightly controlled;
- ▶ Landside – the part of the airport directly accessed from 'outside' the perimeter;
- ▶ Airside – the part of the airport accessible to aircraft, access to airside from landside controlled by one or all of security, passport and customs checks

- 2.3.6 The existing cargo facilities located in the north east of the site will be relocated; new airside cargo facilities, car park and storage areas will be constructed immediately to the north of the new cargo aprons with direct access onto a new aircraft apron area. The new cargo facilities will cover approximately 66,000m<sup>2</sup> with a height of 15m with a storage and parking area of approximately 120,000m<sup>2</sup> (**Figure 2.3**). Due to the existing topography and the requirement for compliant taxiway and apron gradients this area will require regrading to provide a building platform for the buildings and apron (**Figure 2.6**).

- 2.3.7 The focus for Manston Airport will be air freight and cargo operations; but facilities for secondary supporting aviation uses, including aircraft maintenance repair and overhaul (MRO) and limited passenger services will also be provided (**Figure 2.4**). The passenger facilities will use the existing terminal and passenger apron, with sufficient space for up to four additional aircraft stands if required. The existing MRO facility will be replaced with a new facility capable of accommodating two of the largest types of aircraft.

- 2.3.8 The existing air traffic control building located immediately to the north of the runway will be retained (number 5 on **Figure 2.1**). All navigational aid equipment

that has been removed from the airport will be replaced to allow the airport to operate in all weather conditions (numbers 4, 10 and 11 on **Figure 2.1**). A new radar facility will be located in the original position in the northwest of the site, on the Northern Grass, to replace the former airport radar (number 1 on **Figure 2.1**).

- 2.3.9 A new fuel farm facility, incorporating best practice in the design and management of fuel storage such as above ground and bunded fuel tanks, will be constructed (**Figure 2.2**). For ease of access the facility will be located airside within the new areas of development.
- 2.3.10 In order to support the increased level of activity and development on the site additional services will be required; this is likely to include additional internal sub-stations, communication networks, and foul and surface water connections. The surface water network will include interception, attenuation (winter and summer ponds) and pollution control facilities designed in accordance with industry best practice and agreed with the key stakeholders. Where appropriate Sustainable Drainage Systems (SuDS) will be utilised for the discharge to ground, use of the existing connections to the public drainage system, or existing water permitted discharge to Pegwell Bay will be utilised. An outline drainage layout is shown in **Figure 2.7**.
- 2.3.11 A new airport access for the cargo/aircraft maintenance facility is proposed on the B2190 (Spitfire Way) to the west of the existing access (**Figure 2.5**). This will link in with other existing proposals for highways improvements that are being prepared by the Kent County Council Highways Department. RiverOak will work with them to provide improved access in and around the airport, for example to deliver improvements to the junction of Manston Road and Spitfire Way. A landscaping zone between the new internal access road and the public highway will be provided to screen the development.
- 2.3.12 The two existing museums on the site, the RAF Manston Museum and the Spitfire and Hurricane Memorial Museum, will remain and be located in a new museum area. The old Air Traffic Control Tower building, located to the east of the Spitfire and Hurricane Memorial Museum will be converted to provide a new café and observation area (**Figure 2.2**).
- 2.3.13 The area north of Manston Road, referred to as the 'Northern Grass' will be utilised for other aviation related purposes such as warehousing, hangars, offices and airport related business units, but will have no direct access for aircraft (**Figure 2.1**). The requirements for facilities airside mean that there will be limited available space within the main site for any expansion of aviation related businesses, and any activities that can be located landside will be located here. Initial proposals for this area indicated that it could support multiple business units of various sizes and layouts with an approximate total floor spaces of 1,400,000m<sup>2</sup>. The DCO application will include proposals based on outline design parameters. A safeguarding zone around the airport radar installation will be retained. The size of this area will be dependent on the type and specifications of the radar.

## 2.4 Airport construction phase

- 2.4.1 The initial phase of construction, which will commence following the grant of the DCO, will focus on returning the airport to operation and reusing as much of the remaining original airport infrastructure as possible. As the airport has not been operational since May 2014, and is unlikely to have been subject to regular maintenance since that date it is likely that this phase will require a period of 6-12 months during which time the essential airport equipment and infrastructure will be maintained where it still exists or installed to bring it back to full use. During this time an application for an Aerodrome licence will be submitted.
- 2.4.2 The remaining phases of development will be undertaken in accordance with the emerging and developing business case for the airport. Initially, the airport will operate using the existing infrastructure and cargo building facilities. An outline phased development is likely to comprise the following stages:
- ▶ relocate existing facilities located within new development area
  - ▶ install new airside infrastructure (relocate taxiway alpha, new fuel farm)
  - ▶ provide new site location access
  - ▶ upgrade site services (electricity, surface water drainage and treatment)
  - ▶ improve community facilities (museums and café/observation centre)
  - ▶ development, in phases, of new aircraft stands, aprons and cargo facilities as required
  - ▶ development of Northern Grass area for aviation related businesses

## 2.5 Airport operational phase

- 2.5.1 The air freight operations, which will be the main focus for the airport, are expected to start shortly after reopening. From this initial base the airport would seek to attract additional customers and clients including offering the facilities as the base for one or more freight forwarding and handling companies.
- 2.5.2 The forecasting of the air traffic for the reopened Manston, including an assessment of the current UK air cargo market, of trends in the UK, European and global air freight markets, and of any long term opportunities, is currently being undertaken as part of the preparation of the application for development consent and the business and needs case for the project.
- 2.5.3 Based on the initial assessments undertaken of the current UK air cargo market it is estimated that a reopened and developed Manston Airport, with a focus on air freight and cargo, could capture in the region of 500,000 to 600,000 tonnes of air freight by 2035. This would be from a combination of business returning to Manston Airport, the capturing of market share from other airports (either because of better facilities at Manston Airport, shorter trucking distances from airports outside the UK or pressure for slots at these other airports) and from general market growth.

- 2.5.4 Depending on the type of freight and the fleet-mix operating from the airport, a total of 500,000 tonnes would equate to 10,000 to 20,000 air traffic movements per year. The full details of the types of aircraft that will operate, the timings of the flights (including the spread of flights per day or week) and the types of cargo (which will dictate the type of freight handling facilities) are not fully known at this stage of the assessment. Details of all of this information will be provided for the DCO application and used within the assessment.
- 2.5.5 The main operating hours for the core airport staff will be normal office hours Monday to Friday, with essential management staff working weekends and holidays. In line with the operational requirements the airport will maintain 24hour air traffic control, firefighting, border control, security and other essential services.

## 2.6 Airport masterplan design evolution and mitigation

- 2.6.1 The development of mitigation measures to avoid, reduce or compensate for any significant adverse effects of a project is an intrinsic part of the Masterplan design and EIA process, and the approach that has been adopted for this project is to work with the wider project team at the design stage in order to avoid or minimise any effects through the process of design evolution.
- 2.6.2 As part of this design evolution a number of workshops and meetings have already been held between members of the technical team to identify key constraints and opportunities arising from the proposed development, and to look at ways to reduce or remove any effects by designing them out. These have addressed a range of issues and topics including:
- ▶ Measures to reduce and manage noise;
  - ▶ Surface water treatment and management;
  - ▶ Landscape and visual impact of proposed development; and
  - ▶ Improvements to site access, including effects upon local road network.
- 2.6.3 This will be an ongoing process throughout the development of the master plan and environmental assessment. As effects are identified and assessed potential mitigation measures will be considered and, where possible, will be incorporated into the ongoing design and development of the airport masterplan. These measures relate to both the construction and improvement, and operational phases.



## 3. Policy and Authorisations Overview

This section sets out the relevant national, regional and strategic local planning policies in order to establish the policy context against which the proposals for the reopening of Manston Airport need to be considered.

### 3.1 National Planning and Aviation Policy

3.1.1 The following sections provide a summary of the national planning and aviation policy relevant to the reopening and development of Manston Airport.

#### **National Planning Practice Guidance (NPPG)**

3.1.2 On 6th March 2014, the Department for Communities and Local Government (DCLG) launched the planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning practice guidance documents cancelled when the site was launched. The idea is that the planning practice guidance will be updated as needed. The web-based resource was developed following the recommendations of the External Review of Planning Practice Guidance which the Government previously consulted on. The purpose of publishing the web-based resource is to bring together planning practice guidance for England in an accessible and useable way.

3.1.3 In terms of planning practice guidance when it relates to aviation and airport planning, the NPPG does not introduce any additional guidance beyond that which is already captured by the National Planning Policy Framework (see below).

#### **National Planning Policy Framework (NPPF)**

3.1.4 The NPPF was published in March 2012 and sets out the Government's planning policies for England and how these are expected to be applied (paragraph 1). It states that planning law requires that planning applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, and that the NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions (paragraph 2).

3.1.5 Paragraph 3 specifically states that the NPPF does not contain specific policies for nationally significant infrastructure projects for which particular considerations apply. These are determined in accordance with the decision-making framework set out in the Planning Act 2008 and relevant National Policy Statements (NPS) for major infrastructure, as well as any other matters that are considered both important and relevant (which may include the National Planning Policy Framework). It continues to state that National Policy Statements form part of the overall framework of national planning policy, and are a material consideration in decisions on planning applications (see following section on National Policy Statement on Airports).

- 3.1.6 However, because there is not yet a National Policy Statement for airports, and even if one is published it may only be concerned with a new runway at either Heathrow or Gatwick, this project will have to rely on existing planning and other policies. In that context, the NPPF is likely to be considered ‘important and relevant’ by the Secretary of State for Transport when a decision on the application is made. This document proceeds on that basis.
- 3.1.7 At the heart of the NPPF is a presumption in favour of sustainable development which in terms of decision-taking, means approving development proposals that accord with the Development Plan without delay or where the Development Plan is absent, silent or relevant policies are out-of-date, granting planning permission unless any adverse effects of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole or if specific policies in the NPPF indicate that development should be restricted (paragraph 14).
- 3.1.8 Paragraph 17 specifically addresses the role that the planning system should play and sets out a core list of land use planning principles which should underpin the plan-making and decision-taking process. These include that planning should:
- u **“...proactively drive and support sustainable economic development to deliver... infrastructure that the country needs, making every effort to objectively identify and then meet development needs of an area, and respond positively to wider opportunities for growth...”**
  - u **... support the transition to a low carbon future in a changing climate...**
  - u **... actively manage patterns of growth to make the fullest use of public transport...”**
- 3.1.9 Paragraph 33 of the NPPF specifically relates to the planning of airports and airfields and states:
- “When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation.”**
- 3.1.10 Part 11 of the NPPF relates to the need to conserve and enhance the natural environment and the need for the planning system to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; minimising effects on biodiversity and providing net gains in biodiversity where possible and preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.
- 3.1.11 Paragraph 118 states that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying certain principles. These include refusing planning permission if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful effects), adequately mitigated, or, as a last resort, compensated for;

not normally permitting development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) unless the benefits of the development can clearly outweigh the effects and refusing planning permission for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.

3.1.12 Part 12 of the NPPF deals with the need to conserve and enhance the historic environment. Paragraph 133 states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

3.1.13 Within the NPPF, there are various references to the need for Local Authorities to work with other authorities and providers to:

**“identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice; (Paragraph 41)**

**to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; (Paragraph 162) and**

**to take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.” (Paragraph 162)**

3.1.14 The NPPF Technical Guidance was archived on 7th March 2013 and replaced by the new planning practice guidance launched on 6th March 2014 (see preceding section).

### **Airports National Policy Statement**

3.1.15 The Airports National Policy Statement (NPS) has not yet been published in draft for consultation. It will be produced by the Department for Transport.

3.1.16 During a Transport Select Committee examination held on 8th February 2016 the Secretary of State for Transport, Patrick McLoughlin advised that a draft NPS for aviation would be published after the Government had given its decision on a preferred location for a new runway in the South East following the recommendation of the Airports Commission (July 2015). NPS are of primary importance to the decision making process when Development Consent Order (DCO) applications are under consideration. Section 104 of the Planning Act states:

*In deciding the application the Panel or Council must have regard to—*

*(a) any national policy statement which has effect in relation to development of the description to which the application relates (a “relevant national policy statement”)*

3.1.17 If the NPS is not published in time for the DCO application for Manston or does not cover air cargo beyond the chosen airport for a new runway, then the Manston project will have to rely on existing airport policy. This is primarily contained in an ‘Aviation Policy Framework’ published in March 2013. References to this framework are included in later sections where appropriate.

### **Aviation Policy Framework (March 2013)**

3.1.18 The Aviation Policy Framework (APF) sets out the Government’s policy on aviation, although it is silent on specific policies either in support of or against further airport expansion in the South East.

3.1.19 In the absence of any specific commentary on regional airport expansion in the South East or Manston Airport itself, the Aviation Policy Framework does state that the Government recognises the very important role airports across the UK play in providing domestic and international connections and the vital contribution they can make to the growth of regional economies. It is acknowledged that for more remote parts of the UK, aviation is not a luxury, but provides vital connectivity. It states that many airports act as focal points for business development and employment by providing rapid delivery of products by air and convenient access to international markets and cites the success of East Midlands Airport which acts as a hub for freight.

3.1.20 In terms of air freight, the APF recognises its importance for supporting export-led growth in sectors where the goods are of high value or time critical. It goes on to state that air freight is a key element of the supply chain in the advanced manufacturing sector in which the UK is looking to build competitive strength. Goods worth £116 billion are shipped by air between the UK and non-EU countries, representing 35% of the UK’s extra-EU trade by value. The express air freight sector alone contributed £2.3 billion to UK GDP in 2010, and facilitates £11 billion of UK exports a year. Over 38,000 people are directly employed in the express industry, which supports more than 43,000 jobs in other sectors of the economy. The APF further states that a successful and diverse economy will drive a need for quicker air freight. Key components to keep factories working are often brought in from specialist companies in North America and the Far East. To keep production lines rolling this often has to be done at short notice. Access to such services is crucial to keeping UK manufacturing competitive in the global marketplace.

## **3.2 Regional Planning Policy**

3.2.1 This section looks to summarise the regional planning policy that is relevant in the consideration of any future development at Manston Airport.

3.2.2 It should be noted that the strategic planning functions of County Councils that were prominent historically are now much reduced following the Planning and Compulsory Purchase Act 2004. Further to the commentary provided below, it can

be concluded that there are no significant residual planning functions of Kent County Council.

### Local Transport Plan for Kent 2011-2016

- 3.2.3 The current Local Transport Plan for Kent, covering the five year period between 2011 and 2016 sets out the future transport strategy for the County based on current and expected transport demand. This is then used as both part of the evidence base when preparing local planning development plan documents and also in the determination of planning applications.
- 3.2.4 The Local Transport Plan for Kent states that Manston Airport (referred to as one of Kent's airports) has plans to expand and is an essential catalyst for regeneration of the local areas.
- 3.2.5 It recognises the significant impact that Manston Airport has on the County's residents, both positive (such as the employment opportunities generated) and negative (including the traffic congestion, noise and environmental pollution). Kent County Council is keen to work with airport operators and Central Government to ensure that these negative impacts are minimised whilst supporting managed expansion where it aligns with the County Council's economic growth and regeneration objectives.
- 3.2.6 The Local Transport Plan for Kent states that Manston Airport has significant potential to develop into a regional airport and become one of the largest single generators of economic activity in the County.

## 3.3 Local Planning Policy

- 3.3.1 Although an application for an Order granting Development Consent is not subject to Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Secretary of State must take development plans into consideration if they are thought 'both important and relevant' to the decision.
- 3.3.2 The application area for the development is entirely within Thanet District Council who are the Local Planning Authority, and in this section, summaries of the relevant planning policies contained within the statutory Development Plan of Thanet District Council are provided:
- 3.3.3 A review of the planning policies for the two neighbouring local authorities, Dover District Council and Canterbury City Council, has not identified any planning policy of relevance to the reopening of Manston Airport.
- 3.3.4 Reforms to the production of local planning policy were set out in the Planning and Compulsory Purchase Act 2004, with detailed guidance contained in Planning Policy Statement 12 (PPS12) – Local Spatial Planning. The Planning and Compulsory Purchase Act 2004 Schedule 8 sets out a period of three years for the transition of old policy to a new policy that replaces it (when it is published, adopted or approved). Where local authorities had not produced the required new policy, the Secretary of State for Communities and Local Government provided direction that the transition period as set out in the Planning and Compulsory Purchase Act 2004 would not apply, and in effect adopted planning policies would be in effect 'saved' until replacement planning policy was adopted.

- 3.3.5 For the purposes of decision-taking, saved Local Plan policies should not be considered out of date simply because they were adopted prior to the publication of the NPPF. However, from March 2013, due weight should be given to saved policies in existing plans according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

### Thanet District Council Local Plan

- 3.3.6 The Manston Airport site is located entirely within the administrative authority of Thanet District Council.
- 3.3.7 The statutory Development Plan for Thanet District Council comprises:
- ▶ Thanet Local Plan (2006) (Saved Policies)
  - ▶ Cliftonville Development Plan Document (February 2010) (part of Margate and not relevant to this project)
  - ▶ Local Plan Proposals Map

### Saved Policies of the adopted Thanet Local Plan (2006) and Proposals Map

- 3.3.8 The key planning policy designations that affect the Manston Airport site and the area adjoining it as shown on the Local Plan Proposals Map are as follows:
- ▶ The airport boundary is defined on the Proposals Map (Policy EC2 – Kent International Airport)
  - ▶ Policy EC4 – Airside Development Area
  - ▶ Policy EP13 – Groundwater Protection Zone
  - ▶ Policy CC1 – Development in the Countryside
  - ▶ Policy CC2 – Central Chalk Plateau
  - ▶ The land to the east is designated for terminal related purposes (Policy EC5 – Land at, and east of the Airport Terminal)
  - ▶ The land to the west is designated for economic development (Policy EC1 – Manston Park, Manston)

### Land Designations

- 3.3.9 Policy EC2 (Kent International Airport) refers to the boundary for the airport site as shown on the Proposals Map. Policy EC2 states that:

“Proposals that would support the development, expansion and diversification of Kent international airport will only be permitted subject to the following requirements:

- ▶ Demonstrable compliance with the terms of the current agreement under section 106 of the town and country planning act 1990 or subsequent equivalent legislation;
- ▶ New built development is to be designed to minimise visual impact on the open landscape of the central island. particular attention must be given to roofscape



and to minimising the mass of the buildings at the skyline when viewed from the south;

- ▶ Appropriate landscaping schemes, to be designed and implemented as an integral part of the development:
- ▶ Any application for development for the purpose of increasing aircraft movements in the air or on the ground, auxiliary power or engine testing, must be supported by an assessment of the cumulative noise impact and the effectiveness of mitigation measures to be implemented in order to minimise pollution and disturbance. the acceptability of proposals will be judged in relation to any identified and cumulative noise impact, the effectiveness of mitigation and the social and economic benefits of the proposals;
- ▶ An air quality assessment in compliance with policy ep5, to demonstrate that the development will not lead to a harmful deterioration in air quality. permission will not be given for development that would result in national air quality objectives being exceeded;
- ▶ Development will not be permitted within the airport complex to the south of the airside development site identified in policy ec4, unless it has been demonstrated that the development is necessary for the purpose of air traffic management;
- ▶ Any new development which would generate significant surface traffic must meet requirements for surface travel demand in compliance with policy ec3.
- ▶ It must be demonstrated that new development cannot contaminate groundwater sources or that appropriate mitigation measures will be incorporated in the development to prevent contamination.”

3.3.10 Policy EC4 (Airside Development Area) refers to land within the boundary of the airport site excluding the runway as shown on the Proposals Map. Policy EC4 states that:

**“Land at the airport, as identified on the proposals map, is reserved for airside development. Development proposals will require specific justification to demonstrate that an airside location is essential to the development proposed. Development will be required to retain sufficient land to permit access by aircraft of up to 65m (217ft) wingspan to all parts of the site.”**

3.3.11 The land north of the runway and including the land north of the B2050 is safeguarded for airside development purposes. This is defined as uses with an operational requirement for direct access to aircraft and therefore dependent on a location immediately adjacent to the runway or capable of direct access to it via taxiways. This includes uses based on:

- ▶ Operation of passenger handling services
- ▶ Air cargo operations related to the site
- ▶ Operation of aircraft maintenance and manufacturing
- ▶ Services ancillary to the maintenance and operation of the airport



3.3.12 Policy CC1 (Development in the Countryside) covers all land within the airport boundary as shown on the Proposals Map. Policy CC1 states:

**“The Thanet Countryside is defined as those areas of the District outside the identified urban and village confines.**

**Within the countryside, new development will not be permitted unless there is a need for the development that overrides the need to protect the countryside.”**

3.3.13 Policy CC2 (Landscape Character Areas) covers all land within and adjacent to the boundary of the airport site as shown on the Proposals Map. Policy CC2 states that:

**“Within the landscape character areas identified on the proposals map, the following policy principles will be applied:**

- ▶ **On the central chalk plateau, a number of sites are identified for various development purposes. Where development is permitted by other policies in this plan, particular care should be taken to avoid skyline intrusion and the loss or interruption of long views of the coast and the sea;**

**Development proposals that conflict with the above principles will only be permitted where it can be demonstrated that they are essential for the economic or social well-being of the area.**

**In the event of a real and specific threat to the landscape character of these areas from permitted development, the use of article 4 directions will be considered, and secretary of state approval for the direction sought.”**

3.3.14 Policy EC5 (Land at, and East of, the Airport Terminal) covers a relatively small parcel of land to the east of the terminal and north of the runway which is safeguarded for terminal operational requirements, as shown on the Proposals Map. Policy EC5 states that:

**“Until such time as a new airport terminal is built, land at, and east of, the existing airport terminal is identified on the proposals map for airport terminal-related purposes. Uses will be restricted to those which directly support or complement the operational requirements of the existing airport terminal. Should a new terminal be built, other airport-related development will be permitted on this allocated site. Planning conditions or planning agreements will be applied to limit any development granted planning consent to uses conforming to this policy.”**

3.3.15 Policy EC5 recognises that some airport terminal-related activities need to be located adjacent to the existing terminal building. This could include, for example, car parking or the physical expansion of the terminal. In order to cater for such uses, this site is identified on the Proposals Map including the existing airport terminal facilities and land immediately to the east of the terminal. This site is also acknowledged to provide a reasonable gap between the terminal area and Manston Village.

3.3.16 Policy EC1 (Land Allocated for Economic Development) covers the employment area west of the airport and north of the western extent of the runway, as shown on the Proposals Map. Policy EC1 states that:

**“At the following sites, as shown on the proposals map, land is allocated for business purposes:**

▶ **Manston Park, Manston**

**Use will be restricted to classes B1 (business), B2 (general industry) and B8 (storage and distribution). On all sites a landscaping scheme appropriate to the scale, location and character of the site will be required to provide an attractive environment.**

**On these sites planning applications should be accompanied by traffic impact studies and green travel plans, unless the development is considered too small to have a significant travel impact.”**

### Economic Development & Regeneration

3.3.17 In terms of the economic development and regeneration, Chapter 2 of the adopted Local Plan 2006 states that:

**“The development of Kent International Airport as an important regional hub and business location, and its proximity to the business parks ensures a key role for the airport in the economic regeneration of the area.”**

3.3.18 The adopted Local Plan 2006 recognises the political decisions that need to be made regarding the major London airports and the subsequent effects this will have on regional airports such as Kent International Airport.

3.3.19 It is outlined that where there is higher investment by the owners of Manston Airport in improving handling facilities, better passenger facilities and new or improved terminals, it is more likely the airport will attract substantial growth by attracting aircraft operators.

3.3.20 Chapter 2 of the adopted Local Plan 2006 highlights the operational importance of Kent International Airport due to the length of runway, together with the substantial areas of surrounding land available for employment purposes. The Council are clear in their support for the future development of Kent International Airport.

### Housing

3.3.21 The expansion of activity at Kent International Airport is quoted as one of four main sources of employment growth that will result in additional housing requirements in the district.

### Transport

3.3.22 The adopted Local Plan 2006 outlines that Thanet Council and adjoining District Councils wish to see Kent International Airport develop as a regional airport. It is acknowledged that the airport offers very significant economic and employment benefits for Thanet and East Kent. Its development will also have significant transport implications arising from passengers, freight and employees.

3.3.23 In addition to the airport itself, additional transport infrastructure works are also set out:

- ▶ Bus priority and cycle facilities on the A256 and from urban Thanet to Kent International Airport and the Central Island Business Parks
- ▶ Medium and long term proposals for rail access to Kent International Airport

### Draft New Thanet Local Plan to 2031 Preferred Options Consultation (January 2015)

3.3.24 Within the Draft Local Plan, Strategic Priority 1 looks to create additional employment and training opportunities, to strengthen and diversify the local economy and improve local earning power and employability. With regards to Manston Airport it states that:

**“Support the sustainable development and regeneration of Manston Airport to enable it to function as a local regional airport, providing for significant new employment opportunities, other supporting development and improved surface access subject to environmental safeguards or as an opportunity site promoting mixed-use development that will deliver high quality employment and a quality environment.”**

3.3.25 The Council recognises that various options are available with regards to the future use of the Manston Airport site, as an airport operation and aviation activities, as well as for other developments. It is acknowledged that these need to be explored and assessed for the wider area of the airport and its environ through the development plan making process. The Council are therefore seeking to designate the area as an “opportunity area” for which the District Council will prepare an Area Action Plan (AAP) Development Plan Document. The AAP for Manston Airport will set out the development framework for the development and regeneration of the area. A consideration of the AAP should be the promotion, retention, development and expansion of the airport and aviation related operations. This should be supported by a feasibility study and a viable business plan.

3.3.26 The alternative option for the AAP should be to assess mixed-use development that will deliver significant new high quality skilled and semi-skilled employment opportunities, residential development, sustainable transport and community facilities.

3.3.27 Policy SP04 states that the council should:

**“Safeguard local distinctiveness and promote awareness, responsible enjoyment, protection and enhancement of Thanet's environment, including the coast, countryside, rich seaside heritage, historic environment, diverse townscapes and landscape, biodiversity and water environment.**

3.3.28 This includes the following objectives in support of this policy which are relevant to the proposals for Manston Airport:

- ▶ Accommodate the development needed to optimise access to jobs, key services and facilities required to promote the physical and mental well-being, independence and quality of life of all sections of the community, and retain young people.
- ▶ Preserve and enhance Thanet's exceptional built historic environment and ancient monuments and their settings.

- ▶ Safeguard and enhance the geological and scenic value of the coast and countryside, and facilitate its responsible enjoyment as a recreational and educational resource.
- ▶ Retain the separation between Thanet's towns and villages as well as their physical identity and character.
- ▶ Protect, maintain and enhance the district's biodiversity and natural environment, including open and recreational space to create a coherent network of green infrastructure that can better support wildlife and human health.
- ▶ Mitigate and adapt to the forecast impacts of climate change (including the water environment, air quality, biodiversity and flooding).
- ▶ Use natural resources more efficiently, increase energy efficiency, the use of renewable and low carbon energy sources, to reduce the district's carbon footprint.

3.3.29

Policy SP05 (Manston Airport) states that:

**“The site of Manston Airport and the adjoining area will be designated as an “Opportunity Area” for the purposes of preparing the Manston Airport Area Action Plan” Development Plan Document. The Manston Airport AAP will explore through the development plan process the future development options for the site of the airport and the adjoining area. A consideration of the AAP should be the retention, development and expansion of the airport and aviation operations where supported by a feasibility study and a viable Business Plan, while exploring alternative options for the future development of the area for mixed-use development.**

**While the Manston Airport Area Action Plan is being prepared and until adopted by the Council as a development plan for the Manston Airport area, the following policy for the Manston Airport will apply.**

**Proposals at the airport, that would support the development, expansion and diversification of Manston Airport, will be permitted subject to all of the following requirements.**

- ▶ That there be demonstrable compliance by the applicants with the terms of the current agreement under section 106 of the Town and Country Planning Act 1990 as amended or subsequent equivalent legislation.
- ▶ That new built development is to be designed to minimise visual impact on the open landscape of the central island. Particular attention must be given to roofscape for the purposes of minimising the mass of the buildings at the skyline when viewed from the south.
- ▶ The provision of an appropriate landscaping scheme, to be designed and implemented as an integral part of the development.
- ▶ That any application for development for the purpose of increasing aircraft movements in the air or on the ground, auxiliary power or engine testing, be supported by an assessment of cumulative noise impact and the effectiveness of mitigation measures to be implemented in order to minimise pollution and

disturbance. The acceptability of proposals will be judged in relation to any identified and cumulative noise impact, the effectiveness of mitigation and the social and economic benefits of the proposals.

- ▶ The provision of an air quality assessment in compliance with the Air Quality Management Plan to demonstrate that the development will not lead to a harmful deterioration in air quality. Permission will not be given for development that would result in national air quality objectives being exceeded.
- ▶ That any new development which would generate significant surface traffic must meet requirements for surface travel demand.
- ▶ That it must be demonstrated both that new development cannot contaminate groundwater sources and that appropriate mitigation measures will be incorporated in the development to prevent contamination.
- ▶ There will be no significant harm to Thanet's SSSI/SAC/SPA/Ramsar sites. A Habitats Regulations Assessment will be required."

### 3.4 Other Consents Needed

3.4.1 As outlined beforehand, the principal legislation under which permission is required to enable the development to go ahead is the Planning Act 2008 and a Development Consent Order (DCO) application will be submitted to PINS.

3.4.2 The proposed Manston Airport Development will also require other consents, licences, permits, etc. to enable it to be constructed and / or operated, and for which PINS is not the authorising body. These will be identified during the course of the EIA and appropriate consultations will take place with organisations such as the local planning and highway authorities, Civil Aviation Authority, Natural England, the Environment Agency and others as appropriate.

### 3.5 Habitats Regulations Assessment

3.5.1 One Natura 2000 (European wildlife) site is located within 10km of the proposed development:

- ▶ Thanet Coast & Sandwich Bay Special Protection Area and Ramsar Site.

3.5.2 In addition to the assessment of potential effects on this site that will need to be addressed in the ES, there is a requirement under The Conservation of Habitats and Species Regulations 2010 (SI 2010 No. 490) (the 'Habitats Regulations') to undertake a screening exercise to determine whether this (or any other) site is likely to be significantly affected by the proposed development, either alone or in combination with other plans and projects. If significant effects are likely, there will be a need for an Appropriate Assessment to be carried out. The screening, any Appropriate Assessment and subsequent assessment form part of what is known as the Habitats Regulations Assessment (HRA) process.

3.5.3 Screening and any subsequent Appropriate Assessment will be undertaken by PINS (the 'competent authority'), drawing upon information about the likely effects of the proposed development on European sites that will be provided by RiverOak. In undertaking its assessment, PINS is required to consult with Natural England

(NE). To facilitate the HRA process, Amec Foster Wheeler will also liaise with NE, and other interested parties as appropriate in the preparation of an Evidence Plan for the HRA.

## 4. Approach to Scoping the EIA

### 4.1 Approach to the scope of the assessment

4.1.1 Schedule 4, Part 1 of the 2009 EIA Regulations, provides a checklist of topics to include in EIA derived from the relevant European Directives setting out those aspects of the environment which are considered likely to be significantly affected by the proposed development. The aspects of the environment and how these have been considered in this scoping report are shown in **Table 4.1**.

Table 4.1 Environmental topics to be addressed in the ES

Topics in the EIA Regulations	Topics in this scoping report
Population	Landscape and visual [Chapter 10]; Traffic and Transport [Chapter 13]; Noise [Chapter 11]; Air Quality [Chapter 5]; and Socio-economics [Chapter 12].
Fauna	Biodiversity [Chapter 6].
Flora	Biodiversity [Chapter 6].
Soil	Land Quality [Chapter 9]
Water	Ground & Surface Water Environment [Chapter 7].
Air	Traffic and Transport [Chapter 13]; Air Quality [Chapter 5].
Climatic factors	Ground & Surface Water Environment [Chapter 7].
Material assets, including the architectural and archaeological heritage	Historic Environment [Chapter 8].
Landscape	Landscape and Visual [Chapter 10]
The inter-relationship between the above factors	These are discussed within each section as relevant.

4.1.2 The amended Directive 2014/52/EU includes a revised checklist of topics to be addressed within an EIA, but as discussed in Section 1.4 The need for an Environmental Impact Assessment above, these changes will not be transposed into UK law until May 2017 and therefore will not apply to this project.

4.1.3 The approach taken in this scoping report accords with PINS Advice Note Seven<sup>13</sup>. In addition, the 2009 EIA Regulations<sup>8</sup> state that an ES should not cover every aspect of the proposed development's environmental impacts, but should focus on the aspects likely to have significant environmental effects. Government

<sup>13</sup> Advice note Seven: Environmental Impact Assessment: Preliminary Environmental Information, Screening and Scoping, Version 5 March 2015.



guidance contained in DCLG EIA Planning Practice Guidance<sup>14</sup> (which as of 6th March 2014 has superseded the previous guidance contained within DETR Circular 02/99 EIA<sup>15</sup>), states that:

*“Whilst every Environmental Statement should provide a full factual description of the development, the emphasis of Schedule 4 is on the “main” or “significant” environmental effects to which a development is likely to give rise. The Environmental Statement should be proportionate and not be any longer than is necessary to assess properly those effects. Where, for example, only one environmental factor is likely to be significantly affected, the assessment should focus on that issue only. Impacts which have little or no significance for the particular development in question will need only very brief treatment to indicate that their possible relevance has been considered”.*

- 4.1.4 The preparation of this scoping report is informed by information about the legislative and policy context relevant to the Manston Airport project. For each environmental topic listed in column 2 of **Table 4.1**, an outline is provided of the baseline conditions (where these are known at this stage), together with information about factors influencing future baseline conditions. This information is followed by an outline of the scope of the assessment (i.e. those effects scoped in or out of the assessment). This report identifies:
- ▶ potential effects for which further assessment work is required and which will be reported in the ES; and
  - ▶ effects that, having regard to the work already carried out and on the basis of the available information, are considered to be so minimal that they are unlikely to be significant and do not require further assessment (i.e. they are scoped out). A summary of the scoped-out effects is given in **Chapter 14**.
- 4.1.5 Reasons are stated for potential effects that are assessed as being unlikely to be significant and that do not therefore require further assessment (i.e. they are scoped-out).
- 4.1.6 Decisions about the likely significant effects of the proposed development and therefore the scope of the assessment have been based upon professional judgement, with reference to the project description, and using information about:
- ▶ the receptors (people and environmental resources) that could be affected by the proposed development;
  - ▶ the activities involved in constructing and operating the proposed development;
  - ▶ changes that could result from these activities (e.g. changes in traffic flows or land cover as a result of the proposed development);
  - ▶ the expected magnitude and other characteristics of the environmental changes that could result from these activities and that could affect important receptors;

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<sup>14</sup> Department for Communities and Local Government (2014), Environmental Impact Assessment Planning Practice Guidance.

<sup>15</sup> Department of the Environment, Transport and The Regions (1999), Circular 02/99: Environmental Impact Assessment.

- ▶ the susceptibility of important receptors to exposure to these changes e.g. how biodiversity receptors might be affected by changes in land cover); and
- ▶ the extent to which the design of the proposed development avoids or reduces any potential effects.

4.1.7 If the information that is available at the scoping report stage does not enable a robust conclusion to be reached that a potential effect is not likely to be significant, the effect is then taken forward for further assessment.

4.1.8 As the proposed development is refined, such as the design and location of new airport infrastructure, and then finalised, and as new environmental information is received, decisions about the scope of the assessment may change, necessitating modifications to the scope of the EIA. These changes may be made at any time during the course of the assessment process. Given the progressive refinement in scope that is likely to take place, this scoping report will not be revised and reissued. However, the revised scope will be documented in the ES.

#### Box 4.1 Key Steps in the EIA Process

- ▶ Defining the project, including consideration of the need for the project and alternatives for meeting this need;
- ▶ Deciding on the likely significant environmental effects that need to be assessed and how the necessary assessments will be carried out;
- ▶ Using the Scoping Report as a basis for consulting over the scope of the assessment that is reported in the ES and refining the scope in response to the comments that are received (with this refinement process continuing as the proposals for the proposed development and the understanding of its environmental effects evolve);
- ▶ Assembling further information about the baseline environmental conditions that relate to the likely significant environmental effects;
- ▶ Determining whether this baseline is relevant to the assessment or whether it is more appropriate to predict how the baseline will have changed by the time that the development is constructed or operated;
- ▶ Identifying measures to avoid, reduce or compensate for adverse effects, or to increase the environmental benefits of the scheme, and liaising with the project design team to incorporate these (where possible) into the proposals, ensuring that the development proposals as amended are environmentally assessed;
- ▶ Ongoing consultation with statutory consultees and other interested parties, as appropriate;
- ▶ Assessing the magnitude and other characteristics of the environmental effects being assessed;
- ▶ Assessing the sensitivity (and where relevant, value) of identified receptors to changes resulting from the development;
- ▶ Evaluating the significance of the predicted effects;
- ▶ Collating the findings in an ES and summarising the findings in a Non-Technical Summary (NTS);
- ▶ Submission of the ES to the relevant competent authority;
- ▶ Decision-making, which may involve inter alia ongoing negotiation and requests for further information;
- ▶ Informing stakeholders of the decision on whether or not the development is to be permitted; and
- ▶ Ongoing environmental monitoring, assessment and other work, as required, including screening for the need for a further ES to be prepared in relation to the reserved matters development.

## 4.2 Baseline for the assessment

4.2.1 The assessment of potentially significant effects requires a comparison to be made between the current environmental and physical conditions at the site, termed 'the baseline' and the presence and operation of a commercial freight airport, the development. Construction of the proposed development would commence in 2018. Once completed, the equipment would then be operated indefinitely. However, it cannot be assumed that the baseline conditions in the absence of the proposed development would be the same as at present (2016). This reflects changes resulting from human influences, such as new development

or increased traffic which have the potential to modify the current environmental conditions.

4.2.2 The assessment of potentially significant effects arising from the decommissioning of the airport have been scoped out of this assessment as it is considered that the airport will be operational long into the future, and that therefore there will be no requirement for decommissioning of the airport.

4.2.3 It is therefore necessary to undertake the assessment in relation to the baseline conditions that are likely to occur in the years that are selected for assessment, in undertaking this assessment it has been assumed that if this development proceeds then there will be no other development on the site and that the baseline is therefore an empty former airport site.

### 4.3 Site Visits and Surveys

4.3.1 The Manston Airport site is not currently owned by RiverOak and access to the site, to undertake site visits, walkover surveys, and collect baseline data, as part of the scoping for the EIA has been limited. A request for access to undertake these surveys has been made to the landowner and an ongoing dialogue to obtain access consensually is ongoing. It is possible, in the absence of agreement between RiverOak and the landowner that an application for access under s.53 of the Planning Act 2008 may be made by RiverOak in order to obtain access.

4.3.2 Visits to view the site and surrounding area from public rights of way and highways have been undertaken; more details of these specific visits can be found within the technical chapters. However the assessment of the baseline conditions found within the technical chapters has therefore been desk based.

### 4.4 Combined and Cumulative Effects

4.4.1 The EIA process includes a requirement to give consideration to ‘any indirect, secondary, **cumulative**, short, medium and long-term, permanent and temporary, positive and negative effects of the development’<sup>16</sup>; within EIA the approach most normally taken, and the one that will be adopted for this EIA, is to distinguish between combined effects, and cumulative effects, see **Box 4.2** below. This approach is consistent with the advice contained within PINS Advice Note 9<sup>17</sup>.

#### Box 4.2 Combined Effects and Cumulative Effects

Combined effects are defined as the inter-relationships between topics which occur where a number of separate effects, eg. noise and air quality, affect a single receptor such as fauna.

Cumulative effects are defined as the interaction of the proposed development and other ‘major’ developments (as defined by PINS Advice Note 9: Rochdale Envelope) where there is the potential for combined environmental effects.

Within the Manston Airport Environmental Statement both combined and cumulative effects will be assessed within a separate Combined and Cumulative Effects chapter. The approach adopted for Cumulative Effects Assessment is that presented within PINS Advice Note 17: Cumulative Effects Assessment.

<sup>16</sup> Schedule 4, Part 1, Paragraph 20 EIA Regulations

<sup>17</sup> Advice Note Nine, Rochdale Envelope (version 2). Planning Inspectorate, April 2012.

## Combined Effects

- 4.4.2 Typically, **combined effects** occur when different activities associated with a project act upon the same environmental receptor (e.g. the additive effect of noise from different sources upon local residents for example noise from piling activities may occur at the same time as transport related noise and may act upon the same receptor(s) during the construction phase). In determining such effects, consideration would be given to the sensitivity of the receptor and the magnitude of environmental change. Combined effects are assessed in relation to a specific receptor, but here the effect could be caused by the interactions of different effects from project activities even if individually these are insignificant (e.g. the interaction of noise disturbance and light pollution on bat foraging). Where appropriate, interactive combined effects across topic areas will be assessed, where the nature of the effect allows professional judgment to be applied.
- 4.4.3 The approach most normally taken within EIA and that will be adopted for this combined assessment, is that effects such as increased noise or effects on visual receptors are assessed individually, against topic-specific criteria that are well established within standard EIA. Threshold limits for effects such as noise and air pollution are, for the purposes of establishing effects on human receptors, set at levels that, if exceeded, can have health or nuisance implications for the receptor. Therefore, if effects are concluded as 'acceptable' (i.e. noise levels at residential receptors meet acceptable noise criteria) and are therefore considered to be not significant, then the significance of the effect will not change when considered collectively with other non-significant effects. This is because such effects do not together, for the most part, actually cause combined effects. For example increases in noise do not make the effects caused by an adverse effect on views worse for a human receptor.

## Cumulative Effects

- 4.4.4 The EIA will consider the potential for **cumulative effects** associated with other development, i.e. whether the effects from the proposed Manston Airport project could be combined with similar effects from other schemes to result in significant cumulative effects. It is important to recognise that the baseline assessments in the EIA will include existing development. In EIA terms, it is good practice to consider the future baseline situation which includes other schemes that are likely to be constructed or have not yet commenced but have a valid planning permission. In addition, proposed schemes which are the subject of a planning application (at the time of preparing the EIA) will also be considered.
- 4.4.5 The process for undertaking a Cumulative Effects Assessment (CEA) for a NSIP has been defined by the PINS and is set out within PINS Advice Note 17<sup>18</sup>. The guidance defines a four stage process for a CEA:
- ▶ Stage 1: establish the NSIP Zone of Influence (ZOI) and identify long list of 'other development';
  - ▶ Stage 2: Identify short list of 'other development' for CEA;
  - ▶ Stage 3: Information gathering; and

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<sup>18</sup> Advice Note Seventeen, Cumulative Effects Assessment (version 1). Planning Inspectorate, December 2015.

► Stage 4: Assessment.

4.4.6 Stage 1 of the CEA has been completed as part of the production of this scoping report; the results of this are presented below.

Cumulative Effects Assessment: Stage 1

4.4.7 As part of stage 1 of undertaking a CEA a draft ZOI for each of the EIA topics has been established and will be agreed through consultation with statutory stakeholders and through reference to accepted industry guidance and standards relevant to the environmental topic. A summary of the draft ZOI are shown in **Table 4.2**.

Table 4.2 Environmental topics CEA ZOI

Environmental Topics	Zone of Influence	Spatial ZOI
<b>Air Quality</b>	Construction related air quality effects	All developments within 5km
	Operational related air quality effects	All developments within 5km
<b>Ecology</b>	Noise effects on ecological receptors	All developments within 5km
	Air quality effects on ecological receptors	All developments within 5km
<b>Ground &amp; Surface Water</b>	Groundwater effects on the underlying Thanet Aquifer, ZOI defined by the Southern Water Drinking Water Safeguarding Zone	Extent of Thanet Aquifer Source Protection Zone
	Surface water effects on the water quality in Sandwich and Pegwell Bays	Any development resulting in discharges to River Stour catchment up to Plucks Gutter
<b>Historic Environment</b>	Physical effects on buried archaeological remains	All developments within 5km
	Effects on the setting of designated heritage assets	Any development that is within the project Zone of Theoretical Visibility (ZTV)
<b>Land Quality</b>	Effects on controlled waters: principle aquifer in bedrock	Extent of Thanet Aquifer Source Protection Zone
	Effects on controlled waters: surface water drains	Any development resulting in discharges to River Stour catchment up to Plucks Gutter
<b>Landscape and Visual Impact</b>	Effects on landscape and visual receptors	Any development that is within the project Zone of Theoretical Visibility (ZTV)
<b>Noise</b>	Construction related noise effects	All developments within 5km
	Operational related noise effects	All developments within 5km

Environmental Topics	Zone of Influence	Spatial ZOI
<b>Socio-Economic</b>	Effects of businesses, local and sub-regional economy, and local receptors	All of Thanet District
	Employment creation	All of Thanet District
<b>Traffic &amp; Transport</b>	Construction vehicle effects	All developments using the same local road network
	Increases in vehicles during operational phase	All developments using the same local road network

4.4.8 Having established the ZOI for each environmental topic a long-list of ‘other developments’ to be considered as part of the CEA was produced. In considering the inclusion of developments in the long-list, reference was made to PINS Advice Note 9 and 17 which advise that the types of other development to be included in the CEA should be identified through consultation with the local planning authorities and other relevant authorities on the basis of those that are:

**Box 4.3 ‘Other Development’ for inclusion in Cumulative Effects Assessment**

Tier 1	<ul style="list-style-type: none"> <li>u under construction;</li> <li>u permitted application(s), but not yet implemented;</li> <li>u submitted application(s) not yet determined;</li> </ul>	Decreasing level of detail likely to be available  
Tier 2	<ul style="list-style-type: none"> <li>u projects on the PINS Programme of Projects where a scoping report has been submitted;</li> </ul>	
Tier 3	<ul style="list-style-type: none"> <li>u projects on the PINS Programme of Projects where a scoping report has not been submitted;</li> <li>u identified in the relevant Development Plan (and emerging Development Plans - with appropriate weight being given as they move closer to adoption) recognising that much information on any relevant proposals will be limited;</li> <li>u identified in other plans and programmes (as appropriate) which set the framework for future development consents/approvals, where such development is reasonably likely to come forward.</li> </ul>	

4.4.9 The long list of present consented, and proposed major developments which have been identified within the agreed CEA ZOI study area are presented in Appendix B and shown on **Figure 4.1**. The consented developments include developments currently under construction, whilst the proposed developments are those which have not yet gained planning consent but are considered likely to proceed.

**Cumulative Effects Assessment: Stage 2**

4.4.10 The long list of other development presented in Appendix B will be assessed against a proportionate a series of criteria in order to compile the short list of other development as part of the Stage 2 CEA giving consideration to the following aspects of the other developments:

- ▶ The temporal scope of other development



- ▶ The scale and nature of other development; and
- ▶ Any other relevant factors

4.4.11 In the context of the scale and nature of other developments the criteria for developments to be included on the short list are those considered to be major developments as defined in Regulation 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (i.e. development of 10 or more dwellings, over 1ha in area, buildings of more than 1,000m<sup>2</sup>, waste development or development which involves the winning and working of minerals or the use of land for mineral working deposits).

4.4.12 The temporal scope of other developments will be considered in relation to both the construction and operational phases of redevelopment of Manston Airport. The construction phase is likely to commence following the granting of the DCO in mid-2018 with an initial period of 6-12 months of activity to prepare the airport for reopening, this will be followed by further phased developments over the next 6-18 months.

4.4.13 The temporal scope for the operational phase will commence following the construction phase which is likely to be the end of 2018, the emerging airport master plan has been designed to meet the operational requirements of the airport until 2035 (16 years from the reopening at end of 2018).

## 4.5 Consultation

4.5.1 In preparing this scoping report RiverOak and Amec Foster Wheeler have undertaken non-statutory (informal) consultation and engaged with statutory consultees and, interested parties of the Manston Airport project and have held meetings with PINS and the Department for Transport.

4.5.2 Engagement at an early stage has been undertaken with the main Local Planning Authorities (LPAs); Thanet District Council (TDC) and Kent County Council (KCC), and key statutory consultees; the Civil Aviation Authority (CAA), Environment Agency (EA), Historic England (HE), Natural England (NE) and Southern Water. Initially this involved meeting representatives to provide an introduction to the project; an explanation of the Need Case and why the project will constitute a Nationally Significant Infrastructure Project; inviting comments on the proposed scope for the environmental impact assessment; and establishing an outline plan for future consultation throughout the pre-application process.

4.5.3 A summary of the meetings held to date is presented in **Table 4.1** below; further details of the discussions can be found within the topic chapters.



Table 4.3 Pre-Scoping Consultation

Consultee	Date	Topic Discussed
Environment Agency	11 April 2016	Ground & Surface Water, Land Quality
Kent County Council (KCC)	20 April 2016	All
Natural England	26 April 2016	Biodiversity, Ground & Surface Water, Landscape & Visual Impact
Southern Water	29 April 2016	Ground & Surface Water, Land Quality
Historic England	05 May 2016	Historic Environment, Landscape & Visual Impact
KCC Heritage Conservation Group (HCG)	05 May 2016	Historic Environment, Landscape & Visual Impact
Thanet District Council	01 June 2016	All

4.5.4 As part of the DCO process RiverOak will produce a Statement of Community Consultation (SoCC) which will set out details of how the local community will be consulted over the proposals, including information about the EIA.

4.5.5 A period of non-statutory engagement is planned to commence in July 2016 in advance of the statutory consultation required under the Planning Act 2008. The non-statutory engagement will include a series of presentations to local communities and other interested parties to introduce the scheme and the DCO process, the draft airport master plan, the environmental context and the programme for the scheme. The consultation period for this non-statutory engagement will run until early September.

4.5.6 The formal pre-application consultation required under the provisions of the Planning Act 2008, will be carried out later in 2016. This consultation will include the presentation of preliminary environmental information (PEI). The level of detail provided in the PEI Report will be dependent on the availability of site access to undertake the surveys for the assessments.

4.5.7 Details of the future planned technical consultation is presented within the topic chapters of this scoping report.

## 4.6 Transboundary Effects

4.6.1 The United Nations Economic Commission for Europe (UNECE) Convention on Environmental Impact Assessment in a Transboundary Context, which was adopted in 1991 as the 'Espoo Convention', was negotiated in order to enhance the cooperation between European Economic Area (EEA) States in assessing environmental impact in a transboundary context. The Espoo Convention has been implemented by EU Directive 85/337/EEC (as amended) (the EIA Directive) and transposed into UK law for NSIPs by way of the EIA Regulations, specifically under Regulation 24.

4.6.2 As set out in PINS Advice Note 12<sup>19</sup>, the role of PINS, where an NSIP has been identified as an EIA development, includes the screening for likely significant

<sup>19</sup> Advice Note Twelve: Regulation 24 of the EIA Regulations (Version 4). Planning Inspectorate, December 2015.

effects on the environment of another EEA State; the screening may take place at any time when new relevant information becomes available. Further to this where a likely significant effect is identified the role of PINS includes the identification of EEA State(s) to be notified, notification of these states, consultation with EEA states, and the notification of DCO decision.

- 4.6.3 There is no formal role for the applicant under the Regulation 24 process, and there is no statutory requirement for an applicant to include consultation with governmental divisions and interest groups within other EEA States as part of their application under the Planning Act 2008. However the decision as to whether or not a development will have a transboundary effect will be based upon the information provided by the applicant.
- 4.6.4 Applicants are advised to undertake consultation giving consideration to any potential issues and concerns, and to seek to resolve any transboundary effects, before the application for development consent is submitted in order to ensure that they do not become an issue during examination.
- 4.6.5 Therefore in accordance with the advice, we will give consideration to any potential transboundary effects arising from the development of Manston Airport within the EIA in order to enable PINS, in fulfilling their obligations under Regulation 8 of the EIA Regulations, to reach a view as to whether the development is likely to have significant transboundary effects on other EEA States.

## 5. Air Quality

This section presents the proposed scope of work for the Air Quality assessment.

### 5.1 Introduction

5.1.1 Air quality effects from airports arise from the following principal sources:

- ▶ Aircraft engines, including auxiliary power units (APUs);
- ▶ Aircraft brake and tyre wear (for releases of particulate matter);
- ▶ Other on-airport activity, such as ground support equipment and vehicles, heating plant, etc.;
- ▶ Road traffic; and
- ▶ Construction activities.

5.1.2 Defra guidance on local air quality management<sup>20</sup> offers the following screening criteria to help local authorities decide whether they need to perform a detailed assessment of the effect of an airport on local air quality:

- ▶ Is the existing background concentration of oxides of nitrogen (NO<sub>x</sub>) above 25 µg m<sup>-3</sup>?
- ▶ Is the total equivalent passenger throughput more than 10 million passengers per annum (mppa), where 100,000 tonnes of freight is equivalent to 1 mppa?
- ▶ If the answer to either question is Yes, then a detailed assessment for nitrogen dioxide (NO<sub>2</sub>) is necessary.

5.1.3 The annual mean NO<sub>x</sub> concentration measured at the Thanet Airport monitor in 2014 was 17.8 µg m<sup>-3</sup>, below the criterion, and the proposed airport activity level of 10,000 movements per year is well below the second criterion, allowing for up to 500,000 tonnes of freight throughput per annum, giving 5.01 mppa, This suggests that the proposal is below the threshold at which local air quality effects may be observed.

5.1.4 Thanet District Council has declared an Air Quality Management Area (AQMA) covering the whole urban area of the Ramsgate/Broadstairs/Margate conurbation. Although the reasons for the AQMA are primarily associated with the urban area (congested traffic etc.), the boundary of the AQMA abuts the boundary of the airport and is just 180 m from the centre of the runway. It is therefore likely that airport operations will have some level of effect on the AQMA.

5.1.5 For these reasons, it is not possible to completely scope out air quality from the need for detailed assessment.

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<sup>20</sup> Defra, Local Air Quality Management: Technical Guidance LAQM.TG(09), February 2009.

## 5.2 Relevant policy, legislation and guidance

### National Planning Policy Framework (NPPF)

5.2.1 The NPPF states that:

5.2.2 “Planning policies should sustain compliance with and contribute towards EU Limit Values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative effects on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.”

5.2.3 The implication of this National Policy for any proposed development at Manston is that it should not in itself cause any future breaches of the air quality Limit Value and should actively contribute to improving air quality in this area of Thanet, particularly since there is an AQMA nearby.

### Aviation Policy Framework (APF)

5.2.4 In the APF, it is stated at the outset: “Emissions from transport, including at airports, contribute to air pollution. EU legislation sets legally binding air quality limits for the protection of human health. The Government is committed to achieving full compliance with European air quality standards.”

And:

5.2.5 “Our policy on air quality is to seek improved international standards to reduce emissions from aircraft and vehicles and to work with airports and local authorities as appropriate to improve air quality, including encouraging HGV, bus and taxi operators to replace or retrofit with pollution-reducing technology older, more polluting vehicles. There will be additional air quality (and noise pollution) benefits as the UK progresses to a low carbon economy with the likely increase in the proportion of electric vehicles and plug-in hybrid vehicles.”

5.2.6 “As a general principle, the Government expects that at the local level, individual airports working with the appropriate air traffic service providers should give particular weight to the management and mitigation of noise, as opposed to other environmental effects, in the immediate vicinity of airports, where this does not conflict with the Government’s obligations to meet mandatory EU air quality targets.”

5.2.7 “Whilst our policy is to give particular weight to the management and mitigation of noise in the immediate vicinity of airports, there may be instances where prioritising noise creates unacceptable costs in terms of local air pollution. For example, displacing the runway landing threshold to give noise benefits could lead to significant additional taxiing and emissions. For this reason, the effects of any proposals which change noise or emissions levels should be carefully assessed to allow these costs and benefits to be weighed up.”

## Local planning policy

### Thanet local plan (2006) (Saved Policies)

- 5.2.8 Saved Policy EP 5 of the 2006 Local Plan states:
- 5.2.9 “Local air quality monitoring
- 5.2.10 Proposals for new development that would result in the National air quality objectives being exceeded will not be permitted.
- 5.2.11 Development proposals that might lead to such an exceedance, or a to a significant deterioration in local air quality resulting in unacceptable effects on human health, local amenity or the natural environment, will require the submission of an air quality assessment, which should address:
- ▶ The existing background levels of air quality;
  - ▶ The cumulative effect of further emissions; and
  - ▶ The feasibility of any measures of mitigation that would prevent the National air quality objectives being exceeded, or would reduce the extent of air quality deterioration.”

### Emerging Thanet local plan (2015)

- 5.2.12 Policy SE05 (Air Quality) states:
- “All major development schemes should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality, particularly within the designated Urban Air Quality Management Area. Development will be located where it is accessible to support the use of public transport, walking and cycling. Development proposals that might lead to a significant deterioration in air quality or an exceedance of air quality national objectives or to a worsening of air quality within the urban Air Quality Management Area will require the submission of an Air Quality Assessment, which should address:**
- ▶ The cumulative effect of further emissions;
  - ▶ The proposed measures of mitigation through good design and offsetting measures that would prevent the National Air Quality Objectives being exceeded or reduce the extent of the air quality deterioration. These will be of particular importance within the urban AQMA, associated areas and areas of lower air quality.

## Legislation

### Ambient Air Quality Regulations

- 5.2.13 The European directive on air quality and cleaner air for Europe (2008/50/EC) and the European directive relating to arsenic, cadmium, mercury, nickel, and polycyclic aromatic hydrocarbons in ambient air (2004/107/EC) are the principal instruments governing outdoor ambient air quality policy in the EU. They set binding Limit Values for concentrations of pollutants in the air we breathe.

- 5.2.14 The Air Quality Standards Regulations 2010 transpose into English legislation these two European directives, the council's decision on exchange of information, and replaced the Air Quality Standards Regulations 2007. The Air Quality Standards Regulations 2010 came into force in the UK on 11th June 2010. The Air Quality Limit Values are transposed into the updated Regulations as Air Quality Standards (AQS) with attainment dates in line with the European Directives.
- 5.2.15 In the UK, action on air quality is driven by the health-based Objectives as set out in the 2007 Air Quality Strategy for England, Scotland, Wales and Northern Ireland. The Air Quality Objectives (AQOs) are based on medical and scientific reports on how and at what concentration each pollutant affects human health. The AQOs are based on the Air Quality Standards / Air Quality Limit Values, with interim target dates to help the UK move toward the achievement of the Air Quality Limit Values. The AQOs in the Air Quality Strategy are a statement of policy intentions or policy targets and as such, there is no legal requirement to meet these objectives except as far as these mirror any equivalent legally binding Limit Values in EU legislation.
- 5.2.16 Part IV of the Environment Act 1995 requires local authorities to periodically review concentrations of the UK Air Quality Strategy pollutants within their areas and to identify areas where the AQOs may not be achieved by their relevant target dates. This process of Local Air Quality Management (LAQM) is an integral part of delivering the Government's AQOs detailed in the Regulations. When areas are identified where some or all of the Objectives might potentially be exceeded and where there is relevant public exposure, i.e. where members of the public would regularly be exposed over the appropriate averaging period, the local authority has a duty to declare an AQMA and to implement an Air Quality Action Plan (AQAP) to reduce air pollution levels towards the AQOs, to the extent that emission sources are under their control.
- 5.2.17 Protection of Vegetation and Ecosystems
- 5.2.18 In addition to the objectives for human health, a national objective relating to the protection of vegetation and ecosystems is prescribed for nitrogen oxides. The 30  $\mu\text{g}/\text{m}^3$  Limit Value is not a threshold in the sense that damage to vegetation is likely to occur when this concentration is exceeded, rather, that above this concentration, there is an increased risk of damage.
- 5.2.19 The Government and the Devolved Administrations intend that these limits are treated as national objectives, against which compliance is monitored at a national level, not ones that are included in the Regulations for the purpose of local air quality management. These objectives apply at locations which are:
- ▶ more than 20km from an agglomeration i.e. an area with a population of more than 250,000;
  - ▶ more than 5km away from industrial sources regulated under Part A of the 1990 Environment Act;
  - ▶ more than 5km away from motorways; and
  - ▶ more than 5km away from built up areas of more than 5,000 people.



- 5.2.20 The predominant route by which emissions will affect the land in the vicinity of an airport is by deposition of atmospheric emissions. Potential ecological receptors can be sensitive to the deposition of pollutants, particularly nitrogen compounds, which can affect the character of the habitat through eutrophication (nutrient enrichment) and acidification.
- 5.2.21 Critical loads for nitrogen are a quantitative estimate of the level of exposure (via deposition) below which significant harmful effects on sensitive elements of the environment do not occur, according to present knowledge. It should be noted that critical loads are not statutory standards which are to be achieved, but are an indicator of when harmful effects can occur for different habitat types.

## Guidance

- 5.2.22 Guidance on air quality assessment of development proposals is available from a number of sources, including Defra, the Institute of Air Quality Management and Kent County Council.

### Defra Guidance (2016)

- 5.2.23 The local air quality management Technical Guidance produced by Defra in April 2016 and its content in relation to assessment of airport developments has been largely iterated in Section 1 of this document.

### Kent and Medway Air Quality Partnership Air Quality and Planning Technical Guidance

- 5.2.24 This guidance was published by the Air Quality Partnership in July 2011. The guidance is aimed at local authorities, developers and consultants. It provides technical advice on how to deal with planning applications that could have an effect on air quality and human health. It also includes a detailed checklist (Appendix E) which includes thresholds, above which air quality assessments will be required. In relation to Manston, it is likely that these thresholds will be exceeded, in terms of likely increases in HGV movements and the scale of work due to be undertaken during the construction phase.

## 5.3 Main sources of data used in the scoping report

- 5.3.1 The main sources of data used in preparing this scoping report were:
- ▶ Thanet District Council Local Air Quality Management Progress Report;
  - ▶ Defra database of air quality information; and
  - ▶ The Government's Multi Agency Geographic Information for the Countryside (MAGIC) website ([www.magic.org.uk](http://www.magic.org.uk)).

## 5.4 Engagement with consultees

- 5.4.1 To date meetings have been held with Thanet District Council (TDC), Kent County Council (KCC), and Natural England (NE) as part of the pre-application stages of the project.

- 5.4.2 The potential air quality effects of the proposed development were discussed with TDC, in particular how this development may effect the Ramsgate Air Quality Management Area.
- 5.4.3 NE requested that the assessment of potential effects on air quality should also assess non-human receptors, such as function habitat, and that the distinction between effects on human and non-human receptors is made clear.
- 5.4.4 Further consultation with the local authorities will be undertaken following the publication of this Scoping Report and as part of the development of the Environmental Statement.

## 5.5 Overview of the baseline conditions

- 5.5.1 Under Part IV of the Environment Act 1995, Thanet District Council is required to periodically review and assess air quality within its area of jurisdiction. This process of Local Air Quality Management (LAQM) is an integral process for achieving national air quality objectives (AQOs). Thanet's most recent published review and assessment study<sup>21</sup> states:

*“Thanet generally has very good air quality; however there are areas at The Square in Birchington, High Street St Lawrence, Ramsgate and the junction of Hereson Road / Boundary Road, Ramsgate where air quality is poor due to pollution from road transport.*

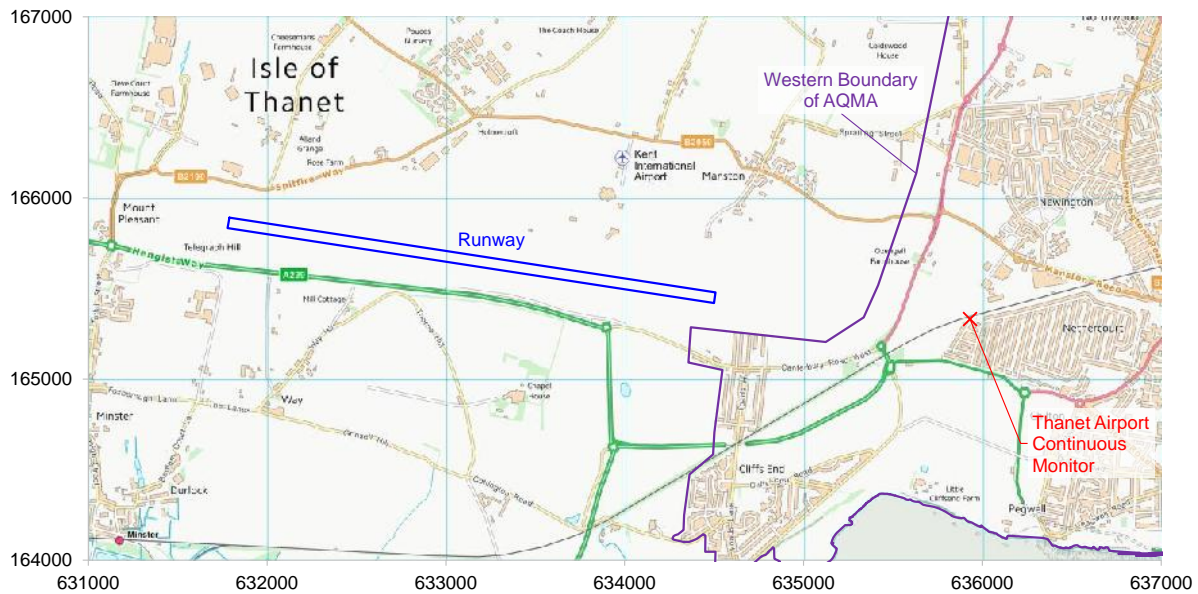
*“An urban wide AQMA has been declared to enable effective management of air quality.”*

- 5.5.2 As noted above, the boundary of the AQMA abuts the boundary of the airport and is just 180 m from the centre of the runway (see **Figure 5.1**). However, the nearest of the locations identified as having poor air quality (High Street St Lawrence) is a roadside location approximately 2 km east of the eastern end of the airport.
- 5.5.3 Thanet undertakes a combination of continuous and passive monitoring within its jurisdictional area. There are four continuous monitoring stations and 22 passive monitoring locations (including eight triplicate sites) which measure NO<sub>2</sub>. The nearest continuous monitoring station to the site is Thanet Airport, which measures NO<sub>2</sub> only. This is located approximately 1400 m east of the eastern end of the runway, on the edge of the built-up area of Ramsgate (see **Figure 5.1**). Between 2007 and 2013, the measured annual mean NO<sub>2</sub> concentration at this monitor was between 16 and 21 µg m<sup>-3</sup>. Triplicate NO<sub>2</sub> diffusion tubes are collocated at this site; between 2009 and 2013 the bias-adjusted measured annual mean NO<sub>2</sub> concentration from these tubes was between 16.7 and 21 µg m<sup>-3</sup>.
- 5.5.4 There are two continuous monitors which measure fine particulate matter (PM<sub>10</sub>) in central Ramsgate and in Birchington, both are roadside sites; they are therefore not representative of sensitive locations near the airport.

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<sup>21</sup> Thanet District Council, LAQM Progress Report, September 2014.

Figure 5.1 The vicinity of the proposed development, showing AQMA and continuous monitor



5.5.5 Defra maintains a database of air quality information, and through its contractor (Ricardo Energy and Environment) provides results from a nationwide model (the Pollution Climate Mapping [PCM] model) of existing and future background air quality concentrations at a 1km grid square resolution. The PCM model is semi-empirical in nature, in that it uses data from the national atmospheric emissions inventory (NAEI) to model the concentrations of pollutants at the centroid of each 1km grid square but then calibrates these concentrations in relation to actual monitoring data.

5.5.6 The annual mean mapped background air quality data for the seven 1 km grid squares covering the airport are provided in **Table 5.1**.

Table 5.1 Annual mean mapped background concentrations across the airport ( $\mu\text{g m}^{-3}$ )

	NO <sub>x</sub>	NO <sub>2</sub>	Sulphur dioxide	Carbon monoxide	Benzene	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Concentration range</b>	16.4 – 17.6	12.2 – 13.0	4.7 – 4.9	221 – 238	0.2 – 0.2	15.4 – 17.3	10.5 – 10.9
<b>Air Quality Objective</b>	30	40	N/A	N/A	5	40	25
<b>Base year of data</b>	2016	2016	2001	2001	2010	2016	2016

Concentrations of all pollutants are, therefore, well within the relevant air quality objectives.

## 5.6 The scope of the assessment, methodology and characteristics of the potential effects

### Potential effects requiring further assessment

5.6.1 The assessment will cover:

- ▶ Potential air quality effects associated with the construction and operation of the proposed development including:
  - Effects on human health and ecology associated with emissions from road traffic as a result of the construction and operation of the development (e.g. HGV movements during construction, cargo deliveries to and from the airport).
  - Annoyance associated with fugitive dust emissions during construction; and
  - Effects on human health and ecology associated with emissions on the airport, from aircraft, ground support equipment and combustion plant.

#### Effects on human health and ecology associated with road traffic:

5.6.2 The Highways Agency's Advice Note HA 207/07 contained within Volume 11, Section 3 of the Design Manual for Roads and Bridges (DMRB) guidance details that a formal air quality assessment of vehicular emissions is likely to be required where any of the following criteria are met:

- ▶ Road alignment will change by 5 m or more; or
- ▶ Daily traffic flows will change by 1,000 annual average daily traffic (AADT) or more; or
- ▶ HGV flows will change by 200 AADT or more; or
- ▶ Daily average speed will change by 10 km/hr or more; or
- ▶ Peak hour speed will change by 20 km/hr or more.

5.6.3 The Environmental Protection UK/Institute of Air Quality Management (EPUK/IAQM)<sup>22</sup> also suggest indicative criteria for requiring an air quality assessment, which include:

- ▶ A change of HGV flows of
  - ▶ more than 25 AADT within or adjacent to an AQMA
  - ▶ more than 100 AADT elsewhere.

5.6.4 Based on preliminary information, the change in HGV flows along some roads near the airport is expected to be in the region of 100 AADT or more, some of which may be within or adjacent to the AQMA. Consequently, at this stage, it is proposed to scope in vehicular emissions. However, this position will be re-evaluated once detailed traffic information is available, particularly HGV numbers and routes. Should a detailed assessment be required, dispersion modelling of road traffic emissions will be conducted using the ADMS-Roads model, which is widely used in the UK. The latest information on vehicle emission factors will be used.

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<sup>22</sup> IAQM, 2015. 'Land-Use Planning & Development Control: Planning for Air Quality'.

### Annoyance associated with fugitive dust emissions during construction

5.6.5 The following guidance will be utilised when undertaking the assessment of construction dust:

- ▶ EPUK/IAQM guidance on planning and air quality

5.6.6 A scheme for assessing the magnitude of change in ambient air quality concentrations at receptors was first developed by Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) in 2010 and an updated version was released in 2015. This scheme assesses the magnitude of change in ambient air quality as a function of the percentage increase in concentration relative to the relevant air quality standard and also takes into account the total ambient concentration as a percentage of the AQS. It has become the accepted best practice for air quality assessment in the UK and is now widely applied.

5.6.7 IAQM guidance on construction dust assessment

5.6.8 Guidance produced in 2014 by the IAQM provides a systematic risk-based methodology for assessing the potential for construction activities to give rise to dust nuisance and for mitigating potential adverse effects. Like the air quality and planning guidance referred to above, this has become the accepted best UK practice and is widely applied.

5.6.9 Air quality effects associated with typical construction activities include nuisance from dust due to demolition, earth-moving etc., and emissions from the engines of vehicles and machinery. From a review of the available information relating to construction activity, in the most recent (June 2016) airport masterplan, it is evident that there will be a degree of earthmoving and construction activity over the development period and that this may need to be considered as a part of the EIA. It may also be necessary to assess the effects arising from construction-related road traffic movements. The exact scale and magnitude of the activities are yet to be detailed.

### Effects on human health and ecology associated with on-airport emissions

5.6.10 The principal pollutant of concern around major airports is nitrogen dioxide (NO<sub>2</sub>), which is a product of most combustion processes, including those within aircraft and road vehicle engines. Sources of NO<sub>2</sub> emit both NO<sub>2</sub> and nitric oxide (NO), collectively known as NO<sub>x</sub>, and chemical interactions in the atmosphere convert some of the NO to NO<sub>2</sub>. Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) is often included within airport emission inventories although even large airports normally make only a small contribution to off-airport concentrations.

5.6.11 Other pollutants may be emitted on the airport, but in view of the low emission rates and the low background concentrations, they have been scoped out. Such pollutants include sulphur dioxide (SO<sub>2</sub>), carbon monoxide (CO) and volatile organic compounds (VOCs).

5.6.12 Detailed dispersion modelling of NO<sub>x</sub>/NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> may be undertaken to ascertain the effect of on-airport emissions on local air quality in populated areas surrounding the airport during operation of the proposed development, once more detail on the operational regime of the airport becomes available. In addition, the



potential effect of emissions upon sensitive ecological habitats which could be affected will also be assessed and reported in the Biodiversity chapter of the Environmental Statement, if relevant.

- 5.6.13 It is proposed to carry out the calculations of emissions and dispersion of these pollutants using the latest version of the Aviation Environmental Design Tool (AEDT). AEDT is a software tool produced on behalf of the Federal Aviation Administration in the US for modelling the noise and air quality effects of airport developments, and is the preferred method in the US for assessing applications such as the proposed Manston Airport development. It has a large amount of airport-related information built-in, including emission factors for most aircraft in the global fleet. It is also proposed to use AEDT for the noise assessment, so using the same tool for air quality ensures consistency between topics. The advantage of employing this particular modelling package for air quality, instead of the ADMS-Airport software, is that the aircraft movements on the ground and in the air on the LTO cycle will be consistently represented for both noise and air quality. The main difference between the two models in air quality prediction terms is that ADMS-Airport incorporates a routine to allow for the buoyancy of hot jet exhaust emissions. AEDT does not, which makes for slightly more pessimistic predictions. In this case, this is not considered to be a significant issue.
- 5.6.14 Model predictions will be made at relevant human receptor locations (e.g. residential properties, schools etc.) and combined with background data obtained from the Defra background maps and/or local monitoring. These concentrations will then be compared against statutory air quality standards (AQS). The significance of changes in air quality levels will be evaluated using the Environmental Protection UK/Institute of Air Quality Management (EPUK/IAQM) methodology<sup>23</sup>.
- 5.6.15 Guidance from the UK Government makes it clear that exceedances of the health based objectives should only be assessed at outdoor locations where members of the general public are regularly present over the averaging time of the objective. **Table 5.2** provides an indication of those locations that are likely to be relevant for different averaging periods.

Table 5.2 Examples of locations where the air quality objectives should apply for human receptors

Averaging period	Objectives should apply at:	Objectives should generally not apply at:
<b>Annual mean</b>	All locations where members of the public might be regularly exposed. Building facades of residential properties, schools, hospitals, care homes etc.	Building facades of offices or other places of work where members of the public do not have regular access. Hotels, unless people live there as their permanent residence. Gardens of residential properties. Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term.
<b>24-hour mean and 8-hour mean</b>	All locations where the annual mean objectives would apply, together with hotels. Gardens of residential properties (see Note).	Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term.

<sup>23</sup> IAQM, 2015. 'Land-Use Planning & Development Control: Planning for Air Quality'.



<b>1-hour mean</b>	<p>All locations where the annual mean and 24 and 8-hour mean objectives would apply.</p> <p>Kerbside sites (e.g. pavements of busy shopping streets).</p> <p>Those parts of car parks, bus stations and railway stations etc. which are not fully enclosed, where the public might reasonably be expected to spend one hour or more.</p> <p>Any outdoor locations at which the public may be expected to spend one hour or longer.</p>	<p>Kerbside sites where the public would not be expected to have regular access.</p>
<b>15-minute mean</b>	<p>All locations where members of the public might reasonably be expected to spend a period of 15 minutes or longer.</p>	

Note: For gardens, playgrounds, such locations should represent parts of the garden where relevant public exposure is likely, for example where there is a seating or play areas. It is unlikely that relevant public exposure would occur at the extremities of the garden boundary, or in front gardens, although local judgement should always be applied.

- 5.6.16 For the purposes of assessing air quality effects, workplace locations will be excluded from the assessment in accordance with the Air Quality Standards Regulations 2010. These Regulations do not differentiate between whether this is a workplace location under the control of the operator, or an off-site workplace location.
- 5.6.17 Ecological receptor locations will also be included according to the guidance from the Environment Agency<sup>24</sup>. As well as air concentrations, deposition rates of nitrifying and acidifying compounds will be assessed taking into account data available from the UK Air Pollution Information System (APIS). The significance of these predictions will be evaluated within the Biodiversity chapter of the Environmental Statement.

## Potential effects not requiring further assessment

### Effects on human health and ecology associated with odour

- 5.6.18 Airports can give rise to complaints of nuisance associated with odour. There is no generally accepted methodology for assessing the effect of odour from airports; modelling studies at Stansted Airport used VOC emissions as a surrogate, but these were found to correlate poorly with perceived odour.
- 5.6.19 In view of the relatively small size of the development, it is expected that if air quality is satisfactory, then odours are unlikely to be a significant concern, and further detailed assessment has been scoped out.

<sup>24</sup> Environmental management – guidance: Air emissions risk assessment for your environmental permit. <https://www.gov.uk/guidance/air-emissions-risk-assessment-for-your-environmental-permit>.

## 6. Biodiversity

This chapter sets out the proposed approach to the assessment of the likely significant environmental effects of the proposed development on biodiversity and nature conservation interests.

### 6.1 Introduction

- 6.1.1 The EcIA that will be undertaken as part of the wider EIA will focus on the potentially significant environmental effects of the construction and operation of the proposed development on conservation notable, and legally protected habitats and species. Potential effects on nature conservation interests both within and outside of the bounds of the Manston Airport site will be investigated.
- 6.1.2 The EcIA will include an assessment of the potential effects on internationally, nationally and locally designated sites of nature conservation interest. This assessment (with regards to internationally designated sites) will be supported by the production of information necessary for the competent authority (in this case the Secretary of State for Transport) to undertake a Habitat Regulations Assessment (HRA).

### 6.2 Relevant policy, legislation and guidance

- 6.2.1 Policy guidance and policies relevant to the scope of potential effects on biodiversity are as follows:
- ▶ National Planning Policy Framework<sup>25</sup> - The governments NPPF (paragraphs 109, 112, states that:
  - ▶ Paragraph 109 - “The planning system should contribute to and enhance the natural and local environment by: minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures”.
  - ▶ Paragraph 112 - “Local planning authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks”.

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<sup>25</sup> Communities and Local Government (CLG)(2012)*National Planning Policy Framework*, CLG, London

- ▶ Paragraph 118 - "When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:
- ▶ if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- ▶ proposed development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted. Where an adverse effect on the site's notified special interest features is likely, an exception should only be made where the benefits of the development, at this site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of Sites of Special Scientific Interest;
- ▶ opportunities to incorporate biodiversity in and around developments should be encouraged;
- ▶ planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss; and
- ▶ the following wildlife sites should be given the same protection as European sites: – potential Special Protection Areas and possible Special Areas of Conservation; – listed or proposed Ramsar sites; and – sites identified, or required, as compensatory measures for adverse effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.
- ▶ Thanet District Council Local Plan<sup>26</sup> -
- ▶ Saved Policy NC3. Development which would be damaging to...sites of Nature Conservation Interest...either in the long term or short term, will not be permitted.
- ▶ Thanet District Council Draft Local Plan to 2031 (not yet adopted) –
- ▶ Proposed policy SP05 (bullet point 8). Proposals at the airport, that would support the development, expansion and diversification of Manston Airport, will be permitted subject to all of the following requirements...There will be no significant harm to Thanet's SSSI/SAC/SPA/Ramsar sites. A Habitats regulations assessment will be required.
- ▶ Proposed policy SP23. Thanet's Green Infrastructure network is an integral part of the design of all major development. Opportunities to improve Thanet's green infrastructure network by protecting and enhancing existing green

<sup>26</sup> Thanet District Council (TDC) *The Thanet Local Plan 2006: Saved Policies*, TDC, Thanet [Accessed here: <https://www.thanet.gov.uk/your-services/planning-policy/thanets-current-planning-policy/thanet-local-plan-2006/> Last accessed 14/04/2016]

infrastructure assets and the connections between them, should be included early in the design process for major developments.

- ▶ Development should make a positive contribution to Thanet's Green Infrastructure network by:
  - ▶ Creating new wildlife and biodiversity habitats
  - ▶ Providing and managing new accessible open space
  - ▶ Mitigating against the loss of any farmland bird habitats
  - ▶ Providing private gardens and play space; and/or
  - ▶ Contributing towards the enhancement of Thanet's Biodiversity Opportunity Areas or the enhancement of the Green Wedges.
    - ▶ Investment and developer contributions should be directed to improve and expand green infrastructure and provide connecting links where opportunities exist.
- ▶ Proposed policy SP25. Protection of the European Sites, Sites of Special Scientific Interest and National Nature Reserve.
  - ▶ Development that would have a detrimental impact on the European Sites, Sites of Special Scientific Interest or National Nature Reserve will not be permitted.
  - ▶ Planning permission may only be granted when it can be demonstrated that any harm to internationally and nationally designated sites resulting from that development will be suitably mitigated.

6.2.2

In preparing the biodiversity assessment, account will be taken of relevant legislation, namely:

- ▶ Conservation of Habitats and Species Regulations 2010 (as amended) (the Habitat Regulations);
- ▶ Natural Environment and Rural Communities Act 2006 (the NERC Act);
- ▶ Countryside and Rights of Way Act 2000 (the CRoW Act);
- ▶ Hedgerow Regulations 1997;
- ▶ Protection of Badgers Act 1992;
- ▶ Wildlife and Countryside Act 1981 (as amended);
- ▶ National Parks and Access to the Countryside Act 1949 (as amended).

6.2.3

Other guidance relevant to the biodiversity assessment includes:

- ▶ Advice Note Ten: Habitat Regulations Assessment relevant to nationally significant infrastructure projects (Version 7; 2016);
- ▶ Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater and Coastal (Second Edition). Chartered Institute of Ecology and Environmental Management (2016);

- ▶ Government Circular 06/05 Biodiversity and Geological Conservation – Statutory Obligations and their impact within the planning system.

## 6.3 Main sources of data used in preparing the scoping report

6.3.1 Desk study data were obtained from the following sources to date:

- ▶ The Kent and Medway Biological Records Centre;
- ▶ The Government's Multi Agency Geographic Information for the Countryside (MAGIC) website ([www.magic.org.uk](http://www.magic.org.uk));
- ▶ A review of satellite imagery using Google Earth;
- ▶ UK Biodiversity Action Plan (UKBAP) <http://ukbars.defra.gov.uk/plans/priority.asp>);
- ▶ Kent Biodiversity Action Plan (KBAP) (<http://www.kentbap.org.uk/habitats-and-species/>);
- ▶ National Biodiversity Network (NBN) ([www.nbn.org.uk](http://www.nbn.org.uk)); and

6.3.2 Ecological Appraisals provided for development projects in close proximity to the Manston Airport site – namely Land East of Haine Road (OL/TH/14/0050); Land south of Great West Autos (F/TH/12/0722); Land east of Worlds Wonder (F/TH/14/0645) and Land North of Thorne Farm (F/TH/13/0596).

## 6.4 Engagement with consultees

6.4.1 In respect of biodiversity, key consultees have been identified and focussed engagement (through both informal and formal consultation) has commenced as part of the pre-application stages of the project. Consultees are:

- ▶ Natural England (NE);
- ▶ Kent County Council (KCC);
- ▶ Thanet District Council (TDC) – including the Thanet Coast Project;
- ▶ Kent Wildlife Trust (KWT);
- ▶ Environment Agency (EA);
- ▶ Royal Society for the Protection of Birds (RSPB);
- ▶ Local Authority Ecologist(s);

6.4.2 To date, NE, KCC, and the EA have been engaged in respect of biodiversity interest.

6.4.3 During the meeting with NE an overview of the project was provided and it was confirmed that their involvement would focus on potential effects on sites designated for nature conservation (particularly in regard to Habitat Regulations Assessment) and European Protected Species (EPS). With regard to other legally protected species it was noted that NE would rely on their standing advice, with more detailed input being expected from KCC and/or TDC. At meetings with KCC

and EA general discussions regarding the potential ecological effects associated with the project were discussed. The EA noted the potential issues associated with the existing outfall that runs from the Manston Airport site and discharges into Pegwell Bay.

- 6.4.4 Future engagement will entail a suite of scheduled meetings with the statutory and non-statutory consultees outlined above, which will be undertaken in parallel to the biodiversity surveys and assessment work that will be carried out in advance of submission of the DCO application. If and when important biological receptors are identified, alongside the ongoing development of the scheme design, agreement with consultees will be sought on whether it is appropriate to vary the current survey scope so that all potential likely significant effects can be assessed. Measures to mitigate those effects will be developed in conjunction with the scheme design process and agreed.
- 6.4.5 Formal agreement with NE, KCC and TDC will be sought iteratively on the scope of all baseline surveys and the assessment methodology.

## 6.5 Overview of the baseline conditions

### Current Baseline

- 6.5.1 The desk study indicates that the Manston Airport site comprises a combination of hardstanding and buildings, large expanses of grassland and some limited areas of scrub and/or landscaping. The desk study has revealed that there is the potential for, or records of species which are legally protected or a priority for nature conservation to be present on or adjacent to the Site, namely: reptiles within suitable terrestrial habitats and badgers within the wider landscape. Bats could also potentially roost in suitable trees and buildings (potentially on site), and forage within the vicinity.
- 6.5.2 The site is likely to support breeding bird assemblages associated with farmland and urban habitats; over-wintering species may include wading birds and wildfowl. Due to the historic management of the site as an airfield the usage of the area by birds is likely to be lower than may be expected for similar expanses of habitat elsewhere (i.e. management to reduce bird strike has been practiced for decades).
- 6.5.3 The desk study has indicated the presence of the following statutory sites within the potential Zone of Influence (Zol) (See **Box 6.4** for definition): (see, **Table 6.1** and **Figure 6.1**). It should be noted that at this stage, a 10km radius has been used as the search area and potential Zol for statutory sites. As more scheme information and baseline data becomes available, this Zol may be extended or reduced. For example, the air quality assessment will inform the Zol with regards to the potential distance over which deposition of nitrogen and other emissions may typically be detected. Over 10km, the emissions due to aircraft moving to or from the airport are likely to be deposited in a dispersed manner due to their ejection at altitude. This will be determined as the assessment progresses. There are no non-statutory sites within 1km of the airport boundary.



Table 6.1 Desk Study: Statutory Sites (in order of distance from Manston Airport)

Site	Status	Description	Approximate Distance from Site
<b>Thanet Coast and Sandwich Bay</b>	Ramsar	The site is of value to breeding and wintering birds, as well as supporting outstanding communities of terrestrial and marine plant species and a significant number of rare invertebrate species. The site supports a total of at least 15 Red Data Book invertebrate species associated with wetlands.	~925m South East
<b>Thanet Coast and Sandwich Bay</b>	SPA	The site supports populations of European importance for turnstone ( <i>Arenaria interpres</i> ) (Non-breeding); European golden plover ( <i>Pluvialis apricaria</i> ) (Non-breeding) and Little tern ( <i>Sternula albifrons</i> ) (Breeding)	~925m South East
<b>Sandwich Bay</b>	SAC	Selected as an SAC due to the presence of several Annex I habitats. These being; embryonic shifting dunes, shifting dunes along the shoreline with European marram grass ( <i>Ammophila arenaria</i> ) - 'white dunes', fixed coastal dunes with herbaceous vegetation and dunes with <i>Salix repens</i> ssp. <i>Argentea</i> .	~925m South East
<b>Thanet Coast</b>	SAC (including Inshore Marine SAC)	The longest continuous stretch of coastal chalk in the UK that supports Annex 1 Habitats: Reefs and submerged or partially submerged sea caves.	~925m South East
<b>Sandwich and Pegwell Bay</b>	NNR	The Reserve has a complex mosaic of habitats including inter-tidal mudflats, saltmarsh, shingle beach, sand dunes, ancient dune pastures, chalk cliffs, wave cut platform and coastal scrubland. It supports the only ancient dune pasture in Kent. The reserve is of international importance for its wader and wildfowl populations. 615ha of the NNR is managed as a Kent Wildlife Trust Reserve.	~925m South West
<b>Sandwich Bay to Hacklinge Marshes</b>	SSSI	The most important sand dune system and sandy coastal grassland in South East England. There are also a wide range of other habitats such as mudflats, saltmarsh, chalk cliffs, freshwater grazing marsh, scrub and woodland are found here. This site comprises grazing marsh habitats within Minster Marshes and often supports	~925m South East

Site	Status	Description	Approximate Distance from Site
		large wintering populations of waders, some of which regularly reach levels of National importance. Associated with the site are outstanding assemblages of both terrestrial and marine plants and invertebrates.	
<b>Thanet Coast</b>	SSSI	The Thanet Coast is particularly noted for its bird populations, supporting both internationally and nationally important numbers of wintering birds, Associated with the various constituent habitats of the site are outstanding assemblages of both terrestrial and marine plant species, including communities of marine algae that are of limited occurrence elsewhere in the British Isles. Invertebrates are also of interest and there are recent records of three nationally rare and one nationally scarce species.	~4500m East
<b>Margate and Long Sands</b>	SCI (Inshore Marine)	Margate and Long Sands starts to the north of the Thanet coast of Kent and proceeds in a north-easterly direction to the outer reaches of the Thames Estuary. It contains a number of Annex I Sandbanks slightly covered by seawater at all times, the largest of which is Long Sands itself.	~4840m North
<b>Stodmarsh</b>	SAC	A sizeable population of the rare Desmoulin's whorl snail ( <i>Vertigo moulinsiana</i> ) lives beside ditches within pastures on the floodplain of the River Stour where reed sweet-grass ( <i>Glyceria maxima</i> ), large sedges and common reed ( <i>Phragmites australis</i> ) dominate the vegetation.	~7700 South West
<b>Stodmarsh</b>	NNR	Supports internationally important habitats including reedbeds, fens, ditches, wet grassland and open water which provide an ideal habitat for breeding and wintering birds, invertebrates and rare plants. Water voles are found on the reserve.	~7700m South West
<b>Stodmarsh</b>	SSSI	This wetland site contains a wide range of habitats including open water, extensive reedbeds, scrub and alder ( <i>Alnus glutinosa</i> ) carr which together support a rich flora and fauna diversity. The vegetation is a good example	~7700m South West

Site	Status	Description	Approximate Distance from Site
		of southern eutrophic flood plain and a number of rare plants are found here. The site is also of interest due to its diverse breeding bird community and several scarce moths.	
Stodmarsh	Ramsar	The site supports six British Red Data Book wetland invertebrates, 2 nationally rare and 5 nationally scarce plant species. The flora of the site includes the rare sharp leaved pondweed, as well as vulnerable whorled water-milfoil ( <i>Myriophyllum verticillatum</i> ), rootless duckweed ( <i>Wolffia arrhiza</i> ) and <i>Carex divisa</i> . Otter are also recorded here.	~8450m South West
Stodmarsh SPA	SPA	The site supports populations of European importance for shoveler ( <i>Anas clypeata</i> ) (over-winter); wigeon ( <i>Anas Penelope</i> ) (over-winter), mallard ( <i>Anas platyrhynchos</i> ) (over winter); gadwall ( <i>Anas strepera</i> ) (breeding and over-wintering); pochard ( <i>Anas ferinia</i> ) (over-winter); tufted duck ( <i>Anas fuligula</i> ) (over-winter); bittern ( <i>Botaurus stellaris</i> ) (over-winter); hen harrier ( <i>Circus cyaneus</i> ) (over-winter); snipe ( <i>Gallinago gallinago</i> ) (over-winter); lapwing ( <i>Vanellus vanellus</i> ) (over-winter)	~8450m South West
Preston Marshes	SSSI	The last remaining area of fen vegetation within the Little Stour Valley, supporting a number of notable plant species and breeding and wintering bird assemblages including lapwing, redshank, reed buntings and reed and sedge warblers. Wintering species include lapwing, snipe and various wildfowl such as teal and widgeon.	~8900m South West

6.5.4 There are no non-statutory sites (known as Local Wildlife Sites in Kent) within 1km of the airport boundary. At distances greater than 1km it is currently considered that potential effects associated with construction and operation of Manston Airport can be discounted.

## 6.6 The scope of the assessment, methodology and characteristics of the potential effects

### Further baseline information

- 6.6.1 A walkover survey will be undertaken at the site in order to identify any features of biodiversity conservation importance that are present on the site and, where access is possible, to a distance of 30m from the site boundary. This would be undertaken in accordance with the Phase 1 habitat survey methodology. As is standard practice, the Phase 1 habitat survey will also be 'extended' to determine the presence or potential presence of species that are afforded legal protection or are otherwise considered to be notable. This additional information will allow us to scope the need for any further survey work that may be required to support any future application for the development of the site. During this survey visit a badger activity survey of land within this search area will also be undertaken, albeit depending on the findings of this, further targeted searches for badger setts may be required.
- 6.6.2 Furthermore, an initial assessment of the buildings and trees within the survey area to determine their potential to support roosting bats will be carried out, and in turn, the need for more detailed inspection and survey work. The water bodies that occur on-site (and where access allows to a distance of 500m from the site) will be scoped for their potential to support great crested newts (GCNs). This will enable determination of the need for GCN presence/absence surveys to be made. From Ordnance Survey maps and satellite imagery only small numbers of waterbodies are considered likely to be present however.
- 6.6.3 The following surveys (and others) may need to be carried out to provide detailed data for the baseline and inform the assessment of potentially significant effects:
- ▶ Reptile surveys;
  - ▶ Badger survey;
  - ▶ Bat activity and roost surveys;
  - ▶ Breeding bird surveys;
  - ▶ Wintering bird surveys.
- 6.6.4 The detailed scope of this survey work will be confirmed following the extended Phase 1 habitat survey, consultation with relevant stakeholders and a review of available desk study information.
- 6.6.5 Additional desk study data will also be obtained from the following sources to further inform the assessment:
- ▶ Kent & Medway Biological Records Centre (KMBRC);
  - ▶ Kent Ornithological Society (KOS);
  - ▶ British Trust for Ornithology (BTO);
  - ▶ Barn Owl Recovery Network (BORN);
  - ▶ Sandwich Bay Bird Observatory;

- ▶ Pegwell Bay bird reports; and
- ▶ Kent County Bird Recorder.

6.6.6 The geographical context of the site will also be further examined using the relevant Ordnance Survey 1:10,000 scale maps and freely-available satellite imagery. These will be used to identify key landscape features that may be important for protected or conservation-notable species, such as potential migration or dispersal routes, or any potential receptors of site derived pollutants in the wider landscape. This contextual information is important as it may point to notable species that could occur on the site itself.

### Scoping Assessment

6.6.7 A key consideration in assessing the effects of any development/proposed works on flora and fauna is to define the habitats and species that need to be included in the assessment. In identifying these receptors, it is important to recognise that a development can affect flora and fauna directly (e.g. the land-take required) and indirectly, by affecting land beyond the Site (e.g. through noise generation). The approach that has been taken in preparing this scoping report (and that will be used in the ongoing scoping and subsequent detailed assessment) is to identify important biodiversity resources (the sites, habitats and species of sufficient importance that effects upon them could be significant), as well as considering legally protected species.

6.6.8 Assessment of the effects of the proposed development on biodiversity will be undertaken with reference to CIEEM's Guidelines for Ecological Impact Assessment in the United Kingdom<sup>27</sup>. The assessment will focus on legally protected and otherwise important biodiversity resources (see **Boxes 6.1** and **6.2**).

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<sup>27</sup> CIEEM (2016) Guidelines for Ecological Impact Assessment in the United Kingdom: Terrestrial, freshwater and marine. Accessed at [http://www.cieem.net/data/files/Publications/EcIA\\_Guidelines\\_Terrestrial\\_Freshwater\\_and\\_Coastal\\_Jan\\_2016.pdf](http://www.cieem.net/data/files/Publications/EcIA_Guidelines_Terrestrial_Freshwater_and_Coastal_Jan_2016.pdf)

## Box 6.1 Legally protected and controlled species

### Legal protection

Many species of animal and plants receive some degree of legal protection. For the purposes of the future assessment, legal protection refers to:

- ▶ species included on Schedules 1, 5 and 8 of the *Wildlife and Countryside Act 1981* (as amended), excluding:
  - ▶ species that are only protected in relation to their sale (see Section 9[5] and 13[2]), given that the proposed development does not include any proposals relating to the sale of species, and
  - ▶ species that are listed on Schedule 1 but that are not likely to breed on or near the site, given that this schedule is only applicable whilst birds are breeding;
- ▶ species included on Schedules 2 and 5 of The Conservation of Habitats and Species Regulations 2010;
- ▶ badgers, which are protected under the Protection of Badgers Act 1992; and
- ▶ hedgerows, some of which are protected under The Hedgerow Regulations 1997.

### Legal control

Schedule 9 of the *Wildlife and Countryside Act 1981* (as amended) lists species of animal that it is an offence to release or allow to escape into the wild and species of plant that it is an offence to plant or otherwise cause to grow in the wild.

## Box 6.2 Important biodiversity resources

### Statutory biodiversity sites

Internationally important sites (collectively referred to in this report as European sites – whilst recognising that Ramsar sites are designated at an international level): Special Area of Conservation (SACs), candidate SACs, Sites of Community Importance (SCIs), Special Protection Areas (SPAs), listed or proposed Ramsar sites, potential SPAs, possible SACs and sites identified or required as compensatory measures for adverse effects on other European sites

Nationally important sites: Sites of Special Scientific Interest (SSSIs) that are not subject to international designations and National Nature Reserves (NNRs).

Local Nature Reserves (LNRs) are statutory sites that are of importance for recreation and education as well as biodiversity. Their level of importance is defined by their other statutory or any non-statutory designation (e.g. if an LNR is also an SSSI but is not an internationally important site, it will be of national importance). If an LNR has no other statutory or non-statutory designation it should be treated as being of borough/district-level importance for biodiversity (although it may be of greater socio-economic value).

### Non-statutory nature conservation sites

Non-statutory nature conservation sites in Kent are designated as Local Wildlife Sites. These are areas of countryside which are owned and managed by the local community, of value for both recreation and nature conservation, and accessible to all.

### Priority habitats and species

In this report, the geographic level at which a species/habitat has been identified as a priority for biodiversity conservation is referred to as its level of 'species/habitat importance'. For example, habitats



and species of principal importance for the conservation of biological diversity in England are identified as of national species/habitat importance reflecting the fact that these species/habitats have been defined at a national level. The level of importance pertains to the species/habitat as a whole rather than to individual areas of habitat or species populations, which cannot be objectively valued (other than for waterfowl, for which thresholds have been defined for national/international 'population importance').

- ▶ International importance: populations of species or areas of habitat for which European sites are designated;
- ▶ International importance: populations of birds meeting the threshold for European importance (1% of the relevant international population).
- ▶ International Importance: Species listed under Annex 1 of the Directive 2009/147/EC of The European Parliament and of The Council of 30 November 2009 on the conservation of wild birds (codified version), commonly referred to as the Birds Directive.
- ▶ National importance: Priority habitats and species of principal importance for the conservation of biological diversity in England. These are listed on: <http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/priorityliStaspx>.
- ▶ National importance: Species listed as being of conservation concern in the relevant UK Red Data Book (RDB) or the Birds of Conservation Concern Red List<sup>28</sup>.
- ▶ National importance: Nationally Rare and Nationally Scarce species, which are species recorded from, respectively, 1-15 and 16-100 10x10km squares of the national grid.
- ▶ National importance: Populations of birds comprising at least 1% of the relevant British breeding/wintering population (where data are available).
- ▶ National importance: Ancient woodland (i.e. areas that have been under continuous woodland cover since at least 1600).
- ▶ County importance: Habitats and species listed in the Kent BAP.
- ▶ County importance: Populations of birds comprising at least 1% of the relevant County breeding/wintering population (where data are available)

6.6.9 The starting point for the scoping assessment was to undertake an exercise, using the baseline data that were collected through the desk study and knowledge of the local area (see **Section 6.5**), to subdivide the recorded biodiversity receptors (i.e. designated sites, together with species populations and habitats) into:

- ▶ those that could be significantly affected by the proposed development or for which the development could result in the contravention of relevant legislation, and that therefore required more detailed assessment; and
- ▶ those that were assessed as not being likely either to be significantly affected or for relevant legislation to be contravened, and that did not therefore require further assessment (i.e. that were 'scoped out' of the assessment).

6.6.10 For sites/habitats/species that meet the criteria in **Box 6.1** and or **6.2**, and are therefore important for biodiversity conservation, the next stage of the scoping assessment was to determine whether the identified receptors are likely to be of

<sup>28</sup> Eaton M.A., Brown A.F., Noble D.G., Musgrove A.J., Hearn R., Aebischer N.J. Gibbons D.W., Evans A. and Gregory R.D. (2009). Birds of Conservation Concern 3: the population status of birds in the United Kingdom, Channel Islands and the Isle of Man. *British Birds* 102, pp296-341.

sufficient 'biodiversity conservation value' that an effect upon them could be significant in EIA terms. In this context:

- ▶ biodiversity conservation value relates to the quality and/or size of sites or habitats, or the size of species populations (see **Box 6.3**); and
- ▶ potential significance means that the effect could be of sufficient concern, or for positive effects, of such substantial benefit, that it could influence the decision about whether or not planning permission or a specified consent should be granted.

#### Box 6.3 Value and importance for biodiversity conservation

The distinction between importance and value can be illustrated by common species such as the house sparrow. This species is important at a national level because it is a priority species (Section 41, NERC Act 2006). However, a small population that could be affected by a development would often be assessed as being of insufficient value for an effect (whether adverse or beneficial) to be of potential significance. On this basis it would not need to be assessed further within the ES (i.e. it would be 'scoped out' of the assessment).

- 6.6.11 Receptors that are of sufficient value that an effect upon them would have the potential to be significant, together with all relevant legally protected species, were taken through to the next stage of assessment. This involved identifying, for each receptor:
- ▶ any environmental changes that are likely to be caused by the proposed development which have the potential to lead to a significant effect and/or to contravene relevant legislation;
  - ▶ for these environmental changes, determining the area within which each change could cause a likely significant effect or could contravene relevant legislation (i.e. an 'ecological zone of influence' - see **Box 6.4**);
  - ▶ comparing the area where the receptor occurs with the ecological zone of influence; and
  - ▶ if the receptor occurs or is likely to occur within the zone of influence, concluding that either the receptor could be subject to a significant effect and/or the relevant legislation could be contravened, in which case the effects upon the receptor are scoped in, or no significant effect is likely to occur and it is scoped out.

#### Box 6.4 Defining ecological zones of influence

The ecological zone of influence that is the most straightforward to define is the area affected by land-take and direct land-cover changes associated with the development. This zone is the same for all affected receptors. By contrast, for each environmental change that can extend beyond the area affected by land-take and land-cover change (e.g. changes in noise associated with development activities within the land-take area), the zone of influence may vary between receptors, dependent upon the receptors' sensitivity to the change and the precise nature of the change.

For example, dormouse might be unaffected by noise associated with a development unless the noise is generated very close to where the dormouse nests, while another mammalian species might be disturbed at much greater distances; other species (e.g. of invertebrate) may be unaffected by changes in noise. A further complication is that the response of a receptor to a change associated with one development may differ to the response of the same receptor to a similar change on another development. This can occur as a result of the wide range of variables that influences the precise nature of any change (e.g. for noise this can include: differing baseline noise conditions; specific magnitude, timing or other characteristics of the noise; and the effects of screening and topography).

In view of these complexities, the definition of the zones of influence that extend beyond the land-take area will be based upon professional judgement, informed by discussions with the technical specialists who are working on other chapters of the ES. These specialists will provide information about the environmental changes that they assess within their ES chapters. This information will be combined with available ecological information about receptors' sensitivities to different environmental changes in order to define the extent of each ecological zone of influence.

#### Potential effects requiring further assessment

6.6.12 Having undertaken the scoping assessment as outlined in the preceding section the following potentially significant effect that require further assessment were identified:

- ▶ Direct effects of temporary and permanent habitat loss from land take for access and construction purposes;
- ▶ indirect effects by way of pollution (air quality effects associated with deposition, pollution from surface water run-off etc.) and disturbance (noise, visual and light) to surrounding habitats and associated species; and
- ▶ the effects of collision with aeroplanes (or management measures to reduce collision risk), which is of particular relevance in areas known to support raptors or large concentrations of waterfowl..

6.6.13 **Table 6.2** summarises information about the receptors that have been identified through the scoping process at this stage as having the potential to be significantly affected by the proposed development and/or for which legislation could be contravened. The table also identifies the potential effects that need to be assessed.

Table 6.2 Potential Receptors Scoped in for Further Assessment

Potential Biodiversity Receptor	Valued and / or legally protected?	Relevant criteria (from Box 7.1) and legislation (from Box 7.2)	Potentially significant effects/legal contravention and causal changes
<b>Thanet Coast and Sandwich Bay Ramsar</b>	Biodiversity conservation value  Legal status	Habitat Regulations	No direct effects to the SPA are likely; however, there is potential for effects to foraging habitat and potential disturbance/displacement effects to over-wintering birds as a result of aircraft movements.
<b>Thanet Coast and Sandwich Bay SPA</b>	Biodiversity conservation value  Legal status	Habitat Regulations	No direct effects to the SPA are likely; however, there is potential for effects to foraging habitat and potential disturbance/displacement effects to over-wintering birds as a result of aircraft movements.
<b>Thanet Coast SAC</b>	Biodiversity conservation value  Legal status	Habitat Regulations	There is potential for indirect effects resulting from a deterioration in air quality and increased deposition.
<b>Sandwich and Pegwell Bay NNR</b>	Biodiversity conservation value  Legal status	<i>National Parks and Access to the Countryside Act 1949 and the Wildlife and Countryside Act 1981(as amended)</i>	There is potential for indirect effects resulting from a deterioration in air quality and increased deposition.
<b>Sandwich Bay to Hacklinge Marshes SSSI</b>	Biodiversity conservation value  Legal status	<i>Wildlife and Countryside Act 1981 (as amended)</i>	There is potential for indirect effects resulting from a deterioration in air quality and increased deposition.
<b>Sandwich Bay SAC</b>	Biodiversity conservation value  Legal status	Habitat Regulations	There is potential for indirect effects resulting from a deterioration in air quality and increased deposition.
<b>Thanet Coast SSSI</b>	Biodiversity conservation value  Legal status	<i>Wildlife and Countryside Act 1981 (as amended)</i>	There is potential for indirect effects resulting from a deterioration in air quality and increased deposition
<b>Margate and Long Sands SCI (Inshore marine)</b>	Biodiversity conservation value  Legal status	Habitat Regulations	There is potential for indirect effects resulting from a deterioration in air quality and increased deposition.
<b>Stodmarsh SAC</b>	Biodiversity conservation value  Legal status	Habitats Regulations	There is potential for indirect effects resulting from a deterioration in air quality and increased deposition
<b>Stodmarsh NNR</b>	Biodiversity conservation value  Legal status	<i>National Parks and Access to the Countryside Act 1949 and the Wildlife and Countryside Act 1981(as amended)</i>	There is potential for indirect effects resulting from a deterioration in air quality and increased deposition.
<b>Stodmarsh SSSI</b>	Biodiversity conservation value  Legal status	<i>Wildlife and Countryside Act 1981 (as amended)</i>	There is potential for indirect effects resulting from a deterioration in air quality and increased deposition.

Potential Biodiversity Receptor	Valued and / or legally protected?	Relevant criteria (from Box 7.1) and legislation (from Box 7.2)	Potentially significant effects/legal contravention and causal changes
<b>Stodmarsh Ramsar</b>	Biodiversity conservation value Legal status	Habitat Regulations	No direct effects to the SPA are likely; however, there is potential for effects to foraging habitat and potential disturbance/displacement effects to over-wintering birds as a result of aircraft movements.
<b>Stodmarsh SPA</b>	Biodiversity conservation value Legal status	Habitats Regulations	No direct effects to the SPA are likely; however, there is potential for effects to foraging habitat and potential disturbance/displacement effects to over-wintering birds as a result of aircraft movements.
<b>Preston Marshes SSSI</b>	Biodiversity conservation value Legal status	<i>Wildlife and Countryside Act 1981</i> (as amended)	There is potential for indirect effects resulting from a deterioration in air quality and increased deposition
<b>Breeding birds</b>	Biodiversity conservation value Legal status	<i>Wildlife and Countryside Act 1981</i> (as amended)	Potential effects on birds due to damage or destruction of nests. Any removal of vegetation or buildings with the potential to support nesting birds will, wherever possible, be undertaken outside the bird nesting season (March to August inclusive) to ensure compliance with the <i>Wildlife and Countryside Act 1981</i> (as amended).
<b>Badgers</b>	Legal status	<i>Protection of Badgers Act 1992</i>	Sett disturbance or damage Death or injury from falling into uncovered excavations Increased noise and vibration, resulting in disturbance of setts. Loss of foraging habitat.
<b>Bats</b>	Biodiversity conservation value Legal status	Habitat Regulations NERC Act 2006 section 41 Species of Principal Importance (7 species) Kent BAP Priority species (Noctule, Soprano Pipistrelle and Brown Long-Eared Bat species)) <i>Wildlife and Countryside Act 1981</i> (as amended)	Removal of /damage to and/ or disturbance of roosts. Disturbance of commuting and foraging bats from light spill. Disturbance of /barrier effects to commuting routes from new development.
<b>Reptiles</b>	Legal status	NERC Act 2006 section 41 species of principal importance <i>Wildlife and Countryside Act 1981</i> (as amended) Kent BAP Priority species	Land take/land cover change (habitat removal) resulting in death or injury of reptiles.
<b>Lowland, mixed deciduous woodland; Wet Woodland; Traditional orchards; Coastal and Floodplain grazing; and Reedbeds</b>	Biodiversity conservation value	NERC Act 2006 section 41 Species of Principal Importance	There is potential for indirect effects resulting from a deterioration in air quality and increased deposition.

## Significance assessment methodology

### Assessment methodology

- 6.6.14 The detailed assessment of effects will be undertaken on the basis of the results of the desk study and survey data, and also relevant published information (on potential biodiversity receptors' status, distribution, sensitivity to environmental changes and ecology), and professional knowledge of ecological processes and functions.
- 6.6.15 For each scoped-in receptor, effects will be assessed against the predicted future baseline conditions for that receptor at the time of construction and operation. This future baseline will be defined using information about the likely future use and management of the site in the absence of development, known population trends (for species) and any other proposed developments (consented or otherwise) that may act cumulatively with the scheme to affect biodiversity receptors. If it is not possible to conclude that any predicted future baseline scenario is more likely to occur than the current baseline, the current baseline will be used in the ES.
- 6.6.16 Throughout the assessment process, findings about potential likely significant effects will be used to inform the definition of requirements for additional baseline data collection and the identification of environmental measures to incorporate into the scheme design (in order to avoid or reduce adverse effects or to deliver enhancements). Measures to comply with relevant policies and legislation will also be included. The results of the assessment, will, reflect the final scheme design (i.e. incorporating the environmental measures).
- 6.6.17 The spatial extent of the assessment of each potential likely significant effect reflects the area occupied by the receptor that is being assessed and the zone of influence associated with the environmental changes that are likely to affect the receptor (see **Box 6.4**). Thus, if part of a designated biodiversity site is located within the ecological zone of influence relating to a particular environmental change, an assessment will be made of the effects on the site as a whole. A similar approach will be taken for areas of notable habitat. For species that occur within an ecological zone of influence that relates to a change that could significantly affect the species, an assessment will be carried out on the total area that is used by the affected individuals or population of the species (e.g. for foraging or as breeding territories).
- 6.6.18 For each receptor, the assessment will deal with the effects of construction, together with the effects of the operational airport. As progressively more is known about the development proposals and about the populations of important and legally protected species/habitats/sites, the scope of the assessment will be refined to focus on those receptors that have the potential to be significantly affected by the proposed development. Each scoped-in receptor will then be subject to further assessment work that addresses how the receptor is likely to be affected by the proposed development, allowing for environmental changes that could affect the receptor during construction and operation, as well as dismantling where that is occurring.



## Negative effects

6.6.19 An effect is considered to be significant if the favourable conservation status of a receptor is compromised by the proposed development. Conservation status is defined by the Chartered Institute of Ecology and Environmental Management<sup>29</sup> as being:

- ▶ for habitats - the sum of the influences acting on the habitat and its typical species, that may affect its long-term distribution, structure and functions as well as the long-term survival of its typical species within a given geographical area;
- ▶ for species - the sum of the influences acting on the species concerned that may affect the long-term distribution and abundance of its populations within a given geographical area.

6.6.20 A similar procedure will be used for assessing the effects on designated sites that are affected by the development, except that the focus is on the effects on the integrity of each site, defined by the CIEEM guidelines as “... *the coherence of its ecological structure and function, across its whole area, that enables it to sustain the habitat, complex of habitats and/or the levels of populations of the species for which it was classified.*” The assessment of effects on integrity draws upon the assessment of effects on the conservation status of the features for which the site has been designated.

6.6.21 The decision as to whether the favourable conservation status has been compromised will be made using informed judgement based on the findings of the assessment of how the resource would be affected.

## Positive effects

6.6.22 A positive effect is assessed as being significant if development activities are predicted to cause:

- ▶ an improvement in the condition of a habitat/species population from unfavourable to unfavourable recovering or favourable (noting that condition data are only available for SSSIs but that professional judgement has been used to apply the same principle to habitats/species elsewhere); or
- ▶ partial or total restoration of a site's favourable condition.

6.6.23 If a species population, habitat or site is already in favourable condition, it is still possible for there to be a significant positive effect. There is, however, no simple formula for determining when such effects are significant and decisions about significance therefore have to be made on a case by case basis using professional judgement.

## Potential effects not requiring further assessment

6.6.24 Assessment of the following potential effects has led to the conclusion that they are unlikely to be significant and do not require further assessment: Potential effects on relevant habitats and species in watercourses/water bodies resulting from contamination caused by soil disturbance or the accidental spillage of

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<sup>29</sup> CIEEM (2016) Guidelines for Ecological Impact Assessment in the United Kingdom. CIEEM

chemicals during the works: It is unlikely that such a pollution incident will occur as appropriate measures will be instigated during the works to mitigate such events, these will be identified in the Water chapter of the Environmental Statement.

## 7. Ground and Surface Water

This section presents the proposed scope of work for the Ground and Surface Water assessment.

### 7.1 Introduction

- 7.1.1 The proposed development at Manston Airport has the potential to affect the existing hydrology, flood risk and water quality both on site and within in the vicinity. This chapter describes the scope of the assessment required. It should be read with reference to the scheme description in Chapter 2.
- 7.1.2 Following a summary of relevant policy and legislation, this chapter describes the data sources used for this scoping report, the overall baseline conditions and the scope of the EIA assessment, methodology and characteristics of potential effects.

### 7.2 Relevant policy, legislation and guidance

#### Policy context

- 7.2.1 Policies held within the Thanet Local Plan 2006 expired in June 2009. A number of the policies were saved and will form part of the development plan for Thanet which is planned to be adopted in February 2017. The 'saved' local planning authority policies, and other national planning policies, that may be of relevance to this assessment are given below in **Table 7.1**.

Table 7.1 Local and National Planning Policies

Policy Reference	Policy Information
<b>National Policies</b>	
<b>Soil Strategy for England 'Safeguarding Our Soils' (DEFRA, 2009 (2))</b>	The policy guidance describes adverse impacts on soils, such as soil pollution and compaction. The soil strategy also deals with the management of contaminated land.
<b>National Planning Policy Framework: (NPPF)</b>	The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It identifies requirements for addressing flood risk for new developments, steering more vulnerable development into areas of lower flood risk.
<b>Local Policies</b>	
<b>Policy EC2 - Manston Airport</b>	Identifies the requirement for demonstration that new development cannot contaminate groundwater sources and/or that appropriate mitigation measures will be incorporated into the development to prevent contamination.
<b>Policy EP13 - groundwater protection zones</b>	Development located within the groundwater protection zones, if identified to have the potential to result in a risk of contamination of groundwater sources, will not be permitted without adequate mitigation measures to prevent such contamination taking place.
<b>Flood and coastal erosion risk management policy statement</b>	Provides a public statement of the Council's approach to flood and coastal erosion risk management within the district.

## Emerging Local Policies

### Policy SE04 (Ground Water Protection Zones)

Proposals for development within the Groundwater Source Protection Zones identified on Map 19 will only be permitted if there is no risk of contamination to groundwater sources. If a risk is identified, development will only be permitted if adequate mitigation measures can be implemented. Proposals for Sustainable Drainage systems involving infiltration must be assessed and discussed with the Environment Agency to determine their suitability in terms of the impact of any drainage into the groundwater aquifer

## Legislative requirements

7.2.2 Legislation relevant to the assessment of potential effects on water quality, resources and flood risk includes, but is not necessarily limited to, the following:

- ▶ The Water Framework Directive (Standards and Classification) Directions (England and Wales) 2015.
- ▶ Floods and Water Management Act 2010;
- ▶ The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009
- ▶ The European Union (EU) Floods Directive (2007/60/EC), as enacted into domestic law by the Flood Risk Regulations 2009;
- ▶ Priority Substances Directive (2008/105/EC), as enacted into domestic law by the 2010 Directions listed above;
- ▶ The EU Water Framework Directive (2000/60/EC) (WFD), as enacted into domestic law by the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003;
- ▶ Water Act 2003;
- ▶ The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999
- ▶ Environment Act 1995;
- ▶ Land Drainage Act 1991;
- ▶ Water Resources Act, 1991;
- ▶ Environmental Protection Act 1990; and
- ▶ Control of Pollution Act 1974.

## Guidance and strategies

7.2.3 A range of general good practice advice and technical guidance is of relevance to this assessment, including the following:

- ▶ Pollution Prevention Guidance notes (PPG) (Environment Agency online);
- ▶ CIRIA Report C753: The SuDS manual;
- ▶ CIRIA Report C698: Site handbook for the construction of SuDS;

- ▶ CIRIA Report C532: Control of water pollution from construction sites;
- ▶ CIRIA Report C648: Control of water pollution from linear construction projects – technical guidance;
- ▶ CIRIA Report C649: Control of water pollution from linear construction projects – site guide ; and
- ▶ CIRIA Report C692: Environmental good practice on site (third edition).
- ▶ Groundwater protection: Principles and Practice (GP3). Environment Agency, August 2013 version 1.1

7.2.4 A number of bodies with responsibility for management and regulation of the water environment have also produced plans and strategies that are of relevance to this assessment. Regional management plans and strategies for the water environment of relevance to this assessment include:

- ▶ Thanet Surface Water Management Plan (2013)
- ▶ River Stour Catchment Flood Management Plan (2009)
- ▶ Stour Catchment Abstraction Management Strategy (May 2003)

## 7.3 Main sources of data used in preparing the scoping report

7.3.1 The baseline assessment in relation to the water environment is entirely desk-based. The most up to date information available on publicly accessible websites and mapping has been used to determine the existing baseline conditions on the development site, and in the immediate surrounding area. This has allowed identification of sensitive receptors in both the surface water and groundwater environment, which will need consideration during the design of the proposed development.

7.3.2 The assessment involves the collection and interpretation of a wide range of data and information from published material, principally the Environment Agency (EA). The data and sources of information collected are listed in **Table 7.2**.

Table 7.2 Water environment primary sources of information

Topic	Source of Information
Topography, Elevation, Relief Climate	OS 1:10K and 1: 25K Mapping Met Office <a href="http://www.metoffice.gov.uk/public/weather/climate">http://www.metoffice.gov.uk/public/weather/climate</a>
Surface waters	Environment Agency <a href="http://www.environment-agency.gov.uk/maps/">http://www.environment-agency.gov.uk/maps/</a>
Water Quality & Flood Risk	Environment Agency <a href="http://environment.data.gov.uk/catchment-planning/">http://environment.data.gov.uk/catchment-planning/</a> Environment Agency <a href="http://www.environment-agency.gov.uk/maps/">http://www.environment-agency.gov.uk/maps/</a> Thanet District Strategic Flood Risk Assessment, Entec, 2009.
Groundwater Vulnerability	Environment Agency <a href="http://www.environment-agency.gov.uk/maps/">http://www.environment-agency.gov.uk/maps/</a> Envirocheck Report, March 2016

Topic	Source of Information
Soils and Soil Type	Cranfield University website <a href="http://www.landis.org.uk/soilscapes/">http://www.landis.org.uk/soilscapes/</a> Envirocheck Report, March 2016
Geology	British Geological Survey website: <a href="http://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html">http://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html</a>
Water Abstractions and Discharges	Envirocheck Report, March 2016 Thanet District Council
Designated Sites	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> North East Kent (Thanet) SIP, Natural England, 2014.

## 7.4 Engagement with consultees

7.4.1 Initial contact has been made with Southern Water and the Environment Agency, with the aim of understanding the scope of the assessment necessary to show no adverse effect on groundwater resources. This preliminary contact is summarised below.

### Environment Agency

7.4.2 A meeting was held at the Environment Agency offices on the 11<sup>th</sup> April 2016. These discussions are summarised below.

Table 7.3 Baseline data discussions with the Environment Agency

Technical Area	Key Points
Site Drainage	<p>The site discharge point from the runway area is believed to be in the south east corner of the site and may run under the road. It is not thought to run below the fuel station, located to the south of the site boundary. It is unknown if there are other pipes linked to this discharge or if it's the airports only. This pipe discharges to the beach (Pegwell Bay) and the Environment Agency get public complaints and enquiries as the pipe is visible on the beach. If this was going to continue to be the discharge route then assessment to water quality and discharge would need to be permitted and considered in the drainage strategy. They would hope that there would not be an increase in the volume of the discharge.</p> <p>Drainage within the red line boundary is currently partially to ground and partially captured. This discharge to ground would not be permitted in future in areas where potentially polluting substances are in use (e.g. de-icer in runway or apron areas) or there is fuel. SUDS would need careful consideration and are best outside SPZ1.</p>
Water Quality	<p>The fuel station to the south east of the site is a known to be an issue and there are probably groundwater and land contamination issues with that site associated with historical activities and spills.</p> <p>The Environment Agency and Southern Water hold water quality monitoring data boreholes around the site, this should be requested. The closest Southern Water source is mixed to treat for Nitrate pollution, and there have been issues in the past with hydrocarbons and solvents.</p> <p>There is currently no water quality monitoring data inside the site boundaries, this is seen as a key data gap.</p>
Area of SPZ1	The Adit associated with the area of SPZ1 under the runway is thought to be at about 0 MAOD so approx. 40 to 50m below ground level. It is unknown if there are additional shafts associated



with it. The SPZ delineation is very basic (50m circle) so they consider that the SPZ1 could potentially be larger. Further consultation with Southern Water is necessary.

7.4.3 The Environment Agency have been advised that the following pieces of technical work will be undertaken

- ▶ A hydrogeological risk assessment in line with GP3. This could be quantitative or qualitative, depending on data availability.
- ▶ A Flood Risk Assessment.

## Southern Water

7.4.4 An initial meeting was held with Southern Water on the 29<sup>th</sup> April 2016. These discussions are summarised below:

Technical Area	Key Points
<b>Lord of the Manor Public Water Supply</b>	<p>The adit running under the runway is one of longest in country and measures approximately 2x2m in cross section. The adit is at sea level (therefore approximately 40-50mbgl), and possibly dates from the 1930s. The spatial orientation of the adit is unconfirmed; delineation of SPZ1 is therefore regarded as approximate.</p> <p>The shaft is located to the east of the site. The source is currently not in use but is one of four that supply drinking water to Thanet. Sources are currently blended with imported water. There are recorded incidents of turbidity (generally caused by large changes in groundwater table elevation after heavy rainfall), plus there have been historical issues with high levels of nitrate and TCE. There are currently no facilities in place to remove TCE and the increases in use at the airport may result in increases in the levels of TCE, therefore Southern Water would require mitigation measures which minimise the use of, or target the interception of TCE's.</p> <p>Southern Water are not concerned about changes to aquifer recharge rate due to new airport concrete infrastructure.</p>
<b>Site Drainage</b>	<p>The site is private so Southern Water have limited information on the existing drainage. There were previous applications to install new drainage pipes and an interceptor but it is not known whether it was installed. If the existing pipe network was to be reused a condition survey should be undertaken first to ensure that is fit for purpose/use. If there were any pumps needed the design and location of these would need to be considered to reduce risks.</p> <p>Southern Water's initial position is that they would not want to see any sort of ponds or water storage tanks on the site due to risks to groundwater quality. Any water storage on site should be minimised. The fuel farm should be designed to include sufficient safeguards, e.g. above grounded bunded tanks, and should be located outside of groundwater source protections zones (SPZ) 1 and 2 are far as practically possible away from the adit.</p>
<b>Water use</b>	<p>Southern Water requested that an estimate of the water usage for the airport be provided, there is currently issues with capacity in Thanet and the proposed increase in flights would likely require more water.</p> <p>Southern Water requested that the DCO should include details of how waste water and surface water will be managed. It was stated that existing foul water connections could be used provided flow rates for sewerage are no greater than current, capacity checks for the existing infrastructure should also be undertaken. Nothing should be discharged to ground on the site.</p>
<b>Construction</b>	<p>The main concern for Southern Water is around the construction activities, for example deep pilling. Any foundations should be designed to avoid deep pilling where possible, Southern Water should be notified of any works ahead of time, there should be no use of anti-freeze within pilling operations. If the PWS borehole was knocked out and had to be pumped to clear waste Southern Water would charge a developer.</p> <p>If RiverOak want to install any new water quality monitoring wells for they would need to be away adit and designed to minimise risk, the particular concern is turbidity. Southern Water would need to be notified in advance of any drilling.</p>

Technical Area	Key Points
	There are two rising mains crossing the southwest of the site, the exact location not known as the records are old. They will need to be protected, no excavation within 6m either side, hand digging to identify services if required.

## 7.5 Overview of the baseline conditions

### Topography and climate

- 7.5.1 The Manston Airport site is mainly situated at an elevation between 45-50mAOD. The southern portion is located at an elevation of approximately 50mAOD, along the length of the existing runway, but raises to approximately 55mAOD in the western most corner of the site. North of the runway the site declines to approximately 40mAOD, in the west, at the crossroads of the B2050 and the B2190, forming the start of the headwater valley for the Brooksend Stream, while remaining at 45-50mAOD in the northern most part of the site.
- 7.5.2 The average annual rainfall recorded at Manston between 1981 and 2010 is 592.5mm (Source: Met Office).

### Surface Watercourses and other water features

- 7.5.3 There are no river watercourses on or adjacent to the site. A series of water channels and streams that form part of the Minster Marshes are located more than 1km to the south of the site. This marsh drains south into the River Stour, 3km south of the site, which flows east and into Sandwich and Pegwell Bays. OS mapping indicates a drainage channel on the opposite side of the road at the northern most point of the site. This is possibly associated with an operational garden nursery (Rosemary Nurseries) adjacent to the site.
- 7.5.4 OS mapping indicates a number of reservoirs within 3 km of the site. A number of small uncovered reservoirs are located approximately 1.5km or more from the western most boundary of the site. A covered reservoir is located approximately 0.5km north of the site, and on further uncovered reservoir located 0.3km from the southern boundary of the site.
- 7.5.5 There are a number of other small water features (e.g. ponds) located within 3km of the site.

### Abstractions and discharges

- 7.5.6 There are no public water supply abstractions located within the site boundary, but a number of people and organisations abstract water from groundwater or ponds/lakes up to 1000m outside the site boundary (6 located within 500m, and a further 3 up to 1000m from the site boundary). The abstractions are for private water undertaking, public water supply and agriculture (**Table 7.4**). It is assumed that where no permit end date is provided in the Envirocheck Report that the abstraction is currently operational.

Table 7.4 Public water supply abstractions within 1000m of the Manston Airport site

Licence Holder	Purpose	Source	NGR	Operational	Direction from Development Site	Approx. Distance from Development site centre (m)
<b>Wilson &amp; Wilson Ltd</b>	Private Water Undertaking: General Use (Medium Loss)	Groundwater	631690 165470	Yes	E	176
<b>Southern Water Services Ltd</b>	Public Water Supply: Potable Water Supply - Direct	Groundwater	635350 165100	Yes	E	384
<b>Southern Water Services Plc</b>	Public Water Supply	Pond or Lake	635350 165095	Yes	E	386
<b>Mrs L R Saunders</b>	Spray Irrigation	Pond or Lake	632855 166805	Yes	W	474
<b>Mrs E Green</b>	General farming and Domestic/ spray irrigation	Groundwater	632850 166810	Yes	W	481
<b>Mrs L R Saunders</b>	General farming and Domestic/ spray irrigation	Groundwater	632850 166810	Yes	W	481
<b>Southern Water Services Ltd</b>	Public Water Supply: Potable Water Supply – Direct	Groundwater	630650 165140	Yes	W	805
<b>Southern Water Services Ltd</b>	Public Water Supply: Potable Water Supply – Direct	Groundwater	630860 164860	Yes	SW	949
<b>Southern Water Services Plc</b>	Agriculture (General)	Pond or Lake	630860 164855	Yes	SW	954

7.5.7 Thanet District Council confirm that there are no known private water supplies within a 2km radius of the centre of the Manston Airport Site.

7.5.8 There are two permitted discharges identified within the Manston Airport site. The first was operated by The Modern Jet Support Centre Ltd, which discharged site drainage to land, and was revoked in 2004. Initial conversations with the Environment Agency have indicated that the other (still active) discharge (consent number P02258) is associated with the discharge of run-off from the runway and apron areas to Pegwell Bay. Envirocheck information indicates that the last listed holder is Kent International Airport Ltd, though since this organisation is no longer in existence it is not currently clear who is responsible for the current permit. Further information concerning the nature and operation of this discharge will be sought during the preparation of the Environmental Statement.

7.5.9 There are a further ten permitted discharges identified up to 500m outside the site boundary, and a further nine located up to 1000m from the site boundary. All those identified discharge to land, groundwater or saline estuary, being used for single domestic properties, surface waters, site drainage and process waters from trade effluents or storm sewage overflows for public supplies. It is assumed that where no revocation date is provided in the Envirocheck Report that the discharge is

currently operational, therefore ten, identified in **Table 7.5**, are assumed to be currently operational.

Table 7.5 Discharges within 1000m of the Manston Airport Site

Operator	Discharge type	Grid Reference (NGR)	Estimated distance from site in metres (indicated direction from site)	Receiving Water	Status
<b>Kent International Airport Ltd</b>	Discharge of other matter – surface water	634030 166280	On site (south)	Saline Estuary	Currently operational
<b>The Modern Jet Support Centre Ltd</b>	Trade Effluent Discharge-Site Drainage	633960 166000	On site (north)	Into Land	Revoked in 2004
<b>Cohnen Partnership</b>	Discharge Of Other Matter-Surface Water	631650 166220	119 (south)	Into Land	Revoked in 1999
<b>Summit Engineering Limited</b>	Sewage Discharges - Final/Treated Effluent	631719 166241	148 (south)	Ground Waters Via Soakaway	Currently operational
<b>Thanet Waste Management</b>	Trade effluent Discharge – site drainage	633980 167410	165 (north)	Into Land	Revoked in 2012
<b>Dds (Demolition) Limited</b>	Trade effluent Discharge – site drainage	633980 167410	195 (north)	Into Land	Currently operational
<b>Cohnen Partnership</b>	Trade Effluent Discharge-Site Drainage	631670 166380	280 (south)	Into Land	Revoked in 2014
	Trade Effluent Discharge-Site Drainage	631670 166380	280 (south)	Into Land	Revoked in 2012
	Discharge Of Other Matter-Surface Water	631670 166380	280 (South)	Into Land	Revoked in 1999
<b>Mr. Struan Robertson</b>	Sewage Discharges - Final/Treated Effluent	632068 166387	335 (south)	Ground Waters Via A Soakaway	Currently operational
<b>Channel Freight Storage Limited</b>	Sewage Discharges	631530 165326	337 (south)	Groundwater Via Borehole	Currently operational
<b>Mr Stuart Robertson</b>	Sewage Discharges - Final/Treated Effluent	632166 166421	342 (east)	Groundwater Via A Soakaway	Currently operational
<b>Southern Water Services Ltd</b>	Public Sewage: Storm Sewage Overflow	634600 164700	506 (south east)	Controlled Sea	Revoked in 1997
<b>Mpo Homes Ltd</b>	Sewage Discharge	634183 167736	526 (north)	Underground Water	Currently Operational
	Sewage Discharge	634183 167736	526 (north)	Underground Water	Revoked in 2012
<b>Edward Stanton Farms</b>	Trade Discharge - Process Water	631850 165050	575 (south east)	Into Land	Revoked in 2004
<b>Mr John Randall</b>	Sewage Discharges	632180 164970	620 (south east)	Underground Strata	Currently operational

Operator	Discharge type	Grid Reference (NGR)	Estimated distance from site in metres (indicated direction from site)	Receiving Water	Status
<b>Cohline Uk Ltd</b>	Trade Effluent Discharge-Site Drainage	631800 166760	673 (north east)	Into Land	Revoked in 2014
	Trade Effluent Discharge-Site Drainage	631800 166760	673 (north east)	Into Land	Revoked in 2012
<b>Cosgrove Leisure (Wayside) Limited</b>	Sewage Discharges	632110 164890	707 (south east)	Underground Strata	Currently operational
<b>Ms Lydia Scott</b>	Sewage Discharges	632110 164890	707 (south east)	Underground Strata	Revoked 2012
<b>Reclamet Ltd</b>	Trade Effluent Discharge-Site Drainage	632650 167210	914 (north east)	Into Land	Revoked in 2008
<b>Southern Water Services Ltd</b>	Public Sewage: Storm Sewage Overflow	635160 164270	976 (south east)	Saline Estuary	Currently operational

## Flood Risk

- 7.5.10 Environment Agency flood mapping indicates that the whole of the Manston Airport site is located within an area where flooding from rivers and the sea is very unlikely (Flood zone 1 where there is a less than a 0.1 per cent (1 in 1000) chance of flooding occurring each year). The nearest flood risk is coastal flooding associated with Pegwell Bay located approximately 2 km south east of the site. There is no risk of flooding to the site from reservoirs.
- 7.5.11 Flooding from land (rainfall run-off and surface water flooding) is considered to be a potential source of flood risk to the development site, in particular in the lower elevation ground across the middle of the site. The flood risk would occur through rainfall falling directly onto the development site, particularly when the ground is saturated. The majority of this flood risk has been identified to be of low risk (each year, the chance of flooding is between 1 in 1000 (0.1%) and 1 in 100 (1%)). There are areas of higher risk (with a greater than 1 in 30 (3.3%) chance of flooding) which could be associated with localised depressions.
- 7.5.12 Groundwater within the Thanet District is not identified to be of strategic concern but an SFRA completed for Thanet District Council (Entec, 2009) recommends that flooding from groundwater, surface water and foul water drainage networks are considered at site specific level. As the development site is covered with relatively permeable soils and geology, groundwater flooding is not considered to be a significant risk to the development site.
- 7.5.13 It is anticipated that there will be sewers and associated infrastructure across the site, based on its previous use as an operational airport. Therefore there is a potential risk of sewer flooding.

## Soils and Land Use

- 7.5.14 The LANDIS soils database indicates that the Site is underlain by slightly acid and lime rich, loamy soils that are freely draining. The leaching potential of the soils indicates that they have the potential to transmit a wide range of pollutants.
- 7.5.15 Although the Airport ceased operation in 2014, the remnant landuse across the site remains. The southern part of the site is dominated by the tarmac runway, with a network of roads and taxiways linking this to the northern parts of the site. Carparks and buildings across the site remain and all the infrastructure is surrounded by cleared, maintained grass areas.
- 7.5.16 The site is bordered by roads that run along the length of the southern and western boundaries, with the B2050 cutting across the site in the north. Beyond these roads are farmland and industrial/retail areas (including Manston Fire Museum). To the north and east of the site are areas of farmland and residential dwellings.

## Geology

- 7.5.17 The BGS mapping indicates that the bedrock geology underlying the entire of the site is Margate Chalk Member, comprising Chalk only. The overlying superficial (drift) geology is variable with areas with no superficial geology (predominantly in the south of the site) are interspersed with areas of Head formation, comprising Clay and Silt.

## Hydrogeology and Groundwater Vulnerability

- 7.5.18 Online Environment Agency mapping indicates that the Manston Airport Site is underlain by a Principal Bedrock Aquifer, associated with the underlying Chalk, which can provide high levels of water storage. This aquifer supports local public water supply.
- 7.5.19 The Manston Airport site is located entirely within a groundwater Source Protection Zone (SPZ) catchment. The inner zone (SPZ1), where risk of contamination from pollution causing activities is greatest, is identified in a strip beneath the runway. This is surrounded by a wider area of outer zone (SPZ2) that also dominates the area beneath the runway, in the south of the Site. The remainder of the site falls within the wider SPZ catchment area (SPZ3).

The entire of the Manston Airport site is also located within a groundwater Nitrate Vulnerable Zone (NVZ).

## Water Quality

- 7.5.20 Under the Water Framework Directive (WFD), the Environment Agency has produced nine River Basin Management Plans for England to manage water quality targets and river basin planning, which were updated during 2015. One of the aims of the WFD is for all waterbodies to achieve Good Ecological Status and to ensure no deterioration from current status. The Manston Airport site is located with the South East River Basin District.



## Surface Waterbodies

7.5.21 The 2009 river basin management plan waterbodies were revised for the updated plans and small streams (less than 1km in length or with a catchment area of less than 10km<sup>2</sup>) are now identified to be non-reportable and are not formally a waterbody. The northern part of the Manston Airport site is located within the Thanet Operational Catchment, which is coastal (extending between Birchington and Ramsgate) and comprises a network of small channels, within the area of Wade Marsh, that drain straight to Minnis Bay. No waterbodies are formally identified and therefore no 2015 water quality conditions are reported, and no objectives are set under the Environment Agency Catchment Data Explorer. However these stretches of water are still protected by law from pollution, modification and abstraction and can be improved where local actions and assessments deem it to be a priority.

7.5.22 The southern part of the Manston Airport Site is located within the Monkton and Minster Marshes surface waterbody (within the Stour Marshes Operational Catchment), which forms the catchment of the Minster Stream before it joins the River Stour and flows into Sandwich and Pegwell Bays. **Table 7.6** provides the current water quality, objectives and mitigation measures identified for this waterbody and the downstream River Stour waterbody (East Kent Coast Operational Catchment). Neither of the two waterbodies are currently of good status, however mitigation measures have been identified that will provide improvement from the current status by 2027 for both waterbodies.

Table 7.6 Surface Waterbody status, objectives and mitigation (South East RBMP, 2015)

WFD Waterbody (Waterbody type)	2015 Overall Waterbody status (ecological status)	Reasons for failure to meet Good	Overall Objective	Types of mitigation measures anticipated
<b>Monkton and Minster Marshes (River)</b>	Moderate (Moderate)	Phosphate- Probable source: Sewage discharge (diffuse) from towns, cities and transport	Good status by 2027	Reduce diffuse pollution at source. Reduce diffuse pollution pathways (i.e. control entry to water environment). Mitigate/remediate diffuse pollution effects on receptor.
		Dissolved Oxygen – Probable source: physical modification and flow (Land drainage - water level management)		Improvement to the condition of channel/bad and/or banks Removal or modification of engineering structure Change to operations and maintenance Vegetation management Water demand management Control pattern/timing of abstraction Use alternative source/relocate abstraction or discharge.
<b>River Stour (Kent) (Transitional)</b>	Poor (Poor)	Phytoplankton – Probable source: Diffuse phosphate pollution from rural areas Confirmed Source: Point source pollution from waste water	Moderate by 2027	Reduce diffuse pollution at source Mitigate/remediate diffuse pollution effects on receptor Mitigate/remediate point source effects on receptor Reduce point source pollution at source



WFD Waterbody (Waterbody type)	2015 Overall Waterbody status (ecological status)	Reasons for failure to meet Good	Overall Objective	Types of mitigation measures anticipated
		Dissolved inorganic Nitrogen – confirmed source: Point source pollution from waste water		Reduce point source pathways (i.e. control entry to water environment)  Mitigate/remediate point source effects on receptor Reduce point source pollution at source Reduce point source pathways (i.e. control entry to water environment)

Groundwater Body

7.5.23 The Manston Airport site is located within the Kent Isle of Thanet Chalk groundwater body (within the East Kent Chalk and Tertiaries Operational catchment). The overall 2015 waterbody is of poor status (as a result of poor status for both quantitative and chemical components), with an overall waterbody objective to remain at poor status by 2015. Attaining the default (good status) is not justified under WFD because the costs of the measures exceed the benefits for the quantitative component. However the Chemical component has an objective to reach Good status by 2027. To achieve this the WFD highlights improvements in relation to the Chemical Drinking Water Protected Area and General Chemical Test. These measures would be unaffordable to implement within a particular timetable (in advance of 2027) without creating disproportionate burdens for particular sectors or parts of society or any identified solution would be at odds with the polluter pays principle.

7.5.24 This waterbody is identified under the WFD as a Drinking Water Protected Area (DWPA), and has a number of associated ‘safeguard zones’<sup>30</sup>. The Manston Airport Site extends into the safeguard zones for three abstractions.

Conservation sites

7.5.25 The north coast of the Isle of Thanet, located approximately 3.5km north of the site, is designated as a SSSI, SAC, SPA and RAMSAR site. In closer proximity to the Manston Airport site are Sandwich and Pegwell Bays, located 1.5km south east. Together these bays are part of designated National Nature Reserve (NNR), RAMSAR, SSSI, SPA and SAC sites, these sites are described more fully in **Table 6.1** in the Biodiversity chapter of this report. The proposed Manston Airport development site, due to the proximity to Sandwich and Pegwell Bay SSSI, has been identified as falling within associated SSSI effect risk zones<sup>31</sup>.

7.5.26 Implementing the WFD contributes to outcomes for nature conservation and biodiversity by improving the water environment. The River Basin Management Plans (RMBP) include a summary of the measures needed for water dependent

<sup>30</sup> Safeguard zones are non statutory areas established for ‘at risk’ abstractions where land use, management practices and other activities can affect the quality of the raw water. Measures to prevent and reduce pollution are targeted within these zones.

<sup>31</sup> Zones around each SSSI site (the extent of which reflects the sensitivities of the features for which the site is notified) that indicate the extent beyond the SSSI where development proposals may still have adverse impacts on the SSSI.

Natura 2000 sites to meet their conservation objectives. Supporting Site Improvement Plans (SIPs<sup>32</sup>) provide an overview of the issues (both current and predicted) affecting the current condition and outlines the priority measures required to improve the condition of the features. Sandwich Bay SAC, Thanet coast and Sandwich Bay SPA and Thanet Coast SAC are water dependant and fall under the North East Kent (Thanet) SIP.

7.5.27 Measures for the Thanet Coast SAC and Thanet coast and Sandwich Bay SPA were completed in 2015 to enable conservation objectives to be met according to the SIP. For Sandwich Bay SAC the measures will be complete by 2027, which requires implementation of management actions to address and adapt to changes in water levels affecting sand dune vegetation.

### Factors influencing the baseline

7.5.28 Baseline conditions for hydrology and flood risk could change over the anticipated lifetime of the Project as a consequence of changes in climate, land use, and as a result of measures taken to improve the water environment in the context of the WFD.

7.5.29 As a result of climate change, it is predicted that winters will become generally wetter and summers generally drier, as indicated by results from the UK Climate Projections 2009 (UKCP09)<sup>33</sup>. It is also likely that peak rainfall intensities could increase, with a consequent effect on the frequency and magnitude of high river flows. Furthermore, mean sea levels are predicted to rise, which could be accompanied by changes in storm surge and wave climate. There could be an increase in the frequency and magnitude of flood events in the Study Area as a consequence.

7.5.30 Changing land use, in the form of changing agricultural land management practices, urban development, and major developments, on site or in the surrounding area could cause changes to the surface water environment and flood risk within the Study Area. These changes could relate to changes in patterns and rates of rainfall infiltration, changes in flow pathways, sources and magnitude of sediment inputs, direct morphological alterations to water bodies, or the introduction, alteration or removal of sources of pollution.

7.5.31 It is anticipated that the future status of all lower quality WFD river water bodies will improve, ultimately to one of good status/potential, where possible, as required by the WFD.

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<sup>32</sup> Site Improvement Plans (SIPs): provides an overview of the issues (both current and predicted) affecting the current condition and outlines the priority measures required to improve the condition of the features

<sup>33</sup> CONSTRUCTION INDUSTRY RESEARCH & INFORMATION ASSOCIATION. (2010). Environmental good practice on site (third edition). Report C692. London: Construction Industry Research & Information Association

## 7.6 The scope of the assessment, methodology and characteristics of the potential effects

### Additional baseline information required

- 7.6.1 The following surveys will be undertaken and data will be collected to inform the assessment of effects on the potential receptors that are identified and allow identification of other possible receptors.
- ▶ A site walkover survey will be carried out to inform the assessment of effects on the potential receptors.
  - ▶ Confirmation will be sought from the Environment Agency regarding groundwater abstractions, surface water abstractions, and discharges.
  - ▶ Further consultation will be undertaken with the Environment Agency and Southern Water to increase the understanding of the SPZ and associated supplies.
  - ▶ Further information will be sought with regards to the site drainage regime.
  - ▶ Further information will be gathered with respect to site water quality. The scope of any intrusive work is as yet undetermined.

### Identified Receptors

- 7.6.2 Potential receptors, relevant to this section of the assessment that may be affected by the development are:
- ▶ The waters of Pegwell Bay via the permitted discharge.
  - ▶ Local Public Water Supply sources associated with the SPZ underlying the site.
  - ▶ Other local groundwater abstractions associated with the underlying Chalk Aquifer.
  - ▶ On-site and off-site users as a result in changes to surface water drainage patterns.

### Potential effects requiring further consideration

- 7.6.3 This section defines the scope of the assessment for those receptors which have been identified as potentially being subject to likely significant effects. This is based on the data used so far to inform this report. Should further information requested or further confirmation on the development proposals provide more clarity on the potential receptors and effects this will be updated within the ES. A more detailed assessment will be undertaken as part of the ES to further consider those receptors that have the potential to be significantly affected by the proposed development (to consider receptor sensitivity, magnitude of change and significance of effects).
- 7.6.4 The following are the effects requiring further detailed assessment:

- ▶ Effects on water quality in the underlying Chalk aquifer causing noncompliance with WFD targets and failure of water quality standards at Southern Water Sources
- ▶ Effects on water quality in the underlying Chalk aquifer impacting water quality at other local abstractions
- ▶ Effects on water supply to local abstractions through increase in hardstanding in the local catchment of the sources.
- ▶ Effects on water quality targets at Pegwell Bay, and associated designated site.
- ▶ Change in run-off patterns at the site, as a result of the increase of hardstanding area, causing an increase in flood risk for site users or those immediately adjacent to the site.

7.6.5 The potential sources of contamination considered in this section will be those introduced to the site by the construction and operation processes. The potential for the mobilization of contaminants already present within the site boundary will be covered by the Land Quality assessment.

7.6.6 To properly assess these effects and develop mitigation measures as will be detailed within the Environmental Statement the following will be undertaken:

- ▶ A groundwater risk assessment in line with Groundwater protection: Principles and Practice (GP3). Environment Agency, August 2013 version 1.1
- ▶ A Flood Risk Assessment compliant with NPPF and relevant local policies as listed in **Table 7.1**.
- ▶ A site drainage plan. This will also include information on any on-site water quality treatment for the removal of de-icer from apron and runway runoff.

7.6.7 The scope of these will be developed in further consultation with Southern Water and the Environment Agency, as will the scope of any investigative works. Any programme of investigative works will be developed in tandem with the requirements of a Phase 2 land quality assessment to ensure that all sources and pathways are properly assessed and mapped.

### Potential Effects not Requiring Further Consideration

7.6.8 The following effect has been assessed as not requiring further consideration

7.6.9 Effect on local surface water quality via site run-off. The highly permeable nature of the site means that there are no local surface water features to receive direct site run-off. The receptors for site runoff will be the underlying Chalk aquifer (via infiltration) and Pegwell Bay (via the permitted discharge).

## 8. Historic Environment

This section presents the proposed scope of work for the Historic Environment assessment.

### 8.1 Introduction

- 8.1.1 There has been an extensive and lengthy programme of archaeological work undertaken within the district, largely by the Trust for Thanet Archaeology. Archaeological work within the peninsula has revealed significant archaeological remains from all periods. Recent archaeological work for the East Kent Access Road, immediately to the south of the proposal site, revealed archaeological remains from the prehistoric and roman periods. The types of site revealed provided evidence for settlement, burial and agricultural production. Evidence from the Anglo-Saxon period in the form of land management and cemeteries has also been identified.
- 8.1.2 Within the proposal site there are a number of heritage features. Archaeological work within the site has revealed remains dating from the prehistoric, Roman and medieval periods onwards. There is also evidence for post-medieval use of the airport site with evidence for farming and mineral extraction.
- 8.1.3 The airport has its origins in World War I and was extensively used in World War II. The site was also used for a fighter-bombers of the United States Airforce early in the Cold War, until 1960, before it was returned to RAF, and subsequently, commercial use. The airport has the potential for remains from all periods of its use, and, especially for the WWII airfield, the perimeter defences, pillboxes and trenches have been identified on the Kent Historic Environment Record.

### 8.2 Relevant policy, legislation and guidance

- 8.2.1 The management of the historic environment is governed by national legislation, in the form of the Ancient Monuments and Archaeological Areas Act (1979), the Planning (Listed Buildings and Conservation Areas) Act (1990) and the policies contained within the National Planning Policy Framework (2012).

Table 8.1 National Legislation and Policy

	Legislation/Policy
<b>Ancient Monuments and Archaeological Areas Act (1979)</b>	Changes to the fabric of scheduled monuments require consent from the Secretary of State, as advised by Historic England.
<b>Planning (Listed Buildings and Conservation Areas) Act (1990)</b>	Covers the registration of Listed Buildings (buildings that are seen to be of special architectural or historic interest) and designation of Conservation Areas (areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance).
<b>National Planning Policy Framework (2012) Paragraph 128</b>	Local authorities will require applicants to describe the significance of heritage assets including the contribution made by their setting affected by the application.

Legislation/Policy	
<b>Paragraph 132</b>	When considering the impact of a proposal on a designated heritage asset great weight should be given to the asset's conservation. The more significant the asset the greater the weight should be. Significance can be harmed or lost through alteration to the asset or development in its setting.
<b>Paragraph 134</b>	Where development will lead to less than substantial harm to the significance of the designated asset the harm should be weighed against the public benefit of the proposal.
<b>Paragraph 135</b>	The effect of a proposal on the significance of a non-designated heritage asset should be taken into account in determining the application.
<b>Paragraph 139</b>	Non designated archaeological heritage assets of demonstrably equivalent in significance to scheduled monuments should be managed as designated heritage assets.

8.2.2 Thanet Council have received a direction from the Secretary of State saving policies from the Thanet Local Plan (2006). The Draft Thanet Local Plan to 2031 Preferred Options Consultation January 2015 includes policies which are relevant to the consideration of the historic environment. Subject to the consultation stage of the Draft Thanet Local Plan to 2031 greater weight should be applied to this document as it moves through the various stages to adoption.

Table 8.2 Relevant Local Planning Policy

Policy	
<b>Thanet District Adopted Local Plan (2008) saved policies Policy HE11</b>	To determine planning applications the District may require the provision of an archaeological assessment which, in certain cases, may involve fieldwork.
<b>Policy HE12</b>	Archaeological sites will be preserved and protected. Where sites do not merit preservation planning permission will be granted subject to a suitable programme of archaeological recording.
<b>Draft Thanet Local Plan to 2031 Preferred Options Consultation January 2015 Policy HE01</b>	The Council will promote the identification, recording, protection and enhancement of archaeology and historic sites and encourage their potential through management and interpretation. Developers should submit suitable information to enable the impact of proposals to be assessed in the form of a desk-based assessment or field evaluation. Development adversely affecting the setting of a scheduled monument or equivalent archaeology of comparable significance will be refused. Where the Council is not seeking to preserve a site a suitable programme of recording will be required according to a written scheme of investigation detailing site works, post-excavation works and publication.
<b>Policy HE03</b>	The Council supports the retention of local heritage assets that will be identified in the local list as part of the heritage strategy
<b>Policy HE04</b>	Permission will not be granted for any development that adversely affects the visual, historical or horticultural character of an historic park or garden whether or not it is on the statutory register.
<b>Policy HE05</b>	Works to address climate change by adapting heritage assets will be supported where the significance of the asset is not compromised.

8.2.3 Historic England have produced guidance on how to assess the impacts upon the setting of heritage assets and the implementation of heritage policies from the NPPF. The Chartered Institute of Archaeologists has produced standards and guidance documents for the production of desk-based assessments and providing consultancy advice in the historic environment.



Table 8.3 Historic England and ClfA Guidance

	Guidance
<b>Historic England Managing significance in decision-taking in the historic environment (2015)</b>	Guidance from Historic England on how to implement the historic environment policies included in the NPPF.
<b>Historic England The setting of Heritage Assets (2015)</b>	The setting of Heritage Assets (2015) Guidance from Historic England demonstrating how to assess the impacts upon the setting of a heritage asset.
<b>ClfA Standard and guidance for historic environment desk-based assessment (December 2014)</b>	Assessment will determine, as far as is reasonable, from existing records the nature, significance potential and importance of the historic environment with a defined area. The assessment will also assess the impact of the proposed development on identified assets, both designated and undesignated.
<b>ClfA Standard and guidance for commissioning work or providing consultancy advice on archaeology and the historic environment (December 2014)</b>	Advice provided should be clear, impartial, informed robust and compliant with policy and guidance. It should be proportionate, research and provide a reasoned argument assessing the known and potential significance of heritage assets impacted by the proposal.

## 8.3 Main sources of data used in the scoping report

8.3.1 Baseline data, for the scoping report has been obtained from the following sources.

- ▶ Historic England National Record of the Historic Environment;
- ▶ Magic.gov.uk
- ▶ Kent County Council Heritage Maps; and

8.3.2 Thanet Council Conservation Area Mapping.

## 8.4 Engagement with consultees

8.4.1 Preliminary discussions have taken place with the Kent County Council Archaeology Advisors and Historic England. A radius of 500m around the proposal site was agreed to provide a suitable study area for the historic environment resource around the airport site to assess the character and significance of the archaeological resource within the area. Kent CC also requested that significant archaeological sites outside this radius should also be examined. The significant sites include:

- ▶ East Kent Access Road;
- ▶ Southern Water Weatherlees Pipeline Excavations;
- ▶ Ramsgate Causewayed Enclosure;
- ▶ Cliffsend Farm;
- ▶ Thanet Way Duelling (1990s); and

▶ Thanet Earth.

- 8.4.2 The Kent CC Archaeologist stated the ‘gateway’ nature of Thanet was highly influential to the archaeological character of the area. The archaeological resource in this area is particularly close to the surface and easily affected by development works. Kent CC have requested archaeological evaluations for similar projects and this is likely to be their advice in this case.
- 8.4.3 Kent CC’s Archaeology advisor also stated the airfield should be regarded as a heritage asset in its own right due to its establishment in the First World War, use in the Second World War and the Cold War. Kent CC are undertaking a high level survey of historic structures on the airport site. The assessment should also cover above ground aviation-related archaeology.
- 8.4.4 For the study of designated heritage assets a draft Zone of Theoretical Visibility has been produced and viewpoints suggested. Historic England requested additional baseline views should be collected from Richborough Castle and the Abbey in Minster amongst other sites.
- 8.4.5 Kent CC also requested that the assessment consider any effects from flights on heritage assets.

## 8.5 Overview of the baseline conditions

- 8.5.1 Baseline conditions have been established from publically accessible heritage data held in various sources, including:
- ▶ The National Heritage List for England;
  - ▶ Magic.gov.uk;
  - ▶ Kent County Council Heritage Maps; and
  - ▶ Thanet Conservation Area Mapping.
- 8.5.2 The limitations of this data are acknowledged, especially for the consideration of buried archaeological remains that are included in the Kent Heritage Maps, rather than a full search of the HER. However to demonstrate the extent, importance and character of the archaeological resource within the vicinity of the proposal site the detail included on the Kent Heritage Maps is sufficient. As part of the detailed assessment a full, detailed search of the Kent Historic Environment Record will be made.

### Designated Heritage Assets

- 8.5.3 For the scoping report designated assets within a 1km boundary of the site have been reviewed. As the draft Zone of Theoretical Visibility has indicated potential effects beyond the 500m radius agreed for archaeological heritage for the scoping report, and examination of designated heritage assets, a wider boundary has been examined.

### Scheduled Monuments

- 8.5.4 Within, approximately 1km of the airport boundary there are 2 Scheduled Monuments (SM):
- ▶ Anglo-Saxon Cemetery S of Ozengell Grange; and
  - ▶ Enclosure and ring ditches 200yrds (180m) ENE of Minster Laundry.
- 8.5.5 Beyond the 1km boundary, and within 2km there are a further three scheduled monuments.

### Listed Buildings

- 8.5.6 Historic England's data shows there are a number of listed buildings within 1km of the proposal site. These are:
- ▶ 21 grade II listed building entries; and
  - ▶ 2 grade II\* listed building entries.
- 8.5.7 The grade II\* listed buildings are Wayborough Manor and Cleve Court, and Cleve Lodge.

### Conservation Areas

- 8.5.8 There are no conservation areas within a 1km boundary around the site, however the Conservation areas of Acol and Minster in Thanet are within a 2km boundary of the site.

### Heritage Assets

- 8.5.9 Undesignated heritage assets consists of assets listed in the Kent Historic Environment Records, any locally listed assets and assets identified during the plan making process or during research to inform applications.

### Local Heritage Assets

- 8.5.10 As part of Thanet's Heritage Strategy policy HE03 of Draft Thanet Local Plan to 2031 Preferred Options Consultation January 2015 states that lists of local heritage assets will be produced as part of the Heritage Strategy. So far no details of any locally listed heritage assets have been published on Thanet Council's web site.

### Kent Historic Environment Record and Archaeology

- 8.5.11 The Kent Historic Environment Record (KHER) has been examined through publically accessible records, via the Kent Heritage Maps. This initial examination of HER data demonstrates that within a 500m radius of the proposal there are numerous archaeological sites from multiple periods. These periods range from early prehistory through to late 20<sup>th</sup> century Cold War defensive sites. There is evidence of burial and ritual archaeology from the prehistoric periods through to the early medieval period. There is settlement evidence from the prehistoric periods through to the post medieval and modern world. Industrial evidence dates from the roman, post medieval and modern periods. The immediate area around the site is rich in archaeological remains.

- 8.5.12 Within the proposal site there are remains dating from prehistoric periods, roman, medieval, post-medieval and modern uses of the site.

## 8.6 The scope of the assessment, methodology and characteristics of the potential effects

### Additional baseline information required

- 8.6.1 The following surveys and sources of data will be examined to inform the assessment of effects upon potential receptors that are identified and allow identification of other potential receptors.
- ▶ A site walkover;
  - ▶ Townscape and visual impact assessment reports and data;
  - ▶ Any site investigation works;
  - ▶ Kent County Council Historic Environment Records;
  - ▶ Kent County Council Historic Landscape Characterisation data;
  - ▶ Kent Archives and Local History Service;
  - ▶ The library of the Society of Antiquaries of London; and
  - ▶ Other libraries as necessary.

### Identified Receptors

- 8.6.2 Potential receptors, relevant to this section of the assessment that may be affected by the development are
- ▶ Buried archaeological resource within the proposal site;
  - ▶ Remains of WW1, WW2, Cold War and RAF Manston Airfield;
  - ▶ Setting effects upon designated heritage assets identified within the zone of visual influence.
- 8.6.3 To provide further contextual information significant sites outside the search boundary will also be considered, such as the Ramsgate Causewayed Enclosure, the Southern Water Weatherlees Pipeline Excavations, Cliffsend Farm, Thanet Way Duelling and the results of the archaeological excavations at Thanet Earth.

### Potential effects requiring further consideration

- 8.6.4 The purpose of the detailed assessment will be to understand the potential direct and indirect (setting) effects of the proposal on designated and undesignated heritage assets. Development within the airport site may have a direct effect upon heritage assets within the site boundary and an indirect (setting) effect upon heritage assets beyond the site boundary.
- 8.6.5 The assessment will comply with relevant ClfA guidance for desk-based assessment, provision of consultancy advice and the Code of Conduct.

- 8.6.6 The Environmental Statement will describe the baseline study and its findings in more detail and through an assessment, in line with the guidance quoted above, of potential effects upon designated and undesignated heritage assets will determine whether the proposal will have any significant effects on any sites of heritage significance on or within close proximity to the development site and develop appropriate mitigation measures.
- 8.6.7 The assessment will also consider the heritage significance of the airport and surviving assets relating to World War 1, interwar, World War 2 and Cold War uses of the site.
- 8.6.8 For designated heritage assets a zone of visual influence will be determined in line with the Landscape and Visual Impact Assessment to identify designated assets that may be indirectly effected by the proposal. A series of viewpoints will be established to assess setting effects and these shall include viewpoints from Minster Abbey and Richborough Castle. Other designated assets, such as the Enclosure and Ring Ditches at Minster Laundry, the cemetery at the Lord of the Manor junction and the Anglo-Saxon cemetery S of Ozengell Grange will be examined as will other viewpoints from the listed house and farm at Manston Court farm.

## 9. Land Quality

This section presents the proposed scope of work for the Land Quality environmental impact assessment.

### 9.1 Introduction

9.1.1 This Chapter provides an assessment of the effects in relation to land quality and soils of the proposed development during the construction and operation phases. The chapter should be read in conjunction with the proposed development description in chapter 2.

9.1.2 The Phase 1 Land Quality Assessment (LQA) (to be submitted in support of the DCO application) should be regarded as an initial phase of assessment in relation to potentially contaminated land and further phases of site investigation will be undertaken if required following the findings of the desk study and at a suitable point within the scheme's development.

### 9.2 Relevant policy, legislation and guidance

#### International Legislation

9.2.1 There is no European Union (EU) legislation which is directly relevant to the subject of land quality apart from the Environmental Liability Directive (2004/35/EC).

#### Environmental Liability Directive

9.2.2 The Environmental Liability Directive is based on the "polluter pays" principle and requires EU member states to impose obligations and liabilities on operators whose activities cause or threaten environmental damage. Environmental damage specifically includes land contamination where there is a significant risk of adverse effects to human health.

9.2.3 The Environmental Liability Directive requires an operator to take preventative, as well as remedial, measures. It applies both to damage that has occurred and where there is an imminent risk of it occurring, but does not apply to damage that occurred prior to 30 April 2007. The Environmental Liability Directive is implemented in England by the Environmental Damage (Prevention and Remediation) Regulations 2009 (SI 2009/153).

9.2.4 There are various pieces of EU Legislation (see below) which are indirectly relevant:

- ▶ The Water Framework Directive (2000/60/E); and
- ▶ Groundwater Directive (80/68/EEC).



## The Water Framework Directive

- 9.2.5 The overall purpose of the Water Framework Directive (WFD) is to establish a framework for the protection of surface fresh water, estuaries, coastal water and groundwater. The objectives of the WFD are to enhance the status and prevent further deterioration of aquatic ecosystems and associated wetlands, promote the sustainable use of water, reduce pollution of water (especially by 'priority' and 'priority hazardous' substances), and ensure progressive reduction of groundwater pollution.
- 9.2.6 The main features of the WFD are:
- ▶ Member states should take all necessary measures to ensure that groundwater quality does not deteriorate and to prevent the input of pollutants to groundwater.
  - ▶ Discharges of hazardous substances must cease or be phased out within 20 years of their identification as a priority hazardous substance.
  - ▶ All inland and coastal waters within defined river basin districts must reach at least good status by 2015. The directive defines how this should be achieved through the establishment of environmental objectives and ecological targets for surface waters.
- 9.2.7 The WFD incorporates an associated annex which comprises a list of priority substances and priority hazardous substances. This annex has now been replaced by the Directive on Priority Substances (2008/105/EC) which also includes a list of substances for which it should be investigated whether they should be included in the list of priority substances or priority hazardous substances. In July 2006 the European Commission published a proposal for a directive on environmental quality standards in the field of water policy (COM 2006 397), which would set limits on concentrations in surface waters for priority substances.
- 9.2.8 The WFD will ultimately lead to the repeal of several other long standing key directives including on the Protection of Groundwater from Dangerous Substances (80/68/EEC) and Substances Discharged into the Aquatic Environment (76/464/EEC).
- 9.2.9 As part of the ongoing implementation of the WFD, the Environment Agency has recently been given the power to apply environmental standards to individually defined WFD water bodies via the River Basin Districts Typology, Standards and Groundwater Threshold Values (Water Framework Directive) (England and Wales) Directions 2010. The thresholds and descriptions of water body typology within these Directives are largely based upon the research work by the United Kingdom Technical Advisory Group (UKTAG).

## Groundwater Directive

- 9.2.10 The Groundwater Directive aims to protect groundwater against pollution caused by dangerous substances. The Directive requires the prevention of the discharge of 'Hazardous' substances to groundwater, and the investigation of 'Non-Hazardous' substances prior to direct or indirect discharge. The Directive is

primarily implemented in England and Wales by the Environmental Permitting (England and Wales) Regulations 2010 (SI 2010/675).

- 9.2.11 The EU has also adopted the Directive on the Protection of Groundwater against Pollution and Deterioration (2006/118/EC). The aim of this Directive is to ensure good groundwater quality by 2015, in line with the requirements of the WFD. The Directive sets out specific measures for preventing and controlling groundwater against pollution and deterioration.

## National Legislation

### Land Contamination

- 9.2.12 There are several items of legislation and/or guidance that aim to deal with the prevention of land and groundwater contamination and others which aim to address and remediate contamination once it has occurred. As with European legislation, several of these regulations are indirectly relevant to the management and prevention of land contamination. Examples of indirectly relevant regulations are listed here for reference but are not discussed in detail within this Chapter:
- ▶ Water Resources Act 1991 (SI 57) (as partly amended by the Water Act 2003) and associated Anti-pollution Works Regulations 1999 (SI 1999/1006);
  - ▶ Control of Pollution (Oil Storage) (England) Regulations 2001 (SI 2001/2954); and
  - ▶ Water Environment (Water Framework Directive) (England and Wales) Regulations 2003 (SI 2003/3242) amended in 2015 (2015/1623).

### Environmental Protection Act 1990 Part 2A

- 9.2.13 The contaminated land regime is set out within Part 2A of the Environmental Protection Act 1990 (EPA, 1990). The regime came into force in England on 1 April 2000 and was subsequently revised in 2006 and 2012.
- 9.2.14 The Department for Environment, Food and Rural Affairs (Defra) recently reviewed the contaminated land regime in England and found the primary legislation remained fit for purpose. However, there were flaws in the accompanying Statutory Guidance which had undermined the effectiveness of the regime and created considerable regulatory uncertainty. The Contaminated Land (England) (Amendment) Regulations 2012 and revised Statutory Guidance were therefore released in April 2012 to address these issues.
- 9.2.15 Part 2A provides a statutory definition of 'Contaminated Land' and sets out the nature of liabilities that can be incurred as a result of contaminated land and groundwater. Contaminated land is defined as:

*"Any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on, or under the land that:*

- ▶ Significant harm is being caused, or there is significant possibility of such harm being caused; or
- ▶ Significant pollution of controlled waters is being caused or there is a significant possibility of such pollution being caused".

- 9.2.16 The Statutory Guidance states that Part 2A takes a risk based approach to defining contaminated land. The guidance follows established principles of risk assessment, including the concept of a 'contaminant linkage' (i.e. a linkage between a 'contaminant' and a 'receptor' by means of a 'pathway') where:
- ▶ a contaminant is a substance which is in, on or under the land and which has the potential to cause significant harm to a relevant receptor, or cause significant pollution of controlled waters; and
  - ▶ a receptor is something that could be adversely affected by a contaminant, for example a person, an organism, an ecosystem, property or controlled waters.
  - ▶ A pathway is a route by which a receptor is or might be affected by a contaminant.

#### Water Resources Act 1991 And Environmental Permitting Regulations (in relation to controlled waters)

9.2.17 For sites where contamination of controlled waters is a potential issue, in addition to the provisions of Part 2A consideration must also be given to the Water Resources Act (WRA) 1991. Parts of the Act have been replaced by the Environmental Permitting (England and Wales) Regulations 2010, SI 2010 No.675 (referred to here as EPR), although some of the core definitions (e.g. controlled waters) still refer to the WRA. The two aspects of the EPR so far as controlled waters are concerned are:

- ▶ Schedule 21: Water discharge activities – these are concerned with discharges to surface waters, that are controlled waters, of any poisonous, noxious or polluting matter; waste matter; trade effluent or sewage effluent; and
- ▶ Schedule 22: Groundwater activities – these are concerned with discharges of pollutants, or other discharges that may lead to input of a pollutant, to groundwater.

9.2.18 The “activities” relate both to those that require a permit and activities that are unlawful (e.g. causing pollution to controlled waters), with only a small number of activities being exempt, although even these need to be registered with the Environment Agency. We note that a “passive” release of pollutants, such as may occur to groundwater from land where the original cause of pollution has ceased is not considered to be an activity requiring permitting and this would be regulated by other means (e.g. via the planning system or under Part 2A).

9.2.19 Under the WRA, the Environment Agency still has the power to remediate pollution of controlled waters by means of Anti-Pollution Works Notices, via Section 161A of the WRA. The necessary remediation can be carried out by the Environment Agency and a notice can then be served to recover the cost from the person liable (the person who caused or knowingly permitted the substances to be present on the land or in the water).

9.2.20 The provisions of the WRA and EPR (and the consequent powers of the Environment Agency) can apply when the land is not Statutory Contaminated Land under the terms of Part 2A. The Environment Agency has indicated that in general Part 2A will be applied in preference to WRA powers if it is applicable (i.e. passive discharges are occurring).

## Environmental Damage (Prevention and Remediation) Regulations 2009

9.2.21 The Environmental Damage (Prevention and Remediation) Regulations 2009 implement the provisions of the Environmental Liability Directive in England. The Regulations follow the provisions of the Directive closely and accordingly impose obligations and liability on operators for environmental damage caused or threatened by their activities, specifically including damage to land by contamination by substances, preparations, organisms or micro-organisms that results in a significant risk of adverse effects on human health. The Regulations only apply to damage that takes place after the Regulations come into force on 1 March 2009.

9.2.22 If an operator of an activity causes an imminent threat of environmental damage the operator must immediately take all practicable steps to prevent the damage and provide all relevant details to the enforcing authority. Where environmental damage has been caused, the authority must require the operator to undertake remedial works, subject to certain exemptions. In relation to land, the remediation must ensure, as a minimum, that the contaminants are removed, controlled, contained or diminished so that the land, taking account of its lawful current use or any planning permission in existence at the time of the damage, no longer poses any significant risk of adverse effects on human health.

## Environment Agency CLR 11, Model Procedures for the Management of Land Contamination

9.2.23 CLR 11 provides the technical framework for applying a risk management process when dealing with land affected by contamination. The technical approach presented in the Model Procedures is designed to be applicable to a range of non-regulatory and regulatory contexts. These include:

- ▶ Development or redevelopment of land under the planning regime;
- ▶ Regulatory intervention under Part 2A of the Environment Protection Act 1990;
- ▶ Voluntary investigation and remediation; and
- ▶ Managing the potential liabilities of those responsible for individual sites or a portfolio of sites.

## UK Best Practice Guidance

9.2.24 In addition to the above legislation and policies, there is a large amount of UK best practice guidance documentation which is relevant to geology and land contamination. Some of the key pieces of guidance are listed below (the list is indicative only, i.e. it is not exhaustive):

- ▶ BS10175:2011+ A1:2013 Investigation of Potentially Contaminated Sites – Code of Practice;
- ▶ Guidance on the Safe Development of Housing on land affected by contamination (NHBC, Environment Agency and CIEH) 2008;
- ▶ Guiding Principles for Land Contamination (Environment Agency 2010); and
- ▶ Department of Environment Industry Profiles.

- 9.2.25 There is also a range of best practice guidance mainly relating to prevention of pollution and good environmental management which is relevant to construction and operational phases of the proposed facility. This includes:
- ▶ (CIRIA) Report 132 A guide for safe working practices on contaminated sites;
  - ▶ (CIRIA) Report C532: Control of Water Pollution from Construction Sites;
  - ▶ CIRIA Report C502: Environmental Good Practice on Site; and
  - ▶ HSE 1991 Protection of workers and the general public during the development of contaminated land.

### National Planning Policy

9.2.26 Planning guidance relating to the development of land potentially affected by contamination is detailed in the National Planning Policy Framework (NPPF), which came into force in March 2012. The NPPF sets out the Government's planning policies for England and how these should be applied. This framework is a key part of the Government's reform of the planning system and replaces all previous planning policy statements (PPS), with the exception of PPS 10: Planning for Sustainable Waste Management, until it is replaced at a later date.

9.2.27 The NPPF states that:

- ▶ The natural environment should be conserved and enhanced by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land;
- ▶ In preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment. Plans should allocate land with the least environmental or amenity value; and
- ▶ Planning policies and decisions should encourage the effective use of land by re-using land that has previously been developed (brownfield land), provided that it is not of high environmental value.

9.2.28 Therefore, planning policies and decisions should also ensure that:

- ▶ A site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation or effects on the natural environment arising from that remediation;
- ▶ After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part 2A of the Environmental Protection Act 1990; and
- ▶ Adequate site investigation information, prepared by a competent person, is presented.

9.2.29 In addition the NPPF states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. The primary regulators under the NPPF are the Local Planning Authorities (LPA) and the Regional Planning Bodies (RPB).

## Regional and Local Planning Policies

### 9.2.30 Local Policies

- ▶ Thanet District Council Local Plan. Policy EP 13 – Require mitigation to prevent contamination in groundwater protection zones;
- ▶ Saved policies of Kent County Council's 'Construction Aggregates Minerals Local Plan', 'Chalk and Clay Minerals Local Plan', 'Oil and Gas Minerals Local Plan' and 'Brick Earth Subject Local Plan'.

### 9.2.31 Guidance

- ▶ Safeguarding our Soils; a Soil Strategy for England, 2011, Defra;
- ▶ EA / Defra 'Model Procedures for the Management of Land Contamination (CLR11)' (2004);
- ▶ Government Circular 06/2005 'Biodiversity and Geological conservation – Statutory obligations and their impact within the planning system' (2005).

## 9.3 Main sources of data used in preparing the scoping report

9.3.1 The following data sources have been reviewed in the preparation of this Scoping Report:

- ▶ BGS mapping website: borehole logs, BGS maps (geological map, sheet no. 274, Ramsgate, 1:50,000, published 1980 and hydrogeological map of the Chalk and Lower Greensand of Kent, sheet no. 3, 1:126,720, published 1970)
- ▶ Environment Agency website: "What's in your backyard?"
  - ▶ Aquifer designations;
  - ▶ Catchment data explorer;
- ▶ NHBC/ CIEH / Environment Agency, Guidance for the Safe Development of Housing on Land Affected by Contamination R&D66: 2008;
- ▶ Magic website;
- ▶ Historical website for the site and its surroundings of the Spitfire and Hurricane Memorial Museum, Manston, Kent;
- ▶ Envirocheck report (reference 82787389\_1\_1), including historical / recent Ordnance Survey plans and environmental datasheets, and
- ▶ Preliminary UXO Assessment (reference P5188).

## 9.4 Engagement with consultees

9.4.1 An initial meeting with the Environment Agency (EA) was held on 11<sup>th</sup> April 2016 to discuss the approach to the assessment as well as to obtain further baseline environmental information and to identify any potential land quality risks. A summary of these discussion is presented below:



- ▶ The EA are not aware of an specific sources of contamination present on the site, however there was a pollution incident associated with a fuel farm on the site which may not have been remediated, and there are anecdotal accounts of historic sources of contamination across the site associated with the former use as a RAF and USAF air field;
- ▶ Waste water from the runway and aprons, particularly any containing de-icing fluids, should be treated on-site before discharge;
- ▶ Construction activities associated with the development would need to be controlled and managed through the production of a Construction Environmental Management Plan (CEMP); and
- ▶ Any intrusive site investigation works would need to be carefully designed and managed in order to ensure that new contamination pathways into the underlying Principle Bedrock Aquifer, and agreed in advance with the EA and Southern Water.

9.4.2 It was confirmed that a Phase 1 Land Quality Assessment would be undertaken and the findings of this discussed with the EA.

## 9.5 Overview of the baseline conditions

### Current Baseline

#### Geology/Hydrogeology

9.5.1 The Site is underlain by Quaternary deposits comprising Clay and Silt which are underlain by bedrock in the form of Margate Chalk Member and the Seaford Chalk Formation. The British Geological Survey (BGS) 2016 mapping indicates that Sand, Silt and Clay from the Thanet Formation may be present north-east of the site, but this is not supported by the BGS borehole information available for the site. Made Ground is recorded in the centre of site on the BGS logs, however is likely to be present across the site associated with past development.

9.5.2 The Chalk bedrock is classified as a Principal Aquifer. The site lies within a source protection zone (SPZ). The groundwater is extracted by four public water supply (PWS) boreholes which are located around the airport site, the closest being the Lord of the Manor PWS borehole located approximately 400 m to the east; the groundwater SPZ for this borehole extends below the existing site runway.

#### Hydrology

9.5.3 There are no surface water features on the site. The nearest major river is the River Stour located approximately 3 km south of the site boundary, which flows eastwards to the North Sea. The River Stour is classified as Moderate ecological quality status within the Water Framework Directive assessment (WFD) as issued on the Environment Agency website.

#### Sensitive Land Use

9.5.4 The Site is located within a nitrate vulnerable zone. Approximately 900 m south-east of the site boundary are The Sandwich and Pegwell Bay as well as the

Thanet coast classified as National Nature Reserves, Ramsar sites, Sites of Special Scientific Interest, Special Areas of Conservation and Special Protection Areas.

#### Current / Historic Land Use

- 9.5.5 Based on historical mapping the site was grassland and agricultural land from 1873 to 1915. At least two chalk pits were located within the site boundaries in the central eastern area of the site until 1896 and may have been infilled from this date. A 'Pit' is also recorded in the southwestern part of the site in 1873, presumed to be a former underground chalk mine.
- 9.5.6 Information obtained from the Spitfire museum website<sup>34</sup> indicates that aircraft started to use the open farmland of Manston for emergency landings during the winter of 1915-16. An aerodrome was established at the site shortly after including operational flights and a training school. Several training schools were established between 1921 and 1936 and additional facilities – classrooms and barracks – were built<sup>35</sup>. Aerial photographs dated 1947-1949 show the presence of a runway in the southern part of the site. During World War II, Manston was heavily bombed. The site was used as an emergency landing field for returning bombers suffering from low fuel or problems to their hydraulic systems. Three emergency landing strips (concrete) and associated taxiways and dispersals were built and the runway opened in April 1944. The airfield became a storage for heavy bombers. During the 1950's the US Airforce used the site as a Strategic Air Command base for its fighter and fighter-bomber units. From 1960, the airfield was back under RAF control from the US Airforce and was designated one of the country's Master Emergency Diversion Airfield for both military and civilian flights due to its runway and its facility for foam-laying<sup>Error! Bookmark not defined.</sup>.
- 9.5.7 A map from 1968 shows that the site had been developed with taxiways, aprons and buildings in addition to the runway which was already present at the site. A sub-station is noted in the extreme eastern part of the site from 1977. Two museums had also been developed in the western part of the site by 1995. The RAF operation of the site finished in 1999 and the airport became Kent International Airport operating civilian air traffic (cargo and passenger flights). Kent International Airport ceased operations in 2014. A freight handling facility located in the western part of the site is still in use by a range of haulage companies. There is also a small charter helicopter business operating from the area adjacent to the facility.
- 9.5.8 Historically, the immediate surrounding area was largely agricultural land but has been subject to increased residential development over time, as well as extensions and additions to the road network. A tank farm located in the direct south-eastern vicinity of the site and which was already visible on an aerial photograph dating from 1949, has reduced in the number of tanks since 1995. The A299 highway, a roundabout and a solar energy farm (Earth Thanet) were constructed to the south of the site during the period 1995-2016.

<sup>34</sup> [www.spitfiremuseum.org.uk/rafmanston](http://www.spitfiremuseum.org.uk/rafmanston)

<sup>35</sup> THE MILITARY AIRFIELDS OF BRITAIN – Southern England, Ken Delve, Crowood (ISBN 1-86126-729-0)

### Agricultural Land Quality

- 9.5.9 An Agricultural Land Classification (ALC) assessment has been undertaken for the site and its surroundings. This classifies the area (of approximately 325 m<sup>2</sup>) located directly south-west of the site as being Grade 2 (very good quality agricultural land) and Grade 3a (good quality agricultural land) lands. The site itself is not classified as agricultural land<sup>36</sup>.

### Soils

- 9.5.10 The soils on and directly surrounding the site are classed as variably permeable urban soils of high leaching potential.

### Waste disposal / Landfilling

- 9.5.11 Based on the available information, there are six historical landfills in the close surroundings of the site (within a 500m distance). At least two chalk pits were located within the site boundaries in the central eastern and south-eastern areas and may have been backfilled at the beginning of the 20<sup>th</sup> century.

## 9.6 The scope of the assessment, methodology and characteristics of the potential effects

### Additional baseline information required

- 9.6.1 Further baseline information will be obtained and will comprise an environmental information request from the Environment Agency, Southern Water and Thanet District Council to determine if they hold any further environmental information not readily available through the Envirocheck reports and public websites (e.g. BGS, "What's in your backyard").
- 9.6.2 A request to carry out a site walkover will be undertaken. The intent of the survey is to confirm the current land use, identify any potential geotechnical constraints associated with this use, identify evidence of contamination / potential sources of contamination and determine the potential receptors (on- and off-site). The site walkover will also be used to characterise site access and potential site investigation locations.
- 9.6.3 In order for land contamination risk to be realised, a 'contaminant linkage' must exist<sup>37</sup>. A contaminant linkage requires the presence of:
- ▶ Source of contamination;
  - ▶ Receptor capable of being harmed; and
  - ▶ Pathway capable of exposing a receptor to the contaminant.
- 9.6.4 An initial review of baseline information indicates that there are potential sources of contamination within the Site particularly the Made Ground associated with the former development, the site's historical / recent use as an airport and a RAF base, the car garages, the sub-station present on-site, the on-site infilled chalk

<sup>36</sup> Ministry of Agriculture Fisheries and Food. Post 1988 Agricultural Land Classification and [www.magic.gov.uk](http://www.magic.gov.uk)

<sup>37</sup> Environment Agency (2004) Model Procedures for the Management of Land Contamination – Contaminated Land Report 11

pits, the supposed infilling activities on-site, and the off-site current fuel farm and any potential tank-farm on-site.

## Identified Receptors

- 9.6.5 A review of currently available baseline information has identified the following Receptors potentially subject to likely significant effects as a result of the proposed development and Exposure Pathways:

Table 9.1 Identified Receptors and Exposure Pathways

Receptors	Potential Pathways
<b>Future site users (commercial users, personnel on-site, passengers)</b>	Dermal contact, ingestion and inhalation of dusts, vapours, fibres and accumulated gases
<b>Buildings and Services</b>	Direct contact, ingress and accumulation of soil gas
<b>Controlled Waters: Principal Aquifer in bedrock</b>	Leaching, migration
<b>Controlled Waters: Surface Water (Drains, River Stour river to south / south-east)</b>	Surface water runoff, baseflow migration

## Potential effects requiring further assessment

- 9.6.6 The Phase 1 LQA includes a qualitative risk assessment of the identified potential contaminant linkages. The risk assessment will be used to identify potentially significant land quality effects as a result of the development.
- 9.6.7 Based on the initial information, it is likely that the Phase 1 LQA concludes that intrusive work will be carried out following the granting of the Development Consent Order in order to confirm the qualitative risk assessment conducted and the contamination status of the site. Aquifer protection may be required to prevent mobilisation of contamination during drilling in the event that contamination or perched water is identified at the surface. The requirement for any intrusive ground investigation and appropriate control and mitigation measures will be identified and confirmed with the Environment Agency and Southern Water.
- 9.6.8 A Preliminary Unexploded Ordnance (UXO) Risk Assessment has been undertaken for the site and identifies that there is a medium to high probability of UXO encounter on the site (probability rating of 4, on a scale up to 5). The report recommends that in accordance with CIRIA C681 Chapter 5 on managing UXO risks, 6 Alpha, a detailed UXO threat & risk assessment should be carried out prior to any intrusive works. Further information will be provided in the Environmental Statement.

## Potential effects not requiring further assessment

- 9.6.9 Potential contamination effects on human health due to spills and leaks from mechanised plant during construction and installation of the planned tank farms not need be considered further. Spillages or leaks will be limited and managed by standard good practice and, in the event that such a spillage or leakage occurs, will be localised, of limited volume and the effect will be reduced further by the adoption of standard good practices, particularly the dampening down of soils, practices relating to vehicles and equipment maintenance, and dealing with

associated leaks or accidental spills. Therefore effects are unlikely to be significant.

- 9.6.10 Potential effects from contaminated soil or buried animals during construction (topsoil stripping and excavation works) on construction workers also need not be considered further. Potential effects could occur via direct contact, inhalation and/or ingestion. However, no worker will be permitted to work at the site without adequate training in, and use of, appropriate PPE, and adoption of good site hygiene practices. Therefore with these measures in place significant effects are unlikely.

# 10. Landscape and Visual

This section presents the proposed scope of work for the Landscape and Visual environmental impact assessment.

## 10.1 Introduction

10.1.1 The landscape and visual impact assessment (LVIA) consist of two related assessments that assess effects of the construction and operation of the proposed development on the landscape as a whole, concentrating upon effects upon the landscape character, and effects upon the views and visual amenity of people who live, undertake recreational activities, work and/or travel through the area around Manston Airport.

## 10.2 Relevant policy, legislation and guidance

10.2.1 Policy guidance and policies relevant to the scope of potential landscape and visual effects are as follows:

Table 10.1 Planning Context

Relevant Policy	Comment
<b>National Planning Policy Framework</b>	
<b>Policy 11: conserving and enhancing the natural environment</b>	The planning system should contribute to and enhance the natural and local environment, protecting and enhancing valued landscapes. (Paragraph 109).
<b>Thanet Local Plan to 2031 Preferred Options (Consultation dated January 2015)</b>	
<b>POLICY SP05: Manston Airport</b>	Sets out requirements for development at Manston Airport. Bullets 2 and 3 are of particular relevance as new built development is to be designed to minimise visual impact on the open landscape of the central island, especially with regards to the mass of buildings on the skyline in views from the south. Also requires the provision of an appropriate landscaping scheme, to be designed and implemented as an integral part of the development.
<b>POLICY SP22: Protection and Enhancement of Thanet's Historic Landscapes</b>	Development proposals should conserve and, where possible, enhance Thanet's local distinctiveness and visually sensitive skylines and seascapes. It sets out principles for each one of Thanet's six local landscape character areas.
<b>Thanet Local Plan (2006) Saved Policies</b>	
<b>POLICY CC1: Development in the Countryside</b>	Development in the Countryside will not be permitted unless there is a need for development that overrides the need to protect the countryside.
<b>POLICY CC2: Landscape Character Areas</b>	Seeks to protect Landscape Character Areas
<b>Dover Core Strategy (Adopted 2014)</b>	
<b>POLICY DM15: Protection of the Countryside</b>	Seeks to protect the character and appearance of the countryside.
<b>POLICY DM16: Landscape Character</b>	Requires the protection of landscape character within the district.



- 10.2.2 The Dover Core Strategy is of relevance because whilst the proposed development is entirely located outside the area covered by the Strategy, there is potential for the proposed development to have indirect effects upon the landscape character of some areas in Dover District.

### Legislative requirements

- 10.2.3 In preparing the landscape and visual assessment, account would be taken of relevant legislation and regulations, namely:
- ▶ Town and Country Planning (Environmental Impact Assessment Regulations 2011 (SI No 1824); and
  - ▶ The *European Landscape Convention 2000*, which became binding in the UK in 2007, seeks to protect (conserve and maintain) the significant or characteristic features of the landscape.

### Other guidance

- ▶ Natural Environment Topic Paper (Thanet District Council, January 2015);
- ▶ Guidelines for Landscape and Visual Impact Assessment: Third Edition (GLVIA3) (Landscape Institute and IEMA, 2013);
- ▶ Landscape Character Assessment – Guidance for England and Scotland (Countryside Agency and Scottish Natural Heritage, 2002); and
- ▶ Photography and photomontage in landscape and visual impact assessment- Advice note 01/11 (Landscape Institute, March 2011);

## 10.3 Main sources of data used in preparing the scoping report

- 10.3.1 Access to the development site is currently restricted, however a visit to publicly accessible areas and the surrounding landscape was carried out on April 28<sup>th</sup> 2016. During the visit an initial selection of viewpoints were visited and a photographic record was produced.

- 10.3.2 Also the following Ordnance Survey (OS) map data sources have been reviewed:

- ▶ Road Map - scale 1:250 000;
- ▶ Landranger series - scale 1:50,000 (Sheet 179 Canterbury and East Kent, Dover and Margate); and
- ▶ Explorer series - scale 1:25,000 (Sheet 150 Canterbury & the Isle of Thanet).

- 10.3.3 In addition the following landscape character assessments have been used in preparing the scoping report:

- ▶ National Character Area (NCA) Profile 113- North Kent Plain (Natural England, 2015);
- ▶ Kent Historic Landscape Characterisation (Croft, Munby & Ridley, May 2001);
- ▶ Landscape Assessment of Kent (Jacobs Babbie, Kent County Council, October 2004)

- ▶ Thanet Landscape Character Areas (Thanet District Council, Updated August 2012); and
- ▶ Dover District Landscape Character Assessment (Jacobs Babbie, Dover District Council, January 2006)

10.3.4 Tranquillity Mapping produced by the Campaign to Protect Rural England (CPRE) available at [http://maps.cpre.org.uk/tranquillity\\_map](http://maps.cpre.org.uk/tranquillity_map).

## 10.4 Engagement with consultees

10.4.1 Initial consultation is at an early stage and engagement with relevant organisations specifically regarding landscape and visual amenity has yet to be carried out. KCC and Local Authorities (Thanet and Dover) will be consulted and their opinions sought on the selection of landscape receptors for inclusion in the landscape assessment, principally landscape character areas, and the selection of viewpoints for use in the visual assessment and the potential requirement for photomontages or other visualisations

## 10.5 Overview of the baseline conditions

### Study Area

10.5.1 The LVIA study area is shown on **Figure 10.1**. It is currently deemed to encompass a 5km offset from the development boundary thereby providing a minimum separation distance of 5km from any part of the development site. It is however, to be confirmed through this scoping exercise and through consultation. The study area has been selected with regard to previous experience of undertaking LVIA's for similar types of development. This definition of the study area ensures that the baseline and the subsequent landscape and visual assessments will include any landscape and visual receptors with the potential to sustain significant landscape or visual effects as a consequence of the construction and operation of the proposed development at Manston Airport.

### Landscape elements within development site at Manston Airport

10.5.2 Manston Airport covers an area of 298 hectares (ha) and has been the site of an airfield since 1915. In May 2014 the Airport was closed, although a number of buildings are still in use, including a helicopter pilot training centre and RAF museum. The airport is located to the west of the settlement of Manston and north-east of the larger settlement of Minster. It is bounded by transport routes to the south (A299 – recently dualled) and west (B2190) whilst the B2050 Manston Road bisects the northern part of the Airport.

10.5.3 As already stated Manston Airport has been closed since May 2014 albeit the buildings and facilities that helped support airport operations are still present on site. These include a 2748m long runway that is 230m wide and orientated in an east-west direction across the southern part of the Airport. The runway is at an elevation of ~50m AOD that is approximately 10m higher than the northern part of the Airport. Built form is clustered along the east and west edges and includes:

- ▶ cargo handling facility comprising 2 storage warehouses ~6-8m high, 1 hanger ~12m high, all finished with metal cladding and covering an area of 5,200m<sup>2</sup> with gated entrance and security box;
- ▶ fire Station building ~12m high covering an area of 2,200m<sup>2</sup> and constructed of brick with a corrugated metal roof;
- ▶ helicopter Pilot Training facility comprising 2 hangers ~10m high featuring metal cladding and covering an area of 950m<sup>2</sup>;
- ▶ two Museum buildings of brick construction ~5m high and covering 2,000m<sup>2</sup> ;
- ▶ main airport terminal ~4m high and covers 2,400m<sup>2</sup> is located on the Airport's eastern edge and is surrounded by large expanses of hard surfacing to its east and west which was used as stands for air planes and car parking for passengers respectively;
- ▶ Ground traffic building ~6m high including a viewing tower ~9m high, covering an area of 700m<sup>2</sup>
- ▶ large airplane maintenance hangar covering 4,700m<sup>2</sup> and ~12m high with a taller ~16m high movable section to enclose an airplane tail fin;
- ▶ network of hard surfacing used for taxi ways, aprons and roads connect the buildings to the runway and to the two main entrance points that are located in the east and west; and
- ▶ These buildings and facilities are generally surrounded by closely mown grassland. The requirements of being an operational airport (until recently) have meant that other landscape planting has been severely restricted and is limited to some lines of ornamental trees and shrubs along some sections of the boundary such as the B2190, around some buildings and also in car parking areas on the eastern edge. Post and wire security fencing of varying height runs alongside most of the perimeter.

### Landscape baseline – landscape designations

10.5.4 There are no national or local landscape designations present within the study area.

### Landscape baseline – landscape character

10.5.5 Manston Airport is located within the National Landscape Character Area 113: North Kent Plain. This encompasses a ~90km long strip of land bordering the Thames Estuary to the north and the chalk of the Kent Downs in the south. In general the area is considered an open, low and gently undulating landscape which is characterised by its arable use. The chalk outlier of Thanet, on which Manston Airport is located, is identified as a key feature that is a discrete and distinct area characterised by its dominant agricultural use stemming from the highly quality fertile soils.

10.5.6 At a county level landscape character is defined by the Kent Historic Landscape Characterisation and the Landscape Assessment of Kent which includes assessments of condition and sensitivity of landscape character areas that were

defined by an earlier study. These county level documents are over a decade old, consequently their relevance will need to be checked during the site assessment and in consultation with Thanet and Dover District Council officers.

10.5.7 The Kent Historic Landscape Characterisation locates Manston Airport within the Historic Landscape Character Area (HLCA) 18 – Isle of Thanet. Which is comprised mainly of two Historic Landscape Types (HLTs) post-1801 settlement (HLT 9.6) and irregular fields bounded by roads, tracks and paths (HLT 1.14). The latter is described as a relatively recent phenomenon and overlies potentially earlier landscapes of similar character. Urban developments of Margate and Ramsgate are considered to be integral elements within HLCA 18.

10.5.8 The Kent Landscape Assessment locates Manston Airport within the Thanet Landscape Character Area. This features a centrally domed ridge with the Airport dominant on the ridge's crest. Other features include open, large scale arable fields with long views. Thanet Landscape Character Area is assessed as having a poor condition due to the '*vulnerability of the farmed landscape, lack of natural habitats and the negative impact of recent development*'. However, the sensitivity of the Thanet Landscape Character Area is described as very high due to the open views and very strong sense of place.

10.5.9 At a local scale the Natural Environment Topic Paper and Thanet Local Plan refer to six landscape character areas (LCAs) that have been defined for Thanet in 2012. These are as follows:

- ▶ Pegwell Bay LCA;
- ▶ The Former Wantsum Channel LCA;
- ▶ The Former Wantsum North Shore LCA;
- ▶ The Central Chalk Plateau LCA;
- ▶ Quex Park LCA; and
- ▶ The Urban Coast LCA.

10.5.10 The distribution of these LCAs is shown in **Figure 10.2**.

10.5.11 Manston Airport is sited within the Central Chalk Plateau LCA. This LCA is characterised by flat or gently undulating topography, slight elevation in comparison with neighbouring LCAs, relative openness and extensive views. Manston Airport and other large scale developments are identified as contributing to the fragmentation of the open character along with the sporadic settlement pattern. Policy SP22 in the Thanet Local Plan to 2031 Preferred Options Consultation which is entitled '*Protection and Enhancement of Thanet's Historic Landscape*' states that in this LCA development proposals should avoid skyline intrusion, and the loss or interruption of long views. Developments must be demonstrated to take advantage of and engage with views.

10.5.12 With regard to tranquillity the desktop preliminary baseline review has been restricted to a review of the CPRE Tranquillity Map. This indicates that levels of tranquillity vary considerably across the study area. Within the Manston Airport development site they are moderate and they are relatively high to the south and south-east where there are few settlements and roads within the Stour Valley.

However, tranquillity levels diminish to low levels to the east and north close to and within the urban development site on the coast.

### Visual baseline

- 10.5.13 The preliminary desktop study shows that Manston Airport is surrounded by a moderately high level of residential development, implying relatively high numbers of potential residential visual receptors. The coastal area between Pegwell to the south-east and Birchington to the north-west is an almost continuous belt of urban and residential development focused upon the main towns of Ramsgate, Broadstairs, North Foreland and Margate. Inland areas, including those close to Manston Airport, are generally characterised by a moderate density of villages, small groups of residential properties and individual properties implying a moderately high number of potential residential visual receptors. There are several smaller settlements to Manston Airport's south, west and north including Minister, Cliff's End, Monkton, Acol and Woodchurch. Most of these settlements are located at slightly lower elevations than Manston Airport and the reviews of aerial photography indicate that they contain moderate levels of tree cover. However outside of the settlements and areas such as Quex Park tree cover levels are very low with the consequence that open and extensive views are a widespread landscape characteristic. Taller elements of the airport are a common feature of these views.
- 10.5.14 The dense and evenly dispersed settlement pattern has resulted in a relatively dense network of 'A', 'B' and minor roads. Likewise there is a moderate density of public rights of way (PROWs) in the area around the Airport that are likely to be used by recreational visual receptors. Long distance walking routes include the Saxon Shore and the Turner and Dickens Walk, whilst the long distance cycling route; the Viking Way (National Cycle Route 15) is also present. These routes are highlighted on **Figure 10.3**.
- 10.5.15 Parts of the study area are popular holiday and recreational destinations and consequently a number of amenity assets are present such as campsites, equestrian centres and beaches. Key destinations for visitors and local residents will be identified during the consultation process. This section will describe the existing visual context of elements within the proposed development and will identify the key visual receptors associated with each of them.

## 10.6 The scope of the assessment, methodology and characteristics of the potential effects

### Additional baseline information required

- 10.6.1 The following additional baseline information will be collected:
- ▶ Digital terrain data (OS Terrain 5) and heights of the main existing built development within the Airport to facilitate the calculation of a baseline Zone of Theoretical Visibility (ZTV) across the study area;
  - ▶ Details of the existing development within Manston Airport including the condition of existing built development and the limited amount of vegetation;

- ▶ A more detailed understanding of the landscape role of the present development at Manston Airport and its role in views available to visual receptors in the ZTV taking into account the presence of screening elements;
- ▶ Definitive maps to allow a comprehensive understanding of the PRow network and to allow accurate cross referencing to individual PRows;
- ▶ The distribution of open access land;
- ▶ Development of a comprehensive understanding of formal and informal recreation and visitor facilities within the study area including, but not restricted to country parks, parks and gardens open to the public, sports and recreation grounds, allotments, caravan and camping areas, fishing sites, nature reserves open to the public, cemeteries, and other tourist attractions;
- ▶ A greater understanding of the main contributory factors to varying levels of tranquillity including night time lighting levels and the relative role of glare, sky glow and light overspill from the present use of Manston Airport to be obtained from site visits;
- ▶ A draft viewpoint schedule to form the basis of viewpoint consultation.

## Scoping assessment

### Nature and scope of effects

- 10.6.2 The LVIA will be undertaken in accordance with the third edition of the '*Guidelines for Landscape and Visual Impact Assessment*' (GLVIA3). This was published in 2013 by the Landscape Institute and Institute of Environmental Management and Assessment and is widely recognised as providing the framework within which LVIA's are to be undertaken. .
- 10.6.3 GLVIA3 defines an assessment of landscape effects as:
- 10.6.4 "An assessment of landscape effects deals with the effects of change and development on landscape as a resource. The concern is with how the proposal will affect the elements that make up the landscape, the aesthetic and perceptual aspects of the landscape and its distinctive character."
- 10.6.5 This includes direct effects upon the landscape elements and patterns within the development site and effects upon landscape character and also landscape designations where present within the study area. As already noted with regard to the reopening and redevelopment proposals for Manston Airport the landscape assessment will therefore be concentrated upon assessing effects upon landscape character.
- 10.6.6 In GLVIA3 an assessment of visual effects is similarly defined as:
- "An assessment of visual effects deals with the change and development on views available to people and their visual amenity."
- 10.6.7 These people are termed visual receptors and include people with views from their residential properties, local communities, transportation routes (including 'A' and 'B' roads, key local routes and cycle routes); along with people undertaking outdoor formal and informal recreational activities ranging from walking along



public rights of way or in open access areas to visiting country parks to people fishing or playing golf. Specific effects will arise from changing the constituent factors in a visual receptor's views i.e. removal or changing of existing visual elements as well as introducing new visual elements

### Spatial scope

- 10.6.8 The LVIA will be undertaken within the 5km study area, offset from the development boundary, which includes all potential landscape and visual receptors located within 5km of any component of the proposed redevelopment at Manston Airport. The selection of landscape and visual receptors will be refined by the use of ZTVs. The baseline ZTV will be recalculated to incorporate the key components of the proposed development; a) any existing built development to be removed b) the main built components of the proposed new developments. The final development ZTV will show the areas where visual receptors could potentially have a view of at least some components of the construction and/or operation of the proposed development at Manston Airport.
- 10.6.9 Any groups of visual receptors e.g. settlements or areas within the coastal urban area that are sited outside the ZTV will be scoped out of the visual assessment. Likewise any of the Thanet or Dover LCAs that are entirely outside the ZTV will be scoped out. LCAs that only have a small proportion of their area within the development ZTV may be scoped out subject to a review of their defined key characteristics against likely changes that could be generated by the proposed development at Manston Airport.

### Temporal scope

- 10.6.10 The landscape and visual assessments will be undertaken for the following periods:
- ▶ At the period during the construction period when the greatest level of construction activity is being undertaken;
  - ▶ At the first winter after the commencement of the operational period (to account for any increase in visibility due to seasonal leaf loss); and
  - ▶ At the summer 15 years after the commencement of the operational period (when any mitigation planting will be established and fully effective in landscape and visual terms).

### Potential effects requiring further assessment

- 10.6.11 A review of the current development proposals against the existing baseline, taking into account the longstanding presence of a wide range of built and landscape development within Manston Airport, has led to the identification that there is potential for a limited number of significant landscape and visual effects to be generated as a consequence of the construction and operation of the proposed development at Manston Airport. These will be subject to further assessment, and are summarised below:



## Landscape

- ▶ Effects upon landscape character as a result of the construction and operational activity associated with the redevelopment and reopening of Manston Airport. The assessment will be undertaken upon the limited number of Dover and Thanet LCAs that are completely or partially located within the study area and the development ZTV. Landscape effects will also be assessed against Historic Landscape Character Area 18 – Isle of Thanet and Kent Landscape Character Area – Thanet LCA. Effects upon tranquillity will be assessed within the context provided by the defined key characteristics of the different landscape character areas.

## Visual

- ▶ Effects upon the views and visual amenity of visual receptors within the study area and the development ZTV as a result of construction activity required to redevelop Manston Airport. These will be principally the construction activities required for the cargo facility, fuel farm, hangars and new aircraft stands.
- ▶ Effects upon the views and visual amenity of visual receptors within the study area and the development ZTV as a result of the operation of the redeveloped Manston Airport. These will be principally the operational activities at the cargo facility, fuel farm, hangars and new aircraft stands but will also include the movements of aircraft on the ground and when taking off and landing, movement of vehicles and plant within and around the redeveloped Airport and operational lighting requirements.

## Potential effects requiring no further consideration

10.6.12 The following landscape effects will not be considered by the EIA.

## Landscape

- ▶ Effects upon National Landscape Character Area 113 – North Kent Basin. This NLCA is too extensive to potentially sustain significant landscape effects from a development of the type and scale proposed at a single location such as Manston Airport;
- ▶ Any other landscape character areas within the study area that are entirely outside the development ZTV as without a visual effects pathway it is highly unlikely that effects could be sustained by other potential effects pathways.

## Visual

- ▶ Effects upon visual receptors that are located within the study area but outside the development ZTV.

## Significance assessment methodology

10.6.13 The assessment of the significance of landscape and visual effects is according to GLVIA3 “*an evidence-based process combined with professional judgement.*” All assessments and judgements must be transparent and capable of being understood by others. Levels of landscape and visual effects are determined by consideration of the nature or ‘sensitivity’ of each receptor or group of receptors

and the nature of the effect or 'magnitude of change' that would result from the reopening and redevelopment of Manston Airport.

### Landscape effects

- 10.6.14 The sensitivity of a landscape receptor e.g. an LCA, to a particular development is determined by the susceptibility of that landscape receptor and its value. The methodology describes landscape sensitivity as high, medium or low and is assessed by taking into account the landscape receptor's landscape value and landscape capacity or susceptibility to the changes identified as the result of a particular proposed development i.e. the redevelopment and subsequent operation of Manston Airport.
- 10.6.15 Landscape value is determined by taking into consideration a range of attributes including: the presence or absence of landscape designations; landscape and scenic qualities; rarity and representativeness; conservation interests; recreational value; perceptual qualities; and historic and cultural value. The absence of landscape planning designations such as is the case in Thanet, does not automatically mean that an area or landscape receptor is of low landscape value. Landscape susceptibility concerns the ability of a landscape receptor to accommodate the proposed development without undue consequences for the maintenance of the baseline situation. It is also concerned with landscape quality and the physical state of a landscape receptor which could include consideration of the landscape receptor's intactness and the condition of individual landscape elements. The landscape assessment in support of the DCO application will include analysis for each landscape receptor of the factors that have been assessed in the determination of its landscape value and the assessment of its susceptibility to the redevelopment and operation of Manston Airport. These will be set out in a proforma that will show how the assessment of the landscape value and landscape susceptibility have been combined to determine that landscape receptor's sensitivity.
- 10.6.16 The magnitude of landscape change resulting from the redevelopment and operation of Manston Airport will be assessed as high, medium, low or negligible. In accordance with GLVIA3 the magnitude of landscape change takes into account: the size and/or scale of the change that would result from each identified landscape effect acting upon a landscaped receptor; the geographical extent over each identified landscape effect would be experienced; and the duration and reversibility of each identified landscape effect. Once again methodology that will be presented in the DOC submission documents will set out in detail factors influencing the magnitude of landscape change as they pertain to the study area and the type of development proposed.

### Visual effects

- 10.6.17 The sensitivity of visual receptors takes into account the susceptibility of the visual receptor to the visual change identified and the value that is likely to be attributed by the visual receptor to their baseline view. These are described as high, medium or low. The main influencing factors are the occupation or activity of the visual receptor at a particular location; the extent to which their attention or interest is focused upon the available views; the importance and/or popularity of the view; the typical numbers of receptors to whom that view is available; and in a link with

landscape considerations, the context of a viewpoint in terms of landscape value and quality within a view; and any indication of a view being valued such as the presence of interpretation boards, parking and seating facilities, it being referenced in a guidebook or marked on a published map. Once again the methodology that will be presented in the DOC submission documents will set out in detail factors influencing the susceptibility of visual receptors and how the value of available views has been judged.

10.6.18 The nature of visual effects or their magnitude of change resulting from the redevelopment and operation of Manston Airport will be assessed as high, medium, low or negligible. The magnitude of visual change will be assessed taking into account the baseline presence of the closed Airport. The magnitude of visual change will be described by reference to the scale of visual change; the contrast with the baseline view; separation distance; the duration over which a view is available; the angle of view; levels of screening; and whether new visual elements are seen on a skyline or against a background. More detailed information on these factors as they apply to the Manston Airport visual baseline will be provided in the LVIA methodology sections in the submission documents.

10.6.19 The visual effects assessment will be supported by visualisations and viewpoint assessments from each of the viewpoints whose location is to be agreed during consultation.

Evaluating and explaining the significance of landscape and visual effects

10.6.20 The level of landscape and visual effects will be determined with reference to landscape or visual sensitivity (or the nature of the landscape or visual receptor) and the magnitude of landscape or visual change experienced (or the nature of the landscape or visual effect). For each receptor the evaluation process will be informed by use of a matrix as shown below.

Table 10.2 Matrix of EIA Significance

Magnitude of Change	Value or Sensitivity		
	High	Medium	Low
High	Substantial	Moderate/Substantial	Moderate
Medium	Moderate/Substantial	Moderate	Slight/Moderate
Low	Moderate	Slight/Moderate	Slight
Negligible	Slight	Slight/Negligible	Negligible
Key:	Significant	Not Significant	

10.6.21 Likely significant landscape and visual effects arising from the proposed redevelopment and operation of Manston Airport would be effects that are assessed as being likely or certain to result in levels of effect that would be 'substantial' or 'moderate/substantial'. In line with the emphasis placed in GLVIA3 upon application of professional judgement, the adoption of an overly mechanistic approach through reliance upon a matrix will be avoided. This will be achieved by the provision of clear and accessible narrative explanations of the rationale underlying the assessment made for each landscape and visual receptor over and

above the outline assessment provided by the use of the matrix. Wherever possible cross references will be made to baseline figures and/or to photomontage visualisations in order to support the rationale.

# 11. Noise

This section of the Scoping Report addresses the potential effects of changes in noise that may result from the re-opening, development and commencement of operations at Manston Airport, Kent.

## 11.1 Introduction

- 11.1.1 Noise can have an effect on the environment and on the quality of life, health and well-being of individuals and communities. It can also pervade and affect the quality of natural resources.
- 11.1.2 The assessment will consider the following principle sources of noise at key sensitive receptors:
- ▶ Renewed exposure to noise from aircraft in the air and on the ground from the re-opening and mature operation of the airport;
  - ▶ Changes in and exposure to surface access noise, namely road traffic noise from vehicle movements associated with the operation of the airport; and
  - ▶ Noise from the construction of associated infrastructure.
- 11.1.3 The assessment will also consider the potential cumulative noise effects from other developments within the Zone of Interest (ZOI) and the potential in-combination effects resulting from the interaction of other effects associated with the re-opening of the airport.

## 11.2 Relevant policy, legislation and guidance

- 11.2.1 The section provides a summary of the relevant legislation, policy and guidance that has been considered when determining the scope of the noise assessment.
- 11.2.2 Noise from airports is considered in a number of planning policy documents and is subject to legislative control and regulation. At an international level, standards governing aircraft noise emissions are set by the International Civil Aviation Organization (ICAO). In the UK, the Department for Transport (DfT) and the Department for Environment, Food and Rural Affairs (Defra) are responsible for regulating the various environmental aspects of the aviation industry. At a local level, local planning authorities such as Thanet District Council also have some control through planning conditions and legal agreements.

### Relevant Legislation

- 11.2.3 Relevant legislation exists for the control of aircraft and environmental noise. For most commercial UK airports, the DfT and Defra are responsible for regulating environmental noise. The Secretary of State has powers under the Civil Aviation Act 2006<sup>38</sup> to control aircraft noise at certain designated airports, however at present this only currently applies to Heathrow, Gatwick and Stansted. **Table 11.2**

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<sup>38</sup> The Civil Aviation Act 2006 (Commencement No. 1) Order 2007 (S.I. 2007/598 (C. 25))

provides details of relevant legislation that has been considered when determining the scope of the noise assessment.

Table 11.1 Summary of Relevant Legislation

Legislation	Description
<b>The Civil Aviation Act, 2006</b>	The Civil Aviation Act is the principal legislation for the regulation of aircraft operations. The Act was updated in 2006 when additional powers to avoid, limit or mitigate the effects of noise connected with departures or arrivals of aircraft at an aerodrome were introduced.
<b>Environmental Protection Act 1990</b>	Section 79 of the Environmental Protection Act (EPA) 1990 (as amended by the Noise and Statutory Nuisance Act 1993) provides the principal controls "statutory nuisances", and declares a number of items as statutory nuisance.  Under the provisions of the EPA, local authorities have a duty to inspect their areas periodically to detect any nuisance, and where a complaint of statutory nuisance is made, to take such steps as are reasonably practicable to investigate the complaint.
<b>The Environmental Noise (England) Regulations, 2006</b>	The Environmental Noise (England) Regulations 2006 (Statutory Instrument 2006 No. 2238) give effect to EU Directive 2002/49/EC, referred to as the Environmental Noise Directive or END, relating to the assessment and management of environmental noise.
<b>The Aerodrome (Noise Restrictions) Rules and Procedures Regulation, 2003</b>	The Aerodromes Regulations implements into UK law the provisions of Directive 2002/30/EC.  Directive 2002/30/EC establishes procedures on noise related measures at large airports. It is closely related to the ICAO Assembly Resolution A33/7, which establishes a 'balanced approach' to noise management with respect to environmental benefit and economic incentives, but without imposing measures that would be overly restrictive.  The Directive requires consideration of noise reduction at source, land-use planning, noise abatement, operational procedures and operating restrictions.
<b>Control of Pollution Act, 1974</b>	The CPA gives the local authority special powers to deal with noise and vibration arising from construction and demolition works, regardless of whether a statutory nuisance has been caused or is likely to be caused. The powers may be exercised either before works start or after they have started.
<b>The Noise Insulation Regulations (1975)</b>	The noise insulation regulations make it compulsory for noise insulation to be provided to residential dwellings where noise from new or realigned road schemes results in certain levels and changes in road traffic noise.
<b>The Land Compensation Act (1973)</b>	Under Part 1 of the Act, property owners can claim compensation for properties that have been reduced in value by a certain amount by the use of a new or altered airport runways.

## Relevant National, Regional and Local Policies

11.2.4 Relevant national and local policy exists to help manage the effects of noise, a summary of relevant national, regional and local policy that has been considered when determining the scope of the noise assessment is provided in **Table 11.3**.

Table 11.2 Relevant National, Regional and Local Policies

Policy Document	Description
<b><u>National Policy</u></b>	
<b>National Planning Policy Framework (2012)</b>	The NPPF seeks to achieve sustainable development and states that the planning system should be concerned with "preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely



Policy Document	Description
	<i>affected by unacceptable levels of soil, air, water or noise pollution or land instability”.</i>
<b>Noise Policy Statement for England (NPSE) (2010)</b>	The NPSE forms the overarching statement of noise policy for England. NPSE sets out the long-term vision of the Government.
<b>Aviation Policy Framework (APF), 2013</b>	The Government's Aviation Policy Framework (APF) was published in March 2013 and provides the Government's overall policy for aircraft noise.
<b><u>Local Policy</u></b>	
<b>Policy EP7 (Aircraft Noise)</b>	The saved policies from the local plan covers the control of noise sensitive development or redevelopment on sites likely to be affected by aircraft noise, including noise exposure categories to be used in determining applications and a requirement for proposals to include adequate levels of sound insulation.
<b>Emerging Local Policy</b>	
<b>Policy SE08 (Aircraft Noise)</b>	The emerging local plan includes a similar policy and noise exposure categories used to measure and control noise, including aircraft noise.

## Relevant Guidance and British Standards

11.2.5 A number of guidance documents and British standards exist to inform the assessment of aircraft noise and other noise sources associated with airports. Details of those that are considered relevant to the scope of the assessment are provided in but are not limited to **Table 11.3**.

Table 11.3 Summary of Relevant Guidance and British Standards

Environmental Policy Reference	Policy Issues
<b>Calculation of Road Traffic Noise (1988) (CRTN)</b>	Calculation of Road Traffic Noise (CRTN) is a prediction methodology for road traffic noise. Using detailed information on two-way traffic flows, percentage of HGV movements, road gradient, vehicle speed, ground conditions and screening, the methodology calculates the propagation of noise from roads.
<b>Design Manual for Roads and Bridges (DMRB) Volume 11 Environmental Assessment Part 7 Noise and Vibration (2011 – Revision 1)</b>	Design Manual for Roads and Bridges (DMRB) contains advice on the assessment of noise from road traffic, particularly from new and altered roads.
<b>World Health Organisation Guideline on Community Noise, 1999</b>	World Health Organisation (WHO) Guidelines for Community Noise presents guideline noise levels for community noise in specific residential environments, e.g. outdoor living areas.
<b>World Health Organisation Night Noise Guidelines for Europe, 2009</b>	The WHO Night Noise Guidelines for Europe present guideline noise levels for community noise at night (e.g. target of outdoor night noise limit of 40 dB and short-term interim target of 55 dB for countries where 40 dB target cannot be met).
<b>CAP1278 Aircraft Noise and Health Effects: Recent Findings</b>	Published by the Civil Aviation Authority (CAA), this report is an update to the previous ERCD Report 0907 and highlights key research that has been published in aircraft noise and health effects since 2007, including sleep disturbance, cardiovascular disease, children's learning and other health effects.
<b>BS 4142:2014 - Methods for rating and assessing industrial and commercial sound</b>	BS 4142:2014 is used to rate and assess sound of an industrial nature, including but not limited to assessing sound from proposed, new, modified or additional sources of industrial sound.  It contains guidance on the monitoring and assessment of industrial and commercial sound sources (including fixed installations comprising mechanical and electrical plant and equipment) affecting sensitive receptors.

**BS 7445-1:2003 Description and measurement of environmental noise – Part 1: Guide to quantities and procedures’ (BS7445-1:2003)**

BS 7445 provides guidance for describing and measuring noise from all sources. The standard recommends equivalent continuous A-weighted sound pressure level ( $L_{Aeq}$ ) as the most appropriate basic noise indicator.

**BS 8233:2014 Guidance on sound insulation and noise reduction for buildings. British Standards Institute, London.**

BS 8233 presents design criteria for internal noise levels in residential living rooms and dining rooms during the day and in bedrooms at night.

**Good Practice guide on noise exposure and potential health effects**

Developed by the European Environment Agency (EEA), the guide provides assistance to policy makers to fulfil the requirements of the Directive 2002/49/EC, The Environmental Noise Directive for a noise action plan.

## 11.3 Main sources of data used in preparing the scoping report

11.3.1 In preparing this Scoping Report, a number of data sources have been reviewed. Details of these data sources are provided in **Table 11.5**.

Table 11.4 Sources of data used in preparing scoping report

Reference Name	Summary of information
<b>Digital Mapping and Aerial Imagery</b>	Review of digital mapping to provide aerial imagery of surrounding area
<b>Manston Airport Masterplan – Draft Option</b>	High level draft airport masterplan drawing produced for the promoter, setting out potential airfield infrastructure locations
<b>Manston Airport Aircraft Night Noise Assessment Report (2010)</b>	Assessment of aircraft night noise from future operations, undertaken by Bickerdike Allen Partners. This assessment was undertaken in 2010, and was developed when the airport was previously open and was undertaken to assess the potential noise effect of night-time operations.
<b>Manston Airport Night Noise Assessment Review (2010)</b>	Review of night noise assessment by Bureau Veritas on behalf of Thanet District Council. The review was undertaken to provide assurance to the local council of the assessment the airport had undertaken on plans for night-time operations, and was undertaken prior to the airport closing.
<b>Manston Airport Noise Action Plan – First Draft (2014)</b>	First draft of noise action plan under <i>Environmental Noise (England) Regulations 2006</i> and undertaken prior to the airport closing. The action plan was undertaken as part of the second round of noise action plans, due to the airport location within the Thanet agglomeration. The airport closed before the action plan was adopted and approved by the secretary of state for Environmental, Food and Rural Affairs.

## 11.4 Engagement with consultees

11.4.1 Key consultees have been identified and engagement will be undertaken and recorded throughout the pre-application stages of the project. The following consultees have been identified:

- ▶ Local Authority Environmental Health Practitioners (EHPs);
- ▶ The Civil Aviation Authority (CAA), specifically Environmental Research and Consultancy Department (ERCD); and
- ▶ National Air traffic Services (NATS).

## 11.5 Overview of the baseline conditions

- 11.5.1 Manston Airport, Kent is a former civil aerodrome which closed in May 2014. However, much of the infrastructure remains unchanged from when it was operational. The airport has one main runway (Runway 10/28) which is 2,748 metres in length, and one Terminal located to the north east of the site. To the north of the site is a maintenance and freight area, with a number of hangar buildings and aircraft parking stands.
- 11.5.2 To the east of the airport, Ramsgate town centre is located approximately 3,800 metres from the threshold of Runway 28. To the west, the nearest residential area is St Nicolas Wade which is 6 km away. Northern areas of Cliffsend are less than 300 metres southeast of Runway 28 and the main access route to the airport, the A299 runs through Cliffsend. To the North of the airport the only access road to the airport, the B2050 runs through the village of Manston. A number of houses are also located less than 300 metres away from the main hangar area.
- 11.5.3 A helicopter charter business (Heli Charter) operates from a base outside of the airport boundary to the north west of the airport and north of the B2190. Another helicopter charter business (Polar Helicopters) operates from a hangar at the north of the airport, 50 metres south of the B2190. In addition, the Spitfire and Hurricane Museum and the RAF Manston History Museum are located north of Manston Road, inside of the site boundary.
- 11.5.4 Although current and future baseline conditions are that Manston will not operate as a commercial airport and will effectively remain closed, a small number of helicopter movements still occur. Therefore, the baseline noise environment around the airport consists of mainly road traffic noise from the A299, A253, B2190 and B2050, and rail movements on the two-track Ramsgate-Minster railway that runs 1.5 kilometres south of the airport. Noise from natural sources are likely to be observed, particularly in Ramsgate where sea birds are likely to be heard.

### Air Noise Prior to Closing

- 11.5.5 As outlined above, current and future baseline conditions assume that the airport will remain closed. However, up until May 2014, aircraft operations still occurred at Manston Airport
- 11.5.6 When previously operational, Manston airport had established arrival and departure routes, including a noise abatement route for jet and large aircraft operations during a westerly mode of operations. When operational, aircraft arriving at the airport from the east would arrive over Ramsgate, and aircraft arriving from the west would arrive over Herne Bay and St Nicolas At Wade. During a westerly mode, aircraft would depart over St Nicolas At Wade and eastern areas of Herne Bay, and departures during an easterly mode of operation would depart over Ramsgate. In previous years of operation, approximately 30% of aircraft movements operated in an easterly mode and 70% during a westerly mode.
- 11.5.7 As part of the development of the scheme, all previous routes and procedures will be examined and may be subject to change as a result part of new operating practices.

- 11.5.8 When previously operational the airport produced noise contours as part of their draft Noise Action Plan (NAP) under *The Environmental Noise (England) Regulations 2006 (as amended)*. The contours were produced based on aircraft movements in 2011 and were required due to the proximity of the airport to the Thanet agglomeration. In 2011, Manston Airport handled 18,695 aircraft movements and 48,500 passengers. Of the total aircraft movements, 10.5% were Air Transport Movements (ATMs).
- 11.5.9 The level of noise exposure reported in the NAP was presented in terms of daytime  $L_{Aeq, 16hr}$ , night-time  $L_{night}$ , and day-evening-night  $L_{den}$  exposure contours for relevant exposure levels and thresholds. The NAP reported that in 2011, 100 dwellings were exposed to noise of at least 57 dB  $L_{Aeq, 16hr}$ . In the APF the 57 dB  $L_{Aeq, 16hr}$  is reaffirmed by Government “as the average level of daytime aircraft noise marking the approximate onset of significant community annoyance”. The NAP also stated that no noise sensitive buildings were located within the 60 or 63 dB  $L_{Aeq, 16hr}$  contours.
- 11.5.10 The types and activities of the aircraft operating in 2011 and underpinning the noise contours reported in the NAP are not representative of the proposed aircraft movements, however they do provide an indication of areas that are likely to be exposed to air noise as a result of the proposals.
- 11.5.11 The NAP noise contours show that the 55 dB  $L_{den}$  contour extends easterly to St Lawrence, and westerly to Mount Pleasant. To the west the 60 dB  $L_{den}$  contour does not extend much further than the airport boundary and to the east, the 60 dB  $L_{den}$  contour extends approximately 600 metres from the airport boundary. Levels of noise above 65 dB  $L_{den}$  does not extend further than the airport boundary.

### Noise in the Immediate Vicinity of the Airport Prior to Closing

- 11.5.12 For areas in the immediate vicinity of the airport, ground noise and sources of air noise that occur on the ground also contributes to the ambient noise environment.
- 11.5.13 There is no evidence that noise from aircraft ground operations has been previously assessed for Manston Airport. However, experience of this type of noise from other airports would indicate that several receptors around the Airport would have experienced and have been exposed to airside ground noise prior to closing. These receptors are typically located close to areas where aircraft ground movements take place, for example near to taxiways, runway hold and exit points, and parking stands. This receptors would have therefore included northern areas of Cliffsend (e.g. King Arthur Road), northern areas of Minster (for example Southall Close and Smugglers Leap), southern areas of Manston (e.g. High Street) and southern areas of Acol (e.g. western receptors along Spitfire Way).
- 11.5.14 It is also likely that northern areas of Minster and Cliffsend, which are less than 1 kilometre from the ends of Runway 10 and Runway 28 would have received noise from aircraft start-of-roll.

### Characterisation of Local Area

- 11.5.15 **Table 11.6** provides details of the existing sources of noise in locations around the airport.

Table 11.5 Sources of noise within local area

Location	Location in relation to airport	Distance from airport boundary to place centres	Existing sources of noise
Manston	North east of airport	600 m	Residential, road traffic
Ramsgate	East of airport	3.8 km	Road traffic, residential, light industrial
Cliffsend	South east of airport	1 km	Road traffic, rail
Minster	South west of airport	800m	Road traffic, rail
St Nicolas At Wade	West of airport	4.5 km	Residential
Herne bay	West of airport	13.5km	Road traffic, residential, light industrial

## 11.6 The scope of the assessment

### Noise Definitions

#### Aircraft Noise

11.6.1 The noise produced by aircraft as a result of airport operations is as follows:

- ▶ **Air Noise** which is defined as noise from aircraft during the landing and take-off cycle, including noise from start-of-roll for take-off until the aircraft exits the runway after landing; and
- ▶ **Airside Ground Noise** which is defined as noise from aircraft whilst on the ground before and after the landing and take-off cycle, i.e. when the aircraft exits the runway after landing to the aircraft entering the runway to take-off. This includes taxiing, holding and aircraft activity at stand. Other aircraft ground activities that are considered as airside ground noise include engine testing and aircraft servicing activities.

11.6.2 Further definitions of the types of noise from an airport and the categorisation (i.e. whether air or ground noise) are presented in **Table 11.6**.

Table 11.6 Summary of sources of aircraft noise

Airport Activity	Categorisation	Definition	Source of sound	Location of sound
Arrival	Air Noise	Noise from aircraft landing at an airport	Engine noise, aerodynamic noise from the movement of air over the aircraft surfaces and landing gear	Arriving aircraft will typically follow the Instrument Landing System (ILS), intercepting the glide slope and arriving the airport. Arrival noise therefore tends to be observed around arrival routes and within 1-2 km laterally of the arrival routes and the airport.

Airport Activity	Categorisation	Definition	Source of sound	Location of sound
<b>Departure</b>	Air Noise	Noise from aircraft taking-off from an airport	Principal sources of departure noise relate mainly to the aircraft's engines	<p>Departing aircraft are typically expected to follow prescribed routes. Some of these routes are sometimes referred to as Noise Preferential Routes (NPRs). NPRs typically follow departure routes which are designed to route aircraft away from more densely populated areas.</p> <p>Aircraft are expected to follow departure routes up to a release altitude, where aircraft will then be directed by Air Traffic Control.</p>
<b>Start-of-roll (SoR)</b>	Air Noise	Noise from aircraft starting take-off roll before departing	SoR noise occurs when aircraft engines are spooling up on the runway for departure	<p>Occurs at the runway SoR point and observed within a few hundred metres laterally and behind the aircraft.</p> <p>Although, SoR occurs when aircraft are on the ground on the runway, the modelling of this noise is considered within air noise models</p>
<b>Reverse thrust</b>	Air Noise	Noise from aircraft diverting the engines exhaust forward to slow aircraft down after landing	Noise from reverse thrust is produced by aircraft engines after touch-down but is not always used to slow the aircraft. The decision to use reverse thrust is the pilots.	<p>Occurs on the runway and is observed within a few hundred metres of the runway. Reverse thrust only occurs for a short-time after the aircraft has landed.</p> <p>Although reverse thrust occurs when aircraft are on the ground on the runway, the modelling of this noise is considered within air noise models</p>
<b>On-stand</b>	Airside Ground Noise	Noise from aircraft on parking stands	<p>When on-stand, noise from aircraft is produced by the Auxiliary Power Unit (APU). The APU is needed to provide power for on-board systems, including air conditioning.</p> <p>An alternative to APU is for aircraft to use the airport's electricity supply by applying fixed electrical ground power (FEGP) or an external generator by using a Ground Power Unit (GPU). A GPU is effectively a small diesel generator which is connected to the aircraft.</p>	Aircraft stand noise occurs on aircraft parking stands, which are typically located near to terminal buildings and maintenance/freight areas. Within community locations the noise can be difficult to distinguish from the general airport ground noise.
<b>Taxi</b>	Airside Ground Noise	Aircraft manoeuvring on the ground, typically 'taxi-out' to the runway for departure, or 'taxi-in' from the runway after arrival	Aircraft typically taxi using their engines. Many airlines now adopt a policy whereby one or more of the engines is shut down and aircraft taxi on a reduced number of engines, a technique known as 'single engine taxi' or 'reduced engine taxi'.	<p>Aircraft taxi to the runway for take-off and from the runway after landing along taxiways.</p> <p>, Taxi noise is more continuous than other sources of airport noise.</p>
<b>Hold</b>	Airside Ground Noise	Noise from aircraft holding on the taxiway during taxi	Noise from aircraft holding is produced by aircraft engines.	Hold noise is produced at hold points throughout the airfield, which are typically located near to runways or where taxiways meet. The noise tends to be similar noise from aircraft taxiing, however, the aircraft is stationary.



Airport Activity	Categorisation	Definition	Source of sound	Location of sound
<b>Engine Ground Run (EGR)</b>	Airside Ground Noise	Aircraft EGR is usually undertaken for maintenance activities to test the aircraft engines, with the engines run at between idle and high power	EGR involves the running of aircraft engines whilst the aircraft is on the ground	Low power or idle EGRs often occur when aircraft are at stand. However, high-power EGRs will often occur in an open-field location or in a dedicated EGR enclosure which is designed to mitigate jet blast, noise or both.

### Other Airport Ground Based Noise

11.6.3 In addition to noise from aircraft, a number of other sources of ground noise exist at an airport. Generally on the airfield, noise is produced by ground support equipment (GSE) that are required to service aircraft, and occasionally from temporary construction and maintenance activities. Away from the airfield, noise is also produced from construction activities and by surface access movements, especially road traffic.

### Ground Support Equipment

11.6.4 At an airport, a number of mobile and fixed GSE are required to service aircraft during the turnaround and typically, these will be deployed around aircraft stands. Noise from GSE can be disturbing close to the source; however, in community locations the noise is often mixed in with the general sounds and activities from the airport. In addition to the noise from GSE, some equipment will be fitted with a warning siren, and the noise from the siren will be at a specific tone and can therefore be disturbing to a specific location.

### Surface Access Noise

11.6.5 Noise from other modes of transport used to access the airport is defined as 'Surface Access Noise'. In the case of Manston Airport, surface access noise is generated by road vehicle movements from HGV's transporting freight, staff and in the longer term, passengers. These vehicle movements contribute to the flow of traffic on local and national networks, and can add to the level of noise produced by other traffic movements.

### Construction Noise

11.6.6 Airport development may require construction activities. The noise produced during this activity depends on the nature of the construction activities required. Where construction activity is required to facilitate a development, the construction activity typically occurs prior to operation and would therefore be temporary in nature.

11.6.7 It is considered that due to the distance of residential properties from the airport, vibration from construction will be negligible and as such will be scoped out of the assessment.

## Construction Phase

- 11.6.8 At this stage, it is not clear what construction activities will take place. However, it is likely that some construction work will be needed on the airfield infrastructure, and for the construction of additional hangars for freight. The level of noise generated by construction activities will be dependent on the construction methodologies and the construction plant and machinery used. Noise from construction activities needed to reopen the airport will be considered with the ES.

## Operational Phase

- 11.6.9 The re-opening of a re-developed Manston Airport may result in a number of potentially significant noise effects due to a number of different operational activities and associated noise sources.

### Air Noise

- 11.6.10 The proposals will result in aircraft departing and landing according to the flight paths, operational procedures and the prevailing weather conditions at the time of operation. The airport will be operational during the day and may be operational to some extent at night. The noise generated due to this activity may give rise to potentially significant effects.
- 11.6.11 An assessment of air noise is therefore scoped into the assessment.

### Airside Ground Noise

- 11.6.12 The proposals will result in aircraft ground activity which will produce noise from taxiing, holding at runway ends and whilst stationary at stand. The proposals may also result in noise from aircraft during engine testing. Likewise, activity associated with hangars such as activities within and their associated services plant, as well as activity on aprons that is not associated with aircraft will also produce noise. Noise from airside ground activities may therefore give rise to potentially significant effects.
- 11.6.13 Noise from airside ground operations is therefore scoped into the assessment.

### Surface Access Noise

- 11.6.14 The proposals will result in increased vehicular movements on the local road network during both the day and night. The proposals may also result in changes to the local road network. The change and resulting level of road traffic noise at sensitive receptors as a result of the proposals may give rise to potentially significant effects.
- 11.6.15 Noise from surface access road traffic is therefore scoped into the assessment.

## Identification of Sensitive Receptors

- 11.6.16 **Table 11.7** identifies noise sensitive receptors and associated noise effects that are to be considered in the assessment. The assessment and corresponding determination of significance will reference relevant legislation, policy and guidance, applicable to each sensitive receptor.

11.6.17

The assessment will focus on residential receptors and the general population; however, other potential noise sensitive receptors will be considered where necessary and will be identified on a case-by-case basis.

Table 11.7 Summary of noise sensitive receptors and associated effect

Receptor	Type of effect
<b>Residential Dwellings</b>	Annoyance, sleep disturbance
<b>Other residential</b>	Annoyance, sleep disturbance
<b>Educational Facilities</b>	Interference with teaching and task performance, annoyance
<b>Healthcare Facilities</b>	Speech interference, sleep disturbance, annoyance
<b>Places of worship</b>	Speech interference, musical quality, intrusion, annoyance
<b>Community Resources</b>	Speech interference, musical quality, intrusion, annoyance
<b>Acoustical resources</b>	Listening and perception of acoustical quality

### Summary Scoped-in effects

11.6.18

**Table 11.8** provides a summary of the potential effects that are included within the noise and vibration assessment.

Table 11.8 Potential Noise and Vibration Effects

Noise Effect	Description
<b>Air Noise</b>	Effects of noise exposure from aircraft in-flight. The effect will be assessed in terms of absolute levels of noise and exposure.
<b>Airside Ground Noise</b>	Effects of ground based aircraft operations to overall levels of noise and exposure.
<b>Ground Noise from Fixed Sources</b>	Effects of ground based static or fixed sources of noise
<b>Construction Noise</b>	Noise from construction activities associated with re-opening the airport. Including construction traffic, airfield infrastructure and new buildings.
<b>Surface Access Road Traffic Noise</b>	Effects of noise from road traffic noise associated with the airport, including staff, passenger surface access and freight.

## 11.7 The methodology and characteristics of the potential effects

11.7.1 The assessment will consider potentially significant noise effects on existing noise-sensitive receptors.

11.7.2 This section presents the methodology and approach that will be taken to assess the potential effects of re-opening Manston Airport. The methodology considers only those effects that have been scoped-in. The methodology for assessment is discussed by:

- ▶ Relevant noise indices for effects;

- ▶ Methodology for the calculation of noise exposure; and
- ▶ Methodology for determination of significant effects.

## Establishing Baseline Conditions

- 11.7.3 Currently there are no aircraft operations from Manston Airport however aircraft operations were occurring as recently as May 2014 and therefore arguably a degree of recognition of aircraft noise remains within the local area. However, at this stage it is proposed that the baseline noise conditions are considered by the existing noise environment, which does not include aircraft noise from Manston Airport. A review of the noise conditions associated with Manston Airport when it was last operational will also be undertaken.
- 11.7.4 Baseline noise monitoring will be undertaken at locations around the airport in order to quantify and characterise existing conditions. The location and format of this monitoring will be agreed with the local environmental health practitioners and other relevant consultees. The baseline conditions will not be established just in terms of the objective measured ambient sound environment but will also be gathered in terms of what sources of noise comprise it. Observations will therefore be undertaken as part of establishing the baseline to provide indicators of the soundscape.

## Noise Modelling

### Construction Noise

- 11.7.5 The assessment of construction noise will consist of a series of construction noise predictions that will be undertaken using noise modelling software. Noise modelling will be used to predict and assess noise emissions due to construction activities at the closest, worst-affected, noise sensitive receptors at key phases of the construction works. The calculations and the assessment will take into account likely methods of working, the duration of construction phases and the periods of the day construction will take place.
- 11.7.6 All calculations and assessments will be undertaken based on the methodology advocated in BS5228-1:2009+A1:2014 '*Code of practice for noise and vibration control on construction and open sites – Part 1: Noise*'.

### Air Noise

- 11.7.7 There are several air noise indices that have been used for the assessment of air noise at UK airports. The selection and suitability of these indicators is based primarily upon the noise effect being considered however, policy and legislative considerations must also be taken into account such as the APF and NPSE as well as relevant guidance and research.
- 11.7.8 Air noise exposure levels and metrics will be assessed through noise modelling using the Aviation Environmental Design Tool (AEDT) or Integrated Noise Model (INM). These are internationally recognised tools for the computation and assessment of air noise.

11.7.9 The noise modelling will consider the proposed airport operations include flight paths, airport infrastructure and layout, fleet-mix and scheduling of aircraft. The modelling will take into account the proposed operations of the airport and the Noise Mitigation Strategy.

#### Ground Noise

11.7.10 Effects of aircraft ground noise and noise from static sources on the ground will be assessed through noise modelling. Modelling of these sources will be undertaken within noise modelling software with calculations adopting the ISO9613-2:1996 '*Acoustics - Attenuation of sound during propagation outdoors - Part 2: General method of calculation*' methodology which calculate levels of noise under meteorological conditions favourable to propagation of sound.

#### Surface Access Road Traffic Noise

11.7.11 A road traffic noise model will be developed enabling road traffic noise calculations to be made in accordance the methodology set out in '*Calculation of Road Traffic Noise (1988)*' as adapted in accordance with the guidance set out in DMRB 2011.

#### Impact Assessment and Significance Criteria

11.7.12 Impact assessment criteria and the significance of the effects have been arrived from review of relevant legislation, policy and guidance and consideration of the following:

- ▶ the number and clustering of receptors that are subject to the effects;
- ▶ the type of potential effect that is being considered (e.g. annoyance);
- ▶ the existing noise environment in absolute terms and the character of the soundscape;
- ▶ the duration of the effect and their temporality;
- ▶ the potential effectiveness or adequacy of mitigation through the design of the Development or through alternatives; and
- ▶ unique or specific features of the effects and whether further assessment would be required.

#### Construction Impacts

11.7.13 The construction noise assessment will be undertaken in accordance with the 'ABC' methodology as provided within Annex E of BS5228-1:2009+A1:2014. This criteria is based on experience of other infrastructure projects and considers noise due to construction and the existing baseline ambient noise levels at sensitive receptors.



Table 11.9 Noise from Construction – Impact Criteria for Residential Receptors (airborne sound only)

Period	Assessment Category and Threshold Values		
	A <sup>1</sup>	B <sup>2</sup>	C <sup>3</sup>
<b>Daytime, where for:</b> <b>Weekdays, T = 12 hours (0700-1900)</b> <b>Saturday Mornings, T = 6 hours (0700-1300)</b>	> 65 dB LAeq, T	> 70 dB LAeq, T	> 75 dB LAeq, T
<b>Evening and Weekends, where for:</b> <b>Weekdays, T = 1 hour (1900-2300)</b> <b>Saturdays, T = 1 hour (1300-2300)</b> <b>Sundays, T = 1 hour (0700-2300)</b>	> 55 dB LAeq, T	> 60 dB LAeq, T	> 65 dB LAeq, T
<b>Night-time (all days) where:</b> <b>T = 1 hour (2300-0700)</b>	> 45 dB LAeq, T	> 50 dB LAeq, T	> 55 dB LAeq, T
<b>Notes:</b>			
1.	Category A: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are less than these values.		
2.	Category B: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are the same as category A values.		
3.	Category C: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are higher than category A values.		
4.	All noise levels presented at the façade of receptors		

11.7.14 In accordance with the methodology set out by Annex E of BS5228-1:2009+A1:2014, a potential significant effect is indicated if the  $L_{Aeq, T}$  noise level arising from construction exceeds the threshold value for the category appropriate to the ambient noise level.

11.7.15 A potential significant effect may also occur if the ambient noise level exceeds the Category C threshold values provided in **Table 11.9** (i.e. the ambient noise level is higher than the threshold value) and the total  $L_{Aeq, T}$  noise level for the period increases by more than 3 dB as a result of the construction noise.

#### Operational Impacts (Air Noise, Airside Ground Noise and Surface Access Noise)

11.7.16 **Table 11.10** sets out the quantification of the magnitude of the effects arising from the Development which apply to all operational noise sources.

Table 11.10 Impact Magnitude Descriptors for changes in Operational Noise – Residential Receptors

Short Term Magnitude Descriptors		Long Term Magnitude Descriptors	
0 dB	No Change	0 dB	No Change
0.1 – 0.9 dB	Negligible	0.1 – 2.9 dB	Negligible
1.0 – 2.9 dB	Minor	3.0 – 4.9 dB	Minor
3.0 – 4.9 dB	Moderate	5.0 – 9.9 dB	Moderate
> 5 dB	Major	> 10 dB	Major

**Note:** Magnitude descriptors presented in table aligned to 'HD 213/11 – revision 1, Design Manual for Roads and Bridges Volume 11 Section 3 Part 7 – Noise and Vibration'.

- 11.7.17 For the purposes of assessing the potential significance of changes in noise as a result of the Development, for sources of noise that are continuous and already occur as part of the baseline conditions, such as road traffic noise, a 3 dB change in average noise exposure (e.g.  $L_{Aeq, 16hr}$ ) will be used as a measure for potentially significant effects. Where noise exposure is already high, a smaller change may be considered as potentially significant.
- 11.7.18 For daytime periods (0700-2300hrs), operational adverse or beneficial noise effects on residential receptors will be identified where the effect of the development is or results in:
- ▶ Free-field average absolute free-field noise exposure of at least 50 dB  $L_{Aeq, 16hr}$ <sup>39</sup>; and
  - ▶ A magnitude of effect as indicated by **Table 11.10** where a change of at least 3 dB is considered as potentially significant.
- 11.7.19 For daytime periods (0700-2300), operational noise will be considered to give rise to significant adverse effects at residential receptors where it results in average absolute free-field noise exposure of at least 63 dB  $L_{Aeq, 16hr}$ <sup>40</sup>.
- 11.7.20 For aircraft noise, Consideration will also be given to the size of the population exposed to noise above 57 dB  $L_{Aeq, 16hr}$ <sup>41</sup> and 69 dB  $L_{Aeq, 16hr}$ <sup>42</sup> in accordance with Government policy.
- 11.7.21 For night-time periods, operational noise will be considered to give rise to significant adverse effects at residential receptors where it results in:
- ▶ An absolute free-field noise level of at least 40 dB  $L_{Aeq, 8hr}$ <sup>43</sup>; and
  - ▶ A magnitude of effect as indicated by **Table 11.10** where a change of at least 3 dB is considered as potentially significant.
- 11.7.22 For night-time periods, operational noise will also be considered to result in an adverse effect on residential receptors where noise levels at the façade as a result of the Development are at least 60 dB  $L_{Amax}$ <sup>44</sup>.
- 11.7.23 During the night, operational noise will be considered to give rise to significant adverse effects at residential receptors with no specific form of noise insulation where the development results in:

<sup>39</sup> Based on WHO 'Guidelines for Community Noise' 1999 for the avoidance of 'moderate annoyance' during daytime and evening periods

<sup>40</sup> Based on Aviation Policy Framework (APF) Paragraphs 3.37 – 3.39 which indicate that above 63 dB  $L_{Aeq, 16hr}$  airports should provide assistance towards noise insulation at noise-sensitive buildings and residential dwellings, and other infrastructure projects which have identified 63 dB  $L_{Aeq, 16hr}$  as a significant level of noise exposure. In the case road traffic noise, a free-field level of exposure at 63 dB  $L_{Aeq, 16hr}$  is approximately 68 dB  $L_{A10, 18hr}$  which is the threshold at which the Noise Insulation Regulations 1975 prescribes noise insulation.

<sup>41</sup> The Aviation Policy Framework (APF) states in Paragraph 3.17 that 57 dB  $L_{Aeq, 16hr}$  will continue to treat as 'the average level of daytime aircraft noise marking the approximate onset of significant community annoyance'

<sup>42</sup> The Aviation Policy Framework (APF) states in Paragraph 3.36 that the Government expects airports operators to offer households exposed to 69 dB  $L_{Aeq, 16hr}$  or more assistance with the costs of moving.

<sup>43</sup> Value aligns with the WHO 'night noise guideline' as set out in the WHO Night Noise Guidelines for Europe (2009) and is described as the 'Lowest Observed Adverse Effect Level (LOAEL)'

<sup>44</sup> An outdoor 60 dB  $L_{Amax}$  at the façade is likely to result in an indoor  $L_{Amax}$  value of around 45 dB  $L_{Amax}$  which is cited by WHO in publications 'Guidelines for Community Noise' (1999) and 'Night Noise Guidelines for Europe' (2009) as a known threshold for the potential effects of sleep disturbance.

- ▶ Absolute average free-field noise levels exceeding 55 dB  $L_{Aeq, 8hr}$ <sup>45</sup>; or
- ▶ An absolute noise level of at least 80 dB  $L_{ASmax}$  (approximately 90 dB SEL<sup>46</sup>) where the average number of events during the night above this level is at least 18 (based on one additional awakening due to aircraft noise<sup>47</sup>).

11.7.24 Whilst the above effect criteria provide objective measures for the significance of the noise effects associated with the Development, adverse or beneficial effects may also be identified through any potential features of the effects or through professional judgement.

11.7.25 **Table 11.11** summarises the criteria that will be adopted for assessing the effect of the Development upon non-residential noise sensitive receptors. In the case of non-residential noise sensitive receptors, the criteria provided in **Table 11.11** will be used to indicate effects however significance will be determined on a case-by-case basis.

Table 11.11 Impact Criteria for Potentially Significant Effects on Non-Sensitive Receptors

Receptor(s)	Impact Criteria		Potential Effects
	Daytime (0700-2300)	Night-time (2300-0700)	
<b>Acoustical resources</b> i.e. Theatres, concert halls, opera houses, concert halls or any specific space for the dedicated to the enjoyment of sound	60 dB $L_{Amax}$ ; or 50 dB $L_{Aeq, T}$ ; and No increase upon existing  See Note 1		Loss in acoustic quality and enjoyment
<b>Places of worship</b>	50 dB $L_{Aeq, T}$ and an increase of 3 dB  See Note 2	n/a	Disruption or disturbance
<b>Educational Facilities</b> Including schools, colleges and	50 dB $L_{Aeq, T}$ and an increase of 3 dB  See Note 2	n/a	Disruption or disturbance and interference with task
<b>Healthcare Facilities</b> Including hospitals and out-patients clinics	50 dB $L_{Aeq, T}$ and a change of 3 dB  See Note 2	45 dB $L_{Aeq, T}$ and a change of 3 dB  See Note 3	Disruption or disturbance during daytime periods and sleep disturbance during the night
<b>Community Resources</b> including libraries	50 dB $L_{Aeq, T}$ and a change of 3 dB  See Note 2	n/a	Disruption or disturbance and interference with task

Notes:

NOTE 1: Values based on indoor noise levels of 25 dB  $L_{Aeq, T}$  and 25 dB  $L_{ASmax}$  as available within BS8233:2014 and FRA/FTA guidance respectively. Values have been converted to outdoor levels assuming a façade adjustment with a partially open window.

<sup>45</sup> Value aligns with the WHO ‘interim target’ value as set out in the WHO Night Noise Guidelines for Europe (2009) and is described as the ‘Significant Observed Adverse Effect Level (SOAEL)’

<sup>46</sup> 90 dB SEL has been used by Department for Transport and at other UK airports as a measure of sleep disturbance and the basis of for night-noise insulation schemes when considering the number and nature of aircraft night operations.

<sup>47</sup> Based on the findings of Basner et. al. ‘Aircraft noise effects on sleep: Application of the results of a large polysomnographic field study’ 2006 enabling the calculation one additional awakening due to aircraft noise using  $L_{ASmax}$  noise events. Assumes an average insulation value of the 21 dB for a bedroom façade as adopted by the WHO Night Noise Guidelines for Europe (2009)

NOTE 2: Value is based on an indoor noise level target value of 35 dB  $L_{Aeq, T}$  as aligned with the guidance available within Building Bulletin 93 and BS8233:2014. Value has been converted to outdoor levels assuming a façade adjustment with a partially open window.

NOTE 3: Value is based on an internal noise level target value of 30 dB  $L_{Aeq, T}$  which is consistent with the guidance provided in BS8233:2014 and WHO Guidelines for Community Noise. Value has been converted to outdoor levels assuming a façade adjustment with a partially open window.

### Operational Impacts (Fixed noise sources)

11.7.26 For fixed or static noise sources such as building services plant, an effects assessment will be undertaken through comparison of a sound rating level and background sound level in accordance with the assessment framework set out in BS4142:2014.

Background noise levels will be established for the periods of operation e.g. day and night-time periods through the baseline with noise levels.

11.7.27 The magnitude of the noise effect will be determined through the descriptors outlined in **Table 11.12** below. It should be noted that, as outlined in BS4142:2014, the significance of the effect is dependent upon local context. Significance will therefore be concluded for each fixed noise source under consideration on a case-by-case basis. This approach is consistent with PPG-N.

Table 11.12 Impact Magnitude Descriptors for changes in Fixed Operational Noise Sources

Impact Descriptor	Difference between Sound Rating Level and Background Sound Level
No Impact	< - 10 dB
Negligible	≥ -10 dB and < 0 dB
Minor	≥ 0 dB and < +5 dB
Moderate	≥ +5 dB and < +10 dB
Major	≥ 10 dB

### Mitigation Options

11.7.28 Mitigation options will be considered for the Development that will reflect industry best practice and which will be designed to reduce and minimise the adverse effects of noise. Proposals for mitigation will be embedded within the design and operating regime for the airport and developed through consultation with stakeholders. A specific Air and Ground Noise Mitigation Strategy will be developed for air and ground noise effects.

11.7.29 At this stage the possible measures identified to mitigate effects of noise from the various sources associated with the Development include:

- ▶ Operational procedures and airfield layout, including
  - ▶ Noise Preferential Routes (NPRs);
  - ▶ Continuous Descent Approach (CDA);
  - ▶ Continuous Climb Operations (CCO);
  - ▶ Preferential runway usage;
  - ▶ Displaced Thresholds; and

- ▶ Increased Glideslopes.
- ▶ Noise insulation scheme;
- ▶ Noise barriers and screens;
- ▶ Low-noise road surfacing; and
- ▶ Operational restrictions, such as an aircraft quota system.

## 12. Socio-Economic

This section presents the proposed scope of work for the Socio-economics assessment.

### 12.1 Introduction

12.1.1 This section outlines the socio-economic baseline conditions for, and explains the proposed approach to, measuring the likely socio-economic effects which are likely to be associated with development at Manston Airport. The need for the assessment arises from the likely effects of the proposed development at site, local, sub-regional, regional and national scales reflecting its scale and likely scope of effects. The socio-economic assessment will measure potential positive and negative effects during construction and operation, identifying appropriate mitigation to address any negative effects. This section sets out the socio-economic baseline in respect of:

- ▶ Population characteristics
- ▶ Index of Multiple Deprivation
- ▶ Education
- ▶ Health
- ▶ Social cohesion, security and crime
- ▶ Economic development measures

12.1.2 The analysis sets a reference point against which the likely effects of the proposed development can be set.

### 12.2 Relevant policy, legislation and guidance

12.2.1 The following documents contain policies which are of importance in establishing a reference point for the consideration of socio-economic issues associated with the proposed development at Manston Airport:

Table 12.1 Summary of Relevant Legislation

Policy Document	Principal sections/policies
<b>National Planning Policy Framework (2012)</b>	Focus on securing sustainable development through the planning system which includes balancing economic, social and environmental considerations. Economic development as a core delivery priority for local planning policies and proposals.
<b>South East Local Enterprise Partnership (2014) Strategic Economic Plan</b>	Key Themes: Building on our Economic Strengths Boosting Our Productivity Improving Our Skills
<b>Kent County Council (2013) 14-24: Learning, Employment and Skills Strategy 2015 re-refresh</b>	Strategy priorities: the need for a radical improvement in vocational and technical education, and training; the importance of addressing employers' concerns about work readiness;

Policy Document	Principal sections/policies
	the employability skills of those learners leaving school, college or university.
<b>Kent Forum (2012) A Vision for Kent</b>	The top 3 commitments for Ambition 1 - To grow the economy To deliver the critical infrastructure that will create the conditions for economic growth across Kent. To raise the career aspirations of Kent's residents, from early years through to adulthood, and to meet those increased aspirations with a range of learning opportunities, apprenticeships and internships that meet future business need. To be business friendly and the county of choice for inward investment and expansion.
<b>Thanet District Council (2013) Thanet District Council Economic Growth and Regeneration Strategy and Plan 2013 – 2031</b>	Vision: to accelerate economic growth and achieve greater productivity and profit for businesses; to create more jobs, and increased prosperity for residents. Critical pathways: Create the right environment and conditions to deliver real economic growth Capitalise on the District's assets Maximise the potential of existing businesses Create an enterprising and aspirational labour force with the right education and skills
<b>Thanet District Council (January 2015) Thanet Local Plan Preferred Options</b>	Strategic Priority 1 - Create additional employment and training opportunities, to strengthen and diversify the local economy and improve local earning power and employability. Policy SP02 - Economic Growth Policy SP03 - Land Allocated for Economic Development Policy SP04 – Manston Business Park Policy SP05 – Manston Airport

## 12.3 Sources of data used in preparing the Scoping Report

12.3.1 The principal sources of data which inform this Scoping Report and will be drawn upon for the Environmental Statement are:

- ▶ Office for National Statistics 2011 Census Data
- ▶ NOMIS
- ▶ Thanet District Council (2012) Economic and Employment Assessment
- ▶ Thanet District Council (2013) Thanet District Council Economic Growth and Regeneration Strategy and Plan 2013-2031
- ▶ Thanet District Council <https://www.thanet.gov.uk/your-services/statistics-and-census-information/state-of-the-district-facts-and-figures/thanet-statistics/>
- ▶ Kent County Council <http://www.kent.gov.uk/about-the-council/information-and-data/Facts-and-figures-about-Kent/area-profiles#>

## 12.4 Engagement with consultees

12.4.1 Initial consultation with Kent County Council (KCC) and Thanet District Council (TDC) has been undertaken to date; these meetings were held to introduce the scheme and included discussion of the socio-economic effects of the development.

12.4.2 The meeting with KCC discussed the potential for Manston Airport to support jobs growth and creation in East Kent. It was suggested that RiverOak should also consult with East Kent Opportunities, a joint venture between KCC and TDC



formed to develop a number of sites, including the Manston Business Park, over their plans for development as there maybe areas of common ground.

12.4.3 Further consultation with interested parties, such as the local authorities will be undertaken following the publication of this Scoping Report and as part of the development of the Environmental Statement.

## 12.5 Overview of baseline conditions

### Population Profile

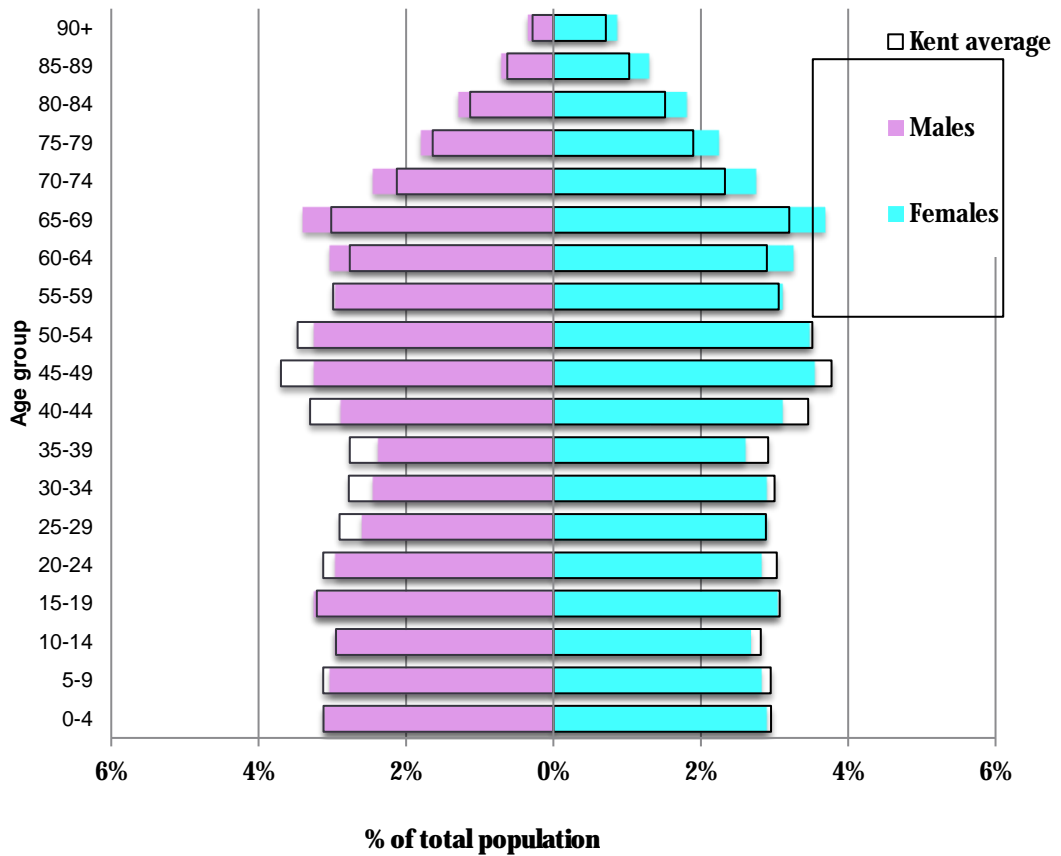
12.5.1 **Table 12.2** and **Figure 12.1** summarise the profile of the population in Thanet and shows, most notably, a relatively low proportion of those of working age and a relatively high proportion of elderly compared to Kent and England and Wales more widely, whilst the proportion of those aged 0-15 are in line with County and National figures. Nevertheless, the majority of the population within Thanet is of working age and this is an important resource on which to draw to contribute to economic development in the District.

Table 12.2 Population Profile 2014 by Geography

	Thanet		Kent		England & Wales	
	No.	% of total population	No.	% of total population	No.	% of total population
<b>All People</b>	138,400		1,510,400		57,408,700	
<b>0-15</b>	26,000	18.8%	289,400	19.2%	10,858,400	18.9%
<b>16-64</b>	81,000	58.6%	926,500	61.3%	36,397,802	63.4%
<b>65+</b>	31,300	22.6%	294,500	19.5%	10,152,500	17.7%

Source: ONS Mid Year Estimates

Figure 12.1 Population Profile in Thanet by Age and Gender



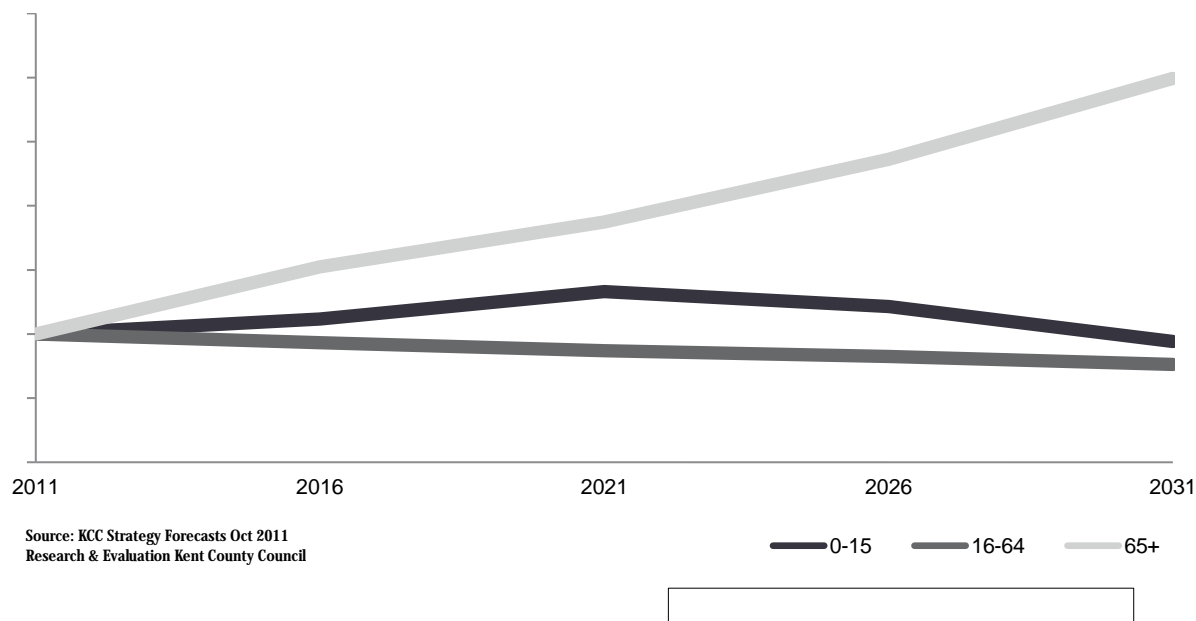
Source:

Source: ONS Mid Year Estimates  
Presented by: Research & Evaluation, Kent County Council

12.5.2

The expected changes in the population profile in Thanet are more significant, predicting a continuing aging of the population (**Figure 12.2**). Which reflects a combination of the aging of the current cohort of those aged 50-65 which forms part of the 'post-war bulge', out-migration of those of working age and a falling birth rate.

Figure 12.2 Population Projections in Thanet by Age 2011 - 2031



Source: [www.kent.gov.uk/data/assets/excel\\_doc/0007/.../District\\_Profile.xls](http://www.kent.gov.uk/data/assets/excel_doc/0007/.../District_Profile.xls)

## Index of Multiple Deprivation

12.5.3 The Index of Multiple Deprivation (IMD) is a composite measure which is defined by a number of domains or dimensions<sup>48</sup>, including household income, education, health and living environment. The index offers a readily comparable measure, by area, of the degree to which communities may be struggling with particular issues. As illustrated in **Table 12.3**, whilst Thanet overall performs marginally better than Kent and a good deal better than England in respect of the absence of deprivation, this disguises variability amongst local communities (**Figure 12.3** in which all seven domains of deprivation are considered)) where there are significant concentrations of relative deprivation, particularly in parts of the coastal towns.

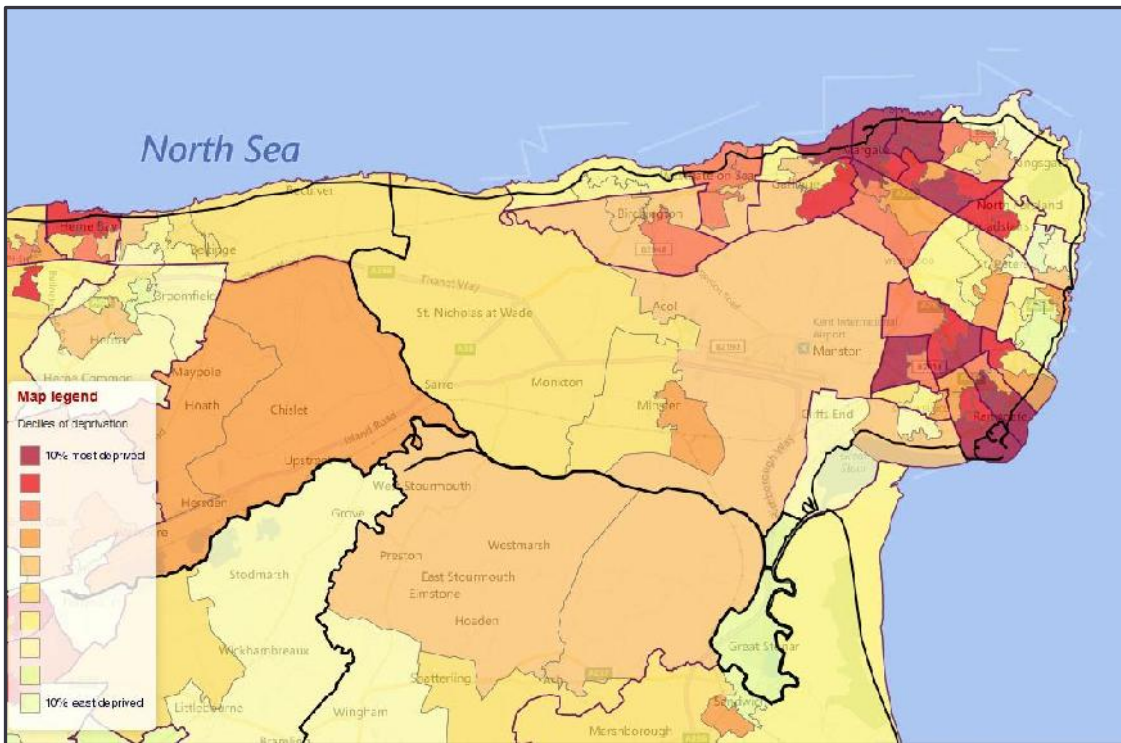
Table 12.3 Deprivation in Thanet, Kent and England 2010

Variable	Thanet	%	Kent	%	England	%
All Households	59,513		546,742		22,063,368	
Household is Not Deprived in Any Dimension	20,410	34.3	170,873	31.2	9,385,648	42.5
Household is Deprived in 1 Dimension	20,419	34.3	198,939	36.4	7,204,181	32.7
Household is Deprived in 2 Dimensions	14,331	20.6	133,819	24.5	4,223,982	19.1
Household is Deprived in 3 Dimensions	3,889	7.0	39,105	7.2	1,133,622	5.1
Household is Deprived in 4 Dimensions	464	0.8	4,006	0.7	115,935	5.3

Source: Census 2011 Households by Deprivation Dimensions, Tables QS119EW (2011), UV67 (2001)

<sup>48</sup> There are seven domains (or dimensions) used in calculating the Index of Multiple Deprivation: Income, Employment, Health Deprivation and Disability, Education, Skills and Training Deprivation, Barriers to Housing and Services, Crime and Living Environment Deprivation.

Figure 12.3 Index of Multiple Deprivation (2015) at Neighbourhood LSOA) Scale



Source: <http://dclgapps.communities.gov.uk/imd/idmap.html>

## Education

12.5.4 Thanet has a relatively high level of residents with either no qualifications or qualifications equal to 1 or more GCSE at grade D or below, than the national average (**Table 12.4**), with a commensurately low relative proportion of residents with more advanced qualifications. There is clearly a significant skills gap which serves to suppress average wage levels and can prove unattractive to prospective and existing employers seeking to invest in the area. Levels of educational attainment can be closely linked to the Index of Multiple Deprivation, as discussed above, of which education is one dimension. Poor educational achievement can be difficult to turn around and require time to achieve.

Table 12.4 Qualifications by Geography

Qualification <sup>49</sup>	Thanet	Kent	England
No Qualifications	28.4%	22.5%	22.5%
Level 1	14.8%	14.7%	13.3%
Level 2	16.4%	16.9%	15.2%
Apprenticeship	3.9%	3.8%	3.6%
Level 3	11.3%	12.3%	12.4%
Level 4	19.6%	24.7%	27.4%
Other	5.6%	5.1%	5.7%

Source: 2011 census

## Health and Crime

12.5.5 Health can reflect a range of other indicators such as deprivation, crime and unemployment and this is no exception for Thanet where there a higher proportion of some vulnerable populations in Thanet such as children in care, ex-offenders and people with a mental health condition. Most indicators relating to healthy lifestyles show that Thanet has statistically worse outcomes compared to the England average. These include smoking prevalence (including smoking during pregnancy), excess weight in adults, physically active adults and prevalence of opiate and/or crack use. **Table 12.5** sets out the key health variables by geography, illustrating significantly higher levels of bad and very bad health, lower levels of very good health, combined with lower life expectancy and higher dependence in incapacity benefits than the South East or England.

Table 12.5 Key Health Variables by Geography

Variable	Measure	Thanet	South East	England
Very Good Health	%	40.7	49.0	47.2
Good Health	%	35.1	34.6	34.2
Fair Health	%	16.7	12.0	13.1
Bad Health	%	5.8	3.4	4.2
Very Bad Health	%	1.7	1.0	1.2

<sup>49</sup> Level 1: 1-4 O Levels/CSE/GCSEs (any grades), Entry Level, Foundation Diploma, NVQ Level 1, Foundation GNVQ, Basic/Essential Skills;  
 Level 2: 5+ O Level (Passes)/CSEs (Grade 1)/GCSEs (Grades A\*-C), School Certificate, 1 A Level/ 2-3 AS Levels/VCEs, Intermediate/Higher Diploma, Welsh Baccalaureate Intermediate Diploma, NVQ level 2, Intermediate GNVQ, City and Guilds Craft, BTEC First/General Diploma, RSA Diploma; Apprenticeship;  
 Level 3: 2+ A Levels/VCEs, 4+ AS Levels, Higher School Certificate, Progression/Advanced Diploma, Welsh Baccalaureate Advanced Diploma, NVQ Level 3; Advanced GNVQ, City and Guilds Advanced Craft, ONC, OND, BTEC National, RSA Advanced Diploma;  
 Level 4 and above: Degree (for example BA, BSc), Higher Degree (for example MA, PhD, PGCE), NVQ Level 4-5, HNC, HND, RSA Higher Diploma, BTEC Higher level, Foundation degree (NI), Professional qualifications (for example teaching, nursing, accountancy);  
 Other qualifications: Vocational/Work-related Qualifications, Foreign Qualifications (not stated/level unknown).

Variable	Measure	Thanet	South East	England
Low Birthweight Live Births	%	8.0	6.5	7.2
Infant Mortality	Rate per 1000	4.5	3.7	4.4
Life Expectancy at Birth; Males	Years	76.5	79.4	78.3
Life Expectancy at Birth; Females	Years	81.6	83.3	82.3
Incapacity Benefits	%	9	5	7

Source: Census 2011

12.5.6 There are considerable variations in population health within Thanet and inequalities are wider than in any other district in Kent. Around one third of the Thanet population are in the most deprived quintile nationally with less than one in twenty in the least deprived quintile. The difference in life expectancy between the highest and lowest wards is 16.77 years and mental health contact rates were around four times higher between the highest and lowest wards<sup>50</sup>.

12.5.7 Crime is rising in Thanet (**Table 12.6**) and across almost every type is higher than that of Kent as a whole (**Table 12.7**).

Table 12.6 Reported crime in Thanet 2009/10 – 2014/15

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15
Cases	10,783	10,658	10,560	9,945	11,971	11,708

Source: Kent Police

Table 12.7 Recorded Crimes 2014/15 by Geography per 1,000 population

Type of Crime	Thanet	Kent
Burglary dwelling (per 1,000 households)	9.9	7.1
Burglary other	4.0	4.3
Criminal damage offences	14.6	10.0
Robbery	0.9	0.5
Sexual offences	2.3	1.4
Shoplifting	8.9	6.5
Theft from motor vehicle	4.7	3.6
Theft of motor vehicle	1.4	1.3
Theft of pedal cycle	2.1	1.1
Theft offences	12.2	9.1

<sup>50</sup> See: <http://www.kpho.org.uk/health-and-social-care-maps/pdf-social-care-maps>

Type of Crime	Thanet	Kent
Vehicle interference	0.9	0.6
Violence against the person	23.7	15.6
Victim based crime	80.4	57.0

Source: Kent County Council Community Safety Portal

## Economic Development Measures

### Working Age Population

12.5.8 Related to its population characteristics, Thanet has a relatively smaller population of working age compared to Kent and nationally (**Table 12.8**). Whilst the differences are relatively small (3 to 5%) and need to be placed in the context of the working age population forming the largest proportion of residents in Thanet (see **Table 12.1**).

Table 12.8 Working Age Population by Geography 2014

	Thanet		Kent		England & Wales	
	Number	%	Number	%	Number	%
<b>Males</b>	39,300	58.9%	458,400	61.9%	18,147,900	64.1%
<b>Females</b>	41,700	58.3%	468,100	60.8%	18,249,900	62.7%
<b>Total</b>	81,000	58.6%	926,500	61.3%	46,558,400	63.4%

Source: ONS Mid Year Estimates

### Employment

12.5.9 Unemployment is a problem in Thanet, with worklessness at significantly higher levels than Kent or Nationally. Whilst concentrated in the coastal towns and associated with wider social issues (see Index of Multiple Deprivation below), the issue is nevertheless of concern. As at February 2013 the following wards showed key out-of-work benefits over 20% of the working age population: Cliftonville West 41.6%; Margate Central 41.1%; Newington 26%; Eastcliff 23.8%; Dane Valley 21.5%; Ramsgate Central Harbour 21%; and Northwood 20.1%.



Table 12.9 Worklessness in People Aged 16 – 64, May 2015

	Thanet District		Kent		England & Wales	
	Number	% of 16-64 age group	Number	% of 16-64 age group	Number	% of 16-64 age group
<b>Out of work benefits</b>	<b>11,260</b>	<b>13.9%</b>	<b>74,980</b>	<b>8.1%</b>	<b>3,359,280</b>	<b>9.2%</b>
<b>Jobseekers</b>	2,370	2.9%	12,880	1.4%	609,330	1.7%
<b>Those claiming incapacity benefits</b>	7,290	9.0%	49,540	5.3%	2,242,470	6.2%
<b>Lone parents</b>	1,240	1.5%	10,300	1.1%	406,630	1.1%
<b>Others on income related benefits</b>	360	0.4%	2,260	0.2%	100,850	0.3%

Source: DWP Longitudinal Study

Table 12.10 Employment by Occupation 2011

	Thanet		Kent		England	
	Number	% of all people 16-74 in employment	Number	% of all people 16-74 in employment	Number	% of all people 16-74 in employment
<b>All Occupations</b>	55,200		688,434		25,162,721	100%
<b>Managers, directors and senior officials</b>	5,489	9.9%	79,504	11.5%	2,734,900	10.9%
<b>Professional occupations</b>	7,794	14.1%	110,988	16.1%	4,400,375	17.5%
<b>Associate professional and technical occupations</b>	5,669	10.3%	87,041	12.6%	3,219,067	12.8%
<b>Administrative and secretarial occupations</b>	5,717	10.4%	80,621	11.7%	2,883,230	11.5%
<b>Skilled trades occupations</b>	7,174	13.0%	84,252	12.2%	2,858,680	11.4%
<b>Caring, leisure and other service occupations</b>	7,447	13.5%	67,451	9.8%	2,348,650	9.3%
<b>Sales and customer service occupations</b>	5,352	9.7%	58,242	8.5%	2,117,477	8.4%

	Thanet		Kent		England	
<b>Process, plant and machine operatives</b>	3,970	7.2%	46,284	6.7%	1,808,024	7.2%
<b>Elementary occupations</b>	6,588	11.9%	74,051	10.8%	2,792,318	11.1%

Source: 2011 Census Table KS608EW

12.5.10 Thanet has 20% less Higher and Intermediate managerial, administrative or professional households than the national average (**Table 12.10**) which translates into the lower proportions of social groups ABC1 than Kent or Nationally (**Table 12.11**). In turn, this is reflected in the profile of registered business (**Figure 12.4**).

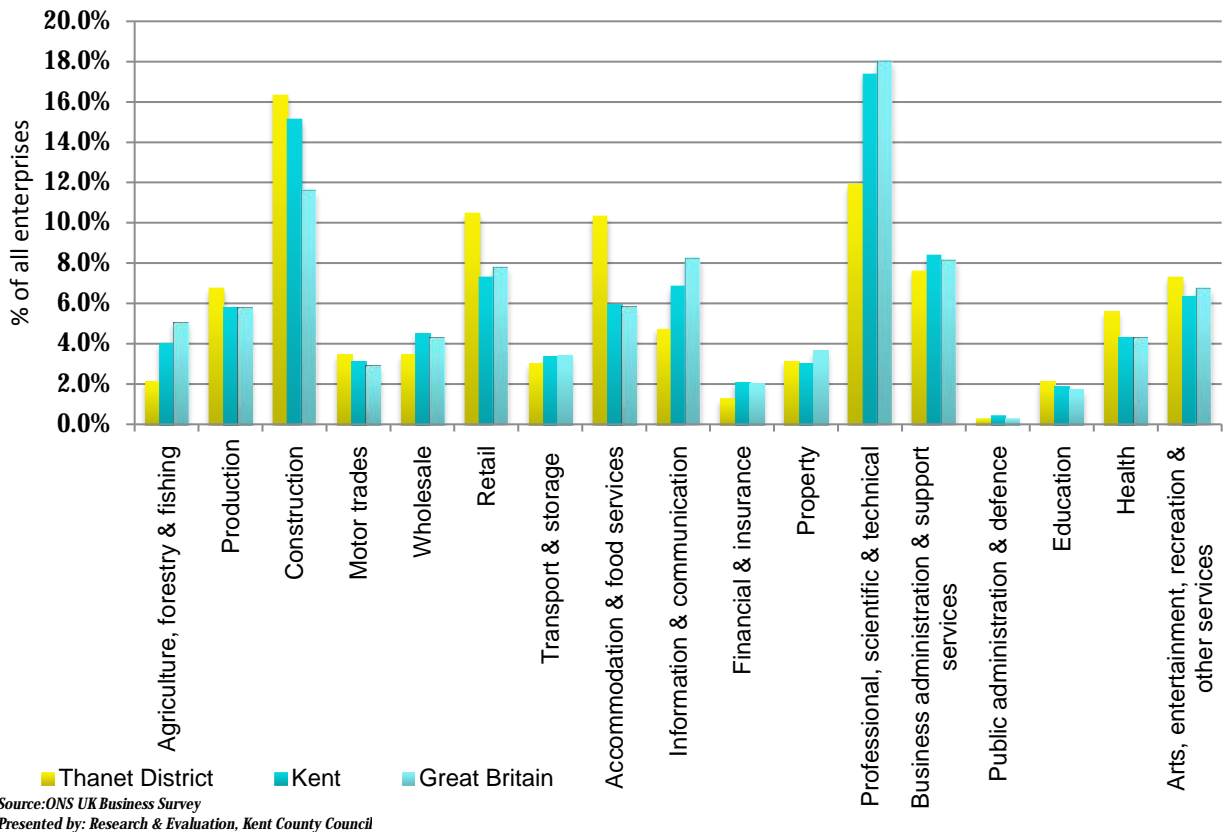
Table 12.11 Proportion of Workers by Social Group and Geography

Group	Thanet	Kent	England
<b>AB</b>	15.88%	22.42%	22.96%
<b>C1</b>	29.38%	31.89%	30.92%
<b>C2</b>	23.59%	22.46%	20.64%
<b>DE</b>	31.14%	23.22%	25.49%

Source: Census 2011

12.5.11 The profile shown in **Table 12.11** is also reflected in the average weekly earnings of the District (**Table 12.12**) which are notably lower than those for Kent and Nationally.

Figure 12.4 Registered Businesses by Geography 2015



Source: [www.kent.gov.uk/ data/assets/excel\\_doc/0007/.../District\\_Profile.xls](http://www.kent.gov.uk/data/assets/excel_doc/0007/.../District_Profile.xls)

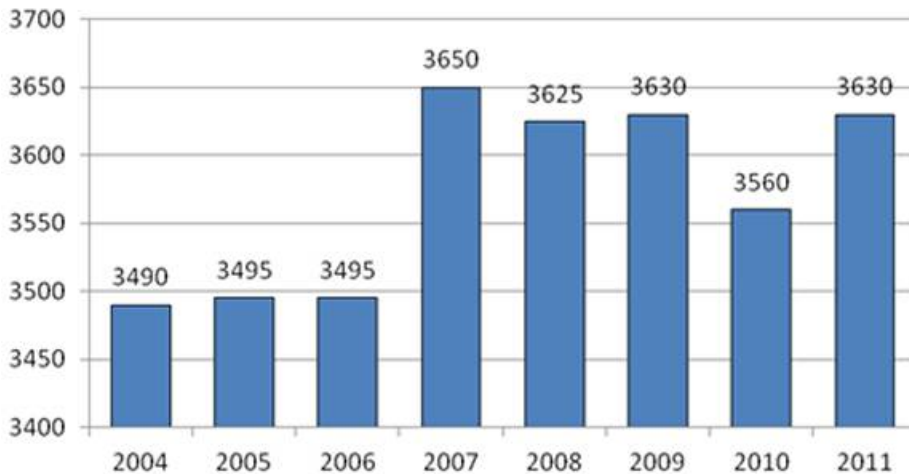
Table 12.12 Median weekly full-time earnings (£s) - workplace based (2015)

	Thanet District	Kent	Great Britain
<b>Males</b>	451.5	554.3	569.9
<b>Females</b>	374.5	424.3	471.5
<b>Total</b>	415.8	504.1	529.0

Source: NOMIS - Annual Survey of Hours & Earnings

12.5.12 The Office for National Statistics data suggests that Thanet has approximately 3,500 VAT-registered businesses, a figure which has remained broadly steady (Figure 12.5), although 5-year survival rates are lower than Kent and Nationally (Figure 12.6).

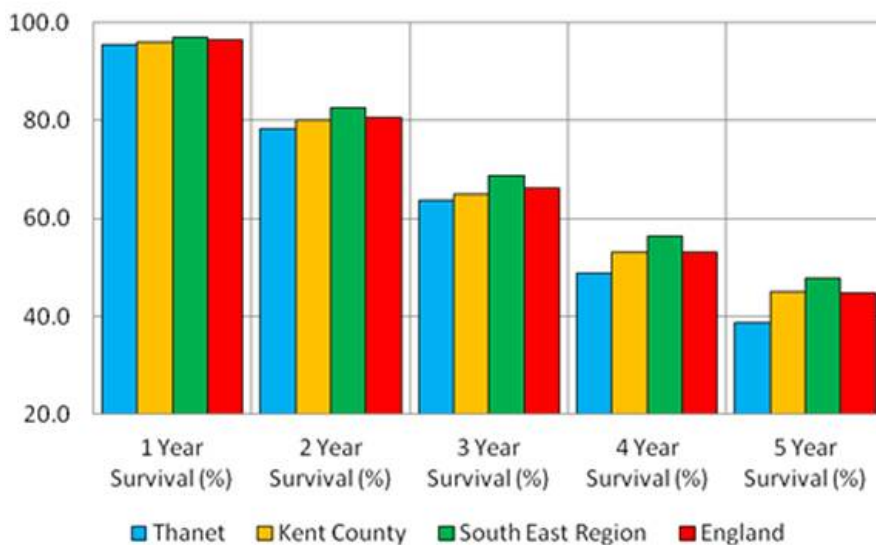
Figure 12.5 Number of Active enterprises in Thanet 2004 - 2011



Source: <http://www.ons.gov.uk/ons/search/index.html?pageSize=50&sortBy=none&sortDirection=none&newquery=business+demography+release>

Figure 12.6

Five- Year Survival Rates of Enterprises by Geography



Source: <http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-283124>

### Thanet Economic and Employment Assessment – Headline Observations

- 12.5.13 The Assessment<sup>51</sup> summarises and assesses the implications for economic development of the various socio-economic characteristics of Thanet. Principal amongst these conclusions are:
- 12.5.14 Thanet’s growth is currently below that of the South East and more in line with the UK as a whole
- 12.5.15 Within Thanet, the sectors which comprised the greatest contribution to Gross Value Added (GVA) include education, real estate, health and construction of buildings. The greatest growth over the last five years in Thanet has been in the

<sup>51</sup> Thanet District Council (2012) Economic and Employment Assessment

service sectors and particularly in sectors such as finance and real estate. The majority of manufacturing sectors have continued to decline during this time, as has agriculture forestry and fishing.

- 12.5.16 Thanet's business base is largely located in urban areas
- 12.5.17 There are some 5,000 businesses within Thanet. This figure is significantly higher than ONS data which suggests that there were 3,560 businesses in 2010. Around 80 per cent of the companies identified in Thanet are single site. Around 13 per cent are companies with headquarters in Thanet and multiple sites either in Thanet or elsewhere.
- 12.5.18 Home-working is relatively high in the district and is particularly popular in Margate and Ramsgate
- 12.5.19 A relatively high proportion of the businesses, particularly in 'urban wards' are home based. They account for over 5 per cent of businesses, ranking Thanet in third place in Kent only behind Canterbury and Tunbridge Wells. In addition around 9.4% of the working population in the district are home-based. In particular Margate and Ramsgate have high proportions of home-based businesses.
- 12.5.20 Key sectors within the business base include wholesale and retail and construction
- 12.5.21 Wholesale and retail and construction business comprise a quarter of all businesses. The next largest sectors are other service activities, accommodation and food services, followed by professional, scientific and technical and admin and support services.
- 12.5.22 Tourism & green sectors, comprise a sizeable proportion of total businesses
- 12.5.23 There are over 530 businesses within the tourism sector representing 11% of the business base Around 80 businesses have been identified in the primary green sector and 280 businesses in the broader secondary green sector. Combined, they represent seven per cent of the business base. Green businesses are more likely to be located in rural areas than other sectors, particularly secondary green sector businesses.
- 12.5.24 Businesses within the knowledge intensive sectors comprise a smaller proportion of the total than elsewhere
- 12.5.25 Thanet, despite its low base, has experienced strong growth within the knowledge intensive sectors over the last decade. Proportionally however, there still remain fewer businesses within knowledge intensive sectors in the district than other areas of Kent. At 18%, the proportion of knowledge intensive businesses compares to the England average of 23% per cent and the South East as a whole of 27%. The local economy in Thanet has been shown to be dominated by manufacturing with this sector representing 50% of the key commercial sectors in Thanet which mainly include: Transport and Logistics, Retail and Wholesale and Engineering.
- 12.5.26 Historically the district has had just above average proportion of growth firms, but growth potential is lower
- 12.5.27 Within the UK growth firms which have experienced employment growth of five per cent or more over the last three years account for 7% of businesses, in Thanet

they account for slightly more – 8%. The proportion of low growth or declining firms is however also higher at 8% compared to 7% within the UK. In terms of growth potential, Thanet is broadly in line with the UK, particularly for high growth potential.

- 12.5.28 Exporting potential is much lower in Thanet than the UK
- 12.5.29 Businesses that export make up only a small proportion of the UK economy yet are a key component of the growth strategy for the UK. Thanet is in line with the UK in terms of its current exports
- 12.5.30 An additional 3,100 jobs are likely to be created over the next two decades in Thanet with continued growth in the service sectors and declines within manufacturing
- 12.5.31 Net growth of £700 million in output over the next two decades is likely, taking the total to over £2 billion in 2031. The biggest growth will be in construction of buildings (net growth of £90 million), health (net growth of £90 million) and real estate (net growth of £70 million). The manufacturing sectors will experience the greatest losses, although these are not predicted to be as significant as the employment declines in these sectors pointing to enhanced productivity.
- 12.5.32 Caring, leisure and other service occupations will grow strongly, alongside professional occupations in which Thanet is currently under-represented
- 12.5.33 There will be a strong growth in the caring, leisure and other service occupations, as well as strong growth within the professional occupations. Based upon the existing occupation and skills profile this suggests that there could be challenges in ensuring that local residents are able to maximise the potential. This is particularly the case within professional services, in which Thanet is under-represented compared to the region and England.
- 12.5.34 Growth at Manston Airport could result in 2,000 additional jobs and up to 420 additional induced jobs as a result of the effect on the wider supply chain
- 12.5.35 Manston Airport is of regional significance. The employment growth anticipated by Manston Airport, to accompany passenger growth, is 2,000 direct jobs. The indirect (supply chain) effect of this job growth on Thanet is 1.05. So for every 1000 jobs created at Manston Airport, an additional 50 jobs will be created in Thanet through the industry supply chain. Around a third of these will be in air and water transport, a quarter will be in professional services and administrative and support services and just under a fifth are likely to be split across the manufacturing sectors particularly within metal products (6%). Overall, an uplift in direct and indirect job growth provides a significant proportion of the projected new jobs for Thanet as a whole.

## 12.6 The scope of the assessment, methodology and characteristics of the potential effects

### Scope of the Assessment and Methodology

12.6.1 Drawing on the baseline data, the Environmental Statement will set out the direct and indirect effects of the development in respect of specific effects which could arise, including:

- ▶ Direct and indirect employment creation during construction and operation phases.
- ▶ Effects on businesses during construction and operation phases.
- ▶ Effects on the local and sub-regional economy.
- ▶ Effects on local receptors such as specific communities or groups within society, during construction and operation phases (in combination with the analysis of air quality, noise, landscape and visual, and traffic and transport effects).
- ▶ Cumulative effects in relation to both construction and operation.

12.6.2 For the purposes of this analysis, the spatial zone of influence (ZOI) is principally Thanet District, although economic effects could be wider. The temporal ZOI covers the construction phases (2 years) and the operation phase (20 years+).

12.6.3 In order to assess the scale and severity of effects, significance criteria will take account of the follow characteristics:

- ▶ Spatial extent (localised vs widespread with potential secondary effects).
- ▶ Coverage (groups, households, businesses affected).
- ▶ Duration (long term/permanent/short term/temporary).
- ▶ Frequency.
- ▶ Scope for mitigation.

12.6.4 The principal characteristics against which the overall magnitude of effects will be considered are set out in **Table 12.13**.

Table 12.13 Definitions of Magnitude

Degree of Effect	Definition of Magnitude
<b>Large</b>	An effect that is likely to constitute a permanent and widespread effect over and above the current baseline and significantly affect identified receptors.
<b>Medium</b>	An effect that is likely to change the baseline conditions and affect a moderate number of identified receptors.
<b>Small</b>	An effect that is likely to result in a small but perceptible change in the baseline conditions and affect a small number of identified receptors.
<b>Negligible</b>	An effect that does it result in any change in the baseline and/or is unlikely to measurably affect the well-being of identified receptors.

Note: these definitions might be refined in light of the availability of specific data and the sensitivity of specific receptors.



12.6.5 The relative sensitivity of identified receptors in relation to specific effects will be assessed against the criteria set out in **Table 12.14**.

Table 12.14 Definitions of Sensitivity

Degree of Sensitivity of Receptor	Definition
<b>High</b>	Individuals, groups and businesses that are likely to be particularly sensitive to economic change, positive or negative.
<b>Medium</b>	Individuals, groups and businesses likely to be reasonably sensitive to economic change, positive or negative.
<b>Low</b>	Individuals, groups and businesses that are unlikely to be sensitive to economic change, positive or negative.

12.6.6 In order to determine the overall significance of likely socio-economic effects, the significance of the effect will be combined with the sensitivity of the receptor as set out in **Table 12.15**.

Table 12.15 Determination of Overall Significance

		Sensitivity of Receptor		
		High	Medium	Low
Impact Magnitude	High	Major adverse/beneficial	Major adverse/beneficial	Moderate adverse/beneficial
	Medium	Major adverse/beneficial	Moderate adverse/beneficial	Minor adverse/beneficial
	Low	Moderate adverse/beneficial	Minor adverse/beneficial	Negligible effect
	Negligible	Minor adverse/beneficial	Negligible effect	Negligible effect

## 13. Traffic and Transport

This section presents the proposed scope of work for the Traffic and Transport assessment.

### 13.1 Introduction

13.1.1 This section outlines the proposed approach to measuring the traffic and transport effects which are likely to be associated with the development of Manston Airport. The need for the assessment arises from the likely effects of traffic generated by the Project on the local and sub-regional transport network.

### 13.2 Relevant Policy, Legislation and Guidance

13.2.1 The following documents contain policies which are of importance in establishing a reference point for the consideration of traffic and transport issues associated with the Project:

- ▶ The NPPF which sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development. One of 12 core land use planning principles is that planning should: "Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable"
- ▶ NPPF Planning Practice Guidance (March 2014) (NPPF-PPG) which stipulates that the need for, scale, scope and level of detail required of a Transport Assessment or Transport Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development.
- ▶ The Kent Local Transport Plan (LTP) which sets out the highway authority's aspirations for transport.
- ▶ The Institute of Environmental Management and Assessment (formerly the Institute of Environmental Assessment), Guidelines for the Environmental Assessment of Road Traffic (referred to as the IEMA Guidelines), 1993.Highways England,
- ▶ The Design Manual For Roads And Bridges (DMRB).

### 13.3 Main Sources of data used in preparing the scoping report

13.3.1 The principal sources of data which have informed chapter and which will be drawn upon for the EIA are:

- ▶ Department for Transport (DfT) traffic count data - <http://www.dft.gov.uk/traffic-counts/cp.php?la=Kent>

- ▶ Thanet bus map; and
- ▶ Google maps and Streetview.

## 13.4 Engagement with consultees

13.4.1 To date a preliminary meeting has taken place with Kent County Council setting out the broad proposals and starting discussions on the baseline conditions for the existing road network. Consultation with the local highway authority, Kent County Council, will be undertaken following the publication of this Scoping Report and as part of the future development of the assessment work and Preliminary Environmental Information Report (PEIR) as part of the DCO process.

## 13.5 Overview of baseline conditions

13.5.1 The Project site has good road access with links to Canterbury to the south west, Ramsgate to the east and Dover to the south. The site is in close proximity to two Primary Road Network (PRN) routes: the A299 which runs along the southern boundary of the site is a two lane dual carriageway which links to the M2 in the west; and the A28 which runs north east to southwest to the west of the site is a two lane dual carriageway which provides a link to Canterbury. Access to the site from the A299 is via the B2190 Spitfire Way and the B2050 Manston Road which runs east west through the site and links to the south western side of Ramsgate.

13.5.2 The main access to the site is currently in the form of a priority T junction off the B2050 Manston Road and consideration would need to be given as to whether the junction arrangement would need to be upgraded to accommodate an intensification of use, particularly if the focus of the airport is on freight transit.

13.5.3 Based on a high level review of traffic flows in the morning and evening peak periods, there does not appear to be road capacity issues, with the exception of localised congestion on the roads into/out of Ramsgate.

13.5.4 There are three bus services along the B2050 – the 11, 38 and 38A which run at hourly / two hourly intervals.

13.5.5 There is no cycle or pedestrian provision, however, given the location of the site, this may be considered acceptable by the local highway authority

## 13.6 The scope of assessment, methodology and characteristics of the potential effects

13.6.1 The study area for the traffic and transport assessment will be formally defined with the highway authority, although it is expected to include the B2050, A299 and local roads towards the Site and any Public Rights of Way (PRoW) which will be affected. The study area will cover route sections proposed for use by Project related traffic and which, based on professional judgement, have potential to be significantly affected (in relation to access, traffic and transport) as a result of the Project proposals.

13.6.2 The study area will be defined by the traffic routes to be taken by:

- ▶ general construction traffic – assumptions will be made on likely sources of construction materials and the most appropriate routing will be identified;
- ▶ construction staff traffic – assumptions will be made on likely sources of construction staff and the most appropriate routing will be identified;
- ▶ operational traffic – assumptions will be made on traffic origins and destinations.

13.6.3 Traffic count and personal injury accident (PIA) data will be sourced as required for highway sections within the study area so as further inform the baseline. Sensitive receptors will be identified through field survey, consultation with the highways authorities and interrogation of OS mapping. The following data sources will be used to inform this assessment.

- ▶ Traffic count surveys of the affected network, – locations of surveys to be agreed with KCC. Traffic count and speed surveys on the B2050 Manston Road in the vicinity of the existing site access have been undertaken.
- ▶ DfT traffic count data for the local area.
- ▶ PIA data for the study area – to be agreed with KCC.
- ▶ TEMPRO Version 6.2. will be used to determine traffic growth factors from the base year to the year of assessment

13.6.4 The traffic and transport assessment will consider:

- ▶ the highway route sections which are most likely to be used by traffic generated by the Project (i.e. the study area);
- ▶ the volume of traffic likely to be added to these routes as a result of the Project;
- ▶ potential effects upon highways (including PRoW) users, communities and safety as a result of changes in traffic levels; and
- ▶ the effects of the Project in isolation, and also cumulatively in combination with committed developments which may use routes within the study area for construction or operational traffic at the same time as the Project.

13.6.5 The assessment will use the methodology for assessing traffic and transport related environmental effects which is set out in the IEMA Guidelines, which identify the following receptors groups, locations and areas which should be considered for assessment, with the receptors identified as:

- ▶ those that are located alongside the road that are affected by the Project construction and operational traffic; and
- ▶ those that use the roads that are affected by the Project construction and operational traffic.

13.6.6 In addition, consideration will be given to the effects of the Project on bridleways, public footpaths and other public and private rights of way and mitigation measures identified where appropriate.

13.6.7 The key steps in this assessment are outlined below:

- ▶ Identification of appropriate study area (i.e. highway links where it is considered that the Project may create potentially significant effects).
- ▶ Identification of sensitive locations within the study area which are considered vulnerable to changes in traffic flow and profile.
- ▶ Determination of baseline traffic situation within the study area – based on findings of access study, field surveys, consultation (with KCC and other stakeholders as required) and traffic count surveys and accident data obtained from highway authority.
- ▶ Estimation of traffic generated by construction and operation of the Project.
- ▶ Consideration of likely distribution of vehicular trips across highway links within the study area, taking into account the location of local generators of traffic.
- ▶ An assessment of forecast construction related traffic and forecast operational traffic generation against the baseline, to determine the nature and significance of effects in line with IEMA Guidelines. This assessment will take into account the sensitivity of the receiving environment and magnitude of change against baseline to identify the level of effect.
- ▶ Identification of appropriate mitigation measures to avoid, reduce or offset any significant effects identified. This may include measures for incorporation in a traffic management plan.
- ▶ Professional judgement shall then be utilised to forecast residual effects following implementation of mitigation measures.

### Significance Assessment and Criteria

- 13.6.8 In order to define the scale and extent of this assessment, the IEMA guidelines identify the following rules by which to undertake an assessment of potentially significant traffic and transport related environmental effects:
- ▶ Rule 1: Include roads where traffic flows are predicted to increase by more than 30% (or where the number of HGVs is predicted to increase by more than 30%).
  - ▶ Rule 2: Include any specifically sensitive areas where traffic flows are predicted to increase by 10% or more.
- 13.6.9 Sensitivity will be defined on the basis of road user groups, such as school children and the elderly, or areas where there is sizeable pedestrian activity but poor pedestrian facilities. A 'sensitive' area may therefore lie adjacent to a school, for example.
- 13.6.10 The magnitude of change is the proportional change in traffic anticipated to occur on the study area road network during construction. This calculation compares the forecast development traffic generation against the anticipated traffic baseline. As a guideline, the significance criteria is set out in **Table 13.1**, based upon the IEMA's Rule 1 / Rule 2 criteria and the consideration that 'Major' and 'Medium' effects are significant in accordance with the EIA Regulations. Any effect described as 'Minor' or 'Negligible' will not be considered as 'significant' under the assessment.

Table 13.1 Significance Criteria

Significance of Effect	Percentage increase in: Total Traffic and <i>HGV Traffic</i>
<b>Major (significant)</b>	Greater than 60%.
<b>Moderate (significant)</b>	Greater than 30% and less than or equal to 60% <i>(Greater than or equal to 10% and less than 60% in defined 'sensitive' areas)</i>
<b>Minor (not significant)</b>	Greater than 10% and less than or equal to 30% <i>(Greater than or equal to 5% and less than 10% in defined 'sensitive' areas)</i>
<b>Negligible (not significant)</b>	Less than or equal to 10% <i>(Less than 5% in defined 'sensitive' areas)</i>

13.6.11 The significance of each effect of the Project will be considered against the criteria within the IEMA guidelines, where possible. However, the IEMA guidelines state that:

*"...for many effects there are no simple rules or formulae which define the thresholds of significance and there is, therefore, a need for interpretation and judgement on the part of the assessor, backed-up by data or quantified information wherever possible. Such judgements will include the assessment of the numbers of people experiencing a change in environmental impact as well as the assessment of the damage to various natural resources."*

13.6.12 As such, professional judgement (led by best practice guidance) will also be applied in the assessment of effects so as to provide more meaningful conclusions, particularly in relation to the assessment of community and road safety effects which require local area knowledge.

## Proposed Scope of Assessment

### Summary of Potential Effects

- 13.6.13 The traffic and transport related environmental effects of vehicles to/from the Site during the construction phase and during operation will be considered. This will include Heavy Goods Vehicles (HGVs) - vehicles 3.5t gross weight (>3.5t), staff and visitors.
- 13.6.14 The IEMA Guidelines recommend that the following effects may prove potentially important when assessing environmental traffic effects: noise, vibration, visual effects, severance, driver delay, pedestrian delay, pedestrian amenity, accidents and safety, hazardous loads, air pollution, dust and dirt and ecological effects.
- 13.6.15 Given that no hazardous loads are anticipated, and dust, dirt and air pollution effects can be dealt with through the adoption of standard environmental best practice during construction, potentially significant effects that will be considered in the assessment of traffic and transport are as follows:
- ▶ Driver delay (e.g. congestion).
  - ▶ Severance (perceived division that can occur in a community when it becomes separated by a major traffic artery).

- ▶ Pedestrian delay (effect upon pedestrians' ability to cross roads).
- ▶ Pedestrian amenity / fear and intimidation (effect upon the comfort / pleasantness of pedestrian journeys).
- ▶ Accidents and safety (effect upon safety of road users).

13.6.16 Noise, vibration, visual and ecological effects will be assessed elsewhere in the Environmental Statement.

### Potential effects requiring further assessment

13.6.17 An assessment of the physical nature of the surrounding road network to be used by construction and operational traffic will be undertaken. This will appraise the likely effect and identify any works that are required to allow these routes to be utilised by construction and other traffic.

13.6.18 The traffic and transport assessment will consider the effects of the Project in isolation, and also cumulatively with committed and proposed developments which may use routes within the study area at the same time as the Project and in combination with other EIA topics.

### Potential effects not requiring further assessment

13.6.19 Only those activities which lead to a threshold being exceeded will be considered as part of the EIA and mitigation opportunities identified, all other effects would be considered not significant and therefore not reported.

13.6.20 As identified above, given that no hazardous loads are anticipated, and dust, dirt and air pollution effects can be dealt with through the adoption of standard environmental best practice during construction.

13.6.21 It is anticipated that a Transport Assessment and Travel Plan will be required.

13.6.22 Mitigation measures will be identified, where appropriate. Mitigation is likely to include a Traffic Management Plan (TMP) which will consider traffic routeing, traffic management measures and highway alterations required to enable the construction and operation of the Project. This will be identified and agreed with the highway authority as necessary.



## 14. Summary of Scoped-Out Effects

This section presents a summary of those effects that it is proposed to scope out for any further assessment. Further information and details about the scoped-out effects can be found within the relevant technical chapters.

Table 14.1 Summary of potential effects that have been scoped out of the EIA

Topic	Scoped-out effects
General	<b>Potential effects as a result of the decommissioning phase of the airport.</b> It is considered that the airport will be operational long into the future and that therefore there will not be any requirement for decommissioning of the airport.
Air Quality	<b>Potential effects of odours on human receptors as a result of the operation of the airport.</b> In view of the relatively small size of the development, it is expected that if air quality is satisfactory, then odours are unlikely to be a significant concern, and have therefore been scoped out.
Biodiversity	<b>Potential effects on relevant habitats and species in watercourses/water bodies resulting from contamination caused by soil disturbance or the accidental spillage of chemicals during the construction and operation of the airport.</b> As part of the construction management plan and environmental management plan for the airport there will be sufficient and appropriate management and control measures in place to mitigate any pollution incident.
Ground & Surface Water	<b>Potential effects on local surface water quality via site run-off.</b> The site is above the highly permeable Chalk aquifer and also will have a permitted discharge to Pegwell Bay, therefore there are no local surface water features to receive direct site run-off.
Historic Environment	<b>Potential direct effects on heritage assets outside the proposed site boundary.</b> As direct effects arise from physical disturbance of assets, it follows that there will be no direct effects on heritage assets outside the proposed site boundary.  <b>Potential indirect effects on designated heritage assets outside of the 1km study area.</b>
Land Quality	<b>Potential effects on human health from spills and leaks associated with mechanised plant during the construction phase.</b> Any spills or leaks are likely to be limited, and those that might occur will be managed and controlled by the use of best practice, which will include the use of appropriate PPE to avoid effects on human health.  <b>Potential effects on human health from any contaminated land during construction activities.</b> No worker will be permitted to work at the site without adequate training in, and use of, appropriate PPE, and adoption of good site hygiene practices.
Landscape and Visual	<b>Potential effects upon National Landscape Character Area 113 – North Kent Basin.</b> This NLCA is too extensive to potentially sustain significant landscape effects from a development of the type and scale proposed at a single location such as Manston Airport.  <b>Potential effects on any landscape character areas within the study area that are entirely outside the development ZTV.</b> Without a visual effects pathway it is highly unlikely that effects could be sustained by other potential effects pathways  <b>Potential effects on any visual receptors within the study area but outside the development ZTV.</b> Without a visual pathway it is highly unlikely that effects could be sustained by other potential effects pathways.
Traffic and Transport	<b>Potential noise, vibration, visual and ecological effects as a result of the traffic and transport associated with the construction and operation of the airport.</b> These effects will be considered and assessed elsewhere within the relevant chapter of the Environmental Statement.

## 15. Outline Structure of the ES

- 15.1.1 The Environmental Statement (ES) will comprise the following information:
- u ES Non-Technical Summary (NTS) – a summary of the key issues and findings of the EIA.
  - u ES Volume 1 – will comprise the full text of the EIA with chapter headings as follows:
    - ▶ 1. Introduction
    - ▶ 2. Project need and alternatives studied;
    - ▶ 3. Project description;
    - ▶ 4. Approach to preparing the ES;
    - ▶ 5. Policy overview;
    - ▶ 6. Air quality;
    - ▶ 7. Biodiversity;
    - ▶ 8. Ground and surface water;
    - ▶ 9. Historic environment;
    - ▶ 10. Land quality;
    - ▶ 11. Landscape and visual;
    - ▶ 12. Noise;
    - ▶ 13. Socio-economic;
    - ▶ 14. Traffic and transport;
    - ▶ 15. Combined and Cumulative effects;
    - ▶ 15. Summary of predicted effects.
  - u ES Volume 2 - Technical Appendices providing supplementary information for the various technical studies.

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# Appendix A

## Glossary of Abbreviations

Abbreviation	Description
AA	Appropriate Assessment
AAI	Area of Archaeological Importance
AC	The Airports Commission
AHLV	Area of High Landscape Value
ALC	Agricultural Land Classification
AMIE	Archives Monuments Information England
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
AOS	Area of Search
APF	Aviation Policy Framework
AQMA	Air Quality Management Area
ATS	Air traffic services
ATZ	Aerodrome Traffic Zone
BAP	Biodiversity Action Plan: A strategy for conserving and enhancing wild species and wildlife habitats in the UK
BBS	Breeding Birds Survey
BFI	Baseflow Index
BGS	British Geological Survey
BMS	Biodiversity Mitigation Strategy
BMV	Best and Most Versatile
bn	Billion
BOA	Biodiversity Opportunity Area
BoCC	Birds of Conservation Concern

<b>Abbreviation</b>	<b>Description</b>
<b>BoR</b>	Book of Reference
<b>BRES</b>	Business Registration and Employment Survey
<b>BS</b>	British Standard
<b>CAA</b>	Civil Aviation Authority
<b>CAP 168</b>	Civil Aviation Publication 168 on licensing of aerodromes
<b>CAP 670</b>	Civil Aviation Publication 670 on air traffic services safety requirements
<b>CAP 725</b>	Civil Aviation Publication 725 on airspace change
<b>CAP 772</b>	Wildlife Hazard Management at Aerodromes
<b>CBA</b>	Cost Benefit Analysis
<b>CCC</b>	Canterbury City Council
<b>CCS</b>	Considerate Contractor's Scheme
<b>CCTV</b>	Closed Circuit Television
<b>CDM Regulations</b>	Construction (Design and Management) Regulations 2007
<b>CEMP</b>	Construction Environmental Management Plan
<b>CFMP</b>	Catchment Flood Management Plan
<b>CIEEM</b>	Chartered Institute of Ecology and Environmental Management
<b>CO</b>	Conservation Objective
<b>CoCP</b>	Code of Construction Practice
<b>DAS</b>	Design and Access Statement
<b>dB</b>	decibel
<b>DCLG</b>	Department for Communities and Local Government
<b>DCO</b>	Development Consent Order
<b>DDC</b>	Dover District Council
<b>DEFRA</b>	Department for the Environment, Food and Rural Affairs
<b>DfT</b>	Department for Transport

<b>Abbreviation</b>	<b>Description</b>
<b>DMP</b>	Drainage Management Plan
<b>DMRB</b>	Design Manual for Roads and Bridges
<b>EA</b>	Environment Agency
<b>EASA</b>	European Aviation Safety Agency, who certify airports
<b>EC</b>	European Commission
<b>EcIA</b>	Ecological Impact Assessment
<b>EH</b>	English Heritage
<b>EHO</b>	Environmental Health Officer
<b>EIA</b>	Environmental Impact Assessment
<b>EIA Regulations</b>	Infrastructure Planning (Environmental Impact Assessment) Regulations 2009
<b>ELF</b>	Extremely low frequency
<b>EM</b>	Explanatory Memorandum
<b>ES</b>	Environmental Statement
<b>ESA</b>	Environmentally Sensitive Area
<b>EU</b>	European Union
<b>FRA</b>	Flood Risk Assessment
<b>GCR</b>	Geological Conservation Review Site
<b>GEP</b>	Good Ecological Potential
<b>GES</b>	Good Ecological Status
<b>GLVIA</b>	Guidelines for Landscape and Visual Appraisal
<b>GPLC</b>	Guideline Principals of Land Contamination
<b>GPS</b>	Global positioning system
<b>GW</b>	Gigawatt (1000 million Watts)
<b>GWTDE</b>	Ground water dependant terrestrial ecosystem
<b>HA</b>	Highways Agency

<b>Abbreviation</b>	<b>Description</b>
<b>Ha</b>	Hectare
<b>HE</b>	Historic England
<b>HER</b>	Historic Environment Record
<b>HGV</b>	Heavy Goods Vehicle
<b>HIA</b>	Health Impact Assessment
<b>HLC</b>	Historic Landscape Characterisation
<b>HMWB</b>	Heavily Modified Waterbody
<b>HRA</b>	Habitat Regulations Assessment
<b>Hz</b>	Hertz
<b>IAQM</b>	Institute of Air Quality Management
<b>ICAO</b>	International Civil Aviation Organization
<b>ICNIRP</b>	International Commission on Non-Ionising Radiation Protection
<b>IDB</b>	Internal Drainage Board
<b>IEA</b>	Institute of Environmental Assessment
<b>IEMA</b>	Institute of Environmental Management and Assessment
<b>ILS</b>	Instrument Landing System
<b>IMD</b>	Index of Multiple Deprivation
<b>IPC</b>	Infrastructure Planning Commission - now replaced by PINS
<b>IPCC</b>	Intergovernmental Panel on Climate Change
<b>JNCC</b>	Joint Nature Conservation Committee
<b>KCC</b>	Kent County Council
<b>km</b>	Kilometre
<b>kV</b>	Kilovolt (1000 Volts)
<b>KWT</b>	Kent Wildlife Trust
<b>LA</b>	Local Authority

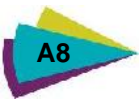




Abbreviation	Description
LAeq	Equivalent Continuous Level
LAQM	Local Air Quality Management
LBAP	Local Biodiversity Action Plan
LCA	Landscape Character Assessment
LDF	Local Development Framework
LGP	Long Grass Policy
Listed Building	A building of special architectural or historic interest which has been included on a list approved by the Secretary of State under the Planning (Listed Buildings and Conservation Areas) Act 1990 (known as the “Statutory List of Buildings of Special Architectural or Historic Interest”)
LNR	Local Nature Reserve
LoD	Limits of Deviation
LPA	Local Planning Authority
LSOA	Lower Super Output Area
LVIA	Landscape and Visual Impact Assessment
LWS	Local Wildlife Site
m	Metre
MAGIC	Multi-Agency Geographic Information for the Countryside
MSA	Mineral Safeguarding Area
MW	Megawatt (1 Million Watts)
NAQS	National Air Quality Strategy
NCA	National Character Area
NE	Natural England
NGR	National Grid Reference
NLCA	National Landscape Character Area
NNR	National Nature Reserve
NPPF	National Planning Policy Framework

<b>Abbreviation</b>	<b>Description</b>
<b>NPS</b>	National Policy Statement
<b>NPSE</b>	Noise Policy Statement for England
<b>NSIP</b>	Nationally Significant Infrastructure Project
<b>NT</b>	National Trust
<b>NVC</b>	National Vegetation Classification
<b>OS</b>	Ordnance Survey
<b>PC</b>	Parish Council
<b>PCH</b>	potential collision height
<b>PEIR</b>	Preliminary Environmental Information Report
<b>PFRA</b>	Preliminary Flood Risk Assessment
<b>PILs</b>	Persons with an interest in land
<b>PINS</b>	Planning Inspectorate
<b>Planning Act</b>	Planning Act 2008
<b>PPA</b>	Planning Performance Agreement
<b>PPG</b>	Pollution Prevention Guidance
<b>PPS</b>	Planning Policy Statement
<b>Project</b>	Manston Airport Project
<b>PRoW</b>	Public Right of Way
<b>Ramsar</b>	Sites designated under the Ramsar Convention. Designation covers all aspects of wetland conservation and wise use, recognising wetlands as ecosystems that are extremely important for biodiversity conservation in general and for the well-being of human communities
<b>RBMP</b>	River basin Management Plan
<b>RF</b>	Radio Frequency
<b>RIGS</b>	Regionally Important Geological Site
<b>RSPB</b>	Royal Society for the Protection of Birds
<b>SAC</b>	Special Area of Conservation

<b>Abbreviation</b>	<b>Description</b>
<b>SCI</b>	Site of Community Importance
<b>SFRA</b>	Strategic Flood Risk Assessment
<b>SLA</b>	Special Landscape Area
<b>SM</b>	Scheduled Monument
<b>SMP</b>	Soil Management Plan
<b>SoCC</b>	Statement of Community Consultation
<b>SoCG</b>	Statement of Common Ground
<b>SoS</b>	Secretary of State
<b>SPA</b>	Special Protection Area
<b>SRN</b>	Strategic Road Network
<b>SSSI</b>	Site of Special Scientific Interest
<b>SWMP</b>	Site Waste Management Plan
<b>TA</b>	Transport Assessment
<b>TCF</b>	Technical Construction File
<b>TDC</b>	Thanet District Council
<b>TEP</b>	The Environment Partnership
<b>TMZ</b>	Transponder Mandatory Zone, where aircraft must use transponders at lower heights than usual
<b>TP</b>	Travel Plan
<b>TPO</b>	Tree Preservation Order
<b>UG</b>	Underground
<b>UK</b>	United Kingdom
<b>UKBAP</b>	UK Biodiversity Action Plan
<b>WFD</b>	Water Framework Directive
<b>WHO</b>	World Health Organisation
<b>WHS</b>	World Heritage Site



<b>Abbreviation</b>	<b>Description</b>
<b>WMP</b>	Waste Management Plan
<b>ZOI</b>	Zone of Influence
<b>ZTV</b>	Zone of Theoretical Visibility
<b>ZVI</b>	Zone of Visual Influence

# Appendix B

## Cumulative Effects Assessment 'Long List' of other development

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
1	F/TH/15/1256	Variation of conditions 6 and 20 of OL/TH/13/0624 for residential development including access, to allow an increase to 40 dwellings and alterations to site plan, Red House Farm Manston Court Road MARGATE Kent CT9 4LE	2.8	permission granted 22.04.2016	Tier 1
2	OL/TH/15/0187	Outline application for the redevelopment of the existing site for up to 120 dwellings including access, following demolition of existing buildings , Flambeau Europlast Ltd, Manston Road, Ramsgate, CT12 6HW	2.8	Awaiting Decision	Tier 1
3	R/TH/15/0250	Application for approval of access, appearance, landscaping, layout and scale pursuant to condition 1 of planning permission reference F/TH/12/0964 for the development of phase 5 of a mixed use urban extension comprising residential, community and commercial use, open space, infrastructure and new access. , Land North Of Haine Road Broadstairs And West Of Nash Road MARGATE Kent	2.9	Awaiting Decision	Tier 1
4	F/TH/16/0390	Variation of condition 20 of planning permission F/TH/12/0836 redevelopment of Newington Centre comprising erection of 54 two and three storey houses, 240sq m retail floorspace with 6no. flats, on 1st and 2nd floors and a single storey community 'gateway' information centre, to allow for a reduction in units to	3.1	permission granted 16.05.2016	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
		<b>49, and alterations to layout., The Centre Newington Ramsgate Kent CT12 6LB</b>			
<b>5</b>	<b>F/TH/15/0220</b>	<b>Installation of mezzanine floor of 1,017sqm for retail use, 8-9 Westwood Cross, Margate Road, Broadstairs, CT10 2BF</b>	<b>3.3</b>	<b>permitted</b>	<b>Tier 1</b>
<b>6</b>	<b>F/TH/16/0168</b>	<b>Erection of 10No general industrial units with access, parking and 1.8m boundary fence, Land South Of Invicta Way Ramsgate Kent</b>	<b>3.4</b>	<b>Awaiting Decision</b>	<b>Tier 1</b>
<b>7</b>	<b>F/TH/16/0127</b>	<b>Erection of 19no. general industrial units together with access, parking and 1.8m boundary fence , Land South Of Invicta Way Ramsgate Kent</b>	<b>3.4</b>	<b>permission granted 4.05.2016</b>	<b>Tier 1</b>
<b>8</b>	<b>F/TH/15/0538</b>	<b>Erection of 10No. General industrial units together with parking and 1.8M boundary fence , Land South Of, Invicta Way Manston Park Ramsgate (CT12 5FD)</b>	<b>3.4</b>	<b>permitted</b>	<b>Tier 1</b>
<b>9</b>	<b>F/TH/15/0125</b>	<b>Erection of 10 No. Part two storey part single storey light and general industrial units (totalling 970sqm) together with associated car parking, access and landscaping , Land South Of, Invicta Way, Manston Park, Ramsgate (CT12 5FD)</b>	<b>3.4</b>	<b>permitted</b>	<b>Tier 1</b>
<b>10</b>	<b>F/TH/14/0562</b>	<b>Erection of 21No. part single, part two and part three storey business and general industrial units (totalling 1680sq m),</b>	<b>3.4</b>	<b>permitted</b>	<b>Tier 1</b>

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
		together with associated car parking, access, and landscaping, Land South Of Invicta Way Ramsgate Kent (CT12 5FD)			
11	F/TH/14/0340	Revised Layout for unit C including subdivision to create two retail units and installation of mezzanine floor to provide two units of 735 sqm and 1208 sqm respectively, without compliance with condition 9 of planning permission F/TH/06/0237 to reduce the restriction on class A1 sales within Unit 5 (former Paul Simons unit), Westwood Gateway, Margate Road, Broadstairs, CT10 2QU	3.6	permitted	Tier 1
12	F/TH/16/0202	Variation of condition No 19 of planning permission F/TH/15/0501 for the erection of 2No. two storey buildings comprising a public house/restaurant and hotel with ancillary managers accommodation and associated works to allow for the extension and reconfiguration of car parking area , Canterbury Bell 479 Margate Road BROADSTAIRS Kent CT10 2QD	3.7	Granted on 25.04.2016	Tier 1
13	OL/TH/15/0020	Outline application for the erection of a block of 56no. extra care units, 56no. dwellings and community use building with retail unit, following demolition of existing buildings and structures, including access , Jentex Oil Depot Canterbury Road West RAMSGATE Kent CT12 5DU	3.8	permitted	Tier 1



<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
14	OL/TH/15/0537	Outline application for the erection of 31 dwellings and retail unit, including access, Cliffsend Farm Cottages, Cliffs End Road, Ramsgate, CT12 5JG	4.2	permitted	Tier 1
15	F/TH/15/1297	Erection of 10No. two storey, 2-bed dwellings with associated parking following demolition of existing office building, Ivor Thomas Amusements Limited 100 Grange Road RAMSGATE Kent CT11 9PX	4.3	Awaiting Decision	Tier 1
16	F/TH/14/0742	Change of use of 4.2 ha of agricultural land to provide an extension to St John's Cemetery, St Johns Cemetery, Manston Road, Margate, CT9 4LT	4.4	Awaiting Decision	Tier 1
17	F/TH/15/0353	Application for variation of condition 2 attached to planning permission F/TH/11/0893 for the change of use of nurse's home to 29no. flats with erection of 5 storey extension to allow alterations to internal layout to existing building, Former Nurses Home Royal Sea Bathing Hospital 38, Canterbury Road Margate,( CT9 )	4.6	permitted	Tier 1
18	F/TH/15/0181	Erection of 19 no. single storey light industrial units (Use Class B1) together with formation of vehicular access, associated parking and external alterations to existing building , Unit X, Continental Approach, Margate, CT9 4JG	4.8	permitted	Tier 1

Id	Application Reference	Applicant and brief description	Distance from project (km)	Status	Tier
19	F/TH/15/0291	Erection of 8no. Two and three storey dwellings and 2no. Roof terraces following demolition of existing buildings , 41-43 Victoria Road, Margate CT9 1	5.2	permitted	Tier 1
20	F/TH/14/0422	Demolition of existing side extension, to facilitate the redevelopment of 13 No. self-contained apartments together with associated car parking without compliance with conditions 4 and 6 of planning permission F/TH/05/0905 to relocate bay on front elevation, alter windows, doors and dormer windows and add gables to rear elevation , 67 Victoria Road, Margate, CT9 1NA	5.2	permitted	Tier 1
21	F/TH/16/0244	Variation of condition to attach to planning permission F/TH/15/0141 for the change of use of agricultural land to sports field and formation of astro pitch, with flood lighting in association with the school, together with change to land level, to allow the formation of a practice hockey pitch with associated flood lighting., St Lawrence College College Road RAMSGATE Kent CT11 7AF	5.3	Awaiting Decision	Tier 1
22	F/TH/15/0983	Change of use from retail to 3No. 3-bed flats, 8No. 2-bed flats and 2No. 1-bed flat, together with erection of second floor and roof extension, insertion of 6No. dormer windows to front elevation and 3No. dormer windows to rear elevation, installation of balconies to rear elevation and external alterations to ground floor front elevation without compliance of conditions 2,4,6. 11 and 13 of planning permission F/TH/14/0660 to alter internal layout, external alterations to window and fascia,	5.3	permitted	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
		materials to rear elevation to render and boundary walls design , 69 -73 King Street RAMSGATE Kent CT11 8NX			
23	F/TH/15/0368	Erection of three storey building to accommodate 32no. flats with associated car parking, following demolition of existing building , Quex Court, Powell Cotton Drive, Birchington, CT7 0EZ	5.3	permitted	Tier 1
24	F/TH/16/0546	Change of use from agricultural land to sports fields along with the creation of 2no. Rugby pitched, 1no. Football pitch and 4no. Tennis courts, St Lawrence College College Road RAMSGATE Kent CT11 7AF	5.31	Awaiting Decision	Tier 1
25	OL/TH/16/0376	Outline application for the erection of 48No. dwellings comprising of 9No. 2-bed dwellings, 8No. 2-bed flats, 28No. 3-bed and 3No. 4-bed dwellings including access layout and scale, Land Rear Of 2 To 28 Kingston Avenue MARGATE Kent	5.4	Awaiting Decision	Tier 1
26	F/TH/15/0278	Erection of four storey building accomodating 13no. flats wiith associated parking and landscaping following demolition of existing building , 44 Canterbury Road, Margate, CT9 5BG	5.4	permitted	Tier 1
27	F/TH/15/0160	Erection of 11No. 2 Bed dwellings with formation of vehicular access from Westbrook Road without compliance with condition 2 of planning permission F/TH/13/0966 to amend roof materials , Royal Sea Bathing Hospital Canterbury Road MARGATE Kent (CT9 5)	5.5	permitted	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
28	L/TH/16/0522	Application for Listed Building Consent for internal alterations to create 36 en suites bathrooms to existing bedrooms with associated drainage, St Augustines Abbey St Augustines Road RAMSGATE Kent CT11 9PA	5.6	Awaiting Decision	Tier 1
29	F/TH/14/0616	Change of use of first, second and third floors and part of ground and basement floors from amusement arcade and bingo hall to 3No. 3-bed maisonettes and 4No. 4-bed maisonettes, installation of railings to front and rear at first floor level to create balconies, erection of dormer windows to rear roof slope and installation of windows and doors to front and rear elevations, 36-42 Marine Terrace, Margate, CT9 1XJ	5.6	permitted	Tier 1
30	F/TH/16/0293	Erection of 2No. three storey buildings to accommodate 10No. self contained flats, with associated access and parking, The Orchard Lyndhurst Road RAMSGATE Kent CT11 8EA	5.7	Awaiting Decision	Tier 1
31	F/TH/16/0003	Erection of 4 storey building to accommodate 19.No.2 bed flats and 3No. 3 bed flats with associated landscaping , 67 - 69 Northdown Road MARGATE Kent CT9 2RJ	5.9	Awaiting Decision	Tier 1
32	R/TH/14/1085	Application for reserved matters of outline application OL/TH/13/0370 for the erection of part single, three and four storey buildings for a mixed use development of live-work space, comprising 25 artists apartments, Sopers Yard Store, King Street, Margate, CT9 1QE	5.9	permitted	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
33	F/TH/15/0087	Erection of four storey detached building containing 12No. flats following demolition of existing building, 139-141 High Street, Ramsgate, CT11 9TY	6	permitted	Tier 1
34	F/TH/15/1261	Erection of part 3, part 4 storey building containing 12No. 2-bed flats, together with access and parking following demolition of existing bungalow, 8 Beach Avenue BIRCHINGTON Kent CT7 9JS	6.1	Awaiting Decision	Tier 1
35	OL/TH/16/0394	Outline application with some matters reserved (appearance, landscaping & scale) for mixed development of 140 houses, 70 bedroom residential care home, scout hut and recreational facilities., Former British Gas Site Northdown Road BROADSTAIRS Kent CT10 2UW	6.12	Awaiting Decision	Tier 1
36	OL/TH/15/1303	Outline application for the erection of 157 dwellings with associated open space and parking provision, with consideration of access and scale , St Lawrence College College Road RAMSGATE Kent CT11 7AF	6.2	Awaiting Decision	Tier 1
37	F/TH/14/0656	Erection of 2no. two bed semi detached dwellings and a three storey building comprising of 6no. three bed terrace dwellings with associated parking and access leading to Albion Road, following demolition of existing buildings without compliance with conditions 3 and 7 of planning permission F/TH/08/0969 to allow for revised joinery and window details , 20 Albion Road, Broadstairs, CT10 2UP	6.2	permitted	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
38	OL/TH/14/0536	Outline application for erection of hotel with spa, gym, swimming pool, restaurant and bar, terrace and outdoor seating area with steps from promenade to Fort Hill and sea defence plinth, including layout, scale and access , Rendezvous Hotel, The Rendezvous, Margate, Kent, CT9 1HG	6.2	permitted	Tier 1
39	F/TH/15/0299	Erection of 12no. Houses with associated parking following demolition of existing buildings , 16-22 Goodwin Road, Margate, CT9 2HG	6.5	permitted	Tier 1
40	OL/TH/15/0956	Outline application for the erection of 28No. 3 to 5 bed dwellings with associated access from Cliffside Drive , Land Adjacent Holy Trinity School 99 Dumpton Park Drive BROADSTAIRS Kent CT10 1RR	6.8	permission refused 27.05.2016	Tier 1
41	F/TH/14/1170	Change of use from casino to public house (1,803sqm) with terrace, and unit/s for use as retail, financial and professional services, restaurants and cafés, drinking establishments or hot food takeaway (1,176sqm) , Royal Victoria Pavilion Harbour Parade RAMSGATE Kent CT11 8LS	6.9	permission granted on13.04.2016	Tier 1
42	F/TH/16/0423	Change of use from Public House to 4No. 1-bedflats, 3No. 2-bed flats and 4No. 3-bed flats with associated parking, together with micro pub on ground floor and the erection of a first floor extension, 20 Beach Road Westgate On Sea Kent CT8 8AD	7	Awaiting Decision	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
43	12/01017/A	Non material amendments to conditions 3, 4, 6, 16, 21 & 23 of planning ref: DOV/12/01017, Site at Former Richborough Power Station, Ramsgate Road, Sandwich, CT13 9NL	7.1	permitted	Tier 1
44	F/TH/14/0455	Erection of two-storey building to accommodate 22No. hotel bedrooms without compliance with condition 2 of planning permission F/TH/13/0500 to allow the installation of air conditioning units and 2.1m high fenced enclosure, The Promenade Brewers Fayre, Station Road, Margate, CT9 5AF	7.2	permitted	Tier 1
45	R/TH/16/0128	Application for the approval of appearance, layout and scale pursuant to condition 1 of planning permission reference F/TH/13/0760 for the installation of 3.1km underground high voltage DC cable from Pegwell Bay to Former Richborough Power Station, together with erection of converter station building, substation building, spare parts building, storage unit, outdoor electrical equipment for substation and for converter station, associated temporary construction compounds, and fence to boundary of substation and converter station , Richborough Power Station Sandwich Road RAMSGATE Kent	7.3	Permission granted 24.05.2016	Tier 1
46	16/00109	Reserved matters application pursuant to outline application DOV/13/00759 for the details of the layout, scale and appearance of the converter station (23.2m high) and substation (12.06 m high), as part of the NEMO Link UK ? Belgium electrical interconnector. (This is a duplicate of the application submitted to Thanet District Council for which some of the development falls within the administrative boundary of Dover District	7.4	permission granted 10.05.2016	Tier 1



<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
		<b>Council)., Part of Former Power Station Site, Ramsgate Road, Sandwich, CT13 9NL</b>			
<b>47</b>	<b>13/00759/B</b>	<b>Non-material amendments to planning permission DOV/13/00759 to enable schemes relating to conditions 22 (Site Waste Management Plan), 23 (Incident Management Plan) and 24 (Landscaping) to be phased, Part of Former Power Station Site, Ramsgate Road, Sandwich, CT13 9NL</b>	<b>7.4</b>	<b>decided</b>	<b>Tier 1</b>
<b>48</b>	<b>13/00759/A</b>	<b>Non-material amendment to planning permission DOV/13/00759 - revision of ground levels, Part of Former Power Station Site, Ramsgate Road, Sandwich, CT13 9NL</b>	<b>7.4</b>	<b>decided</b>	<b>Tier 1</b>
<b>49</b>	<b>13/00794</b>	<b>Solar Farm Development , Land to the South of the River Stour, Ramsgate Road, Sandwich, (CT13 9NL)</b>	<b>7.4</b>	<b>permitted</b>	<b>Tier 1</b>
<b>50</b>	<b>13/00759</b>	<b>Installation of 720m of underground high voltage direct current (HVDC) cable, temporary construction compound, erection of security fencing, construction of access road and hard landscaping (This is part of a duplicate of an application submitted to Thanet District Council for - Installation of 3.1km underground high voltage direct current (HVDC) cable from Pegwell Bay to former Richborough Power Station, being part of a 130km HVDC electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Zebbrugge (Belgium) to the former Richborough Power Station site, together with outline application for the erection of converter station</b>	<b>7.4</b>	<b>permitted</b>	<b>Tier 1</b>

Id	Application Reference	Applicant and brief description	Distance from project (km)	Status	Tier
51	12/01017	<p>building (max height 30.8m), substation building (max height 15m) outdoor electrical equipment for substation (max height 12.7m) and for converter station (max height 11.8m), underground cables from substation and converter station and construction of internal roads, including access and landscaping, together with associated temporary construction compounds)., Part of Former Power Station Site, Ramsgate Road, Sandwich, CT13 9NL</p> <p>Redevelopment of a 1.22 ha (3.02 acre) part of the Richborough Power Station site to create a 42.4 MW capacity sui generis Peaking Plant Facility with associated areas for parking, access, landscaping and associated works, including 4 x 35 metres high exhaust stacks, Former Richborough Power Station, Ramsgate Road, Sandwich, CT13 9NL</p>	7.4	permitted	Tier 1
52	F/TH/16/0280	<p>Change of use and extension of 45 Sea Road to 9 No. two bed flats and 2 No. one bed flats; Change of use and extension of 51 Sea Road to 7 No. two bed flats; Erection of 2 No. three and four storey buildings containing 14 No. two bed flats and 1 No. one bed flat; Erection of 7 No. three storey houses fronting St. Clements Road (together with basement parking), following demolition of 47 and 49 Sea Road, without compliance with the plans condition attached to F/TH/10/0525 to allow for alterations to design and layout, 45 - 51 Sea Road Westgate On Sea Kent CT8 8QN</p>	7.5	Awaiting Decision	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
53	15/00136	National Grid's Proposed Richborough Connection Project, Richborough Connection Project	7.5	permitted	Tier 1
54	L/TH/16/0413	Application for Listed Building Consent for change of use of Grade II listed building from residential institution (Class C2) to residential (Class C3) consisting of 4No 2 bedroom, 6No 3 bedroom and 2No 4 bedroom flats, 1No 2 bedroom detached cottage, parking areas, garden wc/store, new entrance signs and gates along with the part demolition of existing classroom block and small roof extension., 125 Canterbury Road Westgate On Sea Kent CT8 8NL	7.56	Awaiting Decision	Tier 1
55	16/00044	Erection of a guyed steel lattice mast (324m in height) with 9 anchor points, installation of telecommunications and associated equipment, site compound, secure fencing, single storey equipment structure, and associated works., Site at former Richborough Power Station, Ramsgate Road, Sandwich, CT13 9NL	7.7	Registered	Tier 1
56	L/TH/16/0029	Application for listed building consent for internal alterations to facilitate change of use to 12No. flats, Port Regis Nursing Home Convent Road BROADSTAIRS Kent CT10 3PR	7.8	WITHDRAWN	Tier 1
57	F/TH/16/0028	Change of use of part existing residential institution to 12No. flats together with erection of 2No. two storey dwellings, Port Regis Nursing Home Convent Road BROADSTAIRS Kent CT10 3PR	7.8	WITHDRAWN	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
58	F/TH/16/0028	Change of use of part existing residential institution to 12No. flats together with erection of 2No. two storey dwellings Open for Comment , Port Regis Nursing Home Convent Road BROADSTAIRS Kent CT10 3PR	7.8	WITHDRAWN	Tier 1
59	F/TH/16/0424	Erection of 2 No. part three storey and part four-storey buildings containing 12 No 3 bedroom flats, 1 No 4 bedroom flat and 1 No 2 bedroom flat together with parking, Sheridans Cliff Road BROADSTAIRS Kent CT10 3QZ	7.9	Awaiting Decision	Tier 1
60	F/TH/16/0424	Erection of 2 No. part three storey and part four-storey buildings containing 12 No 3 bedroom flats, 1 No 4 bedroom flat and 1 No 2 bedroom flat together with parking , Sheridans Cliff Road BROADSTAIRS Kent CT10 3QZ	8	Awaiting Decision	Tier 1
61	F/TH/15/1245	Erection of a 67m high wind turbine following removal of existing , Wind Turbine At Former Richborough Power Station Sandwich Road RAMSGATE Kent CT12 5FH	8.2	permitted	Tier 1
62	F/TH/15/0142	Erection of three storey building containing 10no. self-contained flats following demolition of existing building, with formation of parking area to rear , Cambay Lodge, 91 Kingsgate Avenue, Broadstairs, CT10 3LW	8.3	permitted	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
63	14/00475	Installation of 410 solar panels to western facing roofslope and 390 to eastern facing roofslope, Stevens and Carlotti, Pembroke Works, Ramsgate Road, Sandwich, CT13 9ST	8.3	permitted	Tier 1
64	F/TH/15/0770	Erection of 17No. dwellings with associated parking and access from Manor Road, Land Rear Of Manor Hall And Heritage Park Manor Road St Nicholas At Wade BIRCHINGTON Kent	8.6	Permission granted 19.05.2016	Tier 1
65	F/TH/15/1204	Erection of 39No. dwellings with formation of vehicular access to Manor Road and associated parking and landscaping, Land Adjacent And Rear Ashbre Manor Road St Nicholas At Wade BIRCHINGTON Kent	9.2	Awaiting Decision	Tier 1
66	13/00783	Outline application for the redevelopment of the site to provide a foodstore with associated car parking, petrol filling station (to include associated kiosk and car washing facilities), access and servicing arrangements and landscaping (to include removal of existing surface infrastructure), Discovery Park, Enterprise Zone, Ramsgate Road, Sandwich, CT13 9ND	9.8	decided	Tier 1
67	15/00430	Erection of a B2 Industrial Unit with ancillary offices, secure vehicular service yard, car parking and creation of access road, Discovery Park, Land West of, Ramsgate Road, Sandwich, CT13 9ND	10	decided	Tier 1
68	15/00430	Erection of a B2 Industrial Unit with ancillary offices, secure vehicular service yard, car parking and creation of access road,	10.5	permitted	Tier 1

Id	Application Reference	Applicant and brief description	Distance from project (km)	Status	Tier
69	14/00058	<p><b>Discovery Park, Land West of, Ramsgate Road, Sandwich, CT13 9ND</b></p> <p><b>Outline application for the redevelopment of site to include: demolition of some existing buildings (and associated infrastructure); change of use of some existing buildings (from B1 to use classes: B2, B8, Sui Generis (Energy) and D1 uses); the provision of new commercial (use classes: A3/4, B1, B2, B8, C1, D1 and Sui Generis) and residential (use class: C3) development; associated site preparation/enabling, infrastructure, and landscaping works; and provision of car parking (with some matters reserved), Discovery Park, Ramsgate Road, Sandwich, CT13 9ND</b></p>	10.5	decided	Tier 1
70	16/00045	<p><b>Erection of a 4230sqm research, development and manufacturing building, ancillary office floorspace (Class B2), car park and servicing area, Discovery Park, Site North East, Ramsgate Road, Sandwich, CT13 9ND</b></p>	10.6	permission granted 22.04.2016	Tier 1
71	15/01205	<p><b>Erection of a biomass combined heat and power plant with fuel storage and associated works, Site North East side of Discovery Park &amp; Access, Ramsgate Road, Sandwich, CT13 9ND</b></p>	10.6	unknown	Tier 1
72	15/01206	<p><b>Variation of Conditions 2, 5, 7, 8, 9, 10, 11 and 17 of planning permission DOV/14/00091 for the use of land for additional log storage processing area and wood chip store in association with</b></p>	10.6	unknown	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
		<b>biomass combined (application under Section 73), Discovery Park, Site North East, Ramsgate Road, Sandwich, CT13 9ND</b>			
<b>73</b>	<b>15/01205</b>	<b>Variation of Conditions 2, 6, 7, 9, 10, 11, 12, 13 and 20 of planning permission DOV/13/00701 to allow amendments to documents and plans for the erection of a biomass combined heat and power plant with fuel storage and associated works (application under Section 73), Site North East side of Discovery Park &amp; Access, Ramsgate Road, Sandwich, CT13 9ND</b>	<b>10.6</b>	<b>unknown</b>	<b>Tier 1</b>
<b>74</b>	<b>15/00788</b>	<b>Variation of condition 2 of planning permission DOV/13/00701 for amendments to the approved documents (Supporting Statement - relating to the Waste Incineration Directive in respect of the total annual boiler feed) (section 73 application), Site North East side of Discovery Park &amp; Access, Ramsgate Road, Sandwich, CT13 9ND</b>	<b>10.6</b>	<b>decided</b>	<b>Tier 1</b>
<b>75</b>	<b>15/00588</b>	<b>Development of a waste management facility for the sorting of a skip waste, Land South of Stonar Cut, Ramsgate Road, Sandwich, CT13 9NW</b>	<b>10.6</b>	<b>unknown</b>	<b>Tier 1</b>
<b>76</b>	<b>14/00091</b>	<b>The use of land for additional log storage processing area and wood chip store in association with biomass combined, Discovery Park, Site North East, Ramsgate Road, Sandwich, CT13 9ND</b>	<b>10.6</b>	<b>decided</b>	<b>Tier 1</b>



<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
77	13/00701	Erection of a biomass combined heat and power plant with fuel storage and associated works, Site North East side of Discovery Park & Access, Ramsgate Road, Sandwich, CT13 9ND	10.6	decided	Tier 1
78	13/00701	Site North East side of Discovery Park & Access, Ramsgate Road, Sandwich, CT13 9ND, Site North East side of Discovery Park & Access, Ramsgate Road, Sandwich, CT13 9ND	10.6	decided	Tier 1
79	14/00437	Storage of Hazardous Substances , East Kent Waste Recovery Facility, Discovery Park, Sandwich, CT13 9FN	11.1	permitted	Tier 1
80	14/00359	Installation of overhead network cables, Sir Roger Manwood School, Manwood Road, Sandwich, CT13 9JX	12.7	permitted	Tier 1
81	15/00115	Photovoltaic solar farm, grid connection, grid connection cable, access and associated works, Marshborough Farm, Marshborough, Woodnesborough, CT3 2BZ	13.2	permitted	Tier 1
82	14/00842	Outline application for the erection of 73 residential dwellings and related infrastructure, together with the creation of meadow-land (existing buildings to be demolished) (all matters reserved) , Land at Salvatori, North and South of, Grove Road, Preston, CT3 1EF	13.6	permitted	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
83	15/01225	Erection of ten dwellings and associated garages, parking and vehicular access, Land adjoining Mill Field, New Street, Ash, CT3 2BD	13.9	Registered	Tier 1
84	16/00201	Scoping Opinion under the Environmental Impact Assessment Regulations 2011 (as amended) for the erection of a 305m high communications mast, Kings End Farm, Richborough, Sandwich, CT13 9JH	14.3	decided	Tier 1
85	14/00972	Erection of a two storey science building (existing building to be demolished), Sandwich Technology School, Sandwich Centre, Dover Road, Sandwich, CT13 0FA	15.5	permitted	Tier 1
86	15/00749	Outline application of the erection of up to 32 dwellings with public open space, paddocks and car park for village hall (with some matters reserved), Bisley Nursery, The Street, Worth, CT14 0DD	15.6	permitted	Tier 1
87	14/00727	Installation of 16 ground mounted solar panels , Land adjacent to The Old Chapel, Shatterling, CT3 1JP	17	permitted	Tier 1
88	15/00599	Reserved matters application for A) Full application for change of use and conversion of two engine sheds to six live/work units and B) Outline application for the erection of nineteen dwellings, 2352m <sup>2</sup> of B1(c) accommodation, construction of vehicular access, associated car parking and landscaping (existing buildings/structures to be demolished) for the layout, scale and	17.1	permitted	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
		appearance of the B1 (C) accommodation buildings (pursuant to Condition 33 of approved outline permission DOV/12/00460) , Hammill Brickworks, Hammill Road, Woodnesborough, CT13 0EJ			
89	15/01100	Erection of 15 care units (Use Class C2), comprising of 8 semi-detached, 1 detached and 6 apartments; conversion and extension of Goose Barn to provide communal facilities to include manager's office, guest suite and activities room; provision of vehicular and cycle parking together with internal access arrangement works and junction improvements; and associated landscape and tree works, Part of Wingham Court, Hawarden Place, Canterbury Road, Wingham, CT3 1EW	17.2	Registered	Tier 1
90	14/00916	Construction of a reservoir , Land at Royal St Georges Golf Club, Guilford Road, Sandwich Bay, CT13 9PB	17.3	permitted	Tier 1
91	16/00442	Erection of nine detached dwellings, change of use and conversion of the existing public house into a single residential dwelling, erection of a building to be used as a shop, creation of vehicular access and associated works, Three Tuns, The Street, Staple, CT3 1LN	19	Awaiting Decision	Tier 1
92	16/00135	Outline application for the erection of dwellings with some matters reserved (existing caravan and outbuilding to be demolished), Willow Tree Cottage, The Old Fairground, High Street, Wingham, CT3 1BU	19.63	Permission granted	Tier 1

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
93	F/TH/16/0245	Erection of four storey science block with delivery access, St Lawrence College, College Road, Ramsgate CT11 7AF		Permitted	Tier 1
94	EN020017	National Grid, Proposed 400kV electricity transmission connection between Richborough and Canterbury in Kent to connect the proposed new UK to Belgium interconnector (Known as a Nemo Link)	2.8	Pre Examination-Accepted for Examination on 11/02/16	Tier 2
95	EN010036	Vattenfall, proposed development comprises the erection of 10 to 17 wind turbines with a maximum tip height of 145 metres, monopile foundations, and underwater cabling to connect the turbines together and to export the electricity generated. The export cables will come ashore close to Hampton Pier where they will connect to the onshore underground electricity cables in a transition pit. A full list of the works that are comprised in the proposed development is contained within the Project Design Statement	18	Decided 20/02/13	Tier 2
96	TR010006	Highways England, New Junction and Associated Improvement - South of Ashford	36	Pre-application	Tier 2
97		AXA Real Estate & DMI Properties (Ashford) Ltd, new highway from a new junction with the A2070 trunk road to the east to a new junction 10a of the M20 to the west. The project is the first phase of the Highway Agency's M20 J10a project, which is currently in abeyance due to lack of funding. This project is being developed by the promoters who are providing the shortfall in	36	Withdrawn	Tier 2

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
		<b>funding to allow it to proceed. As well as relieving congestion on the A2070 and M20 the highway will serve a development at Sevington that is also being developed by the promoters</b>			
<b>98</b>	<b>Thanet Emerging Local Plan</b>	<b>Allocated Employment Site, Laundry Road Industrial Estate</b>	<b>0.346</b>	<b>Emerging Local Plan</b>	<b>Tier 3</b>
<b>99</b>	<b>Thanet Emerging Local Plan</b>	<b>Allocated Employment Site, Manston Park</b>	<b>0.5</b>	<b>Emerging Local Plan</b>	<b>Tier 3</b>
<b>100</b>	<b>Thanet Emerging Local Plan</b>	<b>Allocated for Road improvements, Improvements to the dual carriageway standard to the A256 and A299 between Richborough, Lord of the Manor and Mount Pleasant, Minster</b>	<b>0.828</b>	<b>Emerging Local Plan</b>	<b>Tier 3</b>
<b>101</b>	<b>Thanet Emerging Local Plan</b>	<b>Allocated Employment Site, Haine Road Industrial Estate</b>	<b>2.02</b>	<b>Emerging Local Plan</b>	<b>Tier 3</b>
<b>102</b>	<b>Thanet Emerging Local Plan</b>	<b>Allocated Employment Site, Manston Road Industrial Estate, Ramsgate</b>	<b>2.11</b>	<b>Emerging Local Plan</b>	<b>Tier 3</b>

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
<b>103</b>	<b>Thanet Emerging Local Plan</b>	<b>Allocated Employment Site, EUROKENT Business Park</b>	<b>2.31</b>	<b>Emerging Local Plan</b>	<b>Tier 3</b>
<b>104</b>	<b>Thanet Emerging Local Plan</b>	<b>Allocated for 38 Units, Rear of 2-50 Queens Gate Road &amp; 1-51 Wilfred Road</b>	<b>2.89</b>	<b>Emerging Local Plan</b>	<b>Tier 3</b>
<b>105</b>	<b>Thanet Emerging Local Plan</b>	<b>Allocated for 800 Units, Land Adjacent to Westwood</b>	<b>3</b>	<b>Emerging Local Plan</b>	<b>Tier 3</b>
<b>106</b>	<b>Thanet Emerging Local Plan</b>	<b>Allocated for 1020 Units, Land Adj Westwood Centre</b>	<b>3.01</b>	<b>Emerging Local Plan</b>	<b>Tier 3</b>
<b>107</b>	<b>Thanet Emerging Local Plan</b>	<b>Allocated Employment Site, Whitehall Road Industrial Estate</b>	<b>3.3</b>	<b>Emerging Local Plan</b>	<b>Tier 3</b>
<b>108</b>	<b>Thanet Emerging Local Plan</b>	<b>Allocated Employment Site, Thanet Reach Business Park</b>	<b>3.32</b>	<b>Emerging Local Plan</b>	<b>Tier 3</b>

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
109	Thanet Emerging Local Plan	Allocated Employment Site, Westwood Industrial Estate	3.34	Emerging Local Plan	Tier 3
110	Thanet Emerging Local Plan	Allocated for 13 Units, Land Adjacent to Annes Close	3.53	Emerging Local Plan	Tier 3
111	Thanet Emerging Local Plan	Allocated Employment Site, Crompton's Site, Poorhole Lane	3.66	Emerging Local Plan	Tier 3
112	Thanet Emerging Local Plan	Allocated Employment Site, Pysons Road Industrial Estate	3.94	Emerging Local Plan	Tier 3
113	Thanet Emerging Local Plan	Allocated for 11 Units, Adjacent to 9 Minnis Road	3.97	Emerging Local Plan	Tier 3
114	Thanet Emerging Local Plan	Identified for expansion of the Port to increase shipping levels, Port of Ramsgate	4	Emerging Local Plan	Tier 3

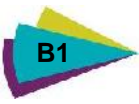


<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
115	Thanet Emerging Local Plan	Identified for development for a mixture of leisure, tourism, retail and residential, Ramsgate Waterfront	4.2	Emerging Local Plan	Tier 3
116	Thanet Emerging Local Plan	Allocated for 17 Units, Corner of Dumpton Park Drive. & Honeysuckle Road	4.3	Emerging Local Plan	Tier 3
117	Thanet Emerging Local Plan	Allocated for an Education Use, Newlands Farm	4.6	Emerging Local Plan	Tier 3
118	Thanet Emerging Local Plan	Allocated for Amusement park use, Dreamland, Marine Terrace, Margate, Kent CT9 1XJ	4.98	Emerging Local Plan	Tier 3
119	Thanet Emerging Local Plan	Allocated Employment Site, Dane Vale Industrial Estate	5.2	Emerging Local Plan	Tier 3
120	Thanet Emerging Local Plan	Allocated for 15 Units, Rear of 4-28 St Peter's Park Road	5.22	Emerging Local Plan	Tier 3

<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
121	Thanet Emerging Local Plan	Allocated Employment Site, Hedgend Industrial Estate	5.27	Emerging Local Plan	Tier 3
122	Thanet Emerging Local Plan	Allocated for Residential Use, 67-69 Northdown Road, Margate	5.76	Emerging Local Plan	Tier 3
123	Thanet Emerging Local Plan	Allocated for 14 Units, Adjacent to 60 Harold Road & rear of 40-56 Harold Road	5.77	Emerging Local Plan	Tier 3
124	Thanet Emerging Local Plan	Allocated for 9 Units, Rear 59-65 Harold Road	5.79	Emerging Local Plan	Tier 3
125	Thanet Emerging Local Plan	Allocated for 12 Units, Adjacent to 15 Dalby Square	6	Emerging Local Plan	Tier 3
126	Thanet Emerging Local Plan	Allocated for 30 Units, 29 Ethelbert Crescent	6.06	Emerging Local Plan	Tier 3
127	Dover Local Plan	Allocated for 120 Units, St Barts Road, Sandwich	8.27	Local Plan	Tier 3



<b>Id</b>	<b>Application Reference</b>	<b>Applicant and brief description</b>	<b>Distance from project (km)</b>	<b>Status</b>	<b>Tier</b>
128	Dover Local Plan	Allocated for 60 Units, Land adjacent to the Sandwich Technology School, Deal Road, Sandwich	8.5	Local Plan	Tier 3





# Appendix C

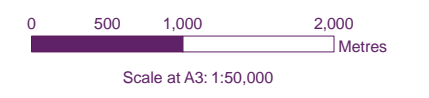
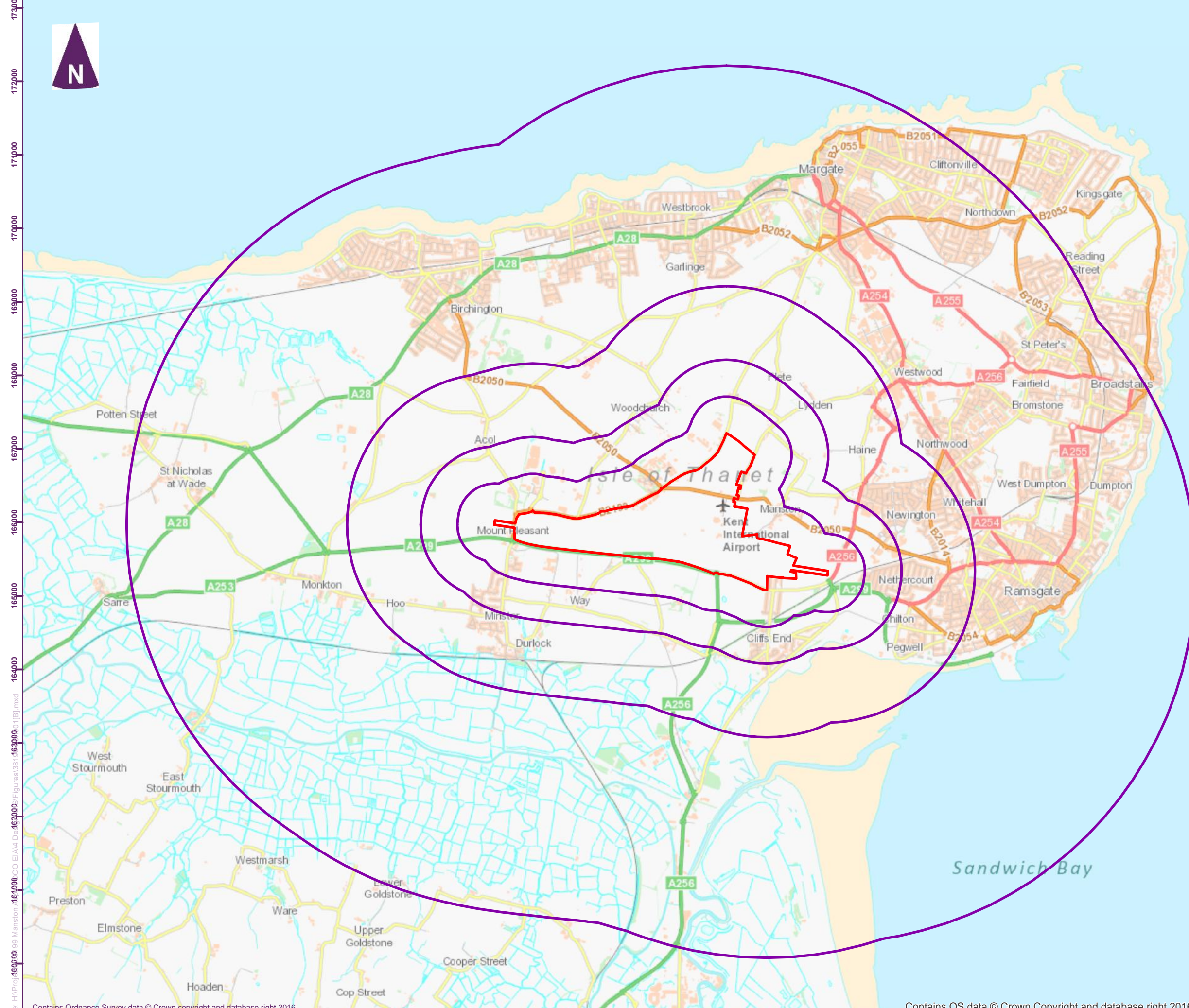
## Figures





Key

-  Development Boundary
-  Study Area (0.5, 1, 2, and 5km)




Client

RiverOak Investment Corp LLC

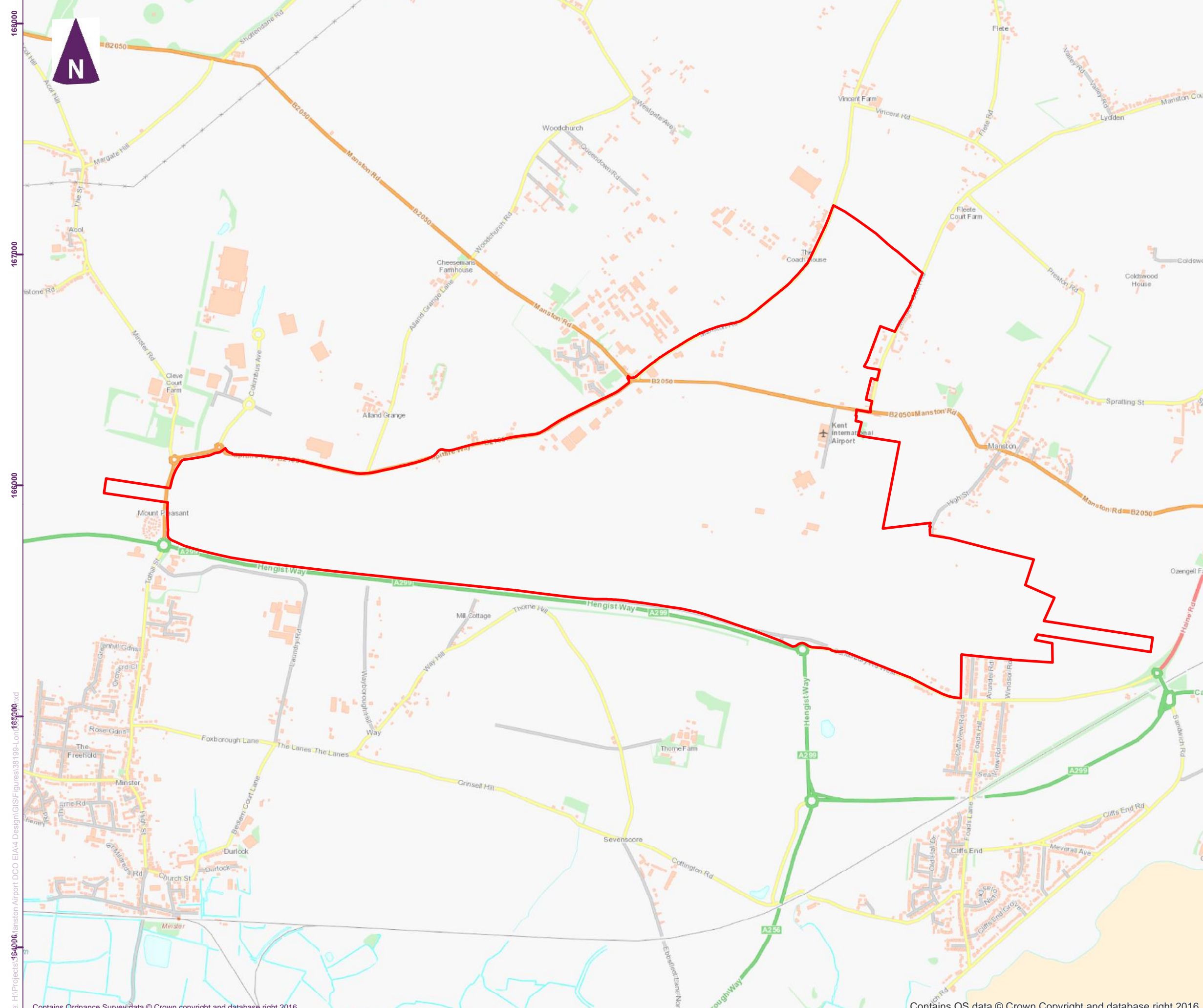


38199 Manston Airport DCO EIA



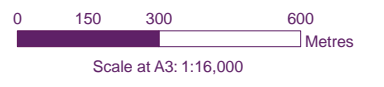
**Site Location and Study Areas**  
Figure 1.1





**Key**

 Development Boundary



Client

RiverOak Investment Corp LLC 

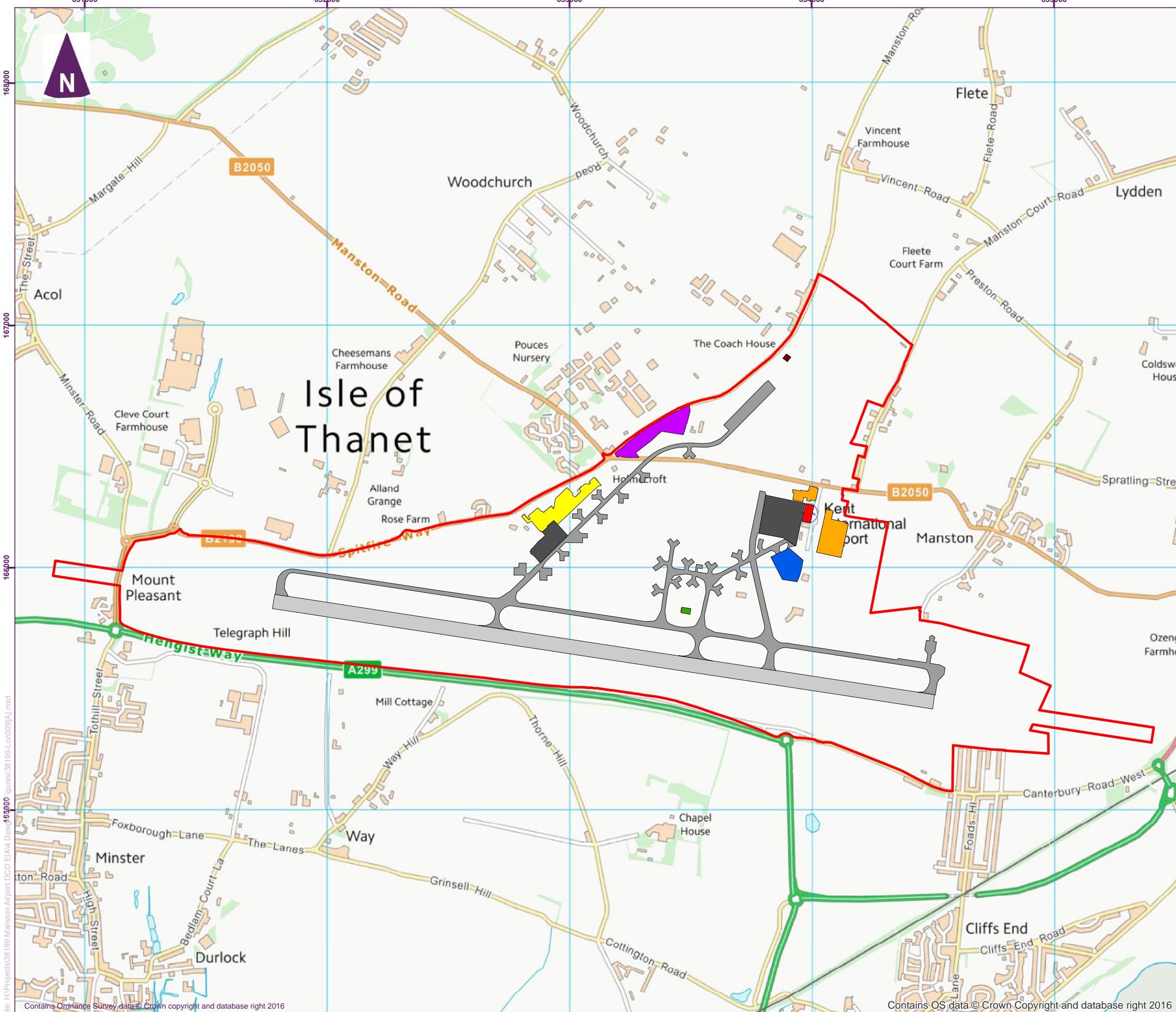
38199 Manston Airport DCO EIA 

amc foster wheeler

**Site Plan**  
**Figure 1.2**

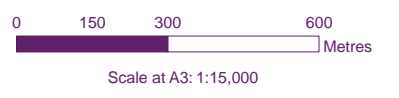
file: H:\Projects\165000\Manston Airport DCO EIA\4 Design\GIS\Figures\38199-Lon\165000.mxd





**Key**

- Development Boundary
- Existing Airport Infrastructure**
- Air Traffic Control
- Apron
- Car Park
- Cargo Handling Facilities
- MRO Facilities
- Museums
- Passenger Terminal Building
- Radar Tower
- Runway
- Taxiway



Client

RiverOak Investment Corp LLC

38199 Manston Airport DCO EIA

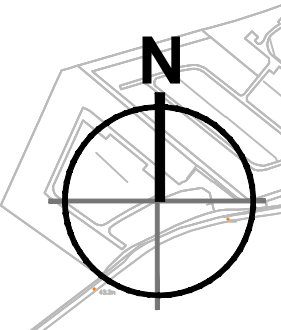
**Existing Site Infrastructure**  
Figure 1.3

file: H:\Projects\38199 Manston Airport DCO EIA\4 Design\165000 - Figures\38199-Lon009[A].mxd

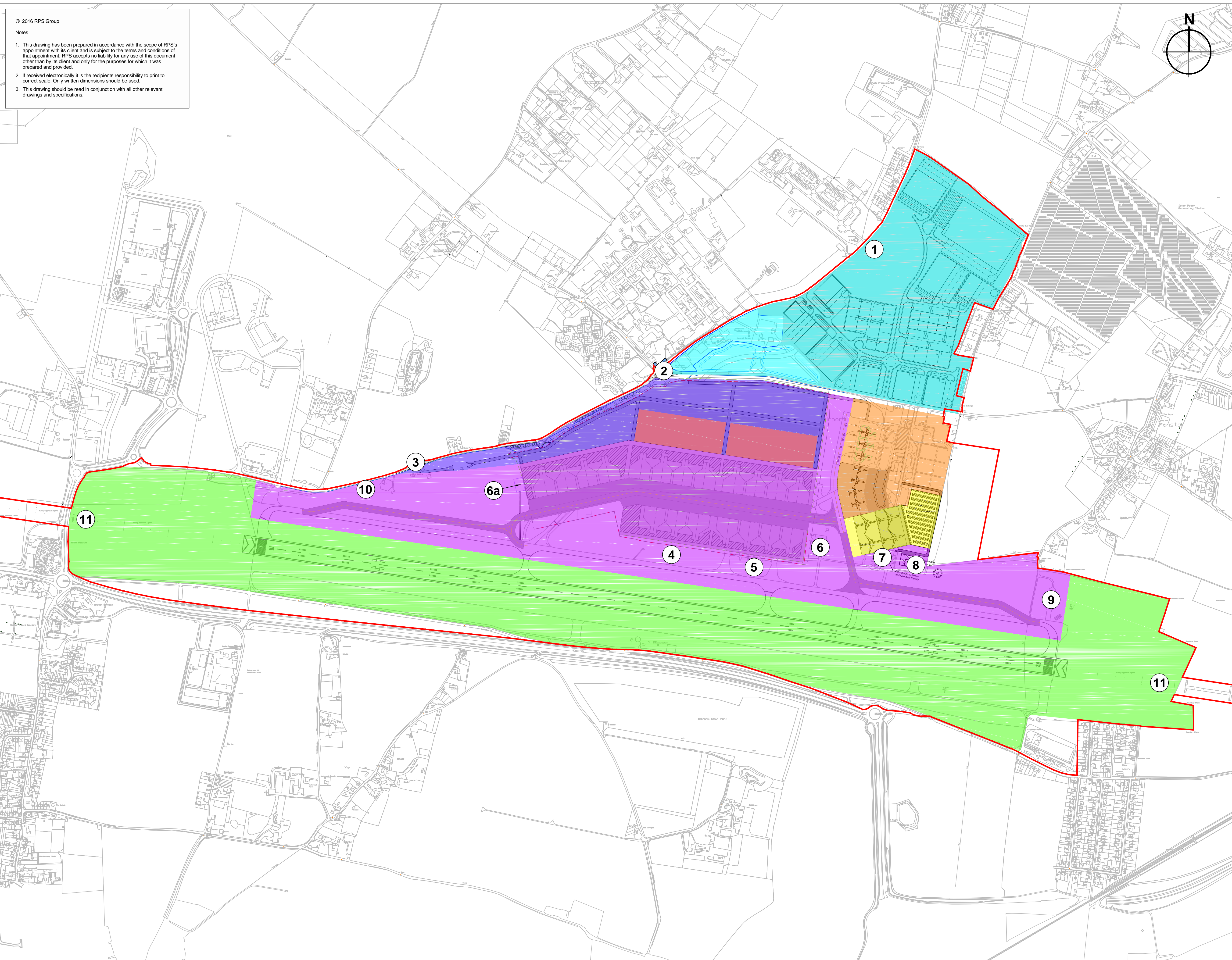


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KEY	
	Landside Infrastructure
	Cargo Facilities
	Airside Infrastructure
	Passenger Facilities
	Maintenance, Repair and Overhaul Facility
	Runway
	Secondary Business Infrastructure
	Radar
	Highway Improvement
	Highway Improvement
	Very High Frequency Direction Finding Aerial
	Air Traffic Control
	Fire Rescue Service
	Alternative Location for Fire & Rescue Service
	Business aviation
	New Search and Rescue Facility
	Fire Training Ground
	Air Traffic Services, Very High Frequency AM Transmitter owned by Ministry of Defence, maintained by defence estates
	New Instrument Landing Services and Approach installation



P03	Boundary swapped for DCO application boundary.	KH	CJ	30.06.16
P02	Abbreviated text in key changed.	KH	CJ	22.06.16
P01	First Issue.	KH	CJ	14.06.16
Rev	Description	By	Ckd	Date



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Project Manston Airport Masterplan

Title Figure 2.1 Zoning Plan

Status	Scale	Date Created
Preliminary	1:2500 @ A1	14.06.2016
Project Leader	Drawn By	Checked by
GD	KH	CJ

Document Number	Revision	Subsidiary
NK018417-RPS-MSE-X-DR-C-0261	P03	S0
Project Number	Original - Issue Level - Type - Rev - Drawing Number	

50m SCALE 1:2500

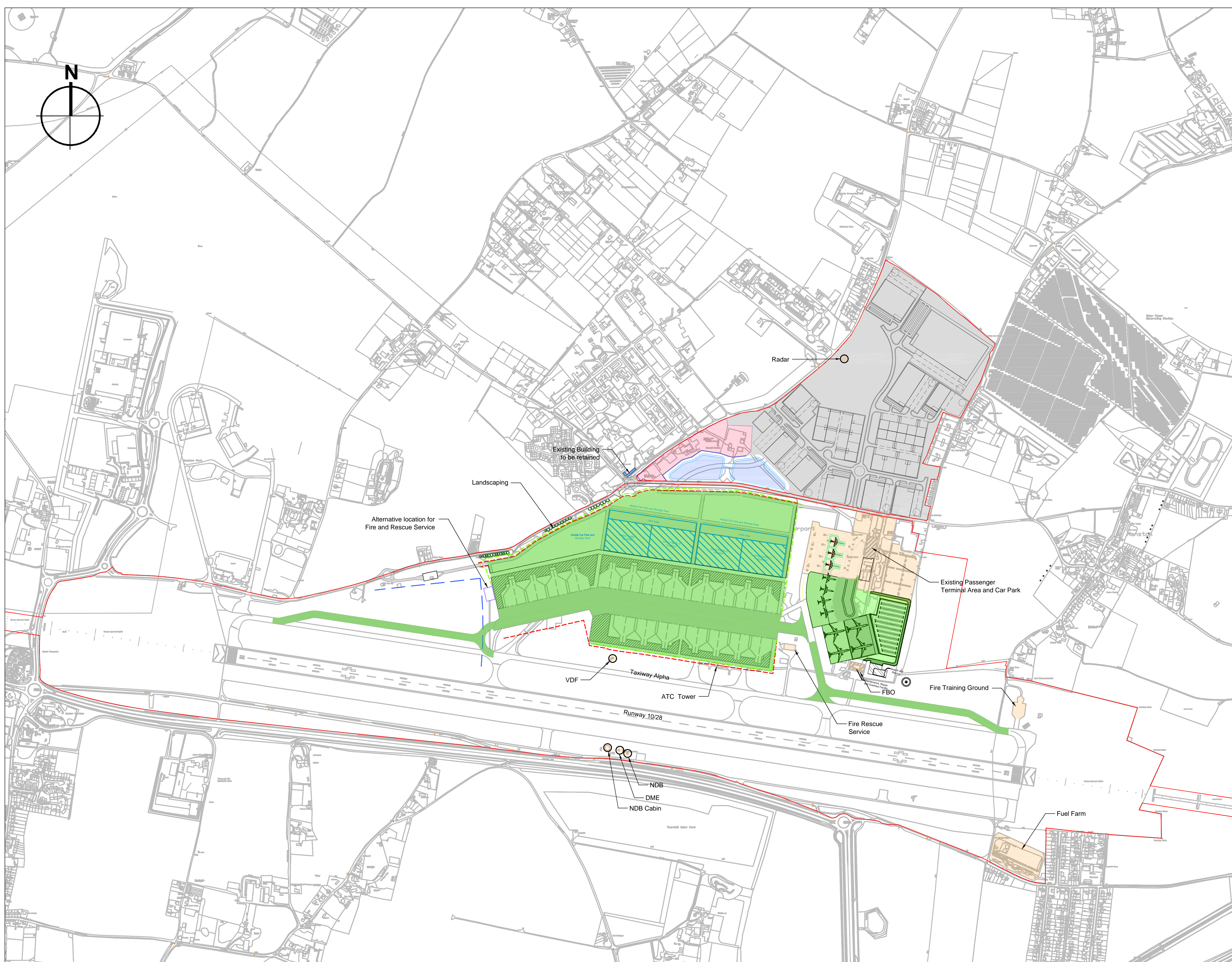


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Legend

- Affected Area
- New airfield infrastructure
- Drainage infrastructure
- Museum area
- Existing airfield assets



P02	Hatching and legend amended	RS	CJ	23.06.16
P01	First Issue	JLE	GD	08.06.16
Rev	Description	By	Ckd	Date



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Project Manston Airport Masterplan

Title **Proposed Layout  
General Arrangement  
Overall Plan**

Status	Scale	Date Created
Preliminary	6,000 @ A1	03/06/2016
Project Leader	Drawn By	Checked by
GD	JLE	GD

Document Number	Revision	Subsidiary
NK018417 - RPS-MSE-X-DR-C-0320	P02	S0



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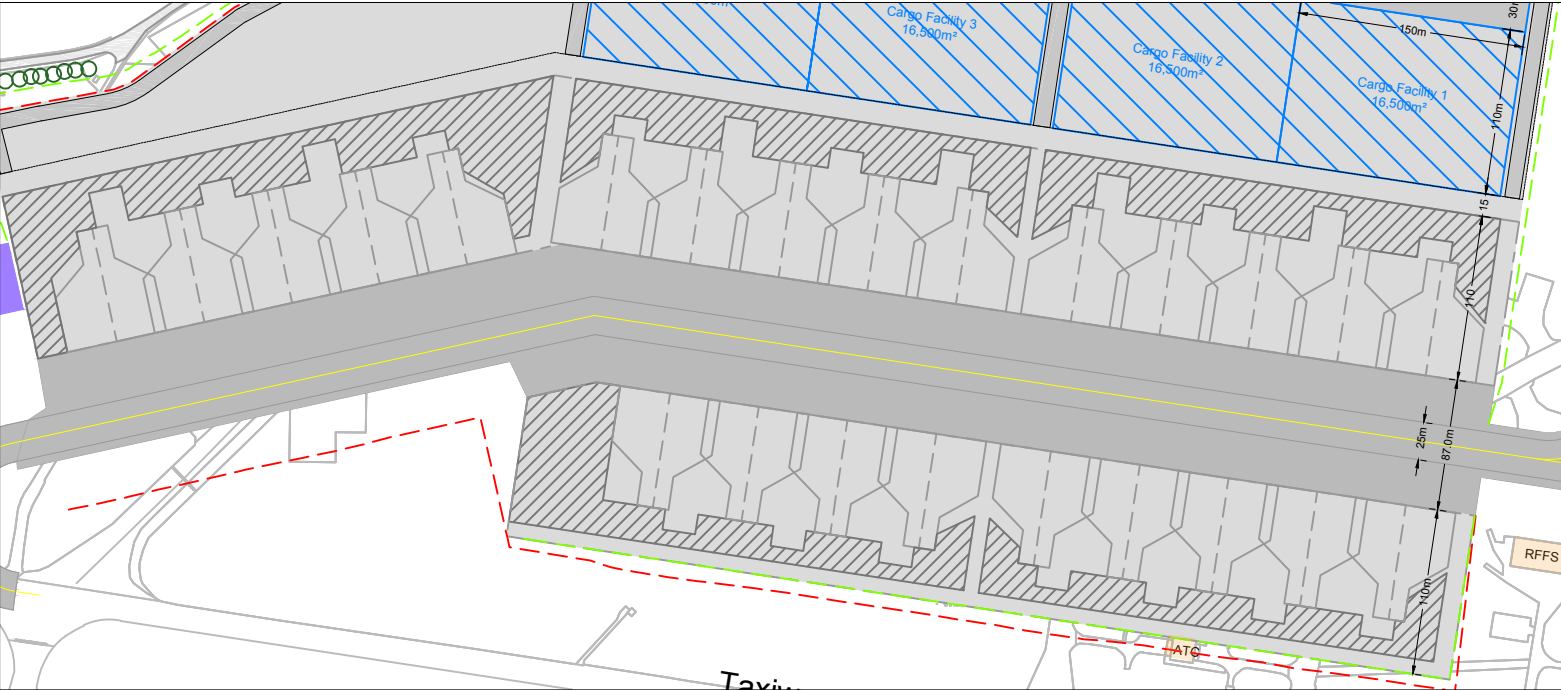
**Proposed Option**

**Characteristics:**

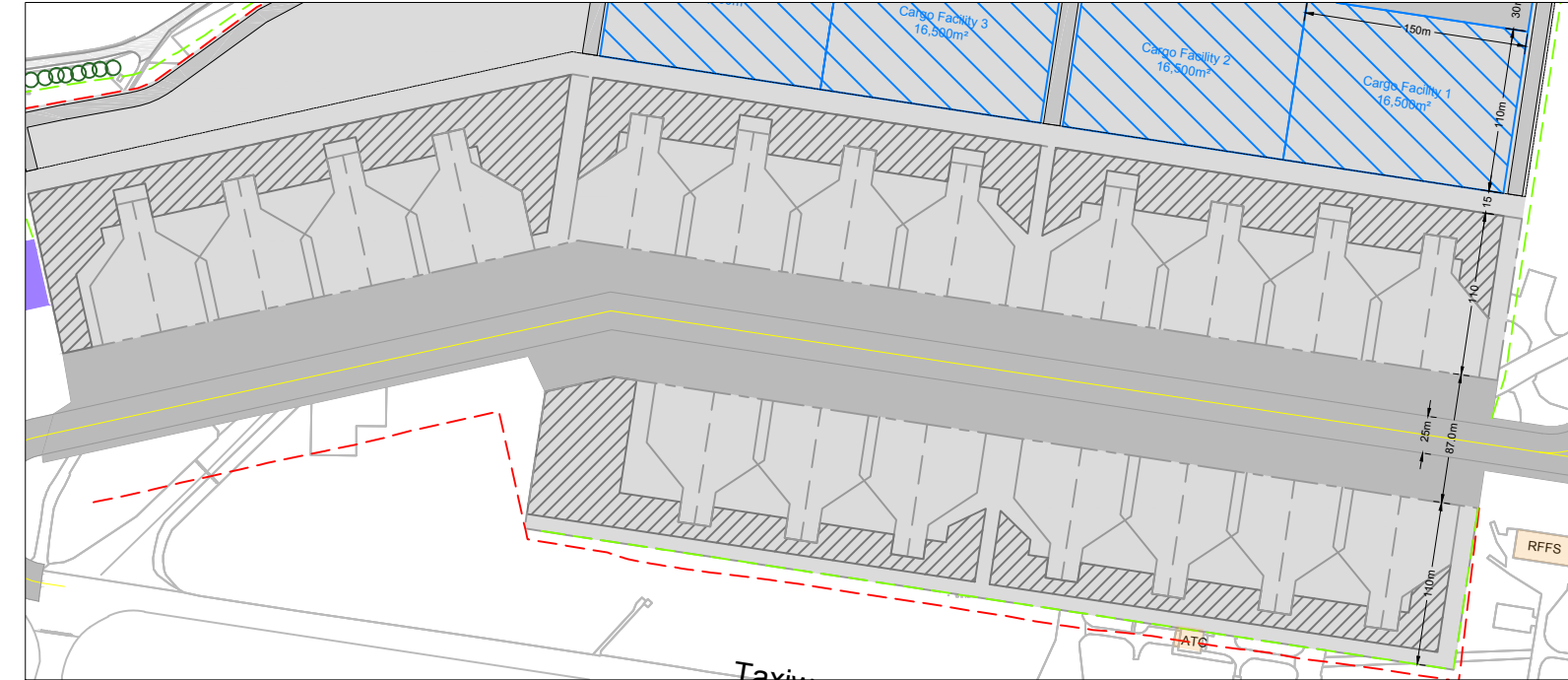
- Number of Code E Stands: 19 (6 Code F)
- Cargo Building: 4 x 16,500 = 66,000 m<sup>2</sup>
- Storage and park area: 120,000 m<sup>2</sup>
- Taxiway + Apron Area: 280,000 m<sup>2</sup>

**Note:**

Code F stands may be increased if necessary. The proposed configuration maximizes the handling and storage areas beside the stands.



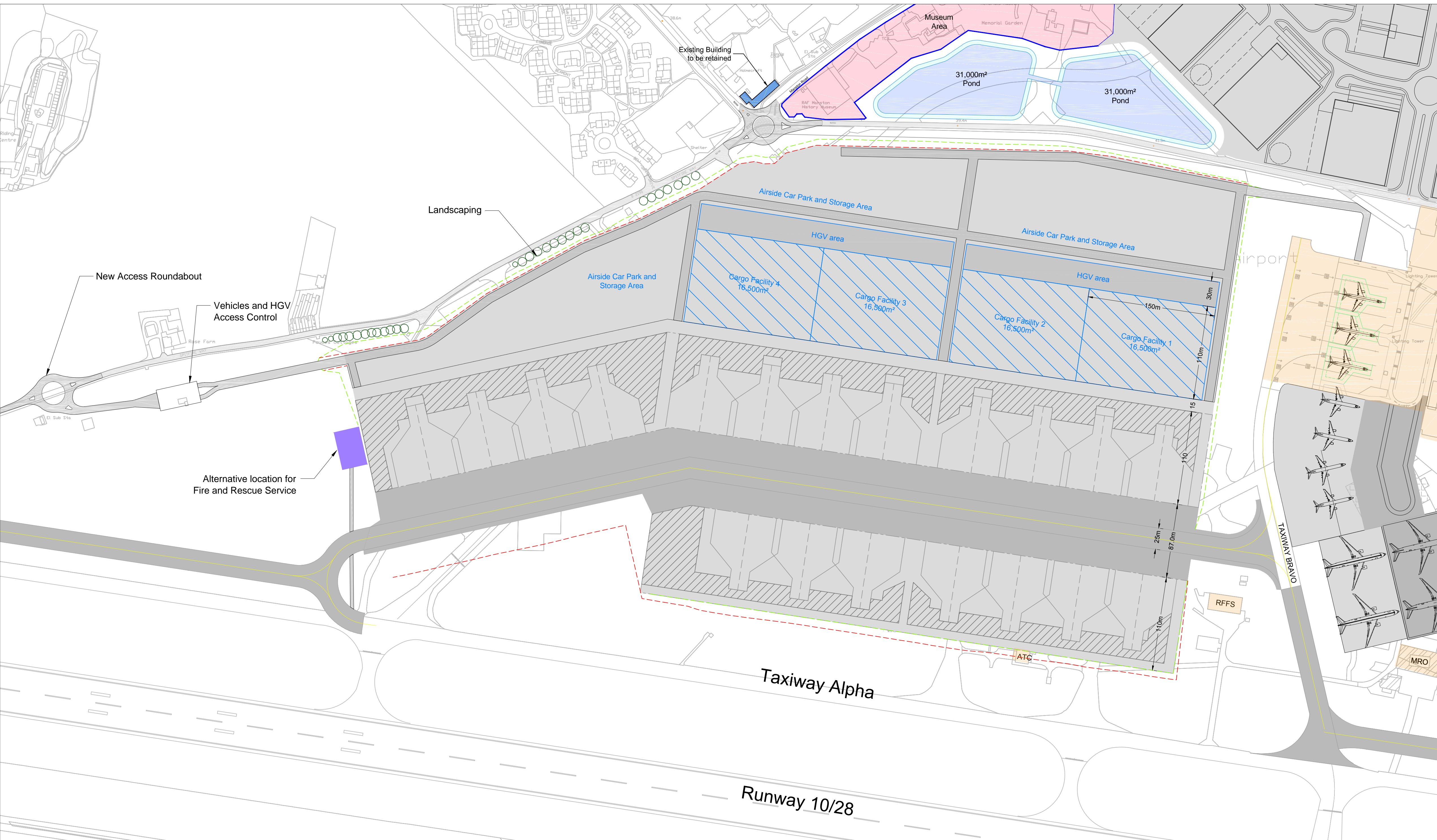
Code D Aircraft Configuration (24 positions)  
Scale 1:5000



Code E Aircraft Configuration (19 positions)  
Scale 1:5000



Code F Aircraft Configuration (6 positions)  
Scale 1:5000



Cargo Area. Plan View  
Scale 1:2500

50m SCALE 1:2500

P01	First Issue.	JLE	GD	09.06.16
Rev	Description	By	Ckd	Date



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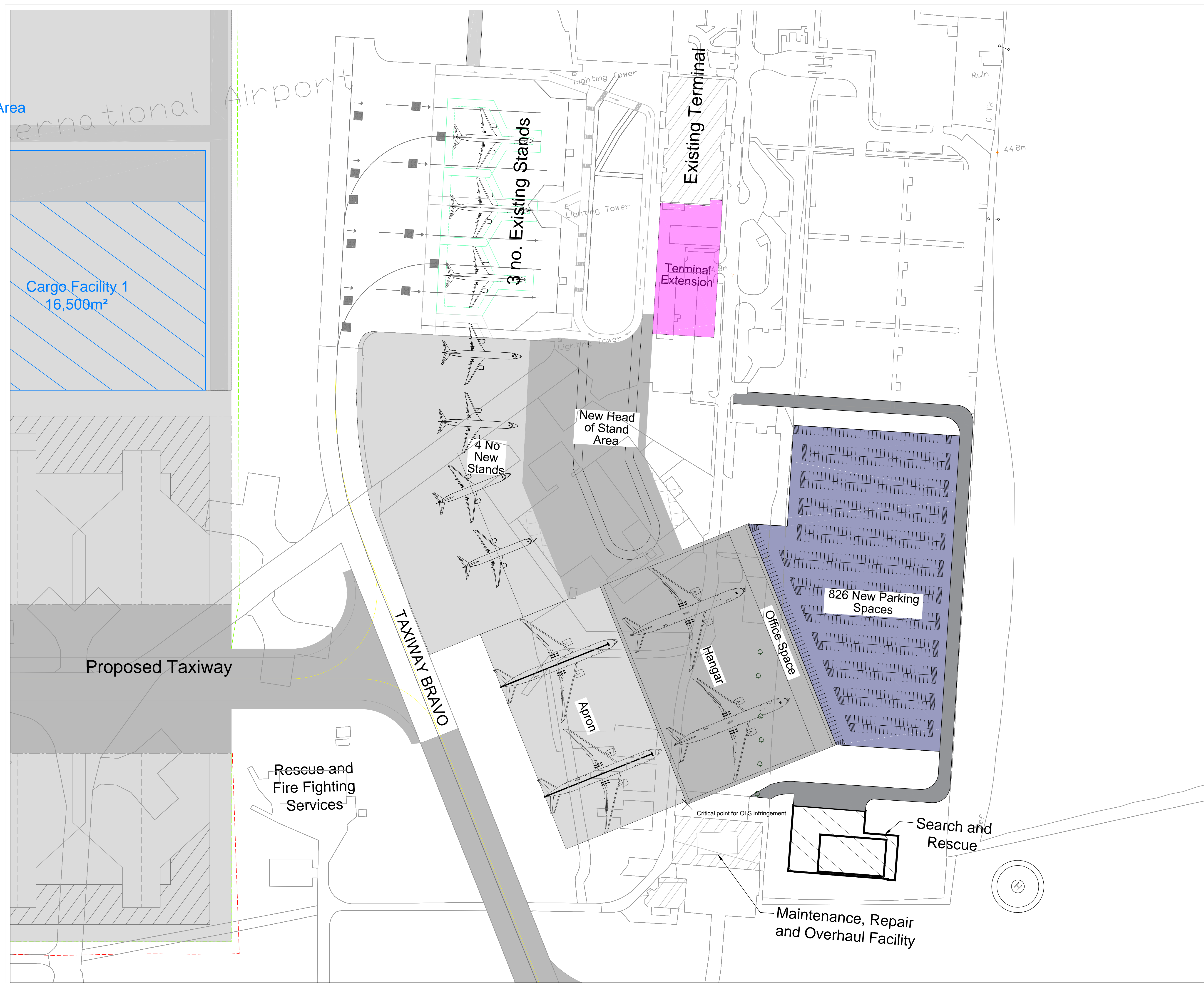
Project Manston Airport Masterplan

Title Proposed Layout  
General Arrangement  
Cargo Area

Status	Scale	Date Created
Preliminary	Shown @ A1	03/06/2016
Project Leader	Drawn By	Checked by
GD	JLE	GD

Document Number	Revision	Subsidiary
NK018417 - RPS-MSE-X-DR-C-0322	P01	S0





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**KEY**

- Area of new car parking to hangar and terminal extension
- Terminal Extension

<b>P03</b>	Abbreviated text changed.	KH	CJ	22.06.16
<b>P02</b>	Road added & safeguarded areas removed.	KH	CJ	16.06.2016
<b>P01</b>	First Issue.	KH	CJ	02.06.16
Rev	Description	By	Ckd	Date



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Project Manston Airport Masterplan

Title **Proposed Layout  
General Arrangement  
Passenger Area**

Status	Scale	Date Created
Preliminary	1:1000 @ A1	02.06.2016
Project Leader	Drawn By	Checked by
GD	KH	CJ

Document Number	Revision	Subsidiary
NK018417 - RPS-MSE-X-DR-C-0321	P03	S0
Project Number	Designer - Date - Level - Type - Revision - Drawing Number	

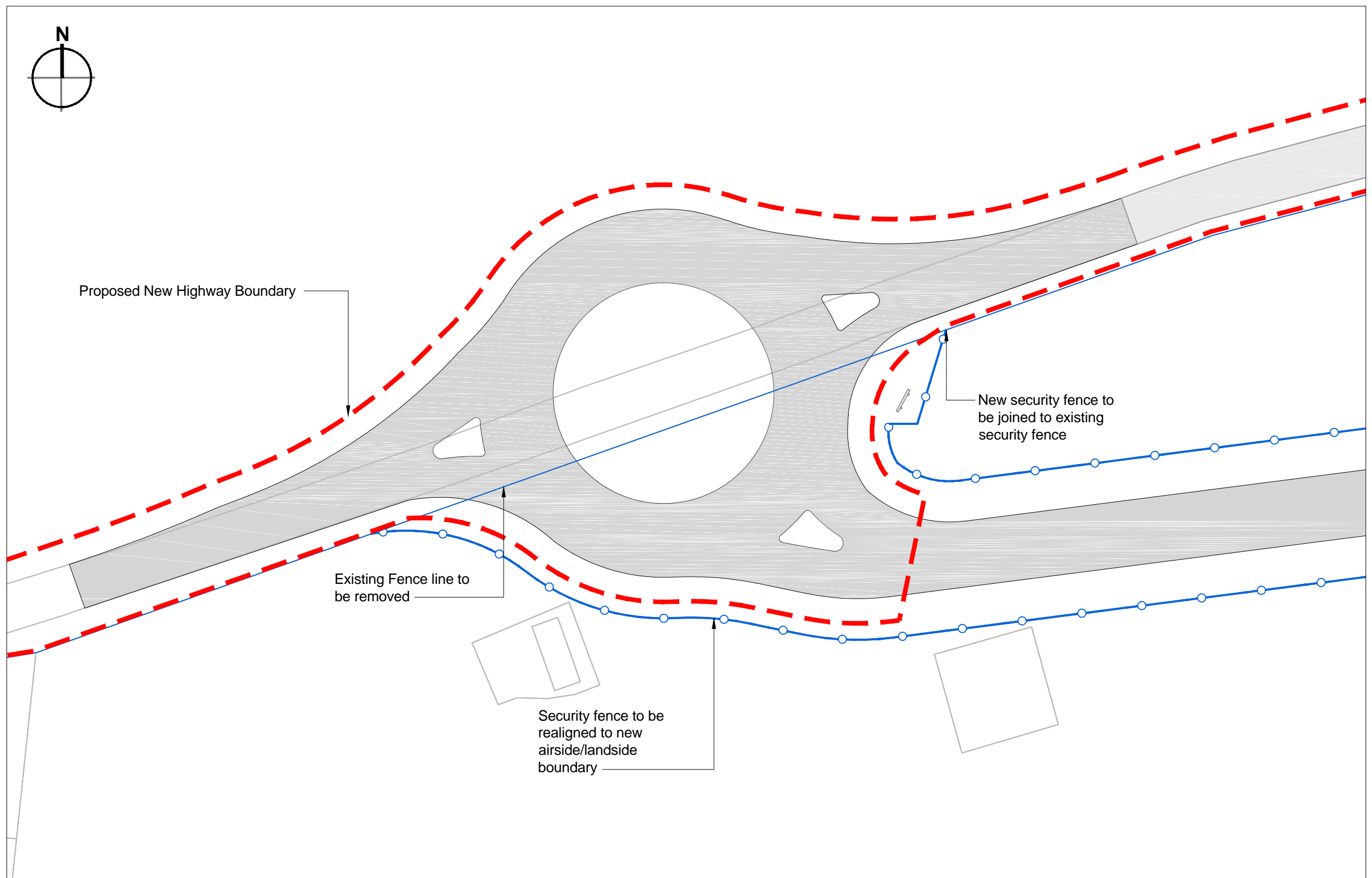


Notes

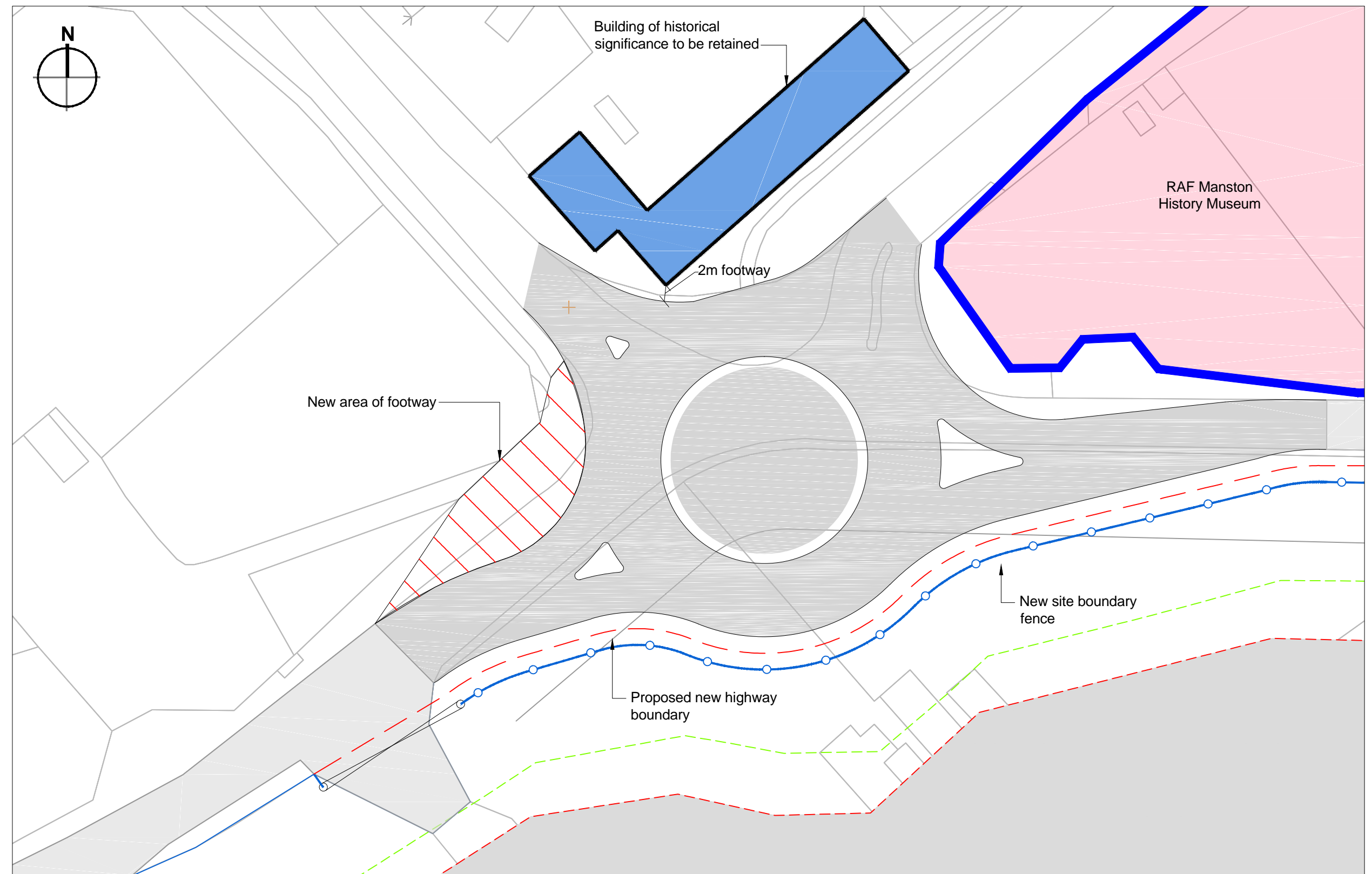
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Legend

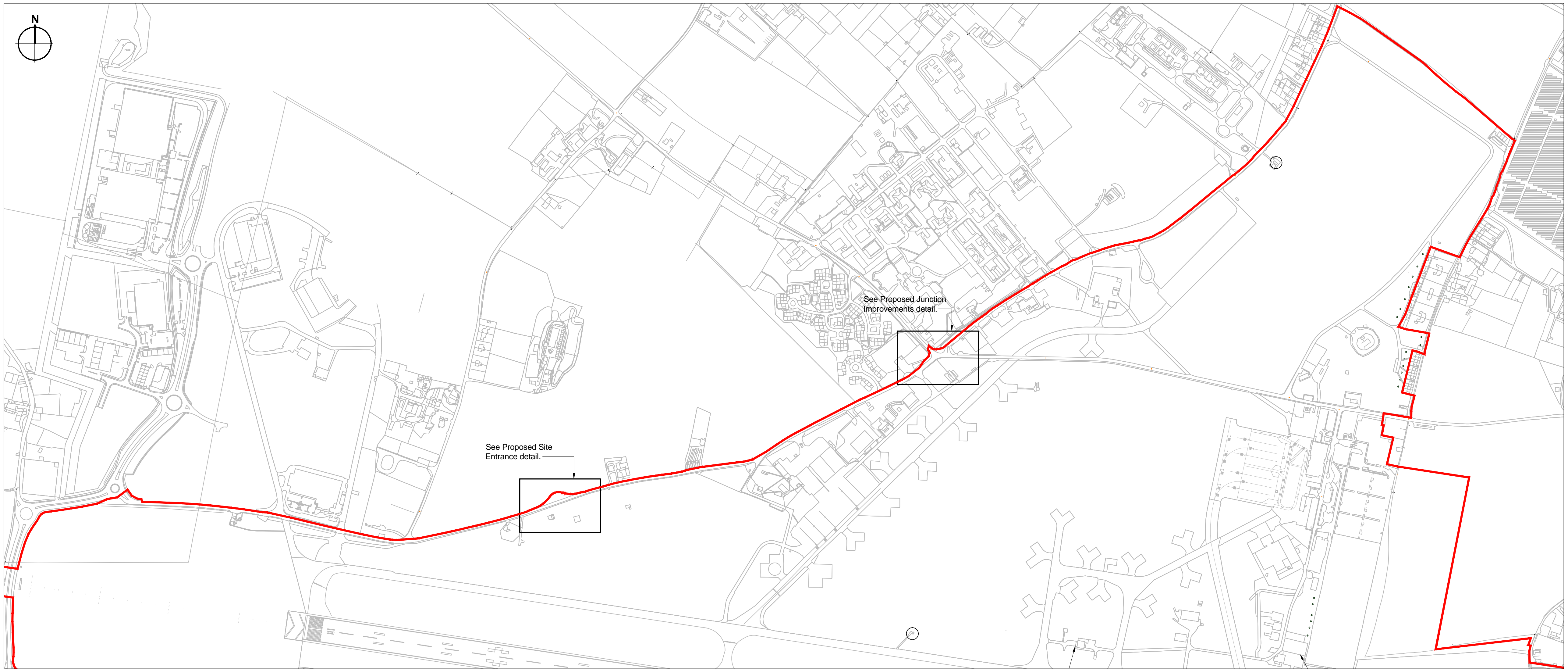
- Highway Boundary
- Security Fence



Proposed Site Entrance  
Scale 1:500



Proposed Junction Improvements  
Scale 1:500



Location Plan  
Scale 1:5000



<b>P02</b>	Hatching and text removed, boundary changed.	KH	CJ	22.06.2016
<b>P01</b>	First Issue.	JLE	GD	09.06.16
Rev	Description	By	Ckd	Date



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Project Manston Airport Masterplan

Title Proposed Highway Improvements

Status	Scale	Date Created
Preliminary	As Shown @ A1	13/06/2016
Project Leader	Drawn By	Checked by
GD	CJ	GD

Document Number	Revision	Subsidiary
NK018417-RPS-MSE-X-DR-C-0343	P02	S0
Project Number	Original - Date - Level - Type - Rev - Drawing Number	

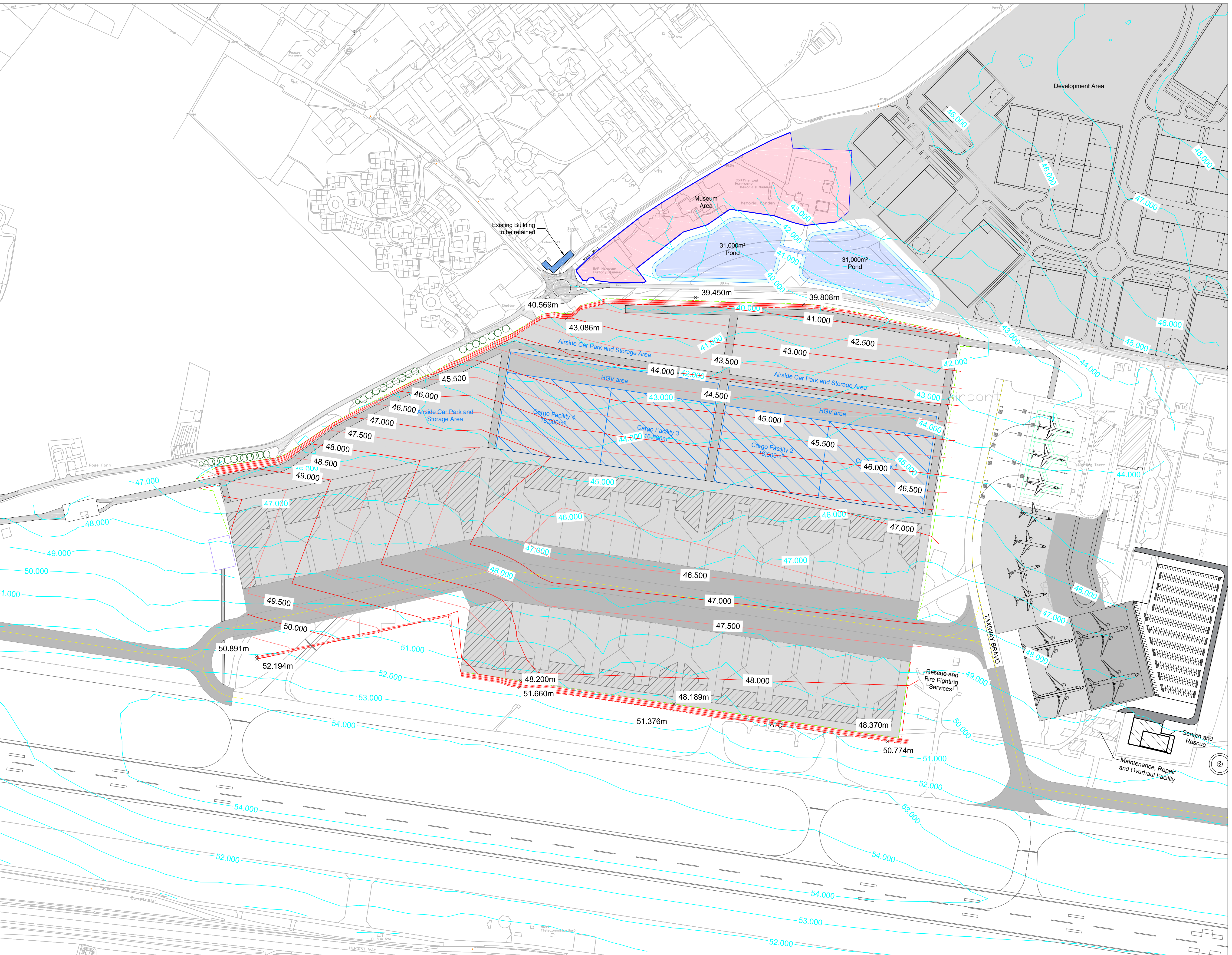


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Legend:

- Existing Levels
- Major contours (1.0m)
- Proposed Levels
- Major Contour (1.0m)
  - Minor Contour (0.5m)



<b>P02</b>	Drawing status revised from Uncontrolled	KH	CJ	29.06.16
<b>P01</b>	First Issue	KH	CJ	09.06.16
Rev	Description	By	Ckd	Date



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Project Manston Airport Masterplan

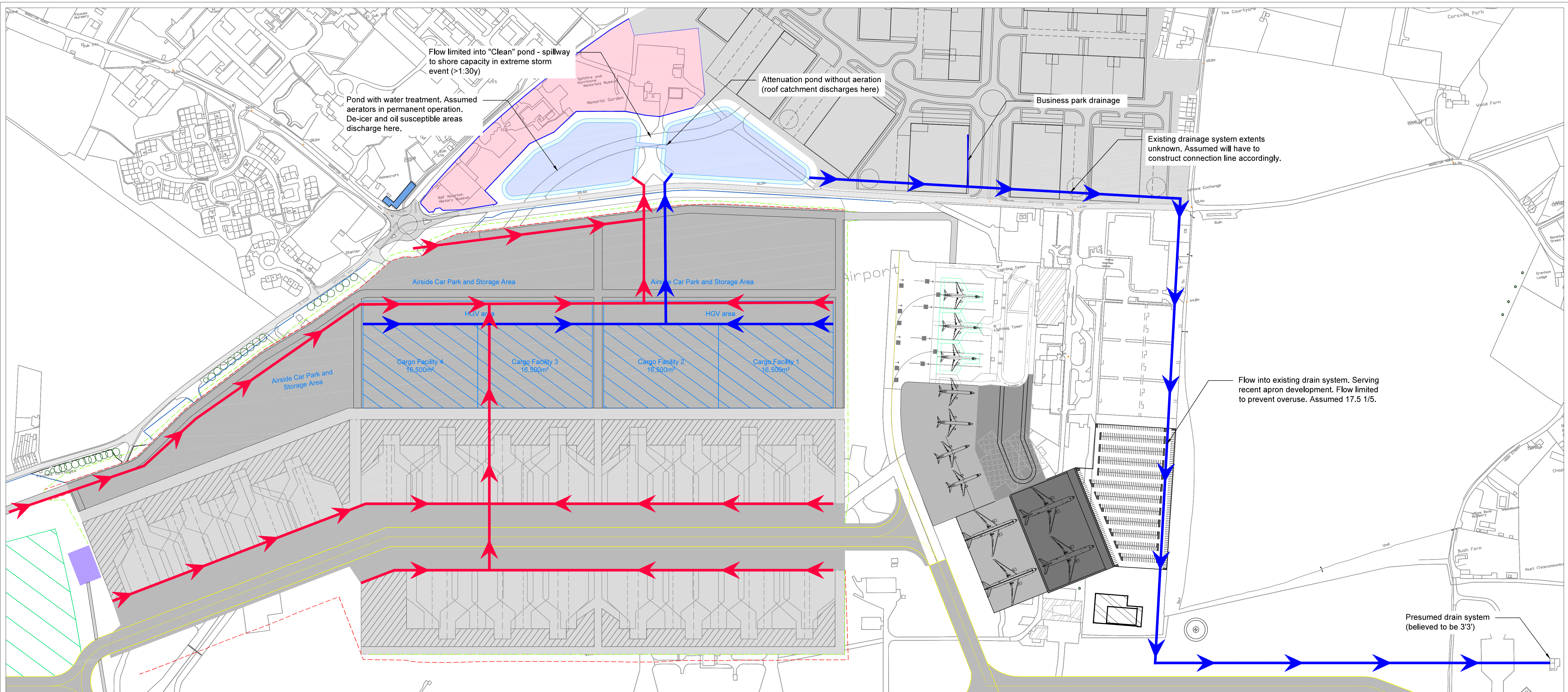
Title Figure 2.6 Proposed Contours

Status	Scale	Date Created
Preliminary	2,500 @A1	27/05/2016
Project Leader	Drawn By	Checked by
GD	KH	JLE

Document Number	Revision	Subsidiary
NK018417-RPS-MSE-X-DR-C-0330	P02	S0
Project Number	Original - Issue Level - Type - Revision - Drawing Number	









Drainage Layout of Proposed Option  
Scale 1:2500

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**KEY**

 "Clean" water runoff catchment from roof areas only (Business park inc)

 "Contaminated" flow from Aprons, Taxiways and Roads

Rev	Description	By	Ckd	Date
P01	First Issue.	KH	CJ	03.06.16



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Project Manston Airport Masterplan

Title Outline Drainage Layout

Status	Scale	Date Created
Preliminary	1:2500 @A1	03.06.2016
Project Leader	Drawn By	Checked by
GD	KH	CJ

Document Number	Revision	Subsity
NK018417-RPS-MSE-X-DR-C-0350	P01	S0







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**Legend**

- DCO Application Boundary
- Local authority boundary
- Tier 1 Other Development (permitted & submitted applications)
- Tier 2 Projects on the PINS Programme of Projects (with Scoping Report)
- Tier 3 projects on the PINS Programme of Projects (with no scoping report)
- Tier 3 Sites Identified in the relevant Development Plan
- OL/TH/15/0537 Planning application or planning permission reference number

Note:  
 Please see separate RPS schedules for full details of the planning applications/permissions for the sites identified

Rev	Description	Date	Initial	Checked

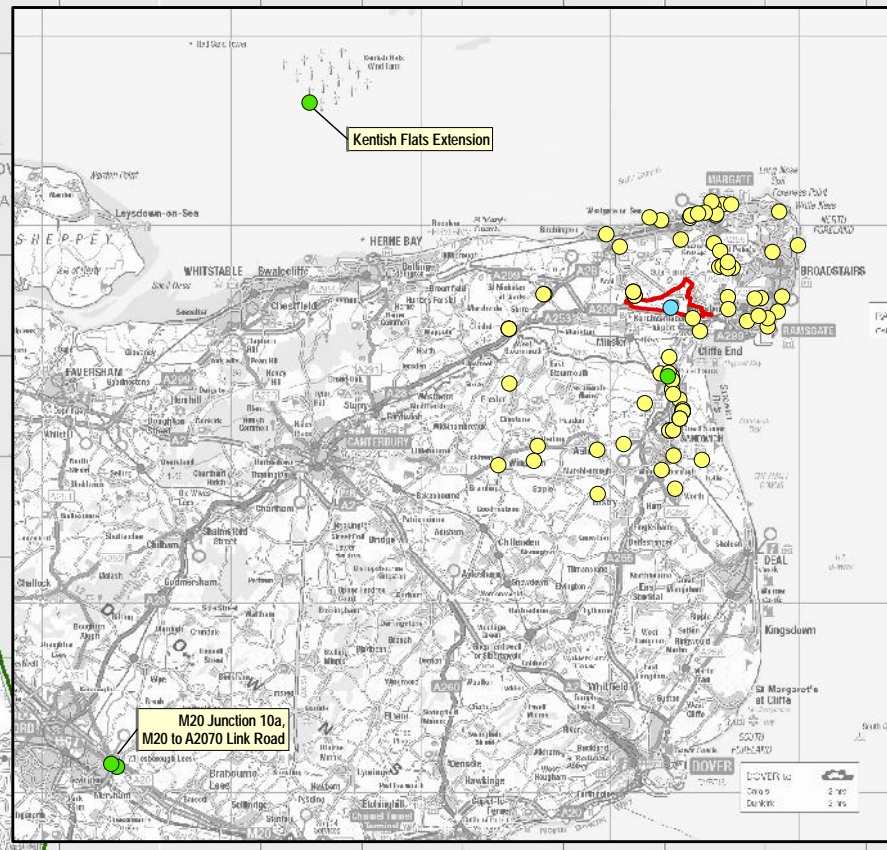
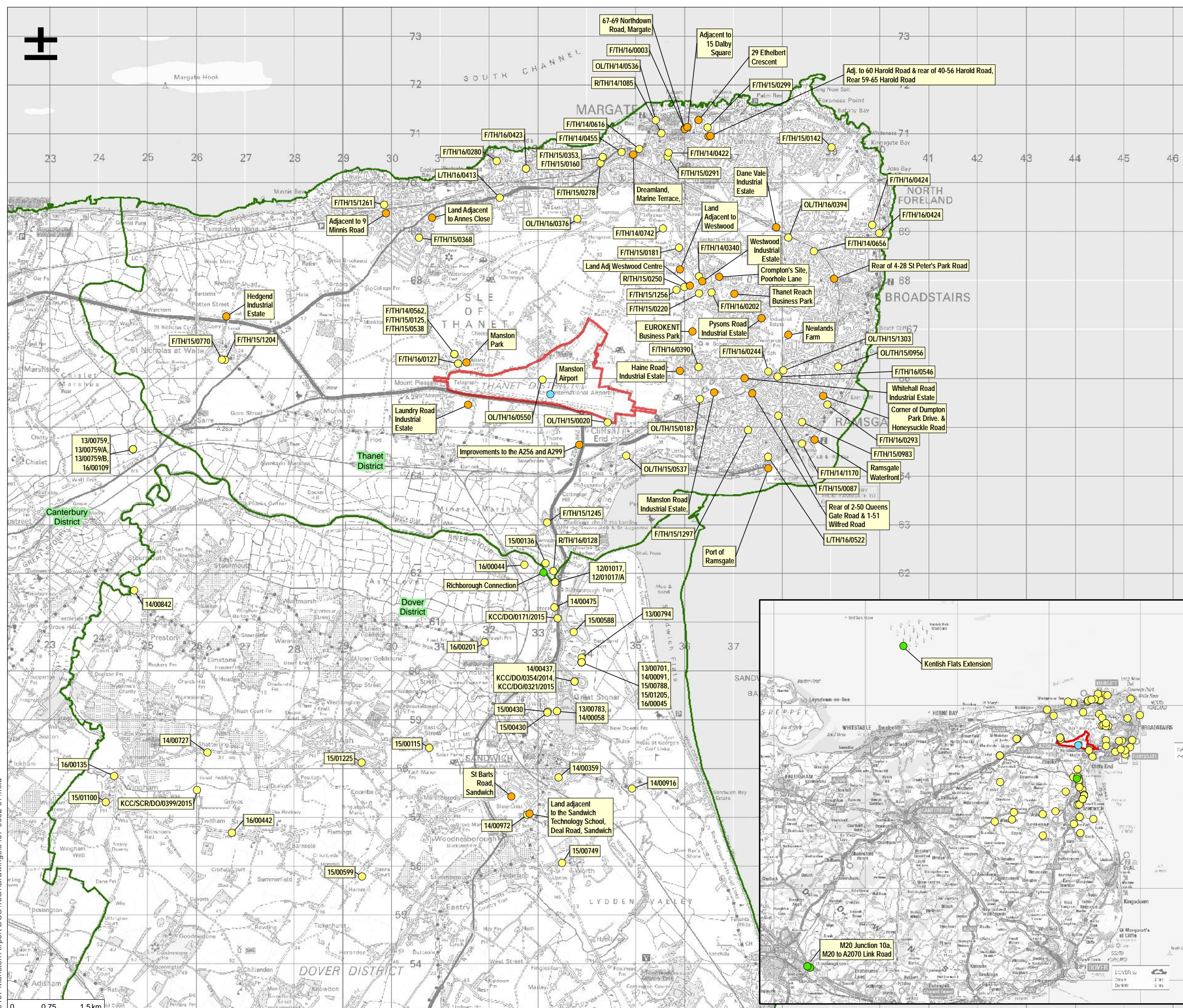


20 Western Avenue, Milton Park, Abingdon, Oxfordshire, OX14 4SH  
 T: +44(0)1235 821 888 E: rps@rpsgroup.com F: +44(0)1235 834 698

Client **Amec Foster Wheeler**  
 Project **Manston Airport**  
 Title **Ø Æ Æ Cumulative Effects Assessment - Other Developments**

Status **FINAL** Drawn By: **MS** PM/Checked By  
 Job Ref **OXF9467** Scale @ A3 **1:75,000** Date Created **JUN 16**

Figure Number **1** Rev **-**



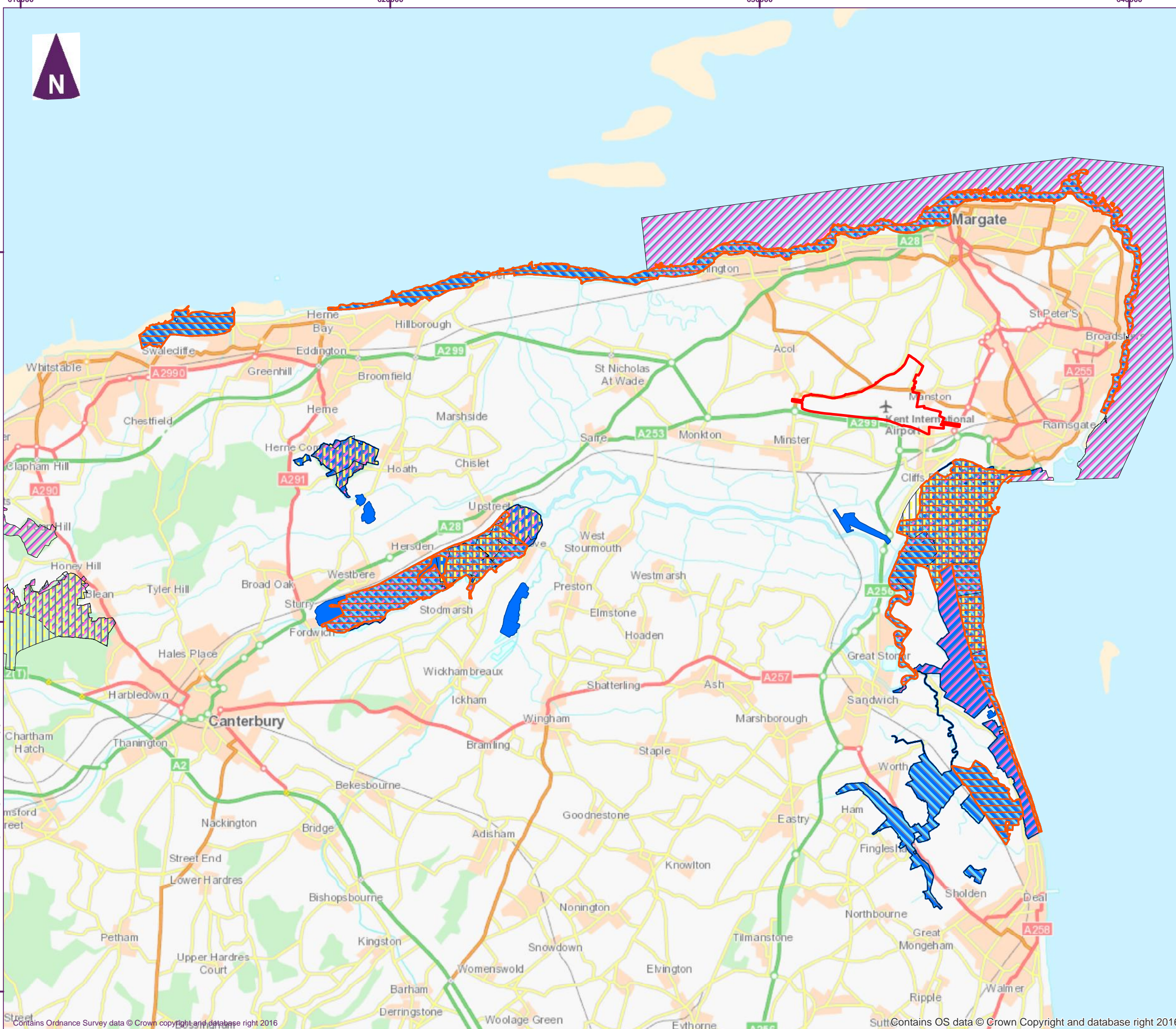










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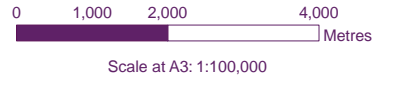
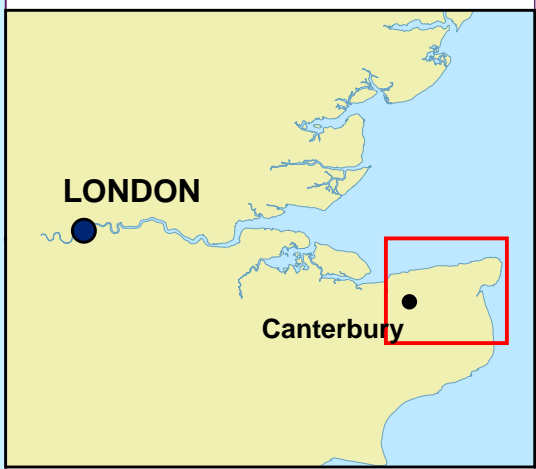
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Key

-  Development Boundary
-  SPA
-  SSSI
-  NNR
-  RAMSAR
-  SAC



Client

RiverOak Investment Corp LLC

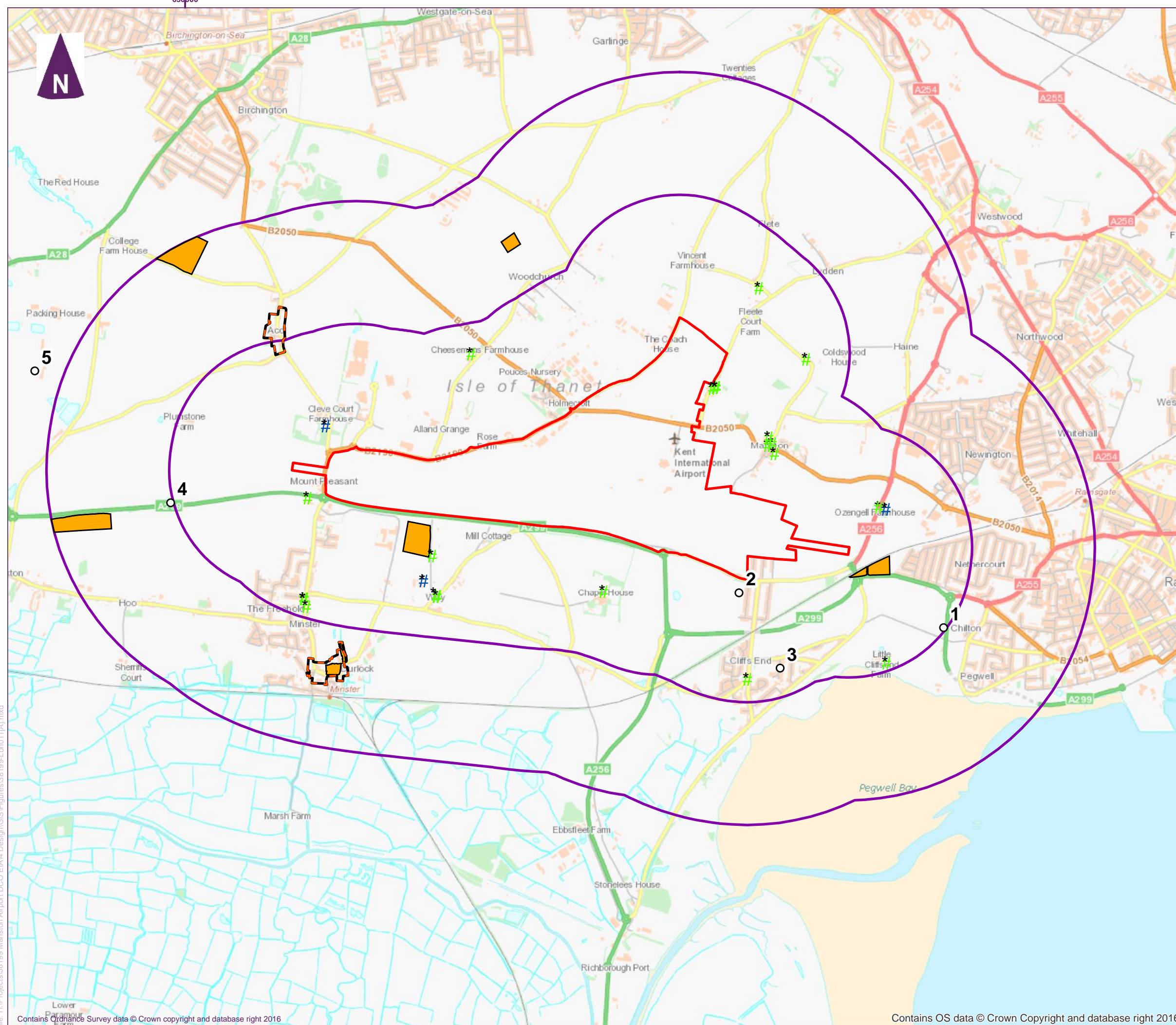


38199 Manston Airport DCO EIA

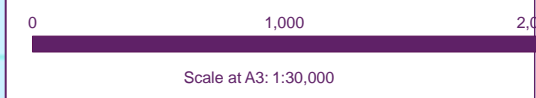


**Designated Sites of Nature Conservation Importance**  
**Figure 6.1**





- Key
- Development Boundary
  - Study Area (1 and 2km)
  - 1. Ramsgate Causeway Enclosure
  - 2. Southern Water Weatherlees Hill Pipeline
  - 3. Cliffs End Farm
  - 4. Thanet Way Duelling
  - 5. Thanet Earth
  - Grade II Listed Building
  - Grade II\* Listed Building
  - Conservation Area
  - Scheduled Monument



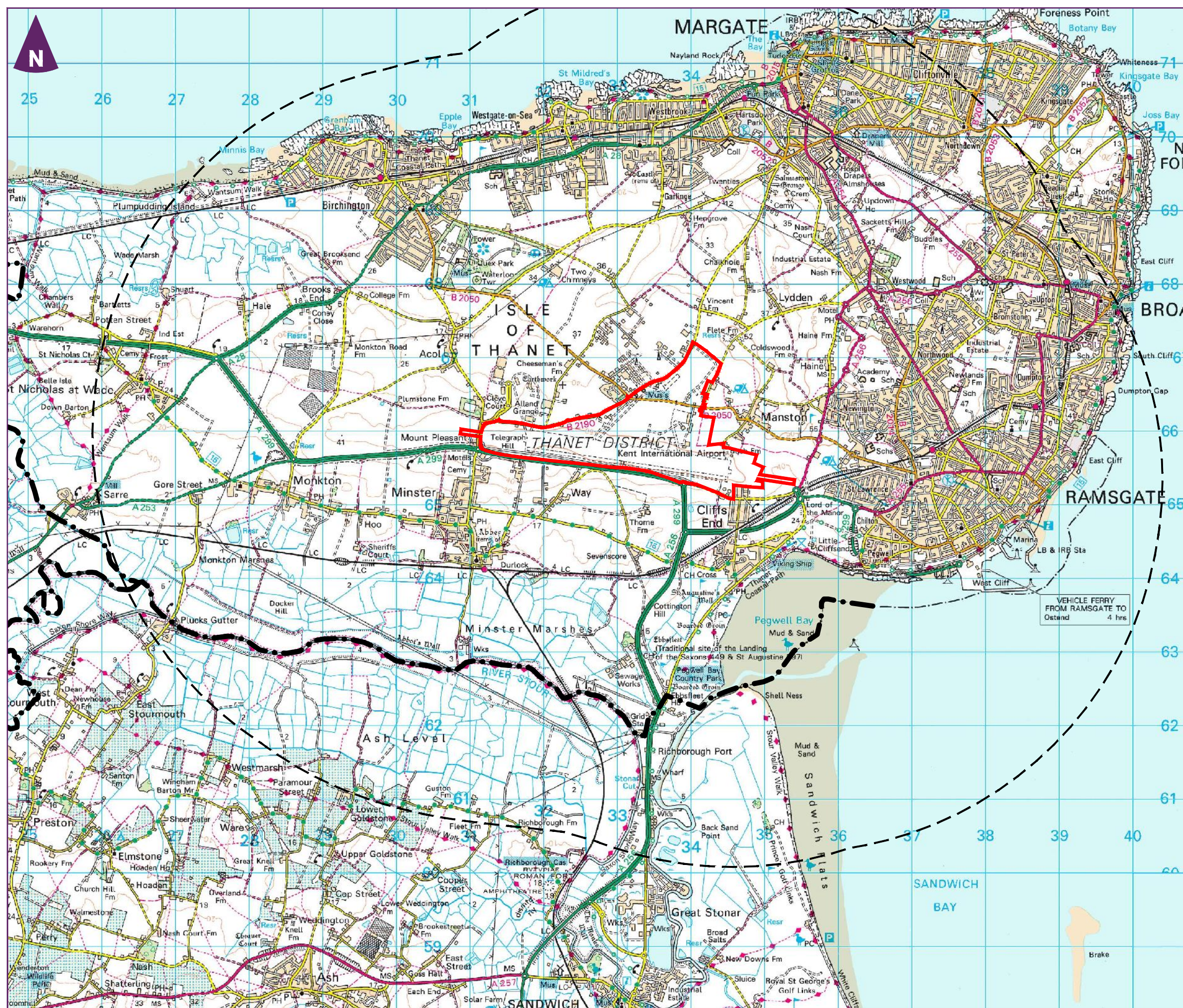
Client  
 RiverOak Investment Corp LLC

38199 Manston Airport DCO EIA

Designated Sites of Historic Environment Importance  
 Figure 8.1

file: H:\Projects\38199 Manston Airport DCO EIA\4 Design\GIS\Figures\38199 Lon011[A].mxd





- Key
- Application Boundary
  - The LVIA Study Area - 5km buffer from Application Boundaries
  - Local Authority Boundaries

0 km 3 km  
 Scale 1:50,000 @ A3

Client

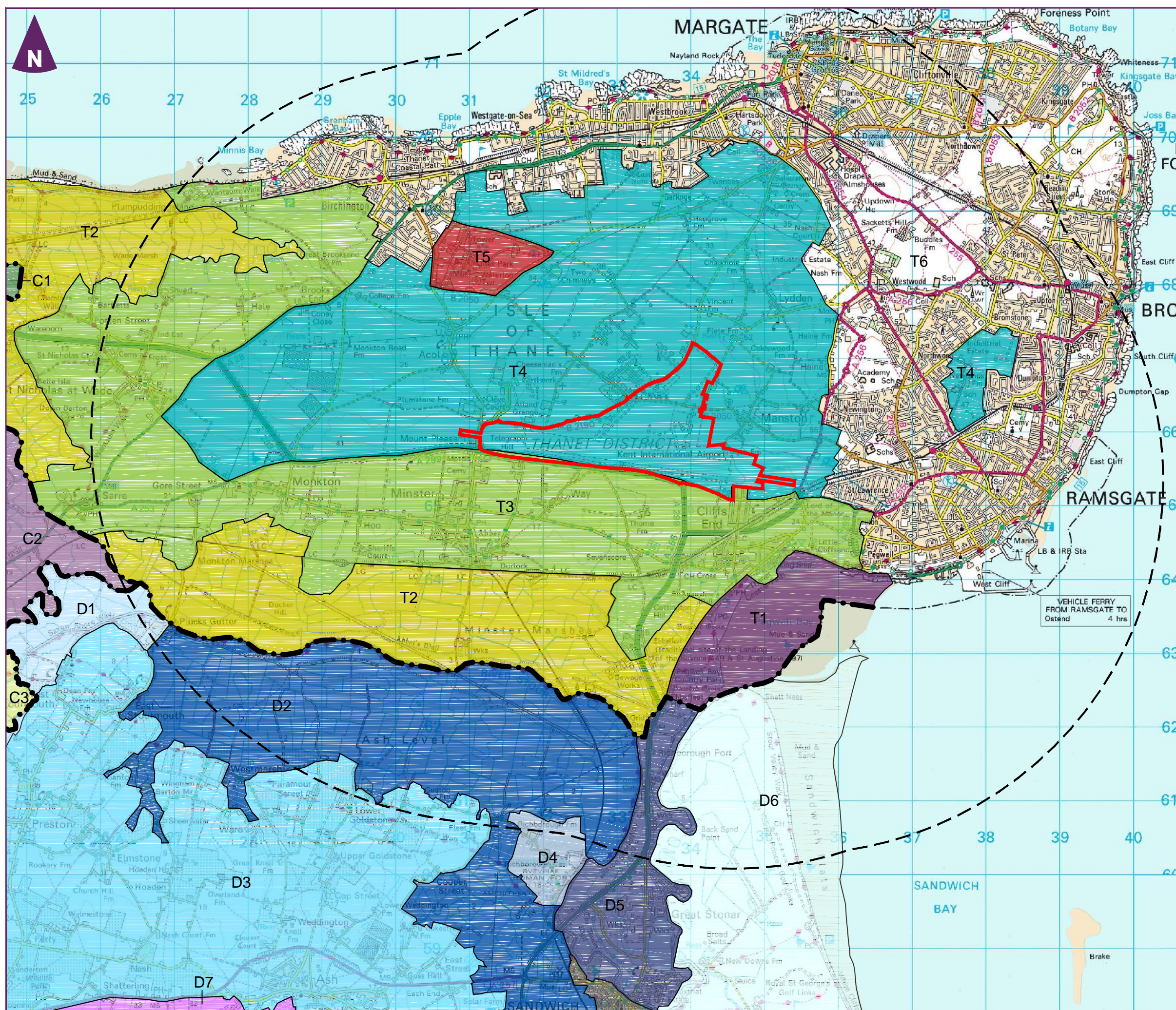
**RIVERAK**  
INVESTMENT CORP., LLC

Manston Airport DCO EIA  
 Scoping Report



**Figure 10.1**  
 Site Location and 5km Study Area





- Key**
- Application Boundary
  - The LVIA Study Area - 5km buffer from Application Boundaries
  - Local Authority Boundaries

- Thanet LCA**
- T1 Pegwell Bay
  - T2 The Former Wantsum Channel
  - T3 The Former Wantsum North Shore
  - T4 The Central Chalk Plateau
  - T5 Quex Park
  - T6 The Urban Coast
- Dover LCA**
- D1 Little Stour Marshes
  - D2 Ash Level
  - D3 Preston and Ash Horticulture Belt
  - D4 Richborough Castle
  - D5 The Sandwich Corridor
  - D6 Sandwich Bay
  - D7 Staple Farmlands
- Canterbury LCA**
- C1 3 Chislet Arable Belt
  - C2 8 Reculver Coastal Fringe
  - C3 31 Little Stour Valley

0 km 3 km  
 Scale 1:50,000 @ A3

Client

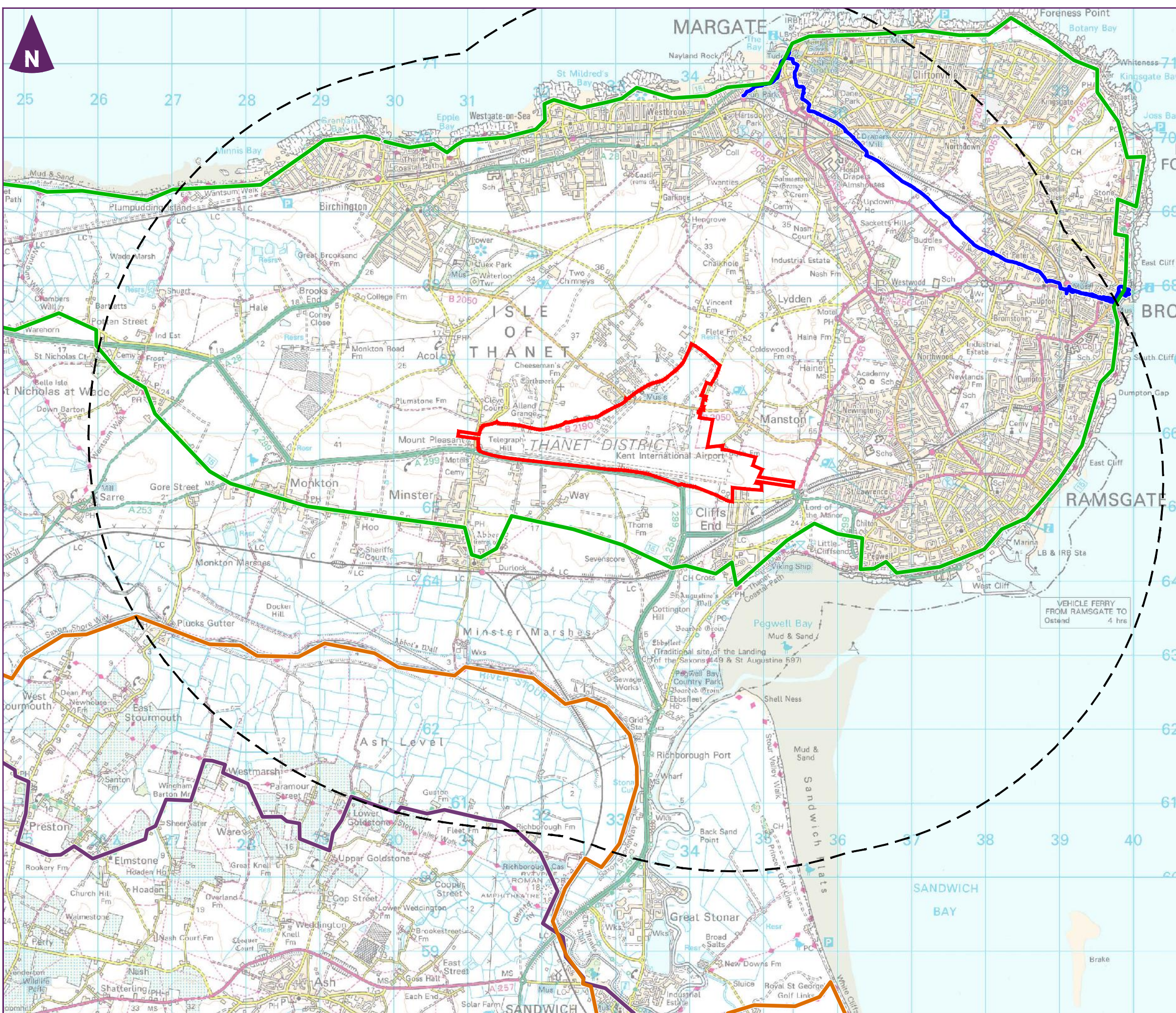
**RIVERAK**  
INVESTMENT CORP., LLC

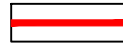
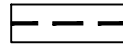


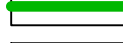

Manston Airport DCO EIA  
Scoping Report



**Figure 10.2**  
Local Landscape Character Areas





- Key**
-  Application Boundary
  -  The LVIA Study Area - 5km buffer from Application Boundaries
  -  Saxon Shore Way
  -  Turner and Dickens Walk
  -  Viking Coastal Trail Cycle Route
  -  National Cycle Route 1



Client



Manston Airport DCO EIA  
Scoping Report



**Figure 10.3**  
Long Distance Walking and Cycling Routes









3D Eagle Wing  
Temple Quay House  
2 The Square  
Bristol, BS1 6PN

Customer Services: 0303 444 5000  
e-mail: [environmentalservices@pins.gsi.gov.uk](mailto:environmentalservices@pins.gsi.gov.uk)

---

Suzanne Burgoyne  
Amec Foster Wheeler Environment  
Floor 4  
60 London Wall  
London  
EC2M 5TQ

Your Ref: 38199CL014i1  
Our Ref: 160810\_TR020002\_000311  
Date: 10 August 2016

---

Dear Ms Burgoyne

**Planning Act 2008 (as amended) and The Infrastructure Planning  
(Environmental Impact Assessment) Regulations 2009 (as amended) –  
Regulation 8**

**Application by RiverOak Investment Corp LLC for an Order granting  
Development Consent for Manston Airport**

**Issue of Scoping Opinion and list of the prescribed consultation bodies  
notified by the Secretary of State**

Thank you for your letter received on 28 June 2016, requesting a scoping opinion under Regulation 8 of the EIA Regulations and for the scoping report entitled 'Manston Airport DCO Scoping Report, June 2016'. The 42 day timescale set out in Regulation 8(6) commenced on 30 June 2016 following receipt of an amended scoping report on 30 June 2016.

In accordance with Regulation 8 of the EIA Regulations the Secretary of State has:

- consulted the prescribed consultation bodies and other interested parties;
- taken account of the consultation responses received within the prescribed time period; and
- taken account of the specific characteristics of the project as described by the promoter and the environmental features likely to be affected by the project.

The attached document entitled 'Scoping Opinion – Proposed Manston Airport' and dated August 2016 is the Secretary of State's written opinion as to the information to be provided in the environmental statement (ES) which must be submitted with an application for development consent. It should be read in conjunction with your EIA Scoping Report.

All consultation responses received up to and including 29 July 2016 from the prescribed consultation bodies have been appended to and form part of the Scoping Opinion.

Further consultation responses have been received by the Secretary of State following the end of the statutory deadline. These have also been enclosed for your consideration. Any further late consultation responses the Secretary of State receives will be forwarded to you for your consideration and made available via our website:

<https://infrastructure.planninginspectorate.gov.uk/>

Under Regulation 9(1)(b) of the EIA Regulations, the Secretary of State is required to notify the Applicant of the list of prescribed consultation bodies whom the Secretary of State has notified, in accordance with Regulation 9 of the EIA Regulations, that the Applicant intends to provide an ES in respect of the proposed development and of their duty under Regulation 9(3) to enter into consultation with the Applicant regarding preparation of the ES, if requested. Please find this list enclosed.

To clarify, the Secretary of State has not identified any persons under Regulation 9(1)(c) of the EIA Regulations, who may be affected by the proposed development.

Please be aware that it is the responsibility of the Applicant to ensure their consultation fully accords with the requirements of the Planning Act 2008 (as amended), and associated regulations and guidance. The enclosed list has been compiled by the Secretary of State in its duty to notify the consultees in accordance with Regulation 9(1)(a) and, whilst it can inform the Applicant's own consultation, it should not be relied upon for that purpose.

If you have any queries, please do not hesitate to contact us.

Yours sincerely

*Richard Hunt*

**Richard Hunt  
Senior EIA and Land Rights Advisor  
on behalf of the Secretary of State**

Enclosed:

Secretary of State Scoping Opinion – Proposed Manston Airport, August 2016

Regulation 9 Notification List

Late consultation responses from: Kent Police  
Minster Parish Council (second response)

Advice may be given about applying for an order granting development consent or making representations about an application (or a proposed application). This communication does not however constitute legal advice upon which you can rely and you should obtain your own legal advice and professional advice as required.

A record of the advice which is provided will be recorded on the National Infrastructure Planning website together with the name of the person or organisation who asked for the advice. The privacy of any other personal information will be protected in accordance with our Information Charter which you should view before sending information to the Planning Inspectorate.



## PROPOSED MANSTON AIRPORT

PROJECT REFERENCE: TR020002

### LIST OF PRESCRIBED CONSULTATION BODIES NOTIFIED BY THE PLANNING INSPECTORATE UNDER REGULATION 9(1)(a) OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2009 (AS AMENDED)

This information has been provided in accordance with Regulation 9(1)(b) of the EIA Regulations in response to a Regulation 6 notification received from Amec Foster Wheeler on behalf of RiverOak Investment Corporation LLC on 28 June 2016<sup>1</sup>. The table below lists the bodies that the Planning Inspectorate (PINS) has notified under Regulation 9(1)(a) of the EIA Regulations. The consultation bodies have been identified based on the red line boundary provided by the applicant as a shapefile in the correspondence dated 29 June 2016.

When meeting their statutory pre-application obligations, the applicant must make diligent inquiries, carry out their own investigations and take legal advice, as appropriate. The applicant should also have regard to the relevant guidance prepared by the Planning Inspectorate, which is available via the National Infrastructure Planning website.

SCHEDULE 1 DESCRIPTION	ORGANISATION	CONTACT
The Health and Safety Executive	Health and Safety Executive	Mr Dave Adams (MHPD) NSIP Consultations Building 2.2 Redgrave Court Merton Road Bootle Merseyside

<sup>1</sup> The Planning Inspectorate accepted the letter received 28 June 2016 requesting a scoping opinion from the Secretary of State as formal notification that the Applicant proposes to provide an environmental statement in respect of the project in accordance with Regulation 6(1)(b) of the EIA Regulations.

		L20 7HS NSIP.applications@hse.gsi.gov.uk
The National Health Service Commissioning Board	NHS England	NHS England NHS Commissioning Board PO Box 16728 Redditch B97 9PT england.contactus@nhs.net Cc to: gus.williamson@nhs.net
The relevant Clinical Commissioning Group	NHS Thanet Clinical Commissioning Group	Thanet Clinical Commissioning Group Thanet DC Cecil Street Margate CT9 1XZ thn@thanetccg.info
Natural England	Natural England	Natural England Consultation Service Hornbeam House Electra Way Crewe Business Park Crewe Cheshire CW1 6GJ consultations@naturalengland.org.uk
The Historic Buildings and Monuments Commission for England	Historic England (South-East Region)	Historic England Eastgate Court 195-205 High Street Guildford GU1 3EH simon.goodhugh@HistoricEngland.org.uk

		Cc to: shane.gould@HistoricEngland.org.uk
The relevant fire and rescue authority	Kent Fire and Rescue	Kent Fire & Rescue Service HQ The Godlands Straw Mill Hill Tovil Maidstone ME15 6XB enquiries@kent.fire-uk.org
The relevant police and crime commissioner	Kent Police	Kent Police HQ Sutton Road Maidstone Kent ME15 9BZ enquiries@kent.pnn.police.uk
The relevant parish council(s) or, where the application relates to land [in] Wales or Scotland, the relevant community council	Monkton Parish Council	Ms Sara Archer Parish Clerk 204 Monkton St Monkton Kent CT12 4JN
The relevant parish council(s) or, where the application relates to land [in] Wales or Scotland, the relevant community council	Minster-in-Thamet Parish Council	Mrs Kyla Lamb Parish Clerk Parish Office Library & Neighbourhood Centre 4a Monkton Road Minster-in-Thamet Kent CT12 4EA
The relevant parish council(s) or, where the application relates to land [in] Wales or Scotland, the relevant community council	Cliffsend Parish Council	Mrs Ashley Stacey Parish Clerk 3 Rossetti Road Birchington Kent CT7 9ER

The relevant parish council(s) or, where the application relates to land [in] Wales or Scotland, the relevant community council	Manston Parish Council	Mrs Ashley Stacey Parish Clerk 3 Rossetti Road Birchington Kent CT7 9ER
The Environment Agency	The Environment Agency (South-East Regional Office)	SE Regional Office Kings Meadow House Kings Meadow Rd Reading Berkshire RG1 8D KSLPlanning@environment-agency.gov.uk Cc to: carrie.williams@environment-agency.gov.uk
The Civil Aviation Authority	Civil Aviation Authority	ORA5 Directorate of Airspace Policy Civil Aviation Authority CAA House 45-59 Kingsway London WC2B 6TE airspace@caa.co.uk
The Secretary of State for Transport	Department for Transport	Andrew Brunning DfT Roads Investment Strategy Client Division Capital and Resource Delivery team Zone 3/29 Great Minster House 33 Horseferry Road

		London SW1P 4DR Andrew.Brunning@dft.gsi.gov.uk cc to: Gary.Crockford@dft.gsi.gov.uk
The Relevant Highways Authority	Kent County Council Highways Authority	Head of Highways Kent County Council Highways Authority Invicta House Maidstone ME14 1XX county.hall@kent.gov.uk
The relevant strategic highways company	Highways England (London & South East Region)	Paul Harwood planningse@highwaysengland.co.uk
Public Health England, an executive agency of the Department of Health	Public Health England	NSIP team NSIPconsultations@PHE.gov.uk
The Crown Estate Commissioners	The Crown Estate	offshoreNSIP@the-crownestate.co.uk
The Forestry Commission	Forestry Commission (South East Region)	South East & London Area Office Forestry Commission Bucks Horn Oak Farnham Surrey GU10 4LS <a href="mailto:south-east.fce@forestry.gsi.gov.uk">south-east.fce@forestry.gsi.gov.uk</a>
The Secretary of State for Defence	Ministry of Defence	<a href="mailto:DIO-Safeguarding-Comms@mod.uk">DIO-Safeguarding-Comms@mod.uk</a>



**RELEVANT STATUTORY UNDERTAKERS**

<p>The relevant Clinical Commissioning Group</p>	<p>NHS Thanet Clinical Commissioning Group</p>	<p>Thanet Clinical Commissioning Group                  Thanet DC                  Cecil Street                  Margate                  CT9 1XZ                  info@thanetccg.info</p>
<p>The National Health Service Commissioning Board</p>	<p>NHS England</p>	<p>NHS England                  NHS Commissioning Board                  PO Box 16728                  Redditch                  B97 9PT england.contactus@nhs.net                  Cc to:                  gus.williamson@nhs.net</p>
<p>The relevant NHS Foundation Trust</p>	<p>Ambulance Service NHS Foundation Trust (South East Coast Region)</p>	<p>South East Coast Ambulance Service                  Kent Office                  Heath Road                  Coxheath                  Maidstone                  ME17 4BG</p>
<p>Railways</p>	<p>Network Rail Infrastructure Ltd</p>	<p>Tom Higginson                  Network Rail Infrastructure Ltd                  Floor 5                  1 Eversholt Street                  London                  NW1 2DN                  TownPlanningSE@networkrail.co.uk</p>

Railways	Highways England Historical Railways Estate	hreenquiries@highwaysengland.co.uk
Civil Aviation Authority	Civil Aviation Authority	ORA5 Civil Aviation Authority Directorate of Airspace Policy CAA House 45-59 Kingsway London WC2B 6TE airspace@caa.co.uk
Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000)	NATS En-Route Safeguarding	natssafeguarding@nats.co.uk
Universal Service Provider	Royal Mail Group	Royal Mail Group 100 Victoria Embankment London EC4Y 0HQ
Homes and Communities Agency	Homes and Communities Agency	Andrew Rose Homes and Communities Agency Maple House 149 Tottenham Court Road London W1T 7BN mail@homesandcommunities.co.uk
The relevant Environment Agency	Environment Agency	enquiries@environment-agency.gov.uk Cc to: <a href="mailto:carrie.williams@environment-agency.gov.uk">carrie.williams@environment-agency.gov.uk</a>

The relevant water and sewage undertaker	South East Water (Mid Kent)	South East Water (Mid Kent) Rockfort Road Snodland Kent ME6 5AH
The relevant public gas transporter	Energetics Gas Limited	Energetics Gas Limited International House Stanley Boulevard Hamilton International Technology Park Glasgow, G72 OBN
The relevant public gas transporter	Energy Assets Pipelines Limited	Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU
The relevant public gas transporter	ES Pipelines Ltd	Alan Slee ES Pipelines Ltd Hazeldean Station Road Leatherhead Surrey KT22 7AA alans@espipelines.com
The relevant public gas transporter	ESP Connections Ltd	Alan Slee ESP Connections Ltd Hazeldean Station Road Leatherhead Surrey

		<p>KT22 7AA alans@espipelines.com</p> <p>ESP Connections Ltd have requested that the following email address should now be used for all future correspondence: <a href="mailto:PlantResponses@espipelines.com">PlantResponses@espipelines.com</a></p>
The relevant public gas transporter	ESP Networks Ltd	<p>Alan Slee ESP Networks Ltd Hazeldean Station Road Leatherhead Surrey KT22 7AA alans@espipelines.com</p>
The relevant public gas transporter	ESP Pipelines Ltd	<p>Alan Slee ESP Pipelines Ltd Hazeldean Station Road Leatherhead Surrey KT22 7AA alans@espipelines.com</p>
The relevant public gas transporter	Fulcrum Pipelines Limited	<p>FPLplantprotection@fulcrum.co.uk</p> <p>Fulcrum Pipelines Limited have advised that the following email address should now be used for all future correspondence: <a href="mailto:FPLPlant@fulcrum.co.uk">FPLPlant@fulcrum.co.uk</a></p>



The relevant public gas transporter	GTC Pipelines Limited	GTC Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP
The relevant public gas transporter	Independent Pipelines Limited	Independent Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP
The relevant public gas transporter	Indigo Pipelines Limited	Indigo Pipelines Limited 1 London Wall London EC2Y 5AB
The relevant public gas transporter	Quadrant Pipelines Limited	Quadrant Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP

The relevant public gas transporter	LNG Portable Pipeline Services Limited	LNG Portable Pipeline Services Limited, Athena House, Athena Drive, Tachbrook Park, Warwick, CV34 6RL
The relevant public gas transporter	National Grid Gas Plc	National Grid Gas Plc 1-3 Strand London WC2N 5EH box.landandacquisitions@nationalgrid.com
The relevant public gas transporter	Scotland Gas Networks Plc	<a href="mailto:customer@sgn.co.uk">customer@sgn.co.uk</a>
The relevant public gas transporter	Southern Gas Networks Plc	<a href="mailto:customer@sgn.co.uk">customer@sgn.co.uk</a>
The relevant public gas transporter	Wales and West Utilities Ltd	Wales and West Utilities Ltd Wales and West House Spooner Close Celtic Springs Newport NP10 8FZ enquiries@wwutilities.co.uk
The relevant electricity distributor with CPO Powers	Energetics Electricity Limited	Energetics Electricity Limited International House Stanley Boulevard Hamilton International Technology Park Glasgow South Lanarkshire G72 0BN
The relevant electricity distributor with CPO Powers	ESP Electricity Limited	Alan Slee ESP Electricity Limited

		<p>Hazeldean  Station Road  Leatherhead  Surrey  KT22 7AA  <a href="mailto:alans@espipelines.com">alans@espipelines.com</a></p>
The relevant electricity distributor with CPO Powers	Harlaxton Energy Networks Limited	<p>Harlaxton Energy Networks Limited  Toll Bar Road  Marston  Grantham  Lincs  NG32 2HT</p>
The relevant electricity distributor with CPO Powers	Independent Power Networks Limited	<p>Independent Power Networks Limited  Energy House  Woolpit Business Park  Woolpit  Bury St Edmunds  Suffolk  IP30 9UP</p>
The relevant electricity distributor with CPO Powers	Peel Electricity Networks Limited	<p>Peel Electricity Networks Limited  Peel Dome  The Trafford Centre  Manchester  M17 8PL</p>

The relevant electricity distributor with CPO Powers	The Electricity Network Company Limited	The Electricity Network Company Limited Energy House Woolpit Business Park Bury St Edmonds Suffolk IP30 9UP
The relevant electricity distributor with CPO Powers	UK Power Distribution Limited	UK Power Distribution Limited 22-26 King Street Kings Lynn Norfolk PE30 1HJ
The relevant electricity distributor with CPO Powers	Utility Assets Limited	assetrecords@utilityassets.co.uk
The relevant electricity distributor with CPO Powers	South Eastern Power Networks Plc	Consents.spn@ukpowernetworks.co.uk
The relevant electricity distributor with CPO Powers	UK Power Networks Limited	UK Power Networks Limited Newington House 237 Southwark Bridge Road London SE1 6NP customer.relations@ukpowernetworks.co.uk
The relevant electricity transmitter with CPO Powers	National Grid Electricity Transmission Plc	National Grid Electricity Transmission Plc 1-3 Strand London WC2N 5EH box.landandacquisitions@nationalgrid.com
The relevant electricity transmitter with CPO Powers	Blue Transmission London Array Limited	admin@bluetransmission.com

The relevant electricity transmitter with CPO Powers	Thanet OFTO Limited	Thanet OFTO Limited 6th Floor 350 Euston Road Regent's Place London NW1 3AX
The relevant electricity interconnector with CPO Powers	National Grid Nemo Link Limited	National Grid Nemo Link Ltd 1-3 Strand London WC2N 5EH box.landandacquisitions@nationalgrid.com

**SECTION 43 CONSULTEES (FOR THE PURPOSES OF SECTION 42(B))**

Local Authority	Kent County Council	Head of Planning County Hall Maidstone Kent ME14 1XQ county.hall@kent.gov.uk  Kent County Council has requested that the following are also included in any future consultations: Barbara Cooper, Corporate Director of Growth, Environment & Transport, and Tom Marchant, Head of Strategic Planning & Policy.
Local Authority	East Sussex County Council	Head of Planning County Hall



		St Annes Crescent Lewes East Sussex BN7 1UE
Local Authority	Surrey County Council	Head of Planning Contact Centre Room 296-298 County Hall Penrhyn Road Kingston-upon-Thames KT1 2DN <a href="mailto:contactcentre@surreycc.gov.uk">contactcentre@surreycc.gov.uk</a>
Local Authority	London Borough of Bromley	Head of Planning Civic Centre Stockwell Close Bromley BR1 3UH
Local Authority	London Borough of Bexley	Head of Planning Civic Offices 2 Watling Street Bexleyheath Kent DA6 7AT
Local Authority	Thurrock Council	Head of Planning Civic Offices New Road Grays RM17 6SL

Local Authority	Canterbury City Council	Head of Planning Council Offices Military Road Canterbury CT1 1YW
Local Authority	Dover District Council	Head of Planning Dover Gateway Castle Street Dover CT16 1PD <a href="mailto:developmentcontrol@dover.co.uk">developmentcontrol@dover.co.uk</a>
Local Authority	Thanet District Council	Head of Planning Council Offices Cecil Street Margate Kent CT9 1XZ <a href="mailto:customer.services@thanet.gov.uk">customer.services@thanet.gov.uk</a>
Local Authority	Medway Council	Head of Planning Gun Wharf Dock Road Chatham Kent ME4 4TR

Please note that the prescribed consultation bodies have been notified in accordance with the Planning Inspectorate's Advice Note 3: EIA Notification and Consultation.

10 August 2016

# **SCOPING OPINION**

## **Proposed Manston Airport**

August 2016



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## EXECUTIVE SUMMARY

This is the Scoping Opinion (the Opinion) provided by the Secretary of State in respect of the content of the Environmental Statement for Manston Airport, Thanet, Kent.

This report sets out the Secretary of State's opinion on the basis of the information provided in Riveroak Investment Corporation LLC's report entitled 'Manston Airport DCO Scoping Report, June 2016' ('the Scoping Report'). This Opinion can only reflect the proposals as currently described by the Applicant.

The Secretary of State has consulted on the Scoping Report and the responses received have been taken into account in adopting this Opinion. The Secretary of State is satisfied that the topic areas identified in the Scoping Report encompass those matters identified in Schedule 4, Part 1, paragraph 19 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (SI 2263) (as amended) ('the EIA Regulations').

The Secretary of State draws attention both to the general points and those made in respect of each of the specialist topic areas in this Opinion. The main potential issues identified are:

- effects on internationally designated sites;
- effects on ground and surface water;
- noise and vibration effects;
- landscape and visual effects during operation; and
- traffic and transport effects arising from construction activity, in particular from material importation and exportation and from operational traffic associated with passenger and freight vehicle movements.

Matters are not scoped out unless specifically addressed and justified by the Applicant, and confirmed as being scoped out by the Secretary of State.

The Secretary of State notes the potential need to carry out an assessment under The Conservation of Habitats and Species Regulations 2010 (as amended) ('the Habitats Regulations').



# 1 INTRODUCTION

## Background

- 1.1 On 30 June 2016, the Secretary of State received the Scoping Report submitted by Riveroak Investment Corporation LLC ('the Applicant') under Regulation 8 of the EIA Regulations in order to request a scoping opinion for the proposed Manston Airport ('the proposed development'). This Opinion is made in response to this request and should be read in conjunction with the Applicant's Scoping Report.
- 1.2 In submitting the request for a scoping opinion on the content and scope of the EIA, the Applicant is deemed to have notified the Secretary of State under Regulation 6(1)(b) of the EIA Regulations that they propose to provide an environmental statement (ES) in respect of the proposed development. Therefore, in accordance with Regulation 4(2)(a) of the EIA Regulations, the proposed development is determined to be EIA development.
- 1.3 The EIA Regulations enable an applicant, before making an application for an order granting development consent, to ask the Secretary of State to state in writing their formal opinion (a 'scoping opinion') on the information to be provided in the ES.
- 1.4 Before adopting a scoping opinion the Secretary of State must take into account:
- (a) *the specific characteristics of the particular development;*
  - (b) *the specific characteristics of the development of the type concerned; and*
  - (c) *environmental features likely to be affected by the development'.*
- (EIA Regulation 8 (9))*
- 1.5 This Opinion sets out what information the Secretary of State considers should be included in the ES for the proposed development. The Opinion has taken account of:
- the EIA Regulations;
  - the nature and scale of the proposed development;
  - the nature of the receiving environment; and
  - current best practice in the preparation of an ES.
- 1.6 The Secretary of State has also taken account of the responses received from the statutory consultees (see Appendix 3 of this Opinion). The matters addressed by the Applicant have been carefully considered and use has been made of professional judgement and experience in order to adopt this Opinion. It should be noted that

when it comes to consider the ES, the Secretary of State will take account of relevant legislation and guidelines. The Secretary of State will not be precluded from requiring additional information if it is considered necessary in connection with the ES submitted with the application for a development consent order (DCO).

- 1.7 This Opinion should not be construed as implying that the Secretary of State agrees with the information or comments provided by the Applicant in their request for an opinion from the Secretary of State. In particular, comments from the Secretary of State in this Opinion are without prejudice to any decision taken by the Secretary of State (on submission of the application) that any development identified by the Applicant is necessarily to be treated as part of a nationally significant infrastructure project (NSIP), or associated development, or development that does not require development consent.
- 1.8 Regulation 8(3) of the EIA Regulations states that a request for a scoping opinion must include:
- (a) a plan sufficient to identify the land;*
  - (b) a brief description of the nature and purpose of the development and of its possible effects on the environment; and*
  - (c) such other information or representations as the person making the request may wish to provide or make.*

*(EIA Regulation 8 (3))*

- 1.9 The Secretary of State considers that this has been provided in the Applicant's Scoping Report.

## **The Secretary of State's Consultation**

- 1.10 The Secretary of State has a duty under Regulation 8(6) of the EIA Regulations to consult widely before adopting a scoping opinion. A list of the bodies that were consulted is provided at Appendix 2. A list has also been compiled by the Secretary of State under their duty to notify the consultation bodies in accordance with Regulation 9(1)(a). The Applicant should note that whilst the Secretary of State's list can inform their consultation, it should not be relied upon for that purpose.
- 1.11 The list of respondents who replied within the statutory timeframe and whose comments have been taken into account in the preparation of this Opinion is provided, along with copies of their comments, at Appendix 3, to which the Applicant should refer in undertaking the EIA.
- 1.12 The ES submitted by the Applicant should demonstrate consideration of the points raised by the consultation bodies. It is recommended that a table is provided in the ES summarising the scoping responses



from the consultation bodies and how they are, or are not, addressed in the ES.

- 1.13 Any consultation responses received after the statutory deadline for receipt of comments will not be taken into account within this Opinion. Late responses will be forwarded to the Applicant and will be made available on the Planning Inspectorate's website. The Applicant should also give due consideration to those comments in carrying out the EIA.

## **Structure of the Document**

- 1.14 This Opinion is structured as follows:

- **Section 1** – Introduction
- **Section 2** – The proposed development
- **Section 3** – EIA approach and topic areas
- **Section 4** – Other information

- 1.15 It is accompanied by the following appendices:

- **Appendix 1** – Presentation of the Environmental Statement
- **Appendix 2** – List of bodies formally consulted
- **Appendix 3** – Respondents to consultation and copies of replies

## 2 THE PROPOSED DEVELOPMENT

### Introduction

- 2.1 The following is a summary of the information on the proposed development and its site and surroundings prepared by the Applicant and included in their Scoping Report. The information has not been verified and it has been assumed that the information provided reflects the existing knowledge of the proposed development and the potential receptors/resources.

### The Applicant's Information

#### Overview of the proposed development

- 2.2 The proposed development is to enable the re-opening of Manston Airport in Thanet, Kent, as an air freight and cargo facility, for at least 10,000 air transport movements of cargo aircraft per year, together with facilities for other aviation-related development, such as: an aircraft maintenance repair and overhaul facility (MRO); an aircraft recycling facility; a flight training school; some passenger operations; and the allocation of land for other aviation-related businesses.
- 2.3 The proposed development site contains existing infrastructure related to its former uses, some of which would be retained and utilised, some permanently removed, and some replaced with similar infrastructure. The Scoping Report identifies the following potential elements of the proposed development:
- 'rehabilitation works' to an existing east-west aligned runway ('Runway 10/28'), 2748m long and 230m wide, in the south of the site;
  - modifications to the existing taxiway network in the south of the site, which would include a new taxiway parallel to the existing runway, new taxiways linking the aircraft aprons and stands, and modifications to existing taxiways;
  - two new aprons on an area of approximately 208,000m<sup>2</sup> between the runway and Manston Road (B2050) (which crosses the site north of the runway), to provide parking for up to 18 aircraft;
  - 'slot drains' in the aprons to collect surface water runoff;
  - 25m high mast lights located around the aprons;
  - relocation of the existing cargo facilities located in the north east of the site; and new airside cargo facilities, a car park and storage areas immediately to the north of the new aprons, which would require the regrading of the land in that area. The new cargo facility buildings would be 15m high on an area of approximately 66,000m<sup>2</sup>, and the storage and parking area would be approximately 120,000m<sup>2</sup>;

- retention and use of the existing passenger terminal building and aircraft apron for 'limited' passenger services, including sufficient space for up to four additional aircraft stands if required;
- replacement of the existing MRO facility with a new MRO facility;
- retention of the existing air traffic control (ATC) building located immediately to the north of the runway, and replacement of all navigational aid equipment that has been removed;
- a new radar facility to replace, in its existing location, the existing radar tower in the north west of the site;
- retention of a safeguarding zone around the airport radar tower, the size of which would be dependent on the type and specifications of the radar;
- a new airside fuel farm facility, to include above-ground and bunded fuel tanks;
- warehousing, hangars, offices and airport-related business units to the north of Manston Road. The business units would be of various sizes and layouts and have a total floorspace of approximately 1,400,000m<sup>2</sup>;
- relocation of the two existing museums on the site (the Royal Air Force (RAF) Manston Museum and the Spitfire and Hurricane Memorial Museum) to a new 'museum area';
- conversion of an old ATC tower, located east of the museums, to a café and observation area;
- additional internal substations;
- communication networks;
- foul and surface water connections, which would include interception, attenuation (winter and summer ponds) and pollution control facilities; and could include Sustainable Drainage Systems (SuDS), use of the existing connections to the public drainage system, or use of an existing permitted water discharge to Pegwell Bay;
- creation of a new access to the site from Spitfire Way (B2190), west of the existing access;
- landscaping between the new internal access road and Spitfire Way; and
- improvements to the existing junction of Manston Road and Spitfire Way.

2.4 The above elements are identified in figures contained in Appendix C of the Scoping Report. Figure 1.3 identifies the existing site infrastructure; Figure 2.1 shows the proposed zoning plan for the site; Figures 2.2 – 2.4 shows the proposed general arrangement of the whole site, the cargo area and the passenger area, respectively;

Figure 2.5 shows the proposed highway improvements; and Figure 2.7 shows the outline drainage layout.

## Description of the site and surrounding area

### *The Application Site*

- 2.5 The proposed application site is on the existing site of Manston Airport, west of Manston and north east of Minster. Margate lies to the north, Ramsgate to the east, and Sandwich Bay to the south east. The northern part of the site is bisected by the B2050 (Manston Road), and the site is bounded by the A299 dual carriageway to the south and the B2190 (Spitfire Way) to the west. The existing site access is from the junction of the B2050 with the B2190. A site location plan is provided at Figure 1.1 (Appendix C).
- 2.6 The airport provided a variety of airport-related services from 1916 until it ceased operation in May 2014. It operated as RAF Manston until 1998, and was also a base for the United States Air Force for a period in the 1950s. From 1998 it operated as a private commercial airport with a range of services including scheduled passenger flights, charter flights, air freight and cargo, a flight training school, flight crew training and aircraft testing. More recently it operated as a specialist air freight and cargo hub. Much of the airport infrastructure, including one runway, taxiways, aprons, cargo facilities, and a passenger terminal, remains.
- 2.7 The site is comprised of a combination of existing buildings and hardstanding, large expanses of grassland, and some limited areas of scrub and/or landscaping. The existing buildings along the east and western edges of the site are shown on Figure 1.3 (Appendix C) and comprise:
- a cargo handling facility comprising two storage warehouses 6 - 8m high, and one hanger 12m high, all finished with metal cladding, on an area of 5,200m<sup>2</sup>, with a gated entrance and a security box;
  - a 12m high fire station building, constructed of brick and with a corrugated metal roof, on an area of 2,200m<sup>2</sup>;
  - a helicopter pilot training facility comprising two 10m high hangers with metal cladding, on an area of 950m<sup>2</sup>;
  - two 5m high museum buildings of brick construction, on an area of 2,000m<sup>2</sup>;
  - a 4m high terminal building, on an area of 2,400m<sup>2</sup>;
  - a 6m high ground traffic building, including a 9m high viewing tower, on an area of 700m<sup>2</sup>;

- a 12m high airplane maintenance hangar, with a taller 16m high movable section to enclose an airplane tail fin, on an area of 4,700m<sup>2</sup>; and
  - a fuel farm.
- 2.8 A network of hard surfacing, used for taxiways, aprons, passenger car parking, and roads, connect the buildings to the runway and to the two main airport entrance points that are located in the east and west. The buildings and facilities are generally surrounded by closely mown grassland. Other landscape planting is limited to lines of ornamental trees and shrubs along some sections of the boundary such as the B2190, around some buildings, and in car parking areas on the eastern edge. Post and wire security fencing of varying height runs alongside most of the airport perimeter.
- 2.9 There are archaeological remains on the site from the prehistoric, roman and medieval periods onwards.
- 2.10 The proposed development site is entirely in Flood Zone 1. It is underlain by the Kent Isle of Thanet Chalk principal aquifer, and is within the Lord of the Manor groundwater Source Protection Zone (SPZ), and a Nitrate Vulnerable Zone (NVZ). The Scoping Report states that there is an existing discharge consent relating to the site, for discharge of run-off from the runway and apron areas to Pegwell Bay. There are no water abstraction points on the site, or rivers on or adjacent to the site.

#### *The Surrounding Area*

- 2.11 The site is located within National Landscape Character Area (LCA) 113: North Kent Plain, which covers a 90km long strip of land bordering the Thames Estuary to the north and the chalk of the Kent Downs to the south. It is also contained within the Thanet LCA, which includes a centrally domed ridge on the crest of which the airport is dominant. The area is generally characterised by gently undulating topography, openness and extensive views, and arable uses. There are no nationally or locally designated landscapes within 5km of the site boundary.
- 2.12 Inland areas, including those close to the airport, are described as generally characterised by a moderate density of villages, small groups of residential properties, and individual properties. The coastal area between Pegwell to the south-east and Birchington to the north-west comprises urban and residential development focused upon the main towns of Ramsgate, Broadstairs, North Foreland and Margate. Sandwich Bay and Pegwell Bay are approximately 1.5km to the south east. Ramsgate town centre is approximately 3.8km east of the runway on the site. The nearest residential area to the west is St Nicolas Wade, 6km away. Cliffsend is less than 300m metres southeast of the runway and the A299, the main access route to the



airport. Manston village, through which the B2050 runs, is to the north of the site. A number of houses are located less than 300m away from the main hangar area of the site. The land directly to the south-west of the site is classified as Grade 2 and Grade 3a agricultural land; the site itself is not classed as agricultural land. There are a number of campsites, equestrian centres and beaches within 5km of the site.

- 2.13 There is a relatively dense network of 'A', 'B' and minor roads in the area, and a moderate density of public rights of way (PRoWs) in the area around the airport. These include long-distance walking routes such as the Saxon Shore Way and the Turner and Dickens Walk; and the Viking Way (National Cycle Route 15), a long-distance cycling route. These routes are highlighted on Figure 10.3 in Appendix C. The Ramsgate-Minster railway line is 1.5 kilometres south of the airport.
- 2.14 The boundary of the site abuts the boundary of the Thanet Urban Area Air Quality Management Area (AQMA).
- 2.15 There are eight internationally designated nature conservation sites within 10km of the proposed development site, the four closest of which are 925m away to the south east. These comprise two Special Protection Areas (SPAs), three Special Areas of Conservation (SACs), one Site of Community Importance (SCI), and one Ramsar site.
- 2.16 There are six nationally designated conservation sites within 10km of the proposed development site, comprised of four SSSIs, the closest of which, Sandwich Bay to Hacklinge Marshes, is 925m away to the south east; and two National Nature Reserves: Sandwich and Pegwell Bay, 925m to the south west; and Stodmarsh, 7700m to the south west.
- 2.17 There are two Scheduled Monuments (SMs) within approximately 1km of the site boundary: the Anglo-Saxon Cemetery south of Ozengell Grange, and an enclosure and ring ditches 180m east north east of Minster Laundry; and a further three SMs within 2km.
- 2.18 Within 1km of the site boundary there are 21 grade II listed buildings, and two grade II\* listed buildings: Wayborough Manor and Cleve Court; and Cleve Lodge. The Acol and Minster Conservation Area lies within 2km of the site boundary.
- 2.19 There are numerous archaeological sites from multiple periods within a 500m radius of the site, including prehistoric and roman remains in the area immediately to the south of the site. There are also remains from World War One, World War Two, the Cold War, and the RAF Manston airfield.
- 2.20 There are a series of water channels and streams that form part of the Minster Marshes over 1km to the south of the site. The Marshes

drain into the River Stour, 3km south of the site, which flows east and into Sandwich Bay and Pegwell Bay. There are a number of reservoirs within 3km of the site, including an uncovered reservoir 0.3km from the southern boundary of the site, a covered reservoir approximately 0.5km north of the site, and some small uncovered reservoirs approximately 1.5km or more from the westernmost boundary of the site. There are a number of other small water features, such as ponds, located within 3km of the site.

- 2.21 There are six water abstraction points from groundwater or ponds/lakes located within 500m of the site boundary and three further abstraction points within 1km of the boundary. The Lord of the Manor public water supply (PWS) borehole, which extracts water from the SPZ which underlies the site, is the closest borehole to the site at approximately 400m to the east. There are ten permitted water discharges up to 500m from the site boundary, and a further nine located up to 1km from the boundary.

### **Alternatives**

- 2.22 Section 2.2 of the Scoping Report states that in preparing the ES for the proposed development, consideration will be given to the 'do nothing' scenario; differently scaled air cargo operations at Manston Airport; and strategic alternatives to Manston Airport. No further details are provided.

### **Proposed access**

- 2.23 Vehicular access to the site is proposed from the B2190 to the north of the site, west of the existing access. Highway improvements are also proposed to the junction of the B2190 and the B2050, to the north of the existing site. These are shown on Figure 2.5 in Appendix C.

### **Construction**

- 2.24 Section 2.4 of the Scoping Report indicates that the proposed development would be constructed in phases, during the first of which the 'essential' existing airport equipment and infrastructure would be maintained and/or the new infrastructure would be installed. It is stated that this phase is likely to last between 6 – 12 months, and that the remaining phases of the proposed development would be constructed '...in accordance with the emerging and developing business case for the airport'.
- 2.25 A construction programme has not been provided in the Scoping Report. It is stated that the phased development would be likely to be comprised of the following stages:

- relocation of existing facilities that are currently located within the new development area;

- installation of new airside infrastructure (relocation of 'Taxiway Alpha' and a new fuel farm);
- provision of new site access;
- upgrading of site services (electricity, surface water drainage and treatment);
- improvement of community facilities (museums and café/observation centre);
- development, in phases, of new aircraft stands, aprons and cargo facilities as required; and
- development of the 'Northern Grass' area (in the northwest of the site) for aviation-related businesses.

2.26 The Scoping Report states that the ES will provide details of the construction programme, including construction activities, and the method and anticipated duration of works, and that an outline Construction Environmental Management Plan (CEMP) would be appended to the ES providing details of specific mitigation measures required to reduce the construction-related impacts (Scoping Report paragraph 5.17).

#### **Operation and maintenance**

2.27 It is estimated in the Scoping Report that the proposed development could handle 500,000 - 600,000 tonnes of air freight by 2035, and that, depending on the type of freight and the fleet-mix operating from the airport, 500,000 tonnes would equate to 10,000 - 20,000 air traffic movements per year.

2.28 It is stated that details of the types of aircraft that will operate, the flight timings (including the spread of flights per day or week) and the types of cargo (which will dictate the type of freight handling facilities) are not fully known at this stage, so no further information on these matters is provided in the Scoping Report.

2.29 The operating hours are described in the Scoping Report as 'normal office hours Monday to Friday' for the 'core airport' staff, with 'essential' management staff working 'weekends and holidays'. Air traffic control, firefighting, border control, security and other essential services would be maintained 24 hours/day.

#### **Decommissioning**

2.30 The decommissioning of the proposed development has not been considered in the Scoping Report. It is stated in Section 4.2 that this is on the basis that the airport would be operational long into the future and that therefore decommissioning will not be required.

## The Secretary of State's Comments

### Description of the application site and surrounding area

- 2.31 Limited information on the site and surroundings is provided in Chapter 2, which describes the proposed development; more detailed information is found within the topic chapters. In addition to detailed baseline information to be provided within topic-specific chapters of the ES, the Secretary of State would expect the ES to include a discrete section that describes the site and surroundings. This would identify the context of the proposed development and any relevant designations and sensitive receptors. This section should identify land that could be directly or indirectly affected by the proposed development and any associated auxiliary facilities, landscaping areas and potential off-site mitigation or compensation schemes.
- 2.32 There are some apparent discrepancies/omissions between information in the body of the Scoping Report and the plans, so that it is not clear which existing elements on the site are to be removed, retained or replaced. For instance, reference is made in Section 10.5 to an existing fire station, a helicopter pilot training facility, and a ground traffic building including a viewing tower, however none of these elements are identified on Figure 1.3, which shows the existing site infrastructure. An alternative location for the Fire and Rescue Service is identified on Figures 2.1, 2.2 and 2.3, yet this is not mentioned in the Report. Figures 2.2 and 2.3 identify an existing building to be retained to the north of the B2190 and B2050 junction, which appears to be outside the site boundary, but do not identify what it is.
- 2.33 The overview baseline description lacks reference to certain areas of settlement local to Manston airport that could be sensitive to proposed airport development, including properties in the northern part of Minster, off Alland Grange Lane, Woodchurch and immediately north of Spitfire Way.

### Description of the proposed development

- 2.34 The Applicant should ensure that the description of the proposed development for which an application is made is as accurate and firm as possible, as this will form the basis of the EIA. It is understood that at this stage in the evolution of the proposed development its description may not be confirmed. The Applicant should be aware however, that the description of the development in the ES must be sufficiently certain to meet the requirements of paragraph 17 of Schedule 4 Part 1 of the EIA Regulations and that there should therefore be more certainty by the time the ES is submitted with the draft DCO (dDCO).
- 2.35 It is stated in Section 2.3 that the intention is that the airport would be able to handle 500,000-600,000 tonnes of air freight/year and

over 10,000 air traffic movements of freight cargo/year, and also that 500,000 tonnes of air freight would generate 10,000 to 20,000 air traffic movements per year. The project description identifies that scheduled passenger flights are also proposed, although no further information is provided in relation to estimates of numbers. The description of the proposed development in the ES should identify the maximum parameters for air freight weight and the number of air traffic movements for both air freight and passengers, on which the assessments will be based, which must be the same as those provided for in the dDCO.

- 2.36 Limited information is provided in the Scoping Report in relation to a number of elements of the proposed development, and the Secretary of State expects that more detailed information on these would be provided in the ES. These are discussed below.
- 2.37 It is stated that the existing runway would be retained and is likely to need works to improve its condition; new taxiways and modifications to existing taxiways would be required; and the airport would be able to accommodate parking for up to 18 aircraft (Section 2.3.5), including what are described as larger types of aircraft, classified as Codes E and F. However, no further details of these elements are provided, such as for instance aircraft types. All of the figures which identify aircraft parking areas show stands for 19 aircraft. In addition to identifying 19 stands specifically for Code E aircraft, Figure 2.3 shows optional arrangements of 24 stands for Code D aircraft, and 6 stands for Code F aircraft. The anticipated capacity of the airport, and therefore the basis for the assessments is inconsistent.
- 2.38 Scoping Report paragraph 2.3.7 notes that the passenger facilities on the site will include sufficient space for up to four additional aircraft stands if required. The number of stands required for either cargo and passenger aircraft are not specified but will need to be clearly indicated in the ES and dDCO.
- 2.39 Reference is made to 25m high mast lights that would be located around the aprons; the height should be expressed as a maximum and the number and location of all of the mast lights should be identified in the ES and included on accompanying figures, together with details of anticipated night time lighting requirements.
- 2.40 Paragraph 2.3.9 states that a new airside fuel farm is proposed and refers to Figure 2.2 (Appendix C); however, that figure identifies the location only of an existing (onsite) fuel farm, and no further details of the proposed fuel farm are provided in the Scoping Report. Chapter 9 paragraph 9.6.4 refers to an offsite 'current' fuel farm and a potential onsite tank farm, and paragraph 9.6.9 refers to planned tank farms. It is unclear whether all these references describe the same element of the proposed development. Paragraph 9.6.4 also refers to other elements onsite which are not referenced elsewhere in



the Scoping Report, such as car garages, infilled chalk pits and infilling activities.

- 2.41 It is stated in paragraph 2.3.10 that an existing permitted water discharge to Pegwell Bay may be utilised for the proposed development. The Applicant's attention is drawn to the comments of the EA, contained in Appendix 3 of this Opinion, in this regard, in which they note that this permit lapsed upon dissolution of the previous operators of the site, and that a new environmental permit would need to be sought by any new site operators. The Applicant is referred to the advice contained in Appendix 1 of this Opinion about other regulatory regimes, and the need to provide information in the ES about relevant permits/licences which the Applicant will need to obtain.
- 2.42 Paragraph 2.3.10 makes reference to additional services that would be required on the site such as, for instance, internal substations, communication networks, and foul and surface water connections but provides no further details.
- 2.43 Figure 2.4 (Appendix C) identifies 826 new car parking spaces, and an extension to the existing airport terminal; however, only limited reference is made to these elements in the Scoping Report e.g. in Section 10.5, rather than in the project description. The ES should clearly describe all development components since these comprise the basis for the assessment.
- 2.44 Scoping Report paragraph 2.3.6 notes that existing cargo facilities located in the north east of the site will be relocated and that new cargo facilities will be constructed. It is not clear whether it is proposed that the existing facilities will be demolished. It should be made explicit in the ES which elements of the existing infrastructure on the site would be demolished, for which removal of waste material would be required, and which would be retained and refurbished.
- 2.45 Reference is made in Section 2 to aircraft, cargo, and passenger aprons, and it is not clear if aircraft and cargo aprons are different elements or describe the same element. References are variously made in Chapter 11 to Runway 10/28, Runway 28, and Runways 10 and 28, although it is understood that there is only one runway on the site. The Applicant should ensure that the terminology used in the ES is clear and consistent throughout.
- 2.46 It is stated in paragraph 2.3.12 that the two existing museums on the site will remain and be located in a 'new museum area'. Based on the description provided, it is not clear whether the existing museums will be dismantled and rebuilt, or demolished and new buildings constructed. This should be explained in the ES.
- 2.47 Paragraph 2.3.13 states that it is proposed to provide multiple business units of various sizes and layouts with an approximate total

floor space of 1,400,000m<sup>2</sup>, and that the DCO application will include proposals based on 'outline design parameters'. The assessments in the ES must be based on the maximum parameters of the proposed development, which must also be reflected in the DCO. The Applicant is referred to the information provided in Appendix 1 of this Opinion.

- 2.48 Not all of the acronyms used in the figures in Appendix C are explained in the figure legend, text or glossary of the Scoping Report, such as, for example, 'NDB', 'DME', and 'VDF' on Figure 2.2. All abbreviations and acronyms used in the ES should be explained.
- 2.49 No reference is made in the Scoping Report to whether any elements of the proposed development would be 'associated development'. When submitting a dDCO, the Applicant should clearly define which elements of the proposed development are integral to the NSIP and which are associated development under the Planning Act 2008 (PA 2008) or an ancillary matter. Associated development is defined in the Planning Act as development which is associated with the principal development. Any proposed works and/or infrastructure identified as associated development, or as ancillary to the proposed development, (whether on or off-site) should be assessed as part of an integrated approach to environmental assessment. Guidance on associated development can be found in the DCLG publication 'Planning Act 2008: Guidance on associated development applications for major infrastructure projects'.
- 2.50 The Secretary of State recommends that the ES should include a clear description of all aspects of the proposed development, at the construction, operation and decommissioning stages, and include:
- land use requirements;
  - site preparation;
  - construction processes and methods;
  - transport routes;
  - operational requirements including the nature and quantity of materials used, as well as waste arisings and their disposal;
  - maintenance activities, including consideration of any potential environmental impacts; and
  - emissions - water, air and soil pollution, noise, vibration, light, heat, and radiation.
- 2.51 There is no information in the Scoping Report about how waste generated by the proposed development during the construction, operation, and decommissioning stages would be dealt with, or how it will be addressed in the ES. The ES will need to consider the environmental effects of the storage, processing and removal of all waste types from the site, and identify and describe the proposed

control processes and mitigation, including in relation to transporting waste offsite. All waste types should be quantified and classified.

### **Flexibility**

- 2.52 The Secretary of State notes that limited information has been provided in the Scoping Report on the description of the proposed development and its components. The Applicant's attention is drawn to the Planning Inspectorate's Advice Note 9 'Using the 'Rochdale Envelope', which is available on the Planning Inspectorate's website, and to the 'Flexibility' section in Appendix 1 of this Opinion which provides additional details on the recommended approach.
- 2.53 The Applicant should make every attempt to narrow the range of options and explain clearly in the ES which elements of the scheme have yet to be finalised and provide the reasons. At the time of application, any proposed scheme parameters should not be so wide-ranging as to represent effectively different schemes. The scheme parameters will need to be clearly defined in the dDCO and therefore in the accompanying ES. It is a matter for the Applicant, in preparing an ES, to consider whether it is possible to robustly assess a range of impacts resulting from a large number of undecided parameters. The description of the proposed development in the ES must not be so wide that it is insufficiently certain to comply with the requirements of paragraph 17 of Schedule 4 Part 1 of the EIA Regulations.
- 2.54 It should be noted that if the proposed development changes substantially during the EIA process prior to submission of the application the Applicant may wish to consider requesting a new scoping opinion.

### **Proposed access**

- 2.55 Limited information is provided in Scoping Report paragraph 2.3.11 in relation to access to the site. The outline in paragraph 2.4.2 of the likely phasing of the stages of the proposed development suggests that a new site location access would be provided after existing facilities have been relocated and new infrastructure has been installed, so it is not clear how the site would be accessed during the initial construction period.

### **Alternatives**

- 2.56 The EIA Regulations require that the Applicant provide 'An outline of the main alternatives studied by the Applicant and an indication of the main reasons for the Applicant's choice, taking into account the environmental effects' (see Appendix 1). Three alternatives to the proposed development are identified in Scoping Report Section 2.2, and it is stated that consideration will be given to these in preparing the ES. No further information on alternatives is provided. The

Secretary of State would expect to see a discrete section in the ES that provides details of the alternatives considered and the reasoning for selection of the preferred option(s). The Applicant is referred to Appendix 1 of this Opinion for further advice on this point.

### Construction

- 2.57 Limited information is included in the Scoping Report on the construction phase(s) of the proposed development. Section 2.4 suggests that construction will take place over a number of phases and refers to an initial phase in which 'essential' airport equipment and infrastructure will be maintained or installed, and identifies potential activities that would be carried out at different stages. However, it is unclear which of these would fall within the initial phase and which would be undertaken in subsequent phases.
- 2.58 Reference to the construction phase is also made in Section 4.4 in relation to the consideration of cumulative effects. It is indicated, assuming a DCO is granted, that construction would likely commence in mid-2018 with an initial period of 6-12 months of activity to prepare the airport for reopening, followed by further phased developments over the next 6-18 months. It is then suggested that the operational phase would likely commence following the construction phase at the end of 2018.
- 2.59 The Applicant should ensure that the phasing of the proposed development, and the activities which would be undertaken in each phase, are clearly explained in the ES, and consistently reflected in the topic assessments. These should be based on worst case assumptions about the duration of the construction phases, and include consideration of the potential effects of construction activities occurring in conjunction with the operational activities of the airport.
- 2.60 In addition, the first bullet point of paragraph 2.4.2 refers to the relocation of existing facilities that are located within the new development area, and the second bullet point refers to the relocation of 'taxiway alpha'. It is not explained if these activities would involve the demolition and complete removal of existing infrastructure.
- 2.61 The Secretary of State notes that no information has been provided in the Scoping Report about the size and location of construction compounds. Whilst it is appreciated that this information may not be available at this stage in the evolution of the proposed development, the Applicant is reminded that this information will be required and that such compounds should be included within the site red line boundary.
- 2.62 Site clearance and preparation, levelling and demolition activities and methods should be described in the ES. It is not stated in the Scoping Report whether there will be any need for piling during

construction. If piling is to be utilised, potential impacts will need to be considered in the assessments.

- 2.63 The Secretary of State advises that comprehensive information on construction should be provided in the ES, including: the phasing programme; construction methods and activities associated with each phase; numbers of workers and the hours of working; types of plant and machinery; siting of construction compounds (on and off site); lighting equipment/requirements; number, type, movements and parking of construction vehicles (both heavy goods vehicles (HGVs) and staff vehicles); noise; and any CEMP.

### **Operation and maintenance**

- 2.64 Limited information is included in the Scoping Report on the operational phase of the proposed development. Reference is made in Section 2.5 to the staff operating hours as 'normal' office hours and 'weekends and holidays', and no further details are provided. The Secretary of State notes and welcomes the intention to provide with the DCO application full details of the types of aircraft that will operate, the timings of the flights, and the types of cargo, and to use that information for the assessments. The information provided in the ES should also cover but not be limited to such matters as: the number of full/part-time jobs; the operational hours and, if appropriate, shift patterns of the staff; the number and types of vehicle movements generated during the operational phase; and maintenance activities. Details of the proposed operational environmental management plan should be provided, including consideration of any electro-magnetic field effects arising from the proposed development.
- 2.65 The Applicant should demonstrate the resilience of the operational airport to predicted changes in climatic factors such as increased temperatures, rainfall and changes in wind patterns.

### **Decommissioning**

- 2.66 The Secretary of State notes the statement in Scoping Report paragraph 4.2.2 that there is no need to consider decommissioning. The Secretary of State acknowledges that the further into the future any assessment of decommissioning is made, the less reliance may be placed on the outcome, however it cannot be ruled out that the need to decommission the development could occur during its lifetime. Consequently, the Secretary of State does not agree to this approach. The Applicant's attention is also drawn to the comments of Thanet District Council (TDC) in this regard.
- 2.67 The purpose of such a long term assessment is to enable the decommissioning of the works to be taken into account in the design and use of materials such that structures can be taken down with the minimum of disruption. The Secretary of State recommends that the



EIA covers the life span of the proposed development and that the process and methods of decommissioning are considered and presented in the ES.

## **3 EIA APPROACH AND TOPIC AREAS**

### **Introduction**

- 3.1 This section contains the Secretary of State's specific comments on the approach to the ES and topic areas as set out in the Scoping Report. General advice on the presentation of an ES is provided at Appendix 1 of this Opinion and should be read in conjunction with this Section.

### **EU Directive 2014/52/EU**

- 3.2 The Secretary of State draws the Applicant's attention to EU Directive 2014/52/EU (amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment), which was made in April 2014.
- 3.3 Under the terms of the 2014/52/EU Directive, Member States are required to bring into force the laws, regulations and administrative provisions necessary to comply with the Directive by 16 May 2017.
- 3.4 Whilst transitional provisions will apply to such new regulations, the Applicant is advised to consider the effect of the implementation of the revised Directive in terms of the production and content of the ES.
- 3.5 On 23 June 2016, the UK held a referendum and voted to leave the European Union. There is no immediate change to infrastructure legislation or policy. Relevant EU Directives have been transposed into UK law and those are unchanged until amended by Parliament.

### **National Policy Statements (NPSs)**

- 3.6 Sector-specific NPSs are produced by the relevant Government Departments and set out national policy for NSIPs. They provide the framework within which the Examining Authority (ExA) will make their recommendations to the Secretary of State and include the Government's objectives for the development of NSIPs.
- 3.7 At present there is no designated NPS relevant to the airports sector. The Secretary of State must have regard to any matter that the Secretary of State thinks is important and relevant to the Secretary of State's decision. This could include extant and emerging policies at both the national and local level.

### **Environmental Statement Approach**

- 3.8 The Scoping Report contains limited detail and evidence on which to base this Opinion, for example in relation to the nature of the proposed development, the baseline information gathered to-date,

the approach to be taken to assessing environmental impacts and proposed mitigation measures. This has constrained the Secretary of State's ability to comment in detail on the scope of the assessment.

- 3.9 The list of legislative requirements in Scoping Report paragraph 7.2.2 makes reference to the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, and paragraph 10.2.3 refers to The Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The regulations relevant to NSIPs are The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (SI No 2263) as amended. Care should be taken to ensure that the relevant legislation is applied in undertaking the EIA and that it is correctly referenced in the ES. The Secretary of State draws the attention of the Applicant to the need to take account of any updates to legislation and to liaise with the local planning authorities to ensure that the most up-to-date policy documents are used in the EIA. In this regard the Applicant's attention is drawn to the comments of Kent County Council (KCC) in relation to relevant local policy documents.
- 3.10 The Secretary of State notes that some information in the Scoping Report is contained within grey boxes, often setting out definitions or criteria; however, it is not clear whether they contain quoted text from other sources such as published guidance, or represent the Applicant's opinion. It should be made clear and the sources identified in the ES where published guidance and advice is relied on and where independent judgement is applied.
- 3.11 The Secretary of State notes that it is stated in Section 4.3 that the site and surrounding area have been viewed from PRowS and highways, but that the assessment of the baseline conditions within the technical chapters has been desk-based as a result of limited access to the site. The submitted ES must be based on robust baseline data, including, where relevant, site walkover, surveys and investigations.
- 3.12 The Secretary of State recommends that the physical scope of the study areas should be identified for each of the environmental topics and should be sufficiently robust in order to undertake the assessment. The extent of the study areas should be on the basis of recognised professional guidance, whenever such guidance is available. The scope should also cover the breadth of the topic area and the temporal scope, and these aspects should be described and justified. The Secretary of State recommends that the Applicant undertakes appropriate consultation with the relevant consultees in order to agree wherever possible the methodology, timing and scope of surveys. Where this is not possible it should be stated clearly in the ES and a reasoned justification given. It is noted that the Applicant has met with relevant consultees, however it is unclear at

this stage whether any of the topic-based methodologies have been agreed.

- 3.13 Assessments should be based on a robust and consistent set of worst case assumptions regarding the duration, phasing and type of construction activity to be undertaken, and on a clear description of operational activity.
- 3.14 The Secretary of State welcomes the reference in Section 4.4 of the Scoping Report to the use of relevant guidance, such as the Planning Inspectorate's Advice Note 17 (AN17): Cumulative Effects Assessment (CEA). However, paragraph 4.4.9 describes the 'proposed developments' listed in Appendix B and shown on Figure 4.1 of the Scoping Report as those which have not yet been consented but 'are considered likely to proceed', which is not consistent with the advice in AN17 (and reflected in Box 4.3 of Scoping Report Section 4.4) about developments that should be considered in a CEA.
- 3.15 In addition, the status of some of the applications included in the list is not clear. For instance, Id 40 is shown as Tier 1 but refused permission; Id 47 and 48 (and others) are only shown as 'decided' rather than either 'permitted or 'refused'; Id 56, 57 and 58 are shown as Tier 1 but withdrawn; Id 67 and 68 appear to relate to the same application; and Id 84 identifies a scoping opinion but its status is described as 'decided'.
- 3.16 It is also unclear whether the CEA Zones of Influence (ZOIs) have been agreed with relevant stakeholders, as paragraph 4.4.7 states that draft ZOIs have been established for each topic and will be agreed with stakeholders, while paragraph 4.4.9 refers to the CEA ZOI study area as agreed. It is recommended that the Applicant agrees with relevant consultees the ZOIs and the list of developments to be considered. The Applicant's attention is drawn to TDC's comments, contained in Appendix 3, about the extent of the ZOIs for both the air quality and the ecological assessments.
- 3.17 The Applicant should ensure that the approach to undertaking the CEA is consistent with relevant guidance and good practice, and is fully explained in the ES, and that the information provided is accurate.
- 3.18 The explanation in paragraphs 4.4.2 and 4.4.3 of the Applicant's approach to assessing combined effects is unclear, and suggests that only significant effects will be considered in such an assessment. The Secretary of State considers that potential effects on a single receptor that individually are not significant could combine to result in a significant combined effect.

- 3.19 The Secretary of State recommends that in order to assist the decision-making process, the Applicant may wish to consider the use of tables:
- (a) to identify and collate the residual impacts after mitigation on the basis of specialist topics, inter-relationships and cumulative impacts;
  - (b) to demonstrate how the assessment has taken account of this Opinion and other responses to consultation;
  - (c) to set out the mitigation measures proposed. As well as assisting the reader, the Secretary of State considers that this would also enable the Applicant to cross-refer mitigation measures proposed in the ES to specific provisions proposed to be included within the dDCO; and
  - (d) to identify where details in the HRA report (where one is provided), such as descriptions of European sites and their locations, together with any mitigation or compensation measures, are to be found in the ES.
- 3.20 The ES should not be a series of separate reports collated into one document, but rather a comprehensive assessment drawing together the environmental impacts of the proposed development. This is particularly important when considering impacts in terms of any permutations or parameters of the proposed development.

## Environmental Statement Structure

- 3.21 Section 15 of the Scoping Report, 'Outline Structure of the ES', sets out the proposed structure of the ES and notes that it is anticipated that it will be comprised of the following:
- Non-Technical Summary
  - Volume 1: Full text of the EIA
  - Volume 2: Technical Appendices
- 3.22 It is stated that the chapter headings in Volume 2 of the ES will be as follows:
- 1. Introduction
  - 2. Project need and alternatives studied
  - 3. Project description
  - 4. Approach to preparing the ES
  - 5. Policy overview
  - 6. Air quality
  - 7. Biodiversity
  - 8. Ground and surface water



- 9. Historic environment
- 10. Land quality
- 11. Landscape and visual
- 12. Noise
- 13. Socio-economic
- 14. Traffic and transport
- 15. Combined and Cumulative effects
- 15. Summary of predicted effects

3.23 The Secretary of State notes that the proposed ES topic chapter headings reflect the same topics as covered in the Scoping Report. No reference is made to which document will contain the ES supporting figures. It is assumed that the last chapter heading, 'Summary of predicted effects', should refer to Chapter 16 rather than Chapter 15.

3.24 Some of the text in the Scoping Report, such as in the various tables and boxes, and on the figures in Appendix C, is small scale and difficult to read both on the paper and electronic copies. The Applicant is reminded that the ES should be clear and accessible to readers.

### **Matters to be Scoped In/Out**

3.25 Matters must not be scoped out unless specifically addressed and justified by the Applicant, and confirmed as being scoped out by the Secretary of State.

3.26 The Applicant has identified in the topic chapters, and summarised in Table 14.1 of Chapter 14 of the Scoping Report, matters that are proposed to be scoped out. These are discussed below. It is noted that the description of scoped out matters differs between the individual chapters and the summary list provided in Chapter 14, for example, the land quality effects proposed to be scoped out are more extensive in Chapter 14 than in the topic chapter.

3.27 Whilst the Secretary of State has not agreed to scope out certain matters on the basis of the information available at this time, this does not prevent the Applicant from subsequently agreeing with the relevant consultees to scope matters out of the ES, where further evidence is provided to justify this approach. This should be explained fully in the ES.

3.28 Where a topic is scoped out, either by agreement with the Secretary of State in this Scoping Opinion, or with the relevant consultees at a later time, the ES should still justify and evidence the approach taken in order to demonstrate that topics have not simply been overlooked. This should include, where relevant, reference to how the delivery of

measures proposed to prevent/minimise adverse effects are secured through DCO requirements and whether relevant consultees agree on the adequacy of the measures proposed.

### **Decommissioning**

- 3.29 It is proposed that effects as a result of the decommissioning phase of the airport can be scoped out because the airport will be operational long into the future, as highlighted in Section 2.64 above. The Secretary of State does not consider that sufficient justification to scope out decommissioning has been provided and advises that the potential effects of decommissioning must be assessed in the ES.

### **Air Quality**

- 3.30 It is proposed that the following air quality effects are scoped out:
- assessment of pollutants such as sulphur dioxide (SO<sub>2</sub>), carbon monoxide (CO) and volatile organic compounds (VOCs);
  - assessment of effects on workplace locations; and
  - odour assessment.
- 3.31 It is proposed to scope out effects from pollutants such as SO<sub>2</sub>, CO and VOCs on the basis of low background concentrations and low emission rates. The Secretary of State does not agree to scope this out. There is a lack of detailed justification to support scoping out of these pollutants based on the geographical distribution of likely pollutant sources, e.g. engine ground runs, relative to sensitive receptors and therefore the likelihood of short or long term exposure and exceedence of the relevant air quality objective.
- 3.32 It is proposed to scope out effects on workplace locations (Scoping Report paragraph 5.6.16). The Secretary of State does not agree to scope these effects out. The ES should provide an assessment of all receptors likely to be exposed to elevated levels of pollutants unless otherwise exempted under other legislation.
- 3.33 It is proposed to scope out odour assessment from the air quality assessment based on the relatively small size of the development. The Secretary of State does not agree to scoping this out and considers that further justification is required based on the geographic location of potential odour sources and any potential sensitive receptors. The Applicant's attention is drawn to TDC's comments, contained in Appendix 3, in this regard. This justification must include reference to the potential for movement of contaminated material during construction. Otherwise, the applicant should provide an assessment in accordance with the relevant Institute of Air Quality Management (IAQM) standards.

### **Biodiversity**

- 3.34 It is proposed to scope out potential effects on relevant habitats and species in watercourses/waterbodies resulting from contamination caused by soil disturbance or the accidental spillage of chemicals during the construction and operation of the airport. This is justified on the basis that there will be sufficient management and control measures contained in a 'construction management plan' and an 'environmental management plan' to mitigate any pollution incident. No information has been provided in the Scoping Report on the environmental management plan and the measures that it may contain, and no further reference is made to the construction management plan. The Secretary of State does not agree that these effects can be scoped out due to the potential for effects on European sites, and because insufficient information has been provided at this time to justify such an approach.

### **Ground & Surface Water**

- 3.35 It is proposed that effects on local surface water quality via site run-off can be scoped out. It is explained that this is because there are no local surface water features due to the highly permeable nature of the site, and that there is a permitted discharge to Pegwell Bay. The Secretary of State does not agree that effects on local surface water can be scoped out during operation, since the existing discharge consent has lapsed. In addition, due to the potential for accidental spillages to Pegwell Bay via the site drainage network during construction, the Secretary of State does not agree that this matter should be scoped out for the construction phase(s), and advises that this matter should be assessed, with appropriate mitigation identified and secured in the DCO.

### **Historic Environment**

- 3.36 It is proposed to scope out potential direct effects on heritage assets outside the proposed site boundary, on the basis that direct effects can only arise from physical disturbance of assets. The Secretary of State considers that, the potential for direct effects arising from offsite works, if required, would require evaluation and therefore must be scoped in.
- 3.37 It is proposed to scope out potential indirect effects on designated heritage assets outside of the 1km study area. The Secretary of State does not agree with this approach and considers that heritage assets located within the Zone of Theoretical Visibility (ZTV) should be considered for assessment as appropriate.

### **Land Quality**

- 3.38 It is proposed to scope out potential contamination effects on human health due to spills and leaks from mechanised plant during the

construction phase. Chapter 9 limits this to the installation of the planned tank farms. The Secretary of State is satisfied that these matters can be dealt with through measures such as training and CEMPs. Drafts of such plans should be provided with the DCO application.

- 3.39 It is proposed to scope out potential effects on human health from any contaminated land during construction. Chapter 9 limits this to effects on construction workers from contaminated soil or buried animals. In light of the potential for contamination from a range of sources, e.g. aviation fuels, trichloroethylene (TCE) and unexploded ordnance (UXO), the Secretary of State considers that an assessment should be carried out, with appropriate mitigation identified and secured in the DCO.

### **Landscape and Visual**

- 3.40 It is proposed to scope out potential effects on any landscape character areas and on any visual receptors within the study area that are entirely outside the development ZTV, as the Applicant considers that it is highly unlikely that effects could be sustained by other pathways in the absence of a visual effects pathway. The Secretary of State agrees that these can be scoped out.
- 3.41 In relation to the proposal to scope out potential effects on the National LCA 113: North Kent Basin (or North Kent Plain – see comments above) the Secretary of State does not consider that the Applicant has provided sufficient justification to support the assertion that significant effects cannot occur. Accordingly the Secretary of State does not agree that this matter can be scoped out.

### **Noise**

- 3.42 Vibration effects on residential receptors from construction is listed as being scoped out in Chapter 11 paragraph 11.6.7 but is not listed in Chapter 14. The Secretary of State considers that further justification is required to scope out this effect, based on whether activities with potential to give rise to vibration will occur within a set distance from receptors, e.g. less than 100m, otherwise it is expected that a vibration assessment would be carried out in accordance with a recognised standard such as BS5228-2:2009+A1:2014 or equivalent.

### **Traffic and Transport**

- 3.43 It is proposed to scope out 'potential noise, vibration, visual and ecological effects as a result of the traffic and transport associated with the construction and operation of the airport' in Scoping Report Table 14.1. The text within the table goes on to state that these effects will be considered and assessed elsewhere within the relevant ES chapter. For the avoidance of doubt the Secretary of State does not agree to scope these matters out and considers that these effects

should be assessed as part of the ES but is content for them to be presented within the relevant topic chapters.

- 3.44 Scoping Report paragraph 13.6.20 is incomplete. It appears to imply that assessment of dust, dirt and air pollution effects arising from construction vehicles may be scoped out from assessment. The Secretary of State does not agree to scope these out and considers that these effects should be assessed as part of the ES.

## Topic Areas

### Air Quality (see Scoping Report Chapter 5)

- 3.45 The Applicant identifies that the proposed development has potential to give rise to air quality effects during construction and operation from a range of sources. The Secretary of State agrees that changes in air quality should be assessed in relation to compliance with the European air quality limit values and with particular reference to AQMAs, such as the Thanet Urban Area AQMA. The Applicant should set out within the ES the proposed measures to minimise emissions from construction and operational activities.
- 3.46 The Secretary of State is generally satisfied with the methodology proposed, which is based on industry standard methods and includes the assessment of effects on both human and non-human receptors. Specific sensitive human and non-human receptors are not identified within the scope. The ES must justify the choice of receptors selected and these must be identified and agreed with TDC and Natural England (NE) respectively.
- 3.47 Scoping Report paragraph 5.6.5 refers to the assessment of construction dust utilising Environmental Protection UK and Institute of Air Quality Management (EPUK/IAQM) guidance on planning and air quality, and IAQM construction dust assessment guidance. These are considered to be appropriate methodological approaches and the Applicant should demonstrate that they have been applied consistently.
- 3.48 Scoping Report paragraph 5.6.12 states that dispersion modelling 'may' be undertaken for operational activity and is unclear regarding the exact scope of the pollutants proposed to be assessed. The Secretary of State considers that dispersion modelling using the Aviation Environmental Design Tool (AEDT), as indicated in paragraph 5.6.13, is appropriate and should be based on the worst case scenario, assumed to be full operation by 2035. This should include on- and off-airport effects where relevant.
- 3.49 The Secretary of State agrees that traffic emissions should be assessed using ADMS-Roads, subject to the relevant EPUK/IAQM thresholds. Such information should inform the ecological assessments. In light of the proximity of the site to the Thanet Urban



Area AQMA, the decision regarding whether detailed air quality assessment is undertaken should be based on all of the relevant indicative threshold criteria set out in Tables 6.1 and 6.2 of the EPUK/IAQM guidance, 'Land-Use Planning & Development Control: Planning For Air Quality', May 2015.

- 3.50 The Applicant should set out in the ES any proposals for long term air quality monitoring of airport-related activities.
- 3.51 It is noted that Scoping Report paragraph 5.4.2 references Ramsgate AQMA. It is assumed that this reference is incorrect and should be to Thanet Urban Area AQMA.
- 3.52 The Applicant's attention is drawn to TDC's comments, contained in Appendix 3, in relation to potential impacts of emissions on climate change. The applicant should give consideration to the carbon footprint of the proposed development during construction and operation, demonstrating how the development will contribute to achieving the objective of reducing global greenhouse gas emissions set out in the Aviation Policy Framework (Department for Transport, 2013).

#### **Biodiversity (see Scoping Report Chapter 6)**

- 3.53 Limited information has been provided in Section 6.6 of this chapter about the methodology for determining what would constitute a significant effect. The definition of a significant effect and the criteria that will be used to determine it must be clearly explained in the ES. The Secretary of State notes that it is stated that the biodiversity assessments will be undertaken 'with reference to' the Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines for Ecological Impact Assessment, and recommends that the assessments are carried out in accordance with those Guidelines.
- 3.54 Table 6.1 (pages 59 – 61) identifies eight European sites, and Figure 6.1 (Designated Sites of Nature Conservation Importance) shows the location of European sites (not identified by name), within 10km of the proposed development. It is indicated in Section 3.5 that only one Natura 2000 site is located within that radius, which is incorrectly identified as the 'Thanet Coast & Sandwich Bay Special Protection Area and Ramsar Site', which comprises two separate international sites, identified in Table 6.1 as the Thanet Coast & Sandwich Bay Special Protection Area (SPA) and the Thanet Coast & Sandwich Bay Ramsar site. Figure 6.1 does not include Sites of Community Importance (SCIs) in the legend, although the Margate and Long Sands SCI is identified in Table 6.1. The Secretary of State expects the ES to include relevant figures which accurately identify the location and name of all of the designated sites considered in the assessment.

- 3.55 It is stated in paragraph 6.1.2 that the Applicant intends to produce information required to inform a Habitats Regulations assessment (HRA). The Secretary of State recommends that this information is presented in the form of either a 'No Significant Effects Report' (NSER) or an HRA Report, as appropriate. Further guidance on HRA, to which the Applicant should refer, is contained in Section 4 of this Opinion and Planning Inspectorate Advice Note 10.
- 3.56 The Secretary of State notes that it is indicated in Section 3.5 that the Applicant intends to prepare an Evidence Plan in relation to HRA. It is recommended that preparation of this plan begins, and that NE is contacted, at the earliest opportunity during pre-application. Information on Evidence Plans is provided in Section 4 of this Opinion.
- 3.57 Section 6.4 indicates that consultation with relevant consultees has begun. It does not appear that the scope of and methodology for the ecological assessments has yet been agreed, however the Secretary of State notes that consultation is ongoing and that formal agreement is being sought and recommends that this is progressed as soon as possible. The Secretary of State recommends that surveys should be thorough, up to date, and take account of other development proposed in the vicinity.
- 3.58 It is noted that the Sandwich and Pegwell Bay National Nature Reserve (NNR) is identified in Table 6.2 as scoped in to the assessment, in relation to potential for indirect effects resulting from deterioration in the air quality and increased levels of deposition. The Secretary of State considers that the potential effects on the NNR of contamination of the existing outfall that discharges into Pegwell Bay should also be considered.
- 3.59 It is indicated in Section 6.5 that a 10km search area has been used to identify statutory sites which may be affected by the proposed development, a 1km search area from the airport boundary to identify non-statutory sites, and a 30m search area to identify any features of biodiversity conservation importance. Very limited information is provided to explain the basis for selecting these study areas. The extent of and rationale for selecting each of the ecological study areas should be clearly and fully set out in the ES Biodiversity chapter, and agreed with consultees where possible.
- 3.60 It is suggested in paragraph 6.6.7, and also reflected in paragraph 6.6.12, that direct effects are those that affect receptors on a development site while indirect effects are those that affect offsite receptors. The Secretary of State considers that this approach does not properly reflect how effects should be assessed, e.g. construction works on the boundary of a site or construction and operational traffic movements to and from the site could disturb flora and fauna beyond and at some distance from the boundary, depending on the nature of the activity and the sensitivity of the receptor; and aircraft

movements beyond the boundary could increase collision risk with birds. Consideration should be given by the Applicant to how direct and indirect effects are defined and assessed in the EIA.

- 3.61 It is suggested in Box 6.3 (page 66) that a small population of a priority species important at a national level that could be affected by a development would often be assessed as being of insufficient value for an effect to be significant and that therefore it could be 'scoped out' of an assessment. This approach is not completely consistent with the 2016 CIEEM Guidelines for Ecological Impact Assessment. The Secretary of State refers the Applicant in particular to Section 4 of that guidance, which provides advice on determining the importance of habitats and species. Any departure from that advice should be fully explained in the ES.
- 3.62 It is noted that the list of potential receptors scoped in for further assessment in Table 6.2 does not include over-wintering birds or great-crested newts, although Section 6.6 identifies potential for both of these to be found on the proposed development site and a potential need for more detailed survey work. The Secretary of State recommends that potential effects on these species are considered in the EIA.
- 3.63 Paragraph 6.6.16 notes that the design of the proposed development will incorporate measures to avoid or reduce adverse effects or deliver enhancements. Very limited reference is made in this chapter to potential mitigation measures for effects which may not be avoided or reduced as a result of the design, and no reference is made to how potential residual effects will be considered and assessed in the EIA. The Secretary of State expects such matters to be covered in the ES.
- 3.64 The Secretary of State draws attention to the need to consider combined effects in addition to cumulative effects. The ecological assessment should take account of noise, vibration, and air quality (including dust) impacts, and include consideration of the inter-relationship between effects on ground and surface water and on biodiversity features. The Applicant's attention is drawn to the comments of TDC, contained in Appendix 3 of this Opinion, in this regard. The Secretary of State notes and welcomes that the outcomes of the air quality assessment will be evaluated in the ES biodiversity chapter. Cross-reference should be made in the ES between the relevant topic chapters.
- 3.65 The Applicant's attention is drawn to the comments of KCC, contained in Appendix 3 of this Opinion, particularly in relation to the extent of the ecological study areas, and potential effects on nearby internationally designated sites.

## **Ground and Surface Water (see Scoping Report Chapter 7)**

- 3.66 Chapter 7 of the Scoping Report references a number of detailed reports that inform the description of baseline conditions. The Applicant should ensure that this information is appended to the ES where it informs the assessment of effects.
- 3.67 The Secretary of State welcomes the proposed submission of a groundwater risk assessment in line with Groundwater protection: Principles and practice (GP3), Environment Agency (EA), August 2013, Version 1.1. Based on the location of the scheme above the Kent Isle of Thanet Chalk, which is a principal aquifer, and within the Lord of the Manor SPZ, and due to proximity to other SPZs, the Secretary of State considers that a quantitative risk assessment should be undertaken, unless robust justification can be provided otherwise. The Secretary of State requires that the scope of any intrusive works and associated mitigation measures is agreed with the EA, TDC and Southern Water, and welcomes the proposed ongoing consultation with these organisations.
- 3.68 The Applicant should ensure that the effect of the proposals on the objectives of the Water Framework Directive (WFD), as set out in the South East River Basin Management Plan, is assessed. The Applicant's attention is drawn to the comments of the EA, contained in Appendix 3 of this Opinion, which make reference to that Plan and also the Stour Catchment Plans, in this regard. The Secretary of State agrees that an assessment of the effects of the proposals on public and private water supplies should be undertaken. This should specifically consider effects and measures relating to TCE.
- 3.69 The Secretary of State welcomes the proposed submission of a Flood Risk Assessment (FRA) compliant with the NPPF and relevant local policies. The FRA should be developed in consultation with the EA and Lead Local Flood Authority. The Applicant's attention is drawn to the comments of KCC, contained in Appendix 3 of this Opinion, in this regard.
- 3.70 The Secretary of State welcomes the proposed inclusion of a site drainage plan, since drainage is a potential pathway for discharge of liquids and suspended solids into ground and coastal waters. The drainage plan should indicate both the existing and proposed drainage network. The Applicant should demonstrate that measures to avoid existing drainage runs or to block existing drains have informed the proposed construction methodology and operational design development. The Applicant should seek agreement for the proposed drainage attenuation ponds with Southern Water. The Applicant should outline any measures taken to treat drainage discharges, including any discussions with the EA and Southern Water in this respect.

- 3.71 Mitigation measures should be addressed and the Secretary of State advises that measures relating to other regimes, e.g. environmental permitting, are included, for example in relation to clean and foul water drainage discharges. Measures to attenuate runoff and to minimise water demand on site, e.g. via rainwater harvesting, should also be discussed. On-going monitoring should also be addressed and agreed with the relevant authorities to ensure that any mitigation measures are effective.
- 3.72 The list of good practice advice makes reference to the EA Agency Pollution Prevention Guidance (PPG) Notes. Whilst the content may remain relevant, it is noted that the PPGs were withdrawn in December 2015.
- 3.73 The ground and surface water assessment should cross reference to the land quality assessment, and avoid duplication of descriptive baseline information where possible.
- 3.74 Scoping Report Chapter 7 states that significance will be based on receptor sensitivity and magnitude of change criteria. No details regarding the significance thresholds are set out in the Scoping Report. The Secretary of State requires that specific significance criteria are set out in the ES.
- 3.75 The Applicant's attention is drawn to the EA's comments, contained in Appendix 3 of this Opinion, particularly in relation to potential sources of contamination of and impacts on the Kent Isle of Thanet Chalk principal aquifer.

#### **Historic Environment (see Scoping Report Chapter 8)**

- 3.76 The extent of consultation and level of agreement with relevant consultees in relation to the historic environment assessment is not clear in the Scoping Report. It is stated that an archaeological study area of 500m radius from the site has been agreed with KCC and Historic England (HE). However, it is also stated that KCC requested that consideration is given to other archaeological sites (listed) beyond this radius, effects on above-ground aviation-related archaeology, and effects of flights on heritage assets; and that HE requested the inclusion of other additional baseline views, including from Richborough Castle and the Abbey in Minster. It is not clear if it is intended to include these matters in the assessment; the Secretary of State considers that they should be assessed.
- 3.77 Section 8.6 proposes that 'significant sites' outside the search area will also be considered. The Secretary of State considers that the exclusion of such sites from the study area may mean that the study area has been drawn too tightly around the site. It is recommended that the Applicant agrees the extent of the study areas with relevant consultees at the earliest opportunity, and that this is primarily informed by the ZTV prepared as part of the landscape and visual



impact assessment (LVIA), rather than by an arbitrary buffer distance. It is noted that a ZTV of 5km is discussed in the landscape and visual chapter of the Scoping Report.

- 3.78 The ES should set out the rationale for selecting each of the heritage study areas. If the Applicant decides to assess features outside the selected study area, the approach taken to identifying such features must be clearly explained in the ES.
- 3.79 Consideration should be given to the inter-relationships between the historic environment and landscape and visual matters, and cross-reference should be made between the relevant ES chapters.
- 3.80 The Applicant's attention is drawn to the comments, contained in Appendix 3 of this Opinion, of KCC in relation to baseline environment surveys and potential impacts; and National Grid's comments about potential cumulative effects of the proposed development together with the Richborough Connection Project (RCP) on the historic environment.

#### **Land Quality (see Scoping Report Chapter 9)**

- 3.81 Scoping Report Section 9.4 highlights the potential risk of contamination and UXO being present on site and outlines that a Phase 1 Land Quality Assessment (LQA) supported by a site walkover and a 6 Alpha detailed UXO threat & risk assessment will be undertaken. The Secretary of State considers that the Phase 1 LQA should be carried out in accordance with the EA Model Procedures for the Management of Land Contamination (CLR11), and the UXO studies should be carried out in accordance with CIRIA Guide C681 - Unexploded ordnance (UXO): A guide for the construction industry.
- 3.82 Given the confirmed presence of contamination on site, the Secretary of State agrees that the risk assessment should be supported by ground investigation data, where appropriate. The scope of any intrusive investigation should be agreed with the EA and TDC.
- 3.83 The Secretary of State requires that the assessment consider the risk of discharges of contaminated material to European designated sites in Pegwell Bay and the potential for mobilisation of contamination within the aquifer. Given the potential for substantial material imports to level areas of the site, the Secretary of State considers that the assessment should also set out the Applicant's proposed control measures to ensure that fill materials do not introduce new sources of contaminants to the site.
- 3.84 The Secretary of State requires that for the purposes of any proposed investigation or construction works aquifer protection measures should be set out and agreed with Southern Water.

- 3.85 It is noted that baseline information in Scoping Report Section 9.5 overlaps with information in Scoping Report Chapter 7, and that for the purposes of the ES cross-referencing should be used where possible to avoid duplication of information.
- 3.86 Section 9.6 of the Scoping Report states that the Phase 1 LOA risk assessment will be used to identify potentially significant effects. The detailed significance criteria are not set out in the Scoping Report. The Secretary of State requires that specific significance criteria are described in the ES.
- 3.87 The Applicant's attention is drawn to the comments of TDC, contained in Appendix 3 of this Opinion, particularly in relation to potential sources of land contamination as a result of the former uses of the site and consequent effects on sensitive receptors.

### **Landscape and Visual (see Scoping Report Chapter 10)**

- 3.88 It is stated in paragraph 10.5.5 that Manston Airport is located within the National LCA 113: North Kent Plain, then noted in paragraph 10.6.12 that potential effects on the National LCA 113: North Kent Basin will not be considered in the EIA (and repeated in Table 14.1, Chapter 14). It is unclear whether this is a textual error or whether these references are to two different National LCAs, and it should be clarified in the ES.
- 3.89 The Secretary of State notes that consultation with relevant consultees, such as KCC and Thanet and Dover Councils, in relation to landscape and visual matters has not yet commenced, and recommends that the methodology, extent of the study area, potential receptors, and location of viewpoints is agreed with them at the earliest opportunity. It is noted that it is proposed to scope out effects on the North Kent National LCA (and any other LCAs outside the ZTV) (discussed above); the Applicant is referred to the Secretary of State's comments above.
- 3.90 The Secretary of State notes and welcomes that the landscape and visual assessment will include use of a ZTV. The ES should describe the model and methodology used and provide information on the area covered and the timing of any survey work. The ZTV should take account of any land raising activities at the airport. The Secretary of State notes that the location of viewpoints will be agreed with the local authorities.
- 3.91 In relation to temporal scope, it is stated that the LVIA will be undertaken for 'the construction period when the greatest level of construction activity is being undertaken'. However, it is understood that construction of the various elements of the proposed development will occur at different times in different locations, and therefore different receptors could be affected at each construction phase. The Applicant will need to ensure that the suggested

approach covers all receptors which could potentially be significantly affected in each construction phase.

- 3.92 The proposed development includes large structures on the site. The Secretary of State recommends that careful consideration is given to the form, siting, and use of materials and colours in terms of minimising the visual impact of these structures. The potential effects of the required airport lighting on night-time views should be taken into account. The Applicant's attention is drawn to TDC's comments, contained in Appendix 3, in this regard. The Secretary of State recommends that photomontages and wireframes of the proposed development are provided with the ES, and include night-time visualisations, bearing in mind the need for extensive night-time lighting across the site.
- 3.93 No information is provided in relation to potential mitigation other than a brief reference in paragraph 10.6.10 to mitigation planting. The Applicant should consider in the ES how measures proposed to mitigate landscape and visual effects, such as planting, may relate to other topics, for instance impacts on ecological receptors. Appropriate cross-reference should be made between related topics in the ES, such as Biodiversity, and Historic Environment.
- 3.94 Figure 10.3, in Appendix C, shows the long distance walking and cycling routes that fall within the LVIA study area. It identifies National Cycle Route 1 as crossing the south of the study area, although this is not referenced in the Scoping Report. The Applicant should ensure that this receptor is included in the EIA.
- 3.95 The Applicant's attention is drawn to National Grid's comments, contained in Appendix 3, about potential cumulative effects of the proposed development together with the RCP on landscape and visual receptors.

#### **Noise (see Scoping Report Chapter 11)**

- 3.96 Chapter 11 of the Scoping Report identifies the potential for significant noise effects to arise during construction and operation of the proposed airport.
- 3.97 The ES will need to provide a full, detailed description of sensitive receptors within the area adjacent to the airport, whilst avoiding duplication of baseline information between chapters where possible. The description should include reference to nearby properties in the northern part of Minster, off Alland Grange Lane, Woodchurch and immediately north of Spitfire Way. This may in part be addressed under Scoping Report paragraph 11.5.13 but it is unclear from the description.
- 3.98 Scoping Report paragraph 11.7.4 states that baseline noise monitoring will be undertaken at locations around the airport. The

position and duration of noise monitoring should be agreed with TDC Environmental Health Officers (EHOs). Monitoring should be undertaken in accordance with BS7445-1:2003 as highlighted in Scoping Report Table 11.3. Base data such as survey reports should be presented as part of the ES.

- 3.99 Scoping Report paragraphs 11.5.4 and 11.5.5 reference future baseline conditions assuming that the airport will remain closed. The Secretary of State considers that the future baseline should also consider potential changes in road/rail traffic and in housing development in the locality, e.g. such as Manston Green.
- 3.100 The Secretary of State considers that the 'ABC method' in BS5228-1:2009+A1:2014 is an appropriate methodology for the construction noise assessment. The Secretary of State notes the Scoping Report paragraph 11.6.8 comment that it is 'not clear what construction activities will take place'. The noise assessment should be based on a robust and consistent set of worst case assumptions regarding the duration, phasing and type of construction activity to be undertaken and on a clear description of operational activity. Where the two phases of activity overlap a combined worst case assessment should be provided.
- 3.101 The Scoping Report does not explicitly reference construction traffic noise assessment, although BS5228 allows for assessment of noise effects on haul routes. For the avoidance of doubt, the Secretary of State considers that construction traffic noise assessment should be undertaken, particularly in light of the potential requirement to import large volumes of fill material.
- 3.102 The Applicant proposes to model operational air noise using the AEDT or Integrated Noise Model (INM) (Scoping Report paragraph 11.7.8). It is understood that INM was withdrawn in 2015; therefore the Secretary of State considers that modelling based on the most up to date version of AEDT should be undertaken.
- 3.103 The Secretary of State agrees with the use of the ISO9613-2:1996 standard to inform modelling of ground noise from static sources. The noise modelling should transparently identify the location of any noisy operational activities such as Engine Ground Runs (EGR) and their proximity to sensitive receptors.
- 3.104 The Secretary of State considers that the ES should also include an assessment of vortex strike arising from plane movements.
- 3.105 Scoping Report paragraph 11.7.3 states that the assessment will assume a no-airport baseline, and that a review of environmental noise conditions at Manston Airport when last operational will also be undertaken. Any comparison with previous operations should acknowledge the differences in the types of aircraft used, against the likely aircraft predicted to use the airport.

- 3.106 The Secretary of State considers that operational road traffic noise can be assessed using the Calculation of Road Traffic Noise (CRTN) 1998 methodology as adapted by the Design Manual for Roads and Bridges (DMRB) 2011. The Secretary of State recommends that the detailed methodology and choice of noise receptors should be agreed with the relevant TDC EHO.
- 3.107 Where appropriate, effective measures should be provided to mitigate against noise nuisance and these should demonstrate the balanced approach set out in the Aviation Policy Framework, minimising the number of people affected by aircraft noise, particularly night noise, where possible. This may include physical measures such as bunds, screens and the orientation of buildings on site as well as management measures relating to flight paths and vehicle management. The Applicant should also outline how previous airport noise controls and commitments delivered through s106 agreements with TDC would be reflected as part of any operational environmental management system.
- 3.108 The Applicant's attention is drawn to TDC's comments, about operational noise impacts; and those of Minster Parish Council, in relation to the inclusion of information in the ES on potential noise impacts, contained in Appendix 3 of this Opinion.

#### **Socio-Economic (see Scoping Report Chapter 12)**

- 3.109 The Secretary of State notes that the socio-economic baseline description includes consideration of health, crime, tourism and education indicators. The proposed effect of Manston Airport should be considered for each of the indicators described. The Applicant is referred to the Secretary of State's comments in Section 4 of this Scoping Opinion in relation to health impact assessment. The Secretary of State recommends that effects on tourism are considered in their own right, as currently this appears to be considered in terms of effects on businesses only.
- 3.110 Significance criteria are set out in Scoping Report Tables 12.13 to 12.15. The description of large magnitude effects in Table 12.13 includes reference to "An effect that is likely to... ..significantly affect identified receptors". The Secretary of State considers that use of the term 'significantly' in this context is circular because significance of effect is determined by considering the magnitude of effect against the sensitivity of a receptor. The magnitude criteria are inconsistent as the definition of small and medium magnitude effects include 'number of receptors' as a criteria, whereas negligible and large magnitude effects focus appear to focus on 'identified receptors'.
- 3.111 The Secretary of State considers that the criteria have potential to undervalue impacts on key local businesses, since the removal of such a business would be unlikely to be considered greater than a small degree of effect.



- 3.112 The Secretary of State also considers that the criteria for sensitivity are too narrow, since they only relate to economic change, whereas the list of effects in Scoping Report paragraph 12.6.1 includes amenity effects.
- 3.113 Scoping Report Table 12.15 uses different terminology from Table 12.13 (small, medium, large vs low, medium, high). Terminology should be consistent in the ES.
- 3.114 The Secretary of State recommends that the assessment of socio-economic effects includes consideration of the potential opportunities arising from the proposed airport to create local skills and training opportunities. This should include consideration of the potential to create apprenticeship opportunities during construction and operation.
- 3.115 The socio-economic assessment and in particular any skills and training opportunities should be developed in discussion with TDC and KCC as appropriate.

#### **Traffic and Transport (see Scoping Report Chapter 13)**

- 3.116 The Secretary of State welcomes the proposed assessment of traffic-related environmental effects based on the Guidelines for Environmental Assessment of Road Traffic (GEART) as well as the preparation of a separate Transport Assessment (TA), Traffic Management Plan (TMP) and Travel Plan (TP). The study area and methodology for these assessments should be agreed with the local highways authority (KCC), TDC and Highways England, where appropriate. The assessment should include consideration of freight related trips on the strategic road network (e.g. M2 and A2).
- 3.117 The Secretary of State would expect on-going discussions and agreement, where possible, with the relevant authorities regarding transport and highways proposals.
- 3.118 The Secretary of State notes that substantial land raising may be required to accommodate the development proposals, which in turn has significant potential to generate HGV movements. The Applicant should outline what measures have been considered to reduce the impact of importing fill materials to site by road, including cut and fill balancing, alternative transport modes, e.g. rail, and local sourcing.
- 3.119 Scoping Report Table 13.1 sets out threshold based criteria for the assessment of significant effects in accordance with GEART, however paragraph 13.6.12 makes reference to the use of professional judgement in the determination of significant effects, '*so as to provide more meaningful conclusions*'. The Secretary of State requires robust justification for the use of professional judgement in moderating any assessment of significant effects.

- 3.120 Scoping Report paragraph 13.6.19 states that *'Only those activities which lead to a threshold being exceeded will be considered as part of the EIA and mitigation opportunities identified, all other effects would be considered not significant and therefore not reported'*. The Secretary of State supports the principle of proportionate EIA but requires that sufficient information is presented in the ES to justify the exclusion of these effects from further consideration.
- 3.121 The Applicant's attention is drawn to the comments, contained in Appendix 3 of this Opinion, of Highways England; of KCC, in relation to the revision of their Local Transport Plan, and potential impacts on Pegwell Bay; of TDC, particularly in relation to operational and junction capacity of the area road network; and of Royal Mail, particularly in relation to potential additional vehicle movements during the operational phase of the proposed development, and the need for thorough consultation.
- 3.122 The Applicant should also take into account National Grid's and Royal Mail's comments, contained in Appendix 3, about potential cumulative effects on construction traffic routes of the proposed development together with the RCP.

#### **Waste**

- 3.123 The Secretary of State considers it essential to take account of materials to be moved to and from the site during construction and operation and to identify where related potential traffic movements would be routed.
- 3.124 The Secretary of State advises that the ES should clarify and quantify the types of operational wastes to be generated by the airport (including dismantling wastes).

## 4 OTHER INFORMATION

- 4.1 This section does not form part of the Secretary of State's Opinion as to the information to be provided in the ES. However, it does respond to other issues that the Secretary of State has identified which may help to inform the preparation of the application for the DCO.

### Pre-application Prospectus

- 4.2 The Planning Inspectorate offers a service for Applicants at the pre-application stage of the nationally significant infrastructure planning process. Details are set out in the prospectus 'Pre-application service for NSIPs'<sup>1</sup>. The prospectus explains what the Planning Inspectorate can offer during the pre-application phase and what is expected in return. The Planning Inspectorate can provide advice about the merits of a scheme in respect of national policy, and review certain draft documents, as well as advise on procedural and other planning matters. Where necessary a facilitation role can be provided. The service is optional and free of charge.
- 4.3 The level of pre-application support provided by the Planning Inspectorate will be agreed between an Applicant and the Inspectorate at the beginning of the pre-application stage and will be kept under review.

### Preliminary Environmental Information (PEI)

- 4.4 Consultation forms a crucial aspect of environmental impact assessment. As part of their pre-application consultation duties, Applicants are required to prepare a Statement of Community Consultation (SoCC). This sets out how the local community will be consulted about the proposed development. The SoCC must state whether the proposed development is EIA development, and if it is, how the Applicant intends to publicise and consult on PEI (defined in the EIA Regulations under Regulation 2 'Interpretation'). Further information in respect of PEI may be found in Planning Inspectorate Advice Note 7: Environmental Impact Assessment: Preliminary Environmental Information, Screening and Scoping.

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<sup>1</sup> The prospectus is available from:  
<http://infrastructure.planninginspectorate.gov.uk/application-process/pre-application-service-for-Applicants/>

## Habitats Regulations Assessment (HRA)

- 4.5 The Secretary of State notes that European sites<sup>2</sup> could potentially be affected by the proposed development. The Habitats Regulations require competent authorities, before granting consent for a plan or project, to carry out an appropriate assessment (AA) in circumstances where the plan or project is likely to have a significant effect on a European site (either alone or in combination with other plans or projects). Applicants should note that the competent authority in respect of NSIPs is the relevant Secretary of State. It is the Applicant's responsibility to provide sufficient information to the competent authority to enable them to carry out an AA or determine whether an AA is required.
- 4.6 The Applicant's attention is drawn to Regulation 5(2)(g) of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (The APFP Regulations), and the need to include with the DCO application a report identifying European sites to which the Habitats Regulations applies and Ramsar sites, which may be affected by the proposed development.
- 4.7 The report to be submitted under Regulation 5(2)(g) of the APFP Regulations with the application must deal with two issues: the first is to enable a formal assessment by the competent authority of whether there is a likely significant effect; and the second, should it be required, is to enable the carrying out of an AA by the competent authority.
- 4.8 The Applicant's attention is also drawn to UK Government policy<sup>3</sup>, which states that the following sites should be given the same protection as European sites: possible SACs (pSACs); potential SPAs (pSPAs); and (in England) proposed Ramsar sites and sites identified, or required, as compensatory measures for adverse effects on any of the above sites.
- 4.9 Further information on the HRA process is contained within Planning Inspectorate Advice Note 10 available on the National Infrastructure Planning pages of the Planning Inspectorate's website. It is recommended that Applicants follow the advice contained within this Advice Note.

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<sup>2</sup> The term European Sites in this context includes Sites of Community Importance (SCIs), Special Areas of Conservation (SACs) and candidate SACs, Special Protection Areas (SPAs), possible SACs, potential SPAs, Ramsar sites, proposed Ramsar sites, and any sites identified as compensatory measures for adverse effects on any of the above. For a full description of the designations to which the Habitats Regulations apply, and/or are applied as a matter of Government policy, see PINS Advice Note 10.

<sup>3</sup> In England, the NPPF, paragraph 118. In Wales, TAN 5, paragraphs 5.2.2 and 5.2.3.

## Plan To Agree Habitats Information

- 4.10 A plan may be prepared to agree upfront what information in respect of the Habitats Regulations the Applicant needs to supply to the Planning Inspectorate as part of a DCO application. This is termed an 'Evidence Plan' for proposals wholly in England or in both England and Wales, but a similar approach can be adopted for proposals wholly in Wales. For ease these are all termed 'evidence plans' here.
- 4.11 Any Applicant for a proposed NSIP can choose to prepare an evidence plan. Preparation should begin at the start of pre-application (after notifying the Planning Inspectorate on an informal basis) with contacting Natural England.
- 4.12 An evidence plan will help to ensure compliance with the Habitats Regulations. It will be particularly relevant to NSIPs where impacts may be complex, large amounts of evidence may be needed or there are a number of uncertainties. It will also help Applicants meet the requirement to provide sufficient information (as explained in Advice Note 10) in their application, so the ExA can recommend to the Secretary of State whether or not to accept the application for examination and whether an appropriate assessment is required.

## Sites of Special Scientific Interest (SSSIs)

- 4.13 The Secretary of State notes that a number of SSSIs are located close to or within the proposed development. Where there may be potential impacts on the SSSIs, the Secretary of State has duties under sections 28(G) and 28(I) of the Wildlife and Countryside Act 1981 (as amended) ('the W&C Act'). These are set out below for information.
- 4.14 Under s28(G), the Secretary of State has a general duty '... to take reasonable steps, consistent with the proper exercise of the authority's functions, to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest'.
- 4.15 Under s28(I), the Secretary of State must notify the relevant nature conservation body (NCB), NE in this case, before authorising the carrying out of operations likely to damage the special interest features of a SSSI. Under these circumstances 28 days must elapse before deciding whether to grant consent, and the Secretary of State must take account of any advice received from the NCB, including advice on attaching conditions to the consent. The NCB will be notified during the examination period.
- 4.16 If Applicants consider it likely that notification may be necessary under s28(I), they are advised to resolve any issues with the NCB



before the DCO application is submitted to the Secretary of State. If, following assessment by Applicants, it is considered that operations affecting the SSSI will not lead to damage of the special interest features, Applicants should make this clear in the ES. The application documents submitted in accordance with Regulation 5(2)(I) could also provide this information. Applicants should seek to agree with the NCB the DCO requirements which will provide protection for the SSSI before the DCO application is submitted.

## European Protected Species (EPS)

- 4.17 Applicants should be aware that the decision maker under the Planning Act 2008 (PA 2008) has, as the CA, a duty to engage with the Habitats Directive. Where a potential risk to an EPS is identified, and before making a decision to grant development consent, the CA must, amongst other things, address the derogation tests in Regulation 53 of the Habitats Regulations. Therefore the Applicant may wish to provide information which will assist the decision maker to meet this duty.
- 4.18 If an Applicant has concluded that an EPS licence is required the ExA will need to understand whether there is any impediment to the licence being granted. The decision to apply for a licence or not will rest with the Applicant as the person responsible for commissioning the proposed activity by taking into account the advice of their consultant ecologist.
- 4.19 Applicants are encouraged to consult with NE and, where required, to agree appropriate requirements to secure necessary mitigation. It would assist the examination if Applicants could provide, with the application documents, confirmation from NE whether any issues have been identified which would prevent the EPS licence being granted.
- 4.20 Generally, NE are unable to grant an EPS licence in respect of any development until all the necessary consents required have been secured in order to proceed. For NSIPs, NE will assess a draft licence application in order to ensure that all the relevant issues have been addressed. Within 30 working days of receipt, NE will either issue 'a letter of no impediment' stating that it is satisfied, insofar as it can make a judgement, that the proposals presented comply with the regulations, or will issue a letter outlining why NE consider the proposals do not meet licensing requirements and what further information is required before a 'letter of no impediment' can be issued. The Applicant is responsible for ensuring draft licence applications are satisfactory for the purposes of informing formal pre-application assessment by NE.
- 4.21 Ecological conditions on the site may change over time. It will be the Applicant's responsibility to ensure information is satisfactory for the purposes of informing the assessment of no detriment to the

maintenance of favourable conservation status (FCS) of the population of EPS affected by the proposals. Applicants are advised that current conservation status of populations may or may not be favourable. Demonstration of no detriment to favourable populations may require further survey and/or submission of revised short or long term mitigation or compensation proposals.

- 4.22 In England the focus concerns the provision of up-to-date survey information which is then made available to NE (along with any resulting amendments to the draft licence application). Applicants with projects in England (including activities undertaken landward of the mean low water mark) can find further information in Planning Inspectorate Advice Note 11, Annex C<sup>4</sup>.

## Other Regulatory Regimes

- 4.23 The Secretary of State recommends that the Applicant should state clearly what regulatory areas are addressed in the ES and that the Applicant should ensure that all relevant authorisations, licences, permits and consents that are necessary to enable operations to proceed are described in the ES. Also it should be clear that any likely significant effects of the proposed development which may be regulated by other statutory regimes have been properly taken into account in the ES.
- 4.24 It will not necessarily follow that the granting of consent under one regime will ensure consent under another regime. For those consents not capable of being included in an application for consent under the PA 2008, the Secretary of State will require a level of assurance or comfort from the relevant regulatory authorities that the proposal is acceptable and likely to be approved, before they make a recommendation or decision on an application. The Applicant is encouraged to make early contact with other regulators. Information from the Applicant about progress in obtaining other permits, licences or consents, including any confirmation that there is no obvious reason why these will not subsequently be granted, will be helpful in supporting an application for development consent to the Secretary of State.

## Water Framework Directive

- 4.25 EU Directive 2000/60/EC (the Water Framework Directive) establishes a framework for the protection of inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater. Under the terms of the Directive, Member States are required to establish river basin districts and corresponding river

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<sup>4</sup> Advice Note 11, Annex C – Natural England and the Planning Inspectorate available from: [http://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/10/PINS-Advice-Note-11\\_AnnexC\\_20150928.pdf](http://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/10/PINS-Advice-Note-11_AnnexC_20150928.pdf)

basin management plans outlining how the environmental objectives outlined in Article 4 of the Directive are to be met.

- 4.26 In determining an application for a DCO, the Secretary of State must be satisfied that the applicant has had regard to relevant river basin management plans and that the proposed development is compliant with the terms of the Water Framework Directive and its daughter directives. In this respect, the Applicant's attention is drawn to Regulation 5(2)(l) of the APFP Regulations which requires an application for an NSIP to be accompanied by 'where applicable, a plan with accompanying information identifying-... ..(iii) water bodies in a river basin management plan, together with an assessment of any effects on such sites, features, habitats or bodies likely to be caused by the proposed development.'

## **The Environmental Permitting Regulations and the Water Resources Act**

### **Environmental Permitting Regulations 2010**

- 4.27 The Environmental Permitting Regulations 2010 require operators of certain facilities, which could harm the environment or human health, to obtain permits from the Environment Agency. Environmental permits can combine several activities into one permit. There are standard permits supported by 'rules' for straightforward situations and bespoke permits for complex situations. For further information, please see the Government's advice on determining the need for an environmental permit<sup>5</sup>.
- 4.28 The Environment Agency's environmental permits cover:
- industry regulation;
  - waste management (waste treatment, recovery or disposal operations);
  - discharges to surface water;
  - groundwater activities; and
  - radioactive substances activities.
- 4.29 Characteristics of environmental permits include:
- they are granted to operators (not to land);
  - they can be revoked or varied by the Environment Agency;
  - operators are subject to tests of competence;
  - operators may apply to transfer environmental permits to another operator (subject to a test of competence); and

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<sup>5</sup> Available from: <https://www.gov.uk/environmental-permit-check-if-you-need-one>

- conditions may be attached.

### **The Water Resources Act 1991**

- 4.30 Under the Water Resources Act 1991 (as amended), anyone who wishes to abstract more than 20m<sup>3</sup>/day of water from a surface source such as a river or stream or an underground source, such as an aquifer, will normally require an abstraction licence from the Environment Agency. For example, an abstraction licence may be required to abstract water for use in cooling at a power station. An impoundment licence is usually needed to impede the flow of water, such as in the creation of a reservoir or dam, or construction of a fish pass.
- 4.31 Abstraction licences and impoundment licences are commonly referred to as 'water resources licences'. They are required to ensure that there is no detrimental impact on existing abstractors or the environment. For further information, please see the Environment Agency's web based guidance on applying for a full, transfer or impounding licence<sup>6</sup>:
- 4.32 Characteristics of water resources licences include:
- they are granted to licence holders (not to land);
  - they can be revoked or varied;
  - they can be transferred to another licence holder; and
  - in the case of abstraction licences, they are time limited.

### **Role of the Applicant**

- 4.33 It is the responsibility of Applicants to identify whether an environmental permit and/or water resources licence is required from the Environment Agency before an NSIP can be constructed or operated. Failure to obtain the appropriate consent(s) is an offence.
- 4.34 The Environment Agency allocates a limited amount of pre-application advice for environmental permits and water resources licences free of charge. Further advice can be provided, but this will be subject to cost recovery.
- 4.35 The Environment Agency encourages Applicants to engage with them early in relation to the requirements of the application process. Where a project is complex or novel, or requires an HRA, Applicants are encouraged to "parallel track" their applications to the Environment Agency with their DCO applications to the Planning Inspectorate. Further information on the Environment Agency's role

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<sup>6</sup> Available from: <https://www.gov.uk/guidance/water-management-apply-for-a-water-abstraction-or-impoundment-licence>

in the infrastructure planning process is available in Annex D of the Planning Inspectorate's Advice Note 11: Working with public bodies in the infrastructure planning process.<sup>7</sup>

- 4.36 When considering the timetable to submit their applications, Applicants should bear in mind that the Environment Agency will not be in a position to provide a detailed view on the application until it issues its draft decision for public consultation (for sites of high public interest) or its final decision. Therefore the Applicant should ideally submit its application sufficiently early so that the Environment Agency is at this point in the determination by the time the DCO reaches examination.
- 4.37 It is also in the interests of an Applicant to ensure that any specific requirements arising from their permit or licence are capable of being carried out under the works permitted by the DCO. Otherwise there is a risk that requirements could conflict with the works which have been authorised by the DCO, e.g. a stack of greater height than that authorised by the DCO could be required, and render the DCO impossible to implement.

## Health Impact Assessment

- 4.38 The Secretary of State considers that it is a matter for the Applicant to decide whether or not to submit a stand-alone Health Impact Assessment (HIA). However, the Applicant should have regard to the responses received from the relevant consultees regarding health, and in particular to the comments from Public Health England, including in relation to electric and magnetic fields (see Appendix 3).
- 4.39 The methodology for the HIA, if prepared, should be agreed with the relevant statutory consultees and take into account mitigation measures for acute risks.

## Transboundary Impacts

- 4.40 The Secretary of State notes that the Applicant has not indicated whether the proposed development is likely to have significant impacts on another European Economic Area (EEA) State.
- 4.41 Regulation 24 of the EIA Regulations inter alia requires the Secretary of State to publicise a DCO application if the Secretary of State is of the view that the proposal is likely to have significant effects on the environment of another EEA state and where relevant to consult with the EEA state affected. The Secretary of State considers that where Regulation 24 applies, this is likely to have implications for the examination of a DCO application.

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<sup>7</sup> Available from: <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>



- 4.42 The Secretary of State recommends that the ES should identify whether the proposed development has the potential for significant transboundary impacts and if so, what these are and which EEA States would be affected.

## APPENDIX 1 – PRESENTATION OF THE ENVIRONMENTAL STATEMENT

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (SI 2264) (as amended) sets out the information which must be provided for an application for a development consent order for nationally significant infrastructure under the Planning Act 2008. Where required, this includes an environmental statement. Applicants may also provide any other documents considered necessary to support the application. Information which is not environmental information need not be replicated or included in the ES.

An environmental statement is described under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (SI 2263) (as amended) (the EIA Regulations) as a statement:

- (a) that includes such of the information referred to in Part 1 of Schedule 4 as is reasonably required to assess the environmental effects of the development and of any associated development and which the Applicant can, having regard in particular to current knowledge and methods of assessment, reasonably be required to compile; but*
- (b) that includes at least the information required in Part 2 of Schedule 4.*

*(EIA Regulations Regulation 2)*

The purpose of an ES is to ensure that the environmental effects of a proposed development are fully considered, together with the economic or social benefits of the development, before the development consent application under the Planning Act 2008 is determined. The ES should be an aid to decision making.

The Secretary of State advises that the ES should be laid out clearly with a minimum amount of technical terms and should provide a clear objective and realistic description of the likely significant impacts of the proposed development. The information should be presented so as to be comprehensible to the specialist and non-specialist alike. The Secretary of State recommends that the ES be concise with technical information placed in appendices.

### ES Indicative Contents

The Secretary of State emphasises that the ES should be a 'standalone' document in line with best practice and case law. The EIA Regulations Schedule 4, Parts 1 and 2, set out the information for inclusion in environmental statements.

Schedule 4 Part 1 of the EIA Regulations states this information includes:

*17. Description of the development, including in particular—*

- (a) a description of the physical characteristics of the whole development and the land-use requirements during the construction and operational phases;*
- (b) a description of the main characteristics of the production processes, for instance, nature and quantity of the materials used;*
- (c) an estimate, by type and quantity, of expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation, etc) resulting from the operation of the proposed development.*

*18. An outline of the main alternatives studied by the Applicant and an indication of the main reasons for the Applicant's choice, taking into account the environmental effects.*

*19. A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors.*

*20. A description of the likely significant effects of the development on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the development, resulting from:*

- (a) the existence of the development;*
- (b) the use of natural resources;*
- (c) the emission of pollutants, the creation of nuisances and the elimination of waste,*

*and the description by the Applicant of the forecasting methods used to assess the effects on the environment.*

*21. A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.*

*22. A non-technical summary of the information provided under paragraphs 1 to 5 of this Part.*

*23. An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the Applicant in compiling the required information.*

*(EIA Regulations Schedule 4 Part 1)*

The content of the ES must include as a minimum those matters set out in Schedule 4 Part 2 of the EIA Regulations. This includes the consideration of 'the main alternatives studied by the Applicant' which the Secretary of State recommends could be addressed as a separate chapter in the ES. Part 2 is included below for reference:

*24. A description of the development comprising information on the site, design and size of the development*

*25. A description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects*

*26. The data required to identify and assess the main effects which the development is likely to have on the environment*

*27. An outline of the main alternatives studied by the Applicant and an indication of the main reasons for the Applicant's choice, taking into account the environmental effects, and*

*28. A non-technical summary of the information provided [under the four paragraphs of Schedule 4 part 2 above].*

*(EIA Regulations Schedule 4 Part 2)*

Traffic and transport is not specified as a topic for assessment under Schedule 4; although in line with good practice the Secretary of State considers it is an important consideration *per se*, as well as being the source of further impacts in terms of air quality and noise and vibration.

## **Balance**

The Secretary of State recommends that the ES should be balanced, with matters which give rise to a greater number or more significant impacts being given greater prominence. Where few or no impacts are identified, the technical section may be much shorter, with greater use of information in appendices as appropriate.

The Secretary of State considers that the ES should not be a series of disparate reports and stresses the importance of considering inter-relationships between factors and cumulative impacts.

## Scheme Proposals

The scheme parameters will need to be clearly defined in the draft DCO and therefore in the accompanying ES which should support the application as described. The Secretary of State is not able to entertain material changes to a project once an application is submitted. The Secretary of State draws the attention of the Applicant to the DCLG and the Planning Inspectorate's published advice on the preparation of a draft DCO and accompanying application documents.

## Flexibility

The Secretary of State acknowledges that the EIA process is iterative, and therefore the proposals may change and evolve. For example, there may be changes to the scheme design in response to consultation. Such changes should be addressed in the ES. However, at the time of the application for a DCO, any proposed scheme parameters should not be so wide ranging as to represent effectively different schemes.

It is a matter for the Applicant, in preparing an ES, to consider whether it is possible to assess robustly a range of impacts resulting from a large number of undecided parameters. The description of the proposed development in the ES must not be so wide that it is insufficiently certain to comply with requirements of paragraph 17 of Schedule 4 Part 1 of the EIA Regulations.

The Rochdale Envelope principle (*see R v Rochdale MBC ex parte Tew (1999) and R v Rochdale MBC ex parte Milne (2000)*) is an accepted way of dealing with uncertainty in preparing development applications. The Applicant's attention is drawn to the Planning Inspectorate's Advice Note 9 'Rochdale Envelope' which is available on the Advice Note's page of the National Infrastructure Planning website.

The Applicant should make every attempt to narrow the range of options and explain clearly in the ES which elements of the scheme have yet to be finalised and provide the reasons. Where some flexibility is sought and the precise details are not known, the Applicant should assess the maximum potential adverse impacts the project could have to ensure that the project as it may be constructed has been properly assessed.

The ES should be able to confirm that any changes to the development within any proposed parameters would not result in significant impacts not previously identified and assessed. The maximum and other dimensions of the proposed development should be clearly described in the ES, with appropriate justification. It will also be important to consider choice of materials, colour and the form



of the structures and of any buildings. Lighting proposals should also be described.

## Scope

The Secretary of State recommends that the physical scope of the study areas should be identified under all the environmental topics and should be sufficiently robust in order to undertake the assessment. The extent of the study areas should be on the basis of recognised professional guidance, whenever such guidance is available. The study areas should also be agreed with the relevant consultees and local authorities and, where this is not possible, this should be stated clearly in the ES and a reasoned justification given. The scope should also cover the breadth of the topic area and the temporal scope, and these aspects should be described and justified.

### Physical Scope

In general the Secretary of State recommends that the physical scope for the EIA should be determined in the light of:

- the nature of the proposal being considered;
- the relevance in terms of the specialist topic;
- the breadth of the topic;
- the physical extent of any surveys or the study area; and
- the potential significant impacts.

The Secretary of State recommends that the physical scope of the study areas should be identified for each of the environmental topics and should be sufficiently robust in order to undertake the assessment. This should include at least the whole of the application site, and include all offsite works. For certain topics, such as landscape and transport, the study area will need to be wider. The extent of the study areas should be on the basis of recognised professional guidance and best practice, whenever this is available, and determined by establishing the physical extent of the likely impacts. The study areas should also be agreed with the relevant consultees and, where this is not possible, this should be stated clearly in the ES and a reasoned justification given.

### Breadth of the Topic Area

The ES should explain the range of matters to be considered under each topic and this may respond partly to the type of project being considered. If the range considered is drawn narrowly then a justification for the approach should be provided.

## Temporal Scope

The assessment should consider:

- Environmental impacts during construction works;
- Environmental impacts on completion/operation of the proposed development;
- Where appropriate, environmental impacts a suitable number of years after completion of the proposed development (for example, in order to allow for traffic growth or maturing of any landscape proposals); and
- Environmental impacts during decommissioning.

In terms of decommissioning, the Secretary of State acknowledges that the further into the future any assessment is made, the less reliance may be placed on the outcome. However, the purpose of such a long term assessment, as well as to enable the decommissioning of the works to be taken into account, is to encourage early consideration as to how structures can be taken down. The purpose of this is to seek to minimise disruption, to re-use materials and to restore the site or put it to a suitable new use. The Secretary of State encourages consideration of such matters in the ES.

The Secretary of State recommends that these matters should be set out clearly in the ES and that the suitable time period for the assessment should be agreed with the relevant statutory consultees.

The Secretary of State recommends that throughout the ES a standard terminology for time periods should be defined, such that for example, 'short term' always refers to the same period of time.

## Baseline

The Secretary of State recommends that the baseline should describe the position from which the impacts of the proposed development are measured. The baseline should be chosen carefully and, whenever possible, be consistent between topics. The identification of a single baseline is to be welcomed in terms of the approach to the assessment, although it is recognised that this may not always be possible.

The Secretary of State recommends that the baseline environment should be clearly explained in the ES, including any dates of surveys, and care should be taken to ensure that all the baseline data remains relevant and up to date.

For each of the environmental topics, the data source(s) for the baseline should be set out together with any survey work undertaken with the dates. The timing and scope of all surveys should be agreed

with the relevant statutory bodies and appropriate consultees, wherever possible.

The baseline situation and the proposed development should be described within the context of the site and any other proposals in the vicinity.

## **Identification of Impacts and Method Statement**

### **Legislation and Guidelines**

In terms of the EIA methodology, the Secretary of State recommends that reference should be made to best practice and any standards, guidelines and legislation that have been used to inform the assessment. This should include guidelines prepared by relevant professional bodies.

In terms of other regulatory regimes, the Secretary of State recommends that relevant legislation and all permit and licences required should be listed in the ES where relevant to each topic. This information should also be submitted with the application in accordance with the APFP Regulations.

In terms of assessing the impacts, the ES should approach all relevant planning and environmental policy – local, regional and national (and where appropriate international) – in a consistent manner.

### **Assessment of Effects and Impact Significance**

The EIA Regulations require the identification of the 'likely significant effects of the development on the environment' (Schedule 4 Part 1 paragraph 20).

As a matter of principle, the Secretary of State applies the precautionary approach to follow the Court's reasoning in judging 'significant effects'. In other words 'likely to affect' will be taken as meaning that there is a probability or risk that the proposed development will have an effect, and not that a development will definitely have an effect.

The Secretary of State considers it is imperative for the ES to define the meaning of 'significant' in the context of each of the specialist topics and for significant impacts to be clearly identified. The Secretary of State recommends that the criteria should be set out fully and that the ES should set out clearly the interpretation of 'significant' in terms of each of the EIA topics. Quantitative criteria should be used where available. The Secretary of State considers that this should also apply to the consideration of cumulative impacts and impact inter-relationships.

The Secretary of State recognises that the way in which each element of the environment may be affected by the proposed development can be approached in a number of ways. However it considers that it would be helpful, in terms of ease of understanding and in terms of clarity of presentation, to consider the impact assessment in a similar manner for each of the specialist topic areas. The Secretary of State recommends that a common format should be applied where possible.

### **Inter-relationships between environmental factors**

The inter-relationship between aspects of the environments likely to be significantly affected is a requirement of the EIA Regulations (see Schedule 4 Part 1 of the EIA Regulations). These occur where a number of separate impacts, e.g. noise and air quality, affect a single receptor such as fauna.

The Secretary of State considers that the inter-relationships between factors must be assessed in order to address the environmental impacts of the proposal as a whole. This will help to ensure that the ES is not a series of separate reports collated into one document, but rather a comprehensive assessment drawing together the environmental impacts of the proposed development. This is particularly important when considering impacts in terms of any permutations or parameters to the proposed development.

### **Cumulative Impacts**

The potential cumulative impacts with other major developments will need to be identified, as required by the Directive. The significance of such impacts should be shown to have been assessed against the baseline position (which would include built and operational development). In assessing cumulative impacts, other major development should be identified through consultation with the local planning authorities and other relevant authorities. Applicants should refer to Planning Inspectorate Advice Note 17 Cumulative Effects Assessment for further guidance on the Inspectorate's recommended approach to cumulative effects assessment.

Details should be provided in the ES, including the types of development, location and key aspects that may affect the EIA and how these have been taken into account as part of the assessment will be crucial in this regard.

For the purposes of identifying any cumulative effects with other developments in the area, Applicants should also consult consenting bodies in other EU states to assist in identifying those developments (see commentary on transboundary effects below).

## **Related Development**

The ES should give equal prominence to any development which is related with the proposed development to ensure that all the impacts of the proposal are assessed.

The Secretary of State recommends that the Applicant should distinguish between the proposed development for which development consent will be sought and any other development. This distinction should be clear in the ES.

## **Alternatives**

The ES must set out an outline of the main alternatives studied by the Applicant and provide an indication of the main reasons for the Applicant's choice, taking account of the environmental effect (Schedule 4 Part 1 paragraph 18).

Matters should be included, such as inter alia alternative design options and alternative mitigation measures. The justification for the final choice and evolution of the scheme development should be made clear. Where other sites have been considered, the reasons for the final choice should be addressed.

The Secretary of State advises that the ES should give sufficient attention to the alternative forms and locations for the off-site proposals, where appropriate, and justify the needs and choices made in terms of the form of the development proposed and the sites chosen.

## **Mitigation Measures**

Mitigation measures may fall into certain categories namely: avoid; reduce; compensate; or enhance (see Schedule 4 Part 1 paragraph 21), and should be identified as such in the specialist topics. Mitigation measures should not be developed in isolation as they may relate to more than one topic area. For each topic, the ES should set out any mitigation measures required to prevent, reduce and where possible offset any significant adverse effects, and to identify any residual effects with mitigation in place. Any proposed mitigation should be discussed and agreed with the relevant consultees.

The effectiveness of mitigation should be apparent. Only mitigation measures which are a firm commitment and can be shown to be deliverable should be taken into account as part of the assessment.

It would be helpful if the mitigation measures proposed could be cross-referred to specific provisions and/or requirements proposed within the draft development consent order. This could be achieved by means of describing the mitigation measures proposed either in each of the specialist reports or collating these within a summary section on mitigation.



The Secretary of State advises that it is considered best practice to outline in the ES, the structure of the environmental management and monitoring plan and safety procedures which will be adopted during construction and operation and may be adopted during decommissioning.

### **Cross References and Interactions**

The Secretary of State recommends that all the specialist topics in the ES should cross reference their text to other relevant disciplines. Interactions between the specialist topics is essential to the production of a robust assessment, as the ES should not be a collection of separate specialist topics, but a comprehensive assessment of the environmental impacts of the proposal and how these impacts can be mitigated.

As set out in EIA Regulations Schedule 4 Part 1 paragraph 23, the ES should include an indication of any technical difficulties (technical deficiencies or lack of know-how) encountered by the Applicant in compiling the required information.

### **Consultation**

The Secretary of State recommends that ongoing consultation is maintained with relevant stakeholders and that any specific areas of agreement or disagreement regarding the content or approach to assessment should be documented. The Secretary of State recommends that any changes to the scheme design in response to consultation should be addressed in the ES.

Consultation with the local community should be carried out in accordance with the SoCC which will state how the Applicant intends to consult on the PEI. This PEI could include results of detailed surveys and recommended mitigation actions. Where effective consultation is carried out in accordance with Section 47 of the Planning Act, this could usefully assist the Applicant in the EIA process – for example the local community may be able to identify possible mitigation measures to address the impacts identified in the PEI. Attention is drawn to the duty upon Applicants under Section 50 of the Planning Act to have regard to the guidance on pre-application consultation.

### **Transboundary Effects**

The Secretary of State recommends that consideration should be given in the ES to any likely significant effects on the environment of another Member State of the European Economic Area. In particular, the Secretary of State recommends consideration should be given to discharges to the air and water and to potential impacts on migratory species and to impacts on shipping and fishing areas.

The Applicant's attention is also drawn to the Planning Inspectorate's Advice Note 12 'Development with significant transboundary impacts consultation' which is available on the Advice Notes Page of the National Infrastructure Planning website<sup>8</sup>.

## Summary Tables

The Secretary of State recommends that in order to assist the decision making process, the Applicant may wish to consider the use of tables:

**Table X:** to identify and collate the residual impacts after mitigation on the basis of specialist topics, inter-relationships and cumulative impacts.

**Table XX:** to demonstrate how the assessment has taken account of this Opinion and other responses to consultation.

**Table XXX:** to set out the mitigation measures proposed, as well as assisting the reader, the Secretary of State considers that this would also enable the Applicant to cross refer mitigation to specific provisions proposed to be included within the draft Development Consent Order.

**Table XXXX:** to cross reference where details in the HRA (where one is provided) such as descriptions of sites and their locations, together with any mitigation or compensation measures, are to be found in the ES.

## Terminology and Glossary of Technical Terms

The Secretary of State recommends that a common terminology should be adopted. This will help to ensure consistency and ease of understanding for the decision making process. For example, 'the site' should be defined and used only in terms of this definition so as to avoid confusion with, for example, the wider site area or the surrounding site. A glossary of technical terms should be included in the ES.

## Presentation

The ES should have all of its paragraphs numbered, as this makes referencing easier as well as accurate. Appendices must be clearly referenced, again with all paragraphs numbered. All figures and drawings, photographs and photomontages should be clearly referenced. Figures should clearly show the proposed site application boundary.

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<sup>8</sup> Available from: <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

## **Confidential Information**

In some circumstances it will be appropriate for information to be kept confidential. In particular, this may relate to information about the presence and locations of rare or sensitive species such as badgers, rare birds and plants where disturbance, damage, persecution or commercial exploitation may result from publication of the information. Where documents are intended to remain confidential the Applicant should provide these as separate paper and electronic documents with their confidential nature clearly indicated in the title, and watermarked as such on each page. The information should not be incorporated within other documents that are intended for publication or which the Planning Inspectorate would be required to disclose under the Environmental Information Regulations 2014.

## **Bibliography**

A bibliography should be included in the ES. The author, date and publication title should be included for all references. All publications referred to within the technical reports should be included.

## **Non Technical Summary**

The EIA Regulations require a Non Technical Summary (EIA Regulations, Schedule 4, Part 1, paragraph 22). This should be a summary of the assessment in simple language. It should be supported by appropriate figures, photographs and photomontages.

## APPENDIX 2 – LIST OF BODIES FORMALLY CONSULTED

Note: the Prescribed Consultees have been consulted in accordance with the Planning Inspectorate’s Advice Note 3: EIA Consultation and Notification (version 6, June 2015)<sup>9</sup>.

SCHEDULE 1 DESCRIPTION	ORGANISATION
The Health and Safety Executive	Health and Safety Executive
The National Health Service Commissioning Board	NHS England
The relevant Clinical Commissioning Group	NHS Thanet Clinical Commissioning Group
Natural England	Natural England
The Historic Buildings and Monuments Commission for England	Historic England (South East Region)
The Relevant Fire and Rescue Authority	Kent Fire and Rescue
The Relevant Police and Crime Commissioner	Kent Police
The Relevant Parish Councils	Monkton Parish Council Minster-in-Thanel Parish Council Cliffsend Parish Council Manston Parish Council
The Environment Agency	The Environment Agency (South-East Regional Office)
The Civil Aviation Authority	Civil Aviation Authority
The Secretary of State for Transport	Department for Transport
The Relevant Highways Authority	Highways England (London & South East Region)
The Relevant Strategic Highways Company	Highways England (London & South East Region)

<sup>9</sup> Available from: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

<b>SCHEDULE 1 DESCRIPTION</b>	<b>ORGANISATION</b>
Public Health England, an executive agency to the Department of Health	Public Health England
The Crown Estate Commissioners	The Crown Estate
The Forestry Commission	Forestry Commission (South East Region)
The Secretary of State for Defence	Ministry of Defence

<b>RELEVANT STATUTORY UNDERTAKERS</b>	
The relevant Clinical Commissioning Group	NHS Thanet Clinical Commissioning Group
The National Health Service Commissioning Board	NHS England
Ambulance Trusts	Ambulance Service NHS Foundation Trust (South East Coast Region)
Railways	Network Rail Infrastructure Ltd Highways England Historical Railways Estate
Civil Aviation Authority	Civil Aviation Authority
Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000)	NATS En-Route Safeguarding
Universal Service Provider	Royal Mail Group
Relevant Homes and Communities Agency	Homes and Communities Agency
Relevant Environment Agency	Environment Agency
Water and Sewage Undertakers	South East Water (Mid Kent)
Public Gas Transporter	Energetics Gas Limited Energy Assets Pipelines Limited ES Pipelines Ltd ESP Connections Ltd ESP Networks Ltd ESP Pipelines Ltd Fulcrum Pipelines Limited GTC Pipelines Limited Independent Pipelines Limited



<b>RELEVANT STATUTORY UNDERTAKERS</b>	
	<p>Indigo Pipelines Limited            Quadrant Pipelines Limited            LNG Portable Pipeline Services Limited            National Grid Gas Plc            Scotland Gas Networks Plc            Southern Gas Networks Plc            Wales and West Utilities Ltd</p>
Electricity Distributors With CPO Powers	<p>Energetics Electricity Limited            ESP Electricity Limited            Harlaxton Energy Networks Limited            Independent Power Networks Limited            Peel Electricity Networks Limited            The Electricity Network Company Limited            UK Power Distribution Limited            Utility Assets Limited            South Eastern Power Networks Plc            UK Power Networks Limited</p>
Electricity Transmitters With CPO Powers	<p>National Grid Electricity Transmission Plc            Blue Transmission London Array Limited            Thanet OFTO Limited</p>
Electricity Interconnectors With CPO Powers	<p>National Grid Nemo Link Limited</p>

<b>SECTION 43 CONSULTEES (FOR THE PURPOSES OF SECTION 42(B))</b>	
Local Authorities	<p>Kent County Council            East Sussex County Council            Surrey County Council            London Borough of Bromley            London Borough of Bexley            Thurrock Council            Canterbury City Council            Dover District Council</p>

<b>SECTION 43 CONSULTEES (FOR THE PURPOSES OF SECTION 42(B))</b>	
	Thanet District Council Medway Council

## APPENDIX 3 – RESPONDENTS TO CONSULTATION AND COPIES OF REPLIES

Bodies who replied by the statutory deadline:

Canterbury City Council
Cliffsend Parish Council
Environment Agency
ESP Utilities
Highways England
Highways England Historical Railway Estate
Kent County Council
London Borough of Bexley
Minster Parish Council
National Grid
NATS (En Route) Public Limited Company
Public Health England
Royal Mail
South East Coast Ambulance Service NHS Foundation Trust
Thanet District Council



**From:** [CCC Development Management](#)  
**To:** [Environmental Services](#)  
**Subject:** Application by riverOak Investment Corp LLC for Order Granting Development Consent for Manson airport  
**Date:** 29 July 2016 16:26:32

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Your Ref: 160701\_TRO200002\_16746180

We write to confirm that Canterbury City Council have no comments

Regards  
Development Management

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From: [Ashley Stacey](#)  
To: [Environmental Services](#)  
Subject: Application by Riveroak Investment Corp LLC  
Date: 28 July 2016 14:10:48  
Attachments: [Stonehill Park planning objection.doc](#)

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Re your ref - 160701\_TR020002\_16746180

Please see comments below from Cliffsend Parish Council.

\*Cliffsend Parish Council have examined and discussed the scoping report by Riveroak Inv Corp LLC, and are of the opinion that it is a well presented document , clear and concise in its content , more so than the report put forward for the Stonehill Park Development. \*

\*UXO.\*

\*A case of particular issue with regard to the site is that of UXO (unexploded ordnance ) page 105 of the scope report sec 9.6.8 which gives a much more detailed assessment of probability than does the Stonehill Park scoping one ,which we find vague on this issue.\*

\*NOISE\*

\*This subject is covered quite comprehensively in the scoping report, but we would like to make the suggestion that aircraft for disposal (which most probably will have noisier engines ) be scheduled to land (wherever possible ) from the West to minimise noise, especially in Ramsgate.\*

\*Cliffsend Parish Council would like to state that following an open Planning Meeting regarding the Stonehill Park development plan the unanimous vote of Councillors and members of the public present was that Manston be retained as an airport. \*

\*A response letter was sent following this meeting to Thanet District Council planning department outlining the Parish Councils objections (please see attached ).\*

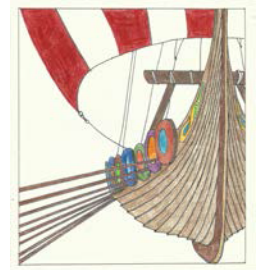
Kind Regards

Ashley Stacey

Clerk to Cliffsend PC

# CLIFFSEND PARISH COUNCIL

CLERK - ASHLEY STACEY



7<sup>h</sup> July 2016

Thanet District Council

PO Box 9

Cecil Street

Margate

Kent, CT9 1XZ

Dear Sir

Re Stonehill Park Proposed Development

OL/TH/16/0550

**The Parish Council has held an open planning meeting, with borrowed planning documents and drawings made available for the public to view.**

**There was a unanimous vote of all attendees at the open meeting against this application, and for retention of the airport.**

**The Parish Council have met again to further consider and discuss these plans and documents.**

**We are opposed to both the Phase 1 Industrial Scheme Development and the outline proposal for mixed use development because**

- 1. The site should be retained as an airport**
- 2. The local infrastructure barely copes with current demand, and will be totally unable to cope with the proposed development; there is insufficient evidence of realistic & timely provision of essential improvements.**
- 3. Allowing this development will lead to a single enlarged Ramsgate “town” incorporating Minster, Manston and Cliffsend.**

## **Phase 1 comments**

- 1. There are existing land areas adjacent to the Manston Airport site (Kent Business Park & Invicta Way) which are already allocated for industrial use, and which are fully serviced with roads and other infrastructure. These have as much / more space available as is being offered in Phase 1 of this proposal and are still mainly unused.**
- 2. The proposed entrance to the Industrial area is on one of the narrowest parts of the B2190.**

3. The proposed unit off Spitfire Way has poor narrow roads and the proposed improvements still leave the roads very narrow for operation of HGVs.
4. **If approved in full this would lead to the loss of part of the runway, and would affect any possible future use of the airport as an airport.**
5. **The Parish Council object strongly to this proposed development**

### Comments on Outline application for “Stone Hill Park” mixed development

If built, are the proposed 2,500 homes extra to the 15,700 already “allocated” in the draft Thanet Local Plan?

The number of houses is too high.

Where are the jobs for the occupiers? Or is it aimed at London overspill?

If the application is approved

There needs to be a proper **road structure** appropriate to the new infrastructure whilst not creating traffic jams on existing junctions, bearing in mind the large increase in traffic which the development will inevitably create – e.g. Canterbury Road West / Cliffsend roundabout.

The **water and sewage** systems are currently at, or above, their capacity limits.

The **social infrastructure** is currently inadequate for residents in and around the Manston Area. Therefore it must be made compulsory that Health Care provision is in operation with the 1<sup>st</sup> houses, not after 1,000 houses.

**Environmental** – The developers are not addressing the fact that they are dealing with a site with a high risk of contamination.

### **Detailed Objections & Comments**

#### Physical Infrastructure

##### 1. Roads

The existing roads are completely inadequate and there are no realistic plans to alleviate the problem in a timely manner. All the details are for new on-site roads and access into the site, but they connect to the existing overcrowded system.

##### a. **Cliffsend Roundabout proposal.**

During busy periods queues from the Eastbound traffic waiting at the traffic calming in Canterbury Road West would prevent any traffic from exiting the Stone Hill Park site.

To alleviate this problem the reconstructed roundabout would need to have traffic control - which would upset the current (relatively) free flow of traffic.

We suggest using slip roads onto and off the A299 Hengist Way at the existing emergency exit approx. mid way between the Minster & Cliffsend roundabouts - instead of linking directly to the Cliffsend roundabout.

##### b. **Effect on Canterbury Road West, Cliffsend**

In order to prevent the Canterbury Road West becoming a rat run to the Lord of the Manor roundabout there needs to be some means of completely preventing traffic from travelling eastwards from the Cliffsend roundabout along this road, but whilst still giving access for buses. The existing chicane is helpful in reducing through traffic, but insufficient on its own

even now. A bus gate would solve the problem. Cliffsend bound traffic would have to access the village and Canterbury Road West either via the Cottington Link Road (off the Sevenscore roundabout) or via the Hengist Way Underpass & the Lord of the Manor roundabout. Villagers accept that some inconvenience to them is preferable to even more traffic on the Canterbury Road West. The existing traffic calming measures were hard-won after the almost total failure of the initial “traffic calming” measures installed on this road after the opening of the East Kent Access Roads.

**c. Sandwich Road & Southern Lord of the Manor roundabout**

Proposals to widen the exit from Sandwich Road should not be carried out as it will only encourage extra use of the deliberately restricted traffic-calmed road. Extra traffic should be directed onto the new dual carriageways, not residential roads.

**d. Manston Road and Westwood X bound traffic**

Traffic heading towards Haine Road & Westwood X will use the narrow Manston Road with its blind bends. This road is totally inadequate.

Birchington bound traffic via Acol. This road is even less suitable for any increase in traffic, but there appears to be no plan to prevent use by extra traffic from this development.

**e. Parkway Station pedestrian access via Canterbury Road West**

Based on experience, people will not use the proposed footpath to the proposed Parkway Station; it deviates too far from a direct route and there is no continuous pedestrian footpath down Foads Hill. A better solution would be to provide a cycle path / footway on either side of the A299 Hengist Way between the Cliffsend and Sevenscore roundabouts and connect directly into the Parkway Station.

**2. Water & Sewerage :-**

**a. Water**

The entire Thanet area has a potable water deficit. The addition of another 2,500 homes to an inadequate supply will be very challenging.

Manston airport lies over the aquifer; more concrete will reduce the flow to it as surface water drainage will be discharged into Pegwell Bay.

**b. Sewerage**

The entire system is currently at capacity.

The existing system in Cliffsend blocks regularly and cannot cope with a larger load.

A complete new sewer system will be required to connect the proposed development to the Weatherlees treatment plant.

**c. Surface drainage**

Diverting the surface water into Pegwell Bay from areas / soils on the Manston airport site which are disturbed during construction may result in contamination of the Bay.

**Social Infrastructure**

**1. Hospitals**

The QEQM at Margate is currently overloaded, with the threat of some services being moved to Canterbury and / or Ashford.

**2. GP surgeries**

Surgeries are closing. Urgent appointments are already difficult to obtain.

The provision of extra Surgery space will be required as the housing is built, not prior to the occupation of 1,000<sup>th</sup> residential unit.

**3. Community Centre**

The nearest community centres are in Minster / Ramsgate.



Provision of an on-site facility should be much earlier than prior to the occupation of 1,000<sup>th</sup> residential unit.

**4. Public Transport**

Where will extra bus stops be placed in Canterbury Road West to service the new development? By the Cliffsend roundabout??

**5. Affordable Housing**

With reference to 3.2 of 'S.106 Initial Heads of Terms' Cliffsend Parish Council expect the 30% target for low cost housing in this development to be enforced by the planning authority.

**Environmental**

**1. Excavated materials**

We note that the proposal will recycle excavated concrete from the runway & taxiways on site. However, there appears to be no allowance for the fact that a significant proportion of these materials may well be contaminated with the residue of fuel spills and chemicals. Crushing them on site will result in airborne spread.

Removal of very large volumes of contaminated material off-site will require many thousands of lorry movements with a heavy effect on the local roads and population. Demolition of the runway alone could produce approx. 50,000 lorry loads of waste, & therefore 100,000 lorry movements.

What routes will be used as any promised road improvements will not be in place at the demolition stage?

**Contamination on the site**

**1. Given the long military history, wartime involvement and age of the airport it is highly probable that**

**Records are incomplete / missing.**

**There is a very high risk of the presence of unexploded ordnance.**

**Chemical contamination is present.**

**Undocumented chemical weapons (e.g. mustard gas shells) may be buried – possibly under the runway. Age will not “destroy” mustard gas, but will cause any container to deteriorate – increasing the risk.**

**2. Proposed actions to investigate / contain contamination seem inadequate**

**No mention of ground core sampling & analysis of the site prior to works taking place.**

**Kind Regards**

**Cllr John Alexander**

**Vice Chairman of Cliffsend PC and Chairman of Cliffsend Planning Committee**



Dr Richard Hunt  
Major Applications and Plans  
The Planning Inspectorate  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

**Our ref:** KT/2016/121418/01-L01  
**Your ref:** TR020002  
**Date:** 26 July 2016

Dear Richard

### **SCOPING OPINION - APPLICATION BY RIVEROAK INVESTMENT CORP LLC FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR MANSTON AIRPORT**

Thank you for consulting us on the scoping opinion prepared for the DCO application to be made for Manston Airport. We have the following comments based on the scoping report prepared by Amec Foster Wheeler Environment & Infrastructure UK Limited, dated June 2016.

#### **Contamination**

We welcome early consultation on any proposed plans for redevelopment of the former Manston Airport due to groundwater vulnerability. The former Manston Airport overlies chalk which is classified as a principal aquifer. The site lies in Source Protection Zone 1, 2 and 3 for a public water supply well. The well used to pump the water out of the ground is located very close to the boundary of the site. From this well, tunnels known as adits have been constructed to increase the flow of water to the well, one of these adits lies underneath the former runway on the site at approximately 35-40 metres below ground level.

Groundwater on the Isle of Thanet is extremely vulnerable to contamination as substances (natural substances and man-made chemicals) are able to pass rapidly through the thin soils and the natural fissures (cracks) in the Chalk rock to the groundwater.

This makes this site incredibly vulnerable to develop and maintain in the short and long term. The vulnerability of the groundwater will mean that some development and activities may not be suitable in certain locations, an Environmental Impact Assessment should provide detailed information on the sites vulnerability and help identify any limitations to development.

It is recommended that the requirements of the National Planning Policy Framework (NPPF) are followed. Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. Therefore, in completing any site investigations and risk assessments the applicant should assess the risk to groundwater and surface waters from contamination which may be present and where necessary carry out appropriate remediation.

As discussed in the Scoping Report, the Environmental Impact Assessment should include



detailed information on all potential sources of contamination. There are likely to be numerous potential sources of contamination from a former airfield. These potential sources should include (but are not be limited to) drainage infrastructure including interceptors, pesticide storage and use, aprons and taxiways where refuelling occurred, open trenches used in fog clearance and any underground tunnels that may have been used for storage.

The Environmental Impact Assessment will need to provide information on potential contamination of the site, but we would also expect a preliminary risk assessment and site investigation to accompany the DCO application for this site.

We recommend that the applicant:

1. Follows the risk management framework provide in CLR11, Model procedures for the management of land contamination  
<https://www.gov.uk/government/publications/managing-land-contamination>
2. Uses BS 10175 2001, Investigation of potentially contaminated sites – Code of Practice as a guide to undertaking the desk study and site investigation scheme
3. Uses MCERTS accredited methods for testing contaminated soils at the site,
4. Further information may be found on the land contamination technical guidance pages on the direct.gov website  
<https://www.gov.uk/government/collections/land-contamination-technical-guidance>

Site investigations and any disturbance of the ground before, during and after development, will need to take into account the vulnerability of the groundwater in the underlying aquifer. Any ground disturbance could cause turbidity of the groundwater at the abstraction well, and also pose a risk of causing instability in the adit. We recommend early consultation with Southern Water Services with regard to any planned intrusive investigations, on site demolition and subsequent development of the site.

### **Foul drainage**

It will be important to establish appropriate disposal of foul drainage from the site at an early stage in the planning process. We will expect connection to be made to foul sewer as soon as the first phase of development is completed.

### **Surface water drainage**

Due to the vulnerability of the groundwater in the underlying aquifer, there will be restrictions on any proposed infiltration of surface water to ground. Surface water drainage options will need to be agreed at an early stage in the planning process to ensure that there is an acceptable solution for each area of the airport.

### **Site maintenance**

Due to the vulnerability of the site, we recommend that a site maintenance plan is agreed with us prior to the site being used. Maintenance of site infrastructure will be key to ensuring protection of the groundwater environment. Such a plan should include information on weed management, de-icing and fuel storage and dispensing. The Environmental Impact Assessment may not go into detail about this, but the applicant should be aware of what will be expected.

### **Pollution prevention**

Where there is discussion of the legislative requirements, the Environmental Permitting (England and Wales) Regulations 2010, which are used to regulate discharges to the aquatic environment and makes an unauthorised discharge to water an offence, is omitted.

## **Water Framework Directive (WFD)**

In Section 7.2.4 a number of regional management plans and strategies for the water environment of relevance to the assessment are listed. The South East River Basin Management Plan (SE RBMP) and the Stour Catchment plans, important when considering surface water quality, have been omitted. It is noted that the SE RBMP is mentioned in 7.5.26.

## **Scoped-out effects**

Section 14 summarises the scoped-out effects. While the recommendation to scope-out “potential effects on relevant habitats and species in watercourses/water bodies” in this section is accepted, the development of the construction management plan and the environmental management plan for the airport will be of interest to us and, if possible, we request that we are consulted during their preparation.

## **Proposed discharge to Pegwell Bay**

The report proposes utilising an existing environmental permit to discharge water to nearby Pegwell Bay (consent number P02558). Please note that this permit lapsed upon dissolution of previous operators (Kent International Airport Limited). A new environmental permit would need to be sought by the new operators of the site. The granting of this permit is dependent on site conditions and the quality and quantity of water to be discharged.

## **Advice for the applicant**

We have produced advice with Natural England and the Forestry Commission on how new development can help improve the environment. This is in line with the national planning policy framework (NPPF) “*the planning system should contribute to and enhance the natural and local environment*” (Para 109). This can be found at

<https://www.gov.uk/government/publications/planning-a-guide-for-developers>.

Please note that the view expressed in this letter by the Environment Agency is a response to a scoping opinion and does not represent our final view in relation to the proposed Development Consent Order in relation to this site. We reserve the right to change our position in relation to any such application.

I hope that these comments are helpful in setting out details to be considered by the applicant in the Environment Statement.

Yours sincerely

**Jo Beck** – Sustainable Places Specialist  
Environment Agency – Kent and South London Area

Contact details:

Environment Agency, Rivers House, Sturry Road, Canterbury, Kent CT2 0AA  
Direct dial: 0208 474 6713. Email: [kslplanning@environment-agency.gov.uk](mailto:kslplanning@environment-agency.gov.uk)





From: [ESP Utilities Group](#)  
To: [Environmental Services](#)  
Subject: Reference: PE130004. Plant Not Affected Notice from ES Pipelines  
Date: 04 July 2016 11:23:44

---

Environmental Services  
RiverOak LLP  
Amec Foster Wheeler  
Floor 4  
London  
EC2M 5TQ

4 July 2016

Reference: 160701\_TR020002\_16746180

Dear Sir/Madam,

Thank you for your recent plant enquiry at: Manston Airport, Ramsgate, Kent.

I can confirm that ESP Gas Group Ltd has no gas or electricity apparatus in the vicinity of this site address and will not be affected by your proposed works.

ESP are continually laying new gas and electricity networks and this notification is valid for 90 days from the date of this letter. If your proposed works start after this period of time, please re-submit your enquiry.

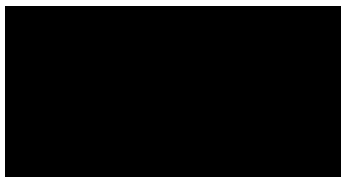
**Important Notice**

Please be advised that any enquiries for ESP Connections Ltd, formerly known as British Gas Connections Ltd, should be sent directly to us at the address shown above or alternatively you can email us at: [PlantResponses@espipelines.com](mailto:PlantResponses@espipelines.com)

Yours faithfully,

Alan Slee

## Operations Manager



Hazeldean,  
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Leatherhead  
KT22 7AA  
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**From:** [Davies, Robert](#)  
**To:** [Environmental Services](#)  
**Subject:** RE: TR020002 – Manston Airport – EIA Scoping Notification and Consultation  
**Date:** 04 July 2016 12:46:15

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Dear Sir

I refer to your email notification of the above matter and can confirm that Highways England Historical Railway Estate team have no comment to make upon this proposal.

I should be clear that the above statement relates to the estate and structures managed by the Historical Railway Estate team on behalf of the Secretary of State for Transport as a consequence of the abolition of the former BRB(Residuary)Ltd.

It does not relate to any other asset or property that may be in the charge of other departments of Highways England.

Kind regards

Rob Davies

**Robert Davies**

Historical Railways Estate (on behalf of Department for Transport)  
Hudson House | Toft Green | York | North Yorkshire | YO1 6HP  
**Tel:** 01904 524869  
**Web:** <http://www.highwaysengland.co.uk>

---

**From:** Environmental Services [mailto:[environmentalservices@pins.gsi.gov.uk](mailto:environmentalservices@pins.gsi.gov.uk)]  
**Sent:** 01 July 2016 16:52  
**Subject:** TR020002 – Manston Airport – EIA Scoping Notification and Consultation

Dear Sir/Madam

Please see the attached correspondence about the proposed Manston Airport project.

Please note the deadline for consultation responses is 29 July 2016 and is a statutory requirement that cannot be extended.

Kind regards,

Dr Richard Hunt  
Senior EIA Advisor  
Major Applications and Plans, The Planning Inspectorate, Temple Quay House, Temple Quay,  
Bristol, BS1 6PN  
Direct Line: 0303 444 5149

Twitter: [@PINSgov](#)  
Helpline: 0303 444 5000  
Email: [EnvironmentalServices@pins.gsi.gov.uk](mailto:EnvironmentalServices@pins.gsi.gov.uk)  
Web: <http://infrastructure.planninginspectorate.gov.uk> (National Infrastructure Planning website)

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**| National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park,**  
**Birmingham B32 1AF | [https://www.gov.uk/government/organisations/highways-](https://www.gov.uk/government/organisations/highways-england)**  
**[england](https://www.gov.uk/government/organisations/highways-england) | [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)**

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1 Walnut Tree Close, Guildford, Surrey GU1 4LZ*

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**From:** [Bown, Kevin](#)  
**To:** [Environmental Services](#)  
**Cc:** [Planning SE](#); [growthandplanning](#); "[transportplanning@Dft.Gsi.Gov.Uk](mailto:transportplanning@Dft.Gsi.Gov.Uk)"  
**Subject:** FAO Dr Richard Hunt: Highways England response re. TR020002 - Manston Airport - EIA Scoping Notification and Consultation  
**Date:** 18 July 2016 17:35:36

---

**For the attention of:** Dr Richard Hunt

**Site:** Manston Airport, Manston Road, Manston, Ramsgate CT12 5BQ

**Development:** Request for an EIA scoping opinion relating to an application for an Order Granting Development Consent for the reopening of Manston Airport as a new air freight and cargo hub

**LPA Ref No:** 160701\_TR020002\_16746180

**Highways England Ref:** 4492 / AM-1818

Dear Dr Hunt,

Thank you for your letter dated July 1 2016 regarding the above consultation.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the Strategic Road Network (SRN), in this case the M2 and A2.

Having examined the above Scoping Report, we offer the following comments:

- Due to the limited information on trip volumes at the current stage, we are concerned about the potential impact of freight-related trips on the M2 and A2. For this reason, regardless of whether the proposed Significance Criteria are triggered by the development, we require an assessment of the traffic impacts on sections of these roads likely to be used by project (construction and/or usage), with associated modelling of junctions as necessary. This is to ensure that additional traffic from the development can be accommodated on the SRN without additional queues and delays.
- Justification of assumptions made on trip generation and traffic routing should be provided as part of the assessment. This is to ensure that the assessment is robust in terms of the likely impact of traffic on the SRN.
- In the event that an EIA is required, the applicant should ensure that the EIA and Transport Assessment are mutually compatible. Any documentation should cover of all transport related impacts; for example, air quality and noise impacts, as well as traffic generation.

Should you have any queries regarding our response please contact us.

Regards

**Kevin Bown, Spatial Planning Manager**

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | GU1 4LZ

Tel: +44 (0) 300 470 1046

Web: <http://www.highways.gov.uk>

Safe roads, reliable journeys, informed travellers

Highways England: operating, maintaining and improving the strategic road network in England.

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Dr Richard Hunt  
Senior EIA Advisor  
Major Applications and Plans  
3D Eagle Wing  
Temple Quay House  
2 The Square  
Bristol BS1 6PN

## Growth, Environment & Transport

Room 1.62  
Sessions House  
MAIDSTONE  
Kent ME14 1XQ

Phone: 03000 415981  
Ask for: Barbara Cooper  
Email: Barbara.Cooper@kent.gov.uk

**BY EMAIL ONLY**

28 July 2016

Dear Dr Hunt,

### **Re: Application by RiverOak Investment Corp LLC for an Order Granting Development Consent for Manston Airport**

Thank you for your letter dated 1 July 2016 providing Kent County Council with the opportunity to inform the Secretary of State on the information to be provided in the Environmental Statement relating to the redevelopment of Manston Airport, principally as a freight airport.

The County Council has reviewed the Scoping Report (June 2016) submitted by the applicant and for ease of reference, provides a commentary structured under the chapter headings used in the report.

#### 3 Policy and Authorisations Overview

##### 3.2 *Regional Planning Policy*

Paragraph 3.2.2 (page 23) states, “... *it can be concluded that there are no significant residual planning functions of Kent County Council*”. This statement is inaccurate and the County Council has a statutory responsibility to plan for the future supply of minerals and waste management in Kent, in its function as Minerals and Waste Planning Authority.

The Secretary of State is therefore advised to note that the Kent Minerals and Waste Local Plan 2013-30 was adopted by KCC on 14 July 2016. The Local Plan is relevant regional planning policy for matters relating to mineral supply and waste management in the administrative area of Kent (excluding Medway), and forms part of the statutory development plan for Kent.

The Scoping Report does not address minerals in terms of their use or sterilisation in the locality. There is no potential for sterilisation because the area has no economic minerals - chalk is no longer considered as a mineral by the British Geological Survey. However, construction activities will require minerals and this should be recognised, along with due consideration of the waste material arising from construction and its sustainable management.

### *Local Transport Plan for Kent 2011-2016*

Paragraphs 3.2.3-3.2.6 (page 24) refer to the Local Transport Plan for Kent 2011-2016. The Secretary of State is advised to note that since the adoption of this Local Transport Plan, the County Council has published a Manston Airport Position Statement<sup>1</sup> (dated March 2015).

KCC is also currently taking the opportunity to replace the extant Local Transport Plan for Kent 2011-2016 and combine it with a refresh of the transport delivery plan Growth without Gridlock which was published as a standalone document in 2010. The emerging Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) will be subject to a statutory 12 week public consultation alongside an Environmental Report from August until October 2016. Page 23 of the Consultation Draft presented to the KCC Environment and Transport Cabinet Committee on 8 July 2016 states, *“At the present time, no viable business proposition for aviation at Manston Airport has come forward”*.

Following consideration of the consultation responses and the findings of the Environmental Report, a revised Local Transport Plan will be taken to the KCC Environment and Transport Cabinet Committee on 12 January 2017, Cabinet on 23 January 2017 and to the full County Council for adoption on 16 March 2017.

## 6 Biodiversity

The proposed approach to ecological impact assessment outlined is broadly acceptable although as the information is currently based only on a desk-top assessment, there is potential for additional ecological receptors to be identified during the course of the detailed survey work. KCC expects that the Environmental Statement will provide all the details of the ecological surveys carried out, and adequate justification for scoping out any ecological receptors.

The County Council does not agree with the conclusion that non-statutory sites beyond 1km from the site can be scoped out (paragraph 6.5.4, page 61). The operation of the proposed development could have much wider implications as a result of impacts from noise, reduced air quality and aircraft deposition and KCC advises that the assessment must include adequate consideration of the effects at all scales.

The County Council also advises that the definition of Local Wildlife Sites in Box 6.2 (page 64) is incorrect. Whilst some Local Wildlife Sites are publicly owned and

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<sup>1</sup> *Manston Airport under private ownership: the story to date and the future prospects*

accessible, the majority are in private ownership and so are not accessible. Local Wildlife Sites have no requirement to provide recreational value.

Table 6.2 (pages 68-69) provides an overview of the potential receptors currently scoped in. As stated above, KCC advises that there may be additional ecological receptors identified during the initial ecological survey work.

There appears to be some typographical errors with regards to the Thanet Coast and Sandwich Bay Ramsar site and the Stodmarsh Ramsar site (pages 68-69) as the identified "Potentially significant effects" for both of these simply replicates the text relating to the respective SPA designations. KCC queries why there appears to be no intention to consider the potential effects of air quality and aircraft deposition on the SPA or Ramsar sites; the presence of the features is dependent on the quality of habitats and as such KCC considers there to be a need to consider habitat impacts.

Depending on the expected levels of use of the proposed development, KCC also queries whether there is a need to consider the impacts of traffic and freight travelling to and from the airport on designated sites further afield.

The County Council would anticipate that the submission will include consideration of all necessary mitigation measures, including where protected species impacts are expected even where it is concluded that effects will not be significant in the context of the Environmental Statement.

## 7 Ground and Surface Water

Paragraph 7.6.6 (page 87) states that a Flood Risk Assessment and Site Drainage Plan will be undertaken to address the potential effects of the proposed development on the water environment (including surface water drainage, pollution prevention and flood risk). KCC is therefore satisfied with the scope of the proposed Environmental Statement from a flooding/ drainage perspective.

The County Council has no preference as to whether the Flood Risk Assessment and Site Drainage Plan forms part of the Environmental Statement or is submitted as a standalone document. However, KCC would encourage the applicant and the consultant team to contact the Authority at the earliest opportunity to discuss the surface water management at this site and any associated implications for KCC as Lead Local Flood Authority. It must be ensured the drainage of the site is considered from the outset (at the masterplanning stage) and that sufficient room is allocated for appropriate drainage features.

## 8 Historic Environment

The baseline study needs to be informed through a rigorous examination of the Kent Historic Environmental Record and other records for heritage assets including examination of aerial photographs and maps within the study area. As explained at paragraph 8.4.1 (page 90), certain sites that lie outside the immediate study area need to be understood as they illustrate the character and richness of the archaeology that can be expected. The list set out at paragraph 8.4.1 is appropriate. The study will inevitably reveal a vast amount of data on the archaeology and

heritage assets in and around the sites. It is important that when reporting this data the archaeology / heritage assets are clearly set out by phase and feature so that the archaeological landscapes are properly articulated and extrapolated into the development site. For example, the assets should not be simply set out as dots on a map but interpreted so that the route of ancient roads, areas of settlement, industry, burial monuments and sites and features of the airfield are able to be readily identified from the data where that is possible.

KCC has advised and confirms the statement in paragraph 8.4.2 (page 91) that archaeological evaluation in the field is needed to inform the study and planning decision for this proposal. The County Council recognises that there are presently issues with regard to accessing the site but any major redevelopment of the airport needs to be informed by the results of a site walkover, geophysical survey and targeted trial trenching that encompasses the areas proposed for development. The principle intention is to enable an informed decision to be reached on the need for preservation of heritage assets in the area proposed for development and how that may be achieved.

With respect to the heritage of the airfield, this plays an important role in the sense of place of the area and the study should include a walkover to identify heritage assets, in particular structural remains and earthworks, and explain their significance and how they will be affected. As stated at paragraph 8.4.3 (page 91), a high level study by KCC is available and can be used but it needs to be supplemented by more detailed assessment. The study should also consider how the airfield heritage and the airfield landscape can be used positively to create a historic sense of place and be integrated into the heritage tourism that the two on-site museums already offer. The archaeology study may identify additional features that contribute to the airfield heritage study.

Historic England and the Thanet District Council Conservation Officer will lead on the issues relating to the setting of designated heritage assets. KCC agrees that the views from Richborough Scheduled Monument are particularly important as are the potential views from the Conservation Area and designated assets at Minster. The former Wantsum Sea Channel is a landscape scale heritage asset of regional significance and the impacts on this should be considered. It is not clear how the potential impact of flight noise over heritage assets will be included in the assessment (paragraph 8.4.5, page 91).

KCC would recommend that as part of the study the authors discuss the archaeology of the site with the Trust for Thanet Archaeology which has a good knowledge of Thanet's archaeology (paragraph 8.6.1, page 93). Furthermore, discussion with and use of the archives of the two museums at Manston will be essential in helping to understand the airfield heritage.

### 13 Traffic and Transport

There will be a requirement for a full transport assessment to accompany any application. In the interests of consistency and given the scale of the proposals, it is likely that there will be a requirement for the development proposals to be assessed using any strategic transport model that KCC may have developed at the time of the

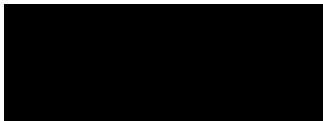
application. This will in turn identify the high level traffic impacts of the development proposals which will inform a requirement for more detailed modelling processes at individual junctions.

Along with the assessments on the impact to existing Public Rights of Way, consideration should be given to historic mapping of footpaths and public access prior to the use of the site. In light of the proximity to the environmentally sensitive Pegwell Bay, the potential impacts on that site of increased dog walking and recreation must be assessed.

---

If you require further information or clarification on any matter in this letter then please do not hesitate to contact me.

Yours sincerely,



**Barbara Cooper**

Corporate Director – Growth, Environment and Transport





Development Control  
Bexley Civic Offices  
2 Watling Street, Bexleyheath,  
Kent, DA6 7AT  
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25 JUL 2016



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m/r 16/01679/SCOPE  
y/r 160701\_TR020002\_16746180  
The person dealing with this matter is

Direct Dial 020 3045 5840  
Date **25 JUL 2016**  
Helen Acton  
helen.acton@bexley.gov.uk

Dr. Richard Hunt,  
The Planning Inspectorate,  
3D Eagle Wing,  
Temple Quay House,  
2 The Square,  
Bristol. BS1 6PN

Dear Sir,

Town and Country Planning Act 1990 and Planning Act 2008 (as amended)  
The Infrastructure Planning (Environmental Impact Assessment) Regulations  
2009 (as amended)

Application by River Oak for an Order Granting Development Consent for  
Manston Airport, Thanet, Kent.

Scoping consultation

I refer to your letter dated 1<sup>st</sup> July 2016 regarding the scoping opinion in respect of the development at Manston Airport described above. You have asked for the views of this Authority as a consultee.

I can advise you that this Authority has no comments to make on the scope of the environmental statement.

Yours sincerely



Susan Clark  
Head of Development Control





**From:** [Parish Clerk](#)  
**To:** [Environmental Services](#)  
**Subject:** Application By Riveroak for an Order Granting Development Consent Order Your Ref: 160701\_TR020002\_16746180  
**Date:** 28 July 2016 13:40:09  
**Importance:** High

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Dear Sir/ Madam

Minster Parish Council feel that the following information must be provided in the environmental statement:-

Number of flights per day

Hours during the day the flights will occur i.e. 0700-2300

Is there any night time flying if so what is the noise policy

Types of planes and their noise classification

Flight paths for take off and landing and restrictions depending on the size of aircraft

Restrictions on engine testing

How will noise and air pollution monitoring be carried out and how often. Who will it be reported to?

All of the above information should be compared to previous flight details when the airport was operating at its peak previously to enable comparison.

Consideration of improving the road infrastructure from the Minster roundabout to the main airport entrances.

Dismantling and recycling of aircraft – details of any exposure to dangerous substances that could transfer to pollute the air on dismantling and any other environmental or contamination issues arising from this process.

On behalf of Minster Parish Council  
Minster Library & Neighbourhood Centre  
4A Monkton Road  
Minster  
Nr. Ramsgate  
Kent  
CT12 4EA

Regards

**Kyla Lamb**  
Parish Clerk  
Minster Parish Council  
Tel: 01843 821339  
Email: [clerk@minsterparishcouncil.org.uk](mailto:clerk@minsterparishcouncil.org.uk)



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Dr Richard Hunt  
Senior EIA Advisor  
Major Applications and Plans,  
The Planning Inspectorate, Temple Quay House,  
Temple Quay, Bristol,  
BS1 6PN

Nick Dexter  
DCO Liaison Officer  
Land & Business Support  
[Nicholas.dexter@nationalgrid.com](mailto:Nicholas.dexter@nationalgrid.com)  
Tel: +44 (0)7917 791925

*Sent by email.*

[www.nationalgrid.com](http://www.nationalgrid.com)  
29<sup>th</sup> July 2016

Dear Sir / Madam,

## **TR020002 – MANSTON AIRPORT – EIA SCOPING NOTIFICATION AND CONSULTATION**

### **COMMENT ON SCOPING REPORT.**

National Grid is responding to the consultation by the Planning Inspectorate in respect of its Scoping Opinion for Manston Airport (the “proposed development”). This is in respect of a proposed application for development consent to increase the capacity of the formerly operational Manston Airport from 0 to over 10,000 air transport movements a year. The previous operations on the site ceased in May 2014.

National Grid owns and maintains the electricity transmission network in England and Wales, providing electricity supplies from generating stations and interconnectors to local distribution companies. National Grid has a statutory duty to develop and maintain an efficient, coordinated and economical system of electricity transmission under the Electricity Act 1989. This includes a statutory obligation to offer to connect any new generating stations or interconnectors applying to connect to the transmission system.

### **National Grid assets**

There are currently no existing National Grid apparatus affected by the proposed development.

### **Richborough Connection Project (RCP)**

An application for development consent for the RCP was made on 14 January 2016. One of the new energy sources to be connected by National Grid is the Nemo Link®. This is the High Voltage Direct Current (HVDC) electricity interconnector project of approximately 1,000MW (or 1GW) capacity, which will connect the UK and Belgium. This project will allow the transmission of electricity between the UK and Belgium via a subsea cable and requires a connection to the National Grid high voltage National Electricity Transmission System (NETS) in the Richborough area where it makes landfall (comes out of the sea and onto the land).

There is no National Grid high voltage transmission network in the Richborough area. Therefore in order to provide a transmission connection, new transmission infrastructure is required between Richborough and the existing National Grid high voltage transmission network. To connect Nemo Link to National Grid’s high voltage transmission system, the RCP proposes a new high voltage 400kV

overhead electricity connection between Richborough and Canterbury North 400kV Substation in Kent.

## **Comments on the Scoping Report**

### Cumulative effects

The proposed development may be constructed and will operate concurrently with the RCP, which is identified as a Tier 1 project in Appendix B of the Scoping Report. The construction and operation of the RCP should continue to be considered as part of the proposed development's cumulative assessment.

Paragraph 13.6.18 of the Scoping Report identifies that the assessment will consider traffic and transport effects cumulatively with developments which may use routes within the study area. This should continue to be considered in respect of the proposed construction routes and programme of the RCP.

The RCP is within the LVIA study area as defined by Figure 10.1 of the Scoping Report. Any assessment in support of the proposed development should consider the cumulative impact on the historic environment and landscape and visual impact receptors. This is in accordance with the proposed stage one Zone of Influence discussed in Table 4.2 of the Scoping Report.

### Former Manston Airport site

The former Manston Airport site has been discussed with Thanet District Council (TDC) as the local planning authority. The agreed position as set out in the Statement of Common Ground (**SoCG ID 4.29**) between National Grid and the Councils (**Doc 8.4.6**) as submitted on 14 July (Deadline 2) of the RCP Examination states:

*“Manston Airport has been closed since May 2014. The former Manston Airport site is subject to three prospective proposals:*

*1) TDC has sought to find an indemnity partner for the compulsory acquisition of the airport. In January 2016, TDC undertook a soft marketing process to ascertain any interest in operating the site as an airport. A report was taken to Thanet District Council's Cabinet meeting on 16th June 2016 to outline the outcome of the soft market testing exercise. Cabinet agreed to note the results of the soft market testing assessment and take no further action in respect of the interested parties.*

*2) A potential DCO for the upgrade and reopening of Manston Airport primarily as a cargo airport, with some passenger services, with a capacity of at least 12,000 air cargo movements per year. RiverOak is in pre-application discussions with the Planning Inspectorate.*

*3) A mixed use scheme (Stone Hill Park Limited). Stone Hill Park Limited submitted an application (OH/TH/16/0550) on 31 May 2016 to TDC for determination. A hybrid application - the outline application (with all matters reserved except access) is for the following use classes: employment (B1a-c, B2/B8); Residential (C3/C2), Retail (A1-A5), education and other non-residential institutions (D1), Sport and Recreation (D2), Hotel (C1), open space, car parking, infrastructure, site preparation and associated works. The detailed element is for four industrial units (B1c/B2/B8) with car parking and associated infrastructure.*

*In terms of potential future aviation uses on the site, National Grid consulted with the Civil Aviation Authority (CAA), National Air Traffic Service (NATS) and Defence Estates Safeguarding (MOD) in respect of routeing and technology choice (including that of pylon design). The CAA responded during the statutory consultation period (10 February to 27 March 2015) and stated that the project will not*



*constitute an en-route obstruction for civil aviation purposes (RCP application: **Volume 6, Document 6.1 - see Section 10, page 297**).*

*In terms of the mixed use proposals, National Grid and TDC consider that the Richborough Connection project would have no impact on the development proposals currently pending determination by TDC.*

*National Grid and TDC agree that the Richborough Connection project would have no impact on the potential future use of the former Manston Airport site.*

This SOCG was agreed on 22 June 2016 and remains the position of National Grid in respect of the site.

I hope the above information is useful. If you require any further information please do not hesitate to contact me.

Yours faithfully



**Nick Dexter**  
(Submitted Electronically)



From: [ALLEN, Sarah J](#) on behalf of [NATS Safeguarding](#)  
To: [Environmental Services](#)  
Subject: Your Ref: 160701\_TRO20002\_16746180 (Our Ref: SG23394)  
Date: 05 July 2016 08:11:59

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The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Yours faithfully,

Sarah Allen  
Technical Administrator  
On behalf of NERL Safeguarding Office

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Oxfordshire OX11 0RQ [www.gov.uk/phe](http://www.gov.uk/phe)

Your Ref: 160701\_TR020002\_16746180  
Our Ref : ADu/21703

Dr Richard Hunt  
Senior EIA Advisor  
The Planning Inspectorate  
3D Eagle Wing  
Temple Quay House  
2 The Square  
Bristol BS1 6PN

27<sup>th</sup> July 2016

Dear Dr Hunt,

**Re: Scoping Consultation  
Application for an Order Granting Development Consent for the proposed Manston  
Airport**

Thank you for including Public Health England (PHE) in the scoping consultation phase of the above application. Our response focuses on health protection issues relating to chemicals and radiation. Advice offered by PHE is impartial and independent.

In order to ensure that health is fully and comprehensively considered the Environmental Statement (ES) should provide sufficient information to allow the potential impact of the development on public health to be fully assessed.

We understand that the promoter will wish to avoid unnecessary duplication and that many issues including air quality, emissions to water, waste, contaminated land etc. will be covered elsewhere in the ES. PHE however believes the summation of relevant issues into a specific section of the report provides a focus which ensures that public health is given adequate consideration. The section should summarise key information, risk assessments, proposed mitigation measures, conclusions and residual impacts, relating to human health. Compliance with the requirements of National Policy Statements and relevant guidance and standards should also be highlighted.

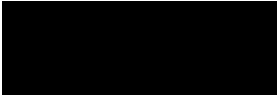
In terms of the level of detail to be included in an ES, we recognise that the differing nature of projects is such that their impacts will vary. Any assessments undertaken to inform the ES should be proportionate to the potential impacts of the proposal, therefore we accept that, in some circumstances particular assessments may not be relevant to an application, or that an assessment may be adequately completed using a qualitative rather than

quantitative methodology. In cases where this decision is made the promoters should fully explain and justify their rationale in the submitted documentation.

It is noted that the current proposals do not appear to consider possible health impacts of Electric and Magnetic Fields (EMF). The proposer should confirm either that the proposed development does include or impact upon any potential sources of EMF; or ensure that an adequate assessment of the possible impacts is undertaken and included in the ES.

The attached appendix outlines generic areas that should be addressed by all promoters when preparing ES for inclusion with an NSIP submission. We are happy to assist and discuss proposals further in the light of this advice.

Yours sincerely,



[nsipconsultations@phe.gov.uk](mailto:nsipconsultations@phe.gov.uk)

*Please mark any correspondence for the attention of National Infrastructure Planning Administration.*



## **Appendix: PHE recommendations regarding the scoping document**

### **General approach**

The EIA should give consideration to best practice guidance such as the Government's Good Practice Guide for EIA<sup>1</sup>. It is important that the EIA identifies and assesses the potential public health impacts of the activities at, and emissions from, the installation. Assessment should consider the development, operational, and decommissioning phases.

It is not PHE's role to undertake these assessments on behalf of promoters as this would conflict with PHE's role as an impartial and independent body.

Consideration of alternatives (including alternative sites, choice of process, and the phasing of construction) is widely regarded as good practice. Ideally, EIA should start at the stage of site and process selection, so that the environmental merits of practicable alternatives can be properly considered. Where this is undertaken, the main alternatives considered should be outlined in the ES<sup>2</sup>.

The following text covers a range of issues that PHE would expect to be addressed by the promoter. However this list is not exhaustive and the onus is on the promoter to ensure that the relevant public health issues are identified and addressed. PHE's advice and recommendations carry no statutory weight and constitute non-binding guidance.

### **Receptors**

The ES should clearly identify the development's location and the location and distance from the development of off-site human receptors that may be affected by emissions from, or activities at, the development. Off-site human receptors may include people living in residential premises; people working in commercial, and industrial premises and people using transport infrastructure (such as roads and railways), recreational areas, and publicly-accessible land. Consideration should also be given to environmental receptors such as the surrounding land, watercourses, surface and groundwater, and drinking water supplies such as wells, boreholes and water abstraction points.

### **Impacts arising from construction and decommissioning**

Any assessment of impacts arising from emissions due to construction and decommissioning should consider potential impacts on all receptors and describe monitoring and mitigation during these phases. Construction and decommissioning will be associated with vehicle movements and cumulative impacts should be accounted for.

We would expect the promoter to follow best practice guidance during all phases from construction to decommissioning to ensure appropriate measures are in place to mitigate any potential impact on health from emissions (point source, fugitive and traffic-related). An effective Construction Environmental Management Plan (CEMP) (and Decommissioning Environmental Management Plan (DEMP)) will help provide reassurance that activities are well managed. The promoter should ensure that there are robust mechanisms in place to respond to any complaints of traffic-related pollution, during construction, operation, and decommissioning of the facility.

### **Emissions to air and water**

Significant impacts are unlikely to arise from installations which employ Best Available Techniques (BAT) and which meet regulatory requirements concerning emission limits and

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<sup>1</sup> Environmental Impact Assessment: A guide to good practice and procedures - A consultation paper; 2006; Department for Communities and Local Government. Available from:

<http://www.communities.gov.uk/archived/publications/planningandbuilding/environmentalimpactassessment>

<sup>2</sup> DCLG guidance, 1999 <http://www.communities.gov.uk/documents/planningandbuilding/pdf/155958.pdf>

design parameters. However, PHE has a number of comments regarding emissions in order that the EIA provides a comprehensive assessment of potential impacts.

When considering a baseline (of existing environmental quality) and in the assessment and future monitoring of impacts these:

- should include appropriate screening assessments and detailed dispersion modelling where this is screened as necessary
- should encompass all pollutants which may be emitted by the installation in combination with all pollutants arising from associated development and transport, ideally these should be considered in a single holistic assessment
- should consider the construction, operational, and decommissioning phases
- should consider the typical operational emissions and emissions from start-up, shut-down, abnormal operation and accidents when assessing potential impacts and include an assessment of worst-case impacts
- should fully account for fugitive emissions
- should include appropriate estimates of background levels
- should identify cumulative and incremental impacts (i.e. assess cumulative impacts from multiple sources), including those arising from associated development, other existing and proposed development in the local area, and new vehicle movements associated with the proposed development; associated transport emissions should include consideration of non-road impacts (i.e. rail, sea, and air)
- should include consideration of local authority, Environment Agency, Defra national network, and any other local site-specific sources of monitoring data
- should compare predicted environmental concentrations to the applicable standard or guideline value for the affected medium (such as UK Air Quality Standards and Objectives and Environmental Assessment Levels)
  - If no standard or guideline value exists, the predicted exposure to humans should be estimated and compared to an appropriate health-based value (a Tolerable Daily Intake or equivalent). Further guidance is provided in Annex 1
  - This should consider all applicable routes of exposure e.g. include consideration of aspects such as the deposition of chemicals emitted to air and their uptake via ingestion
- should identify and consider impacts on residential areas and sensitive receptors (such as schools, nursing homes and healthcare facilities) in the area(s) which may be affected by emissions, this should include consideration of any new receptors arising from future development

Whilst screening of impacts using qualitative methodologies is common practice (e.g. for impacts arising from fugitive emissions such as dust), where it is possible to undertake a quantitative assessment of impacts then this should be undertaken.

PHE's view is that the EIA should appraise and describe the measures that will be used to control both point source and fugitive emissions and demonstrate that standards, guideline values or health-based values will not be exceeded due to emissions from the installation, as described above. This should include consideration of any emitted pollutants for which there are no set emission limits. When assessing the potential impact of a proposed installation on environmental quality, predicted environmental concentrations should be compared to the permitted concentrations in the affected media; this should include both standards for short and long-term exposure.

#### *Additional points specific to emissions to air*

When considering a baseline (of existing air quality) and in the assessment and future monitoring of impacts these:

- should include consideration of impacts on existing areas of poor air quality e.g. existing or proposed local authority Air Quality Management Areas (AQMAs)

- should include modelling using appropriate meteorological data (i.e. come from the nearest suitable meteorological station and include a range of years and worst case conditions)
- should include modelling taking into account local topography

#### *Additional points specific to emissions to water*

When considering a baseline (of existing water quality) and in the assessment and future monitoring of impacts these:

- should include assessment of potential impacts on human health and not focus solely on ecological impacts
- should identify and consider all routes by which emissions may lead to population exposure (e.g. surface watercourses; recreational waters; sewers; geological routes etc.)
- should assess the potential off-site effects of emissions to groundwater (e.g. on aquifers used for drinking water) and surface water (used for drinking water abstraction) in terms of the potential for population exposure
- should include consideration of potential impacts on recreational users (e.g. from fishing, canoeing etc) alongside assessment of potential exposure via drinking water

#### **Land quality**

We would expect the promoter to provide details of any hazardous contamination present on site (including ground gas) as part of the site condition report.

Emissions to and from the ground should be considered in terms of the previous history of the site and the potential of the site, once operational, to give rise to issues. Public health impacts associated with ground contamination and/or the migration of material off-site should be assessed<sup>3</sup> and the potential impact on nearby receptors and control and mitigation measures should be outlined.

Relevant areas outlined in the Government's Good Practice Guide for EIA include:

- effects associated with ground contamination that may already exist
- effects associated with the potential for polluting substances that are used (during construction / operation) to cause new ground contamination issues on a site, for example introducing / changing the source of contamination
- impacts associated with re-use of soils and waste soils, for example, re-use of site-sourced materials on-site or offsite, disposal of site-sourced materials offsite, importation of materials to the site, etc.

#### **Waste**

The EIA should demonstrate compliance with the waste hierarchy (e.g. with respect to re-use, recycling or recovery and disposal).

For wastes arising from the installation the EIA should consider:

- the implications and wider environmental and public health impacts of different waste disposal options
- disposal route(s) and transport method(s) and how potential impacts on public health will be mitigated

#### **Other aspects**

Within the EIA PHE would expect to see information about how the promoter would respond to accidents with potential off-site emissions e.g. flooding or fires, spills, leaks or releases off-site. Assessment of accidents should: identify all potential hazards in relation to construction, operation and decommissioning; include an assessment of the risks posed;

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<sup>3</sup> Following the approach outlined in the section above dealing with emissions to air and water i.e. comparing predicted environmental concentrations to the applicable standard or guideline value for the affected medium (such as Soil Guideline Values)

and identify risk management measures and contingency actions that will be employed in the event of an accident in order to mitigate off-site effects.

The EIA should include consideration of the COMAH Regulations (Control of Major Accident Hazards) and the Major Accident Off-Site Emergency Plan (Management of Waste from Extractive Industries) (England and Wales) Regulations 2009: both in terms of their applicability to the installation itself, and the installation's potential to impact on, or be impacted by, any nearby installations themselves subject to the these Regulations.

There is evidence that, in some cases, perception of risk may have a greater impact on health than the hazard itself. A 2009 report<sup>4</sup>, jointly published by Liverpool John Moores University and the Health Protection Agency (HPA), examined health risk perception and environmental problems using a number of case studies. As a point to consider, the report suggested: "Estimation of community anxiety and stress should be included as part of every risk or impact assessment of proposed plans that involve a potential environmental hazard. This is true even when the physical health risks may be negligible." PHE supports the inclusion of this information within EIAs as good practice.

### **Electromagnetic fields (EMF)**

There is a potential health impact associated with the electric and magnetic fields around substations and the connecting cables or lines. The following information provides a framework for considering the potential health impact.

In March 2004, the National Radiological Protection Board, NRPB (now part of PHE), published advice on limiting public exposure to electromagnetic fields. The advice was based on an extensive review of the science and a public consultation on its website, and recommended the adoption in the UK of the EMF exposure guidelines published by the International Commission on Non-ionizing Radiation Protection (ICNIRP):-

<http://webarchive.nationalarchives.gov.uk/20140629102627/http://www.hpa.org.uk/Publications/Radiation/NRPBArchive/DocumentsOfTheNRPB/Abisd1502/>

The ICNIRP guidelines are based on the avoidance of known adverse effects of exposure to electromagnetic fields (EMF) at frequencies up to 300 GHz (gigahertz), which includes static magnetic fields and 50 Hz electric and magnetic fields associated with electricity transmission.

PHE notes the current Government policy is that the ICNIRP guidelines are implemented in line with the terms of the EU Council Recommendation on limiting exposure of the general public (1999/519/EC):

[http://webarchive.nationalarchives.gov.uk/+/www.dh.gov.uk/en/PublicHealth/HealthProtection/DH\\_4089500](http://webarchive.nationalarchives.gov.uk/+/www.dh.gov.uk/en/PublicHealth/HealthProtection/DH_4089500)

For static magnetic fields, the latest ICNIRP guidelines (2009) recommend that acute exposure of the general public should not exceed 400 mT (millitesla), for any part of the body, although the previously recommended value of 40 mT is the value used in the Council Recommendation. However, because of potential indirect adverse effects, ICNIRP recognises that practical policies need to be implemented to prevent inadvertent harmful exposure of people with implanted electronic medical devices and implants containing ferromagnetic materials, and injuries due to flying ferromagnetic objects, and these considerations can lead to much lower restrictions, such as 0.5 mT as advised by the International Electrotechnical Commission.

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<sup>4</sup> Available from: <http://www.cph.org.uk/showPublication.aspx?pubid=538>

At 50 Hz, the known direct effects include those of induced currents in the body on the central nervous system (CNS) and indirect effects include the risk of painful spark discharge on contact with metal objects exposed to the field. The ICNIRP guidelines give reference levels for public exposure to 50 Hz electric and magnetic fields, and these are respectively 5 kV m<sup>-1</sup> (kilovolts per metre) and 100 µT (microtesla). If people are not exposed to field strengths above these levels, direct effects on the CNS should be avoided and indirect effects such as the risk of painful spark discharge will be small. The reference levels are not in themselves limits but provide guidance for assessing compliance with the basic restrictions and reducing the risk of indirect effects. Further clarification on advice on exposure guidelines for 50 Hz electric and magnetic fields is provided in the following note on the HPA website:

[http://webarchive.nationalarchives.gov.uk/20140714084352/http://www.hpa.org.uk/Topics/Radiation/UnderstandingRadiation/InformationSheets/info\\_lcnirpExpGuidelines/](http://webarchive.nationalarchives.gov.uk/20140714084352/http://www.hpa.org.uk/Topics/Radiation/UnderstandingRadiation/InformationSheets/info_lcnirpExpGuidelines/)

The Department of Energy and Climate Change has also published voluntary code of practices which set out key principles for complying with the ICNIRP guidelines for the industry.

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/37447/1256-code-practice-emf-public-exp-guidelines.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/37447/1256-code-practice-emf-public-exp-guidelines.pdf)

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/48309/1255-code-practice-optimum-phasing-power-lines.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48309/1255-code-practice-optimum-phasing-power-lines.pdf)

There is concern about the possible effects of long-term exposure to electromagnetic fields, including possible carcinogenic effects at levels much lower than those given in the ICNIRP guidelines. In the NRPB advice issued in 2004, it was concluded that the studies that suggest health effects, including those concerning childhood leukaemia, could not be used to derive quantitative guidance on restricting exposure. However, the results of these studies represented uncertainty in the underlying evidence base, and taken together with people's concerns, provided a basis for providing an additional recommendation for Government to consider the need for further precautionary measures, particularly with respect to the exposure of children to power frequency magnetic fields.

The Stakeholder Advisory Group on ELF EMFs (SAGE) was then set up to take this recommendation forward, explore the implications for a precautionary approach to extremely low frequency electric and magnetic fields (ELF EMFs), and to make practical recommendations to Government. In the First Interim Assessment of the Group, consideration was given to mitigation options such as the 'corridor option' near power lines, and optimal phasing to reduce electric and magnetic fields. A Second Interim Assessment addresses electricity distribution systems up to 66 kV. The SAGE reports can be found at the following link:

<http://sagedialogue.org.uk/> (go to "Document Index" and Scroll to SAGE/Formal reports with recommendations)

The Agency has given advice to Health Ministers on the First Interim Assessment of SAGE regarding precautionary approaches to ELF EMFs and specifically regarding power lines and property, wiring and electrical equipment in homes:

[http://webarchive.nationalarchives.gov.uk/20140629102627/http://www.hpa.org.uk/Publications/Radiation/HPAResponseStatementsOnRadiationTopics/rpdadvice\\_sage/](http://webarchive.nationalarchives.gov.uk/20140629102627/http://www.hpa.org.uk/Publications/Radiation/HPAResponseStatementsOnRadiationTopics/rpdadvice_sage/)

The evidence to date suggests that in general there are no adverse effects on the health of the population of the UK caused by exposure to ELF EMFs below the guideline levels. The scientific evidence, as reviewed by PHE, supports the view that precautionary measures should address solely the possible association with childhood leukaemia and not other more speculative health effects. The measures should be proportionate in that overall benefits outweigh the fiscal and social costs, have a convincing evidence base to show that they will be successful in reducing exposure, and be effective in providing reassurance to the public.

The Government response to the First SAGE Interim Assessment is given in the written Ministerial Statement by Gillian Merron, then Minister of State, Department of Health, published on 16<sup>th</sup> October 2009:

<http://www.publications.parliament.uk/pa/cm200809/cmhansrd/cm091016/wmstext/91016m0001.htm>

[http://webarchive.nationalarchives.gov.uk/20130107105354/http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH\\_107124](http://webarchive.nationalarchives.gov.uk/20130107105354/http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_107124)

HPA and Government responses to the Second Interim Assessment of SAGE are available at the following links:

[http://webarchive.nationalarchives.gov.uk/20140629102627/http://www.hpa.org.uk/Publications/Radiation/HPAResponseStatementsOnRadiationTopics/rpdadvice\\_sage2/](http://webarchive.nationalarchives.gov.uk/20140629102627/http://www.hpa.org.uk/Publications/Radiation/HPAResponseStatementsOnRadiationTopics/rpdadvice_sage2/)

[http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH\\_130703](http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_130703)

The above information provides a framework for considering the health impact associated with the proposed development, including the direct and indirect effects of the electric and magnetic fields as indicated above.

**Liaison with other stakeholders, comments should be sought from:**

- the local authority for matters relating to noise, odour, vermin and dust nuisance
- the local authority regarding any site investigation and subsequent construction (and remediation) proposals to ensure that the site could not be determined as 'contaminated land' under Part 2A of the Environmental Protection Act
- the local authority regarding any impacts on existing or proposed Air Quality Management Areas
- the Food Standards Agency for matters relating to the impact on human health of pollutants deposited on land used for growing food/ crops
- the Environment Agency for matters relating to flood risk and releases with the potential to impact on surface and groundwaters
- the Environment Agency for matters relating to waste characterisation and acceptance
- the Clinical Commissioning Groups, NHS commissioning Boards and Local Planning Authority for matters relating to wider public health

**Environmental Permitting**

Should the development require an environmental permit from the Environment Agency (under the Environmental Permitting (England and Wales) Regulations 2010), it is noted that PHE is a consultee for bespoke environmental permit applications and will respond separately to any such consultation.



## Annex 1

### Human health risk assessment (chemical pollutants)

The points below are cross-cutting and should be considered when undertaking a human health risk assessment:

- The promoter should consider including Chemical Abstract Service (CAS) numbers alongside chemical names, where referenced in the ES
- Where available, the most recent United Kingdom standards for the appropriate media (e.g. air, water, and/or soil) and health-based guideline values should be used when quantifying the risk to human health from chemical pollutants. Where UK standards or guideline values are not available, those recommended by the European Union or World Health Organisation can be used
- When assessing the human health risk of a chemical emitted from a facility or operation, the background exposure to the chemical from other sources should be taken into account
- When quantitatively assessing the health risk of genotoxic and carcinogenic chemical pollutants PHE does not favour the use of mathematical models to extrapolate from high dose levels used in animal carcinogenicity studies to well below the observed region of a dose-response relationship. When only animal data are available, we recommend that the 'Margin of Exposure' (MOE) approach<sup>5</sup> is used

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<sup>5</sup> Benford D et al. 2010. Application of the margin of exposure approach to substances in food that are genotoxic and carcinogenic. Food Chem Toxicol 48 Suppl 1: S2-24





## **Manston Airport – proposed development by River Oak Investment Corp LLP**

### **Royal Mail Group Limited comments on information to be provided in applicant's Environmental Statement**

#### **Introduction**

Reference the letter from PINS to Royal Mail dated 1 July 2016 requesting Royal Mail's comments on information that should be provided in RiverOak's Environmental Statement.

Royal Mail's consultants BNP Paribas Real Estate have reviewed the applicant's Scoping Report dated June 2016.

#### **Royal Mail–relevant information**

Royal Mail is responsible for providing efficient mail sorting and delivery nationally. As a Universal Service Provider under the Postal Services Act 2011, Royal Mail has a statutory duty to deliver mail to every residential and business address in the country as well as collecting mail from all Post Offices and post boxes six days a week.

Royal Mail's postal sorting and delivery operations rely heavily on road communications. Royal Mail's ability to provide efficient mail collection, sorting and delivery to the public is sensitive to changes in the capacity of the highway network.

Royal Mail is a major road user nationally. Disruption to the highway network and traffic delays can have direct consequences on Royal Mail's operations, to meet the Universal Service Obligation and comply with the regulatory regime for postal services thereby presenting a significant risk to Royal Mail's business.

Royal Mail has operational facilities in Ramsgate, Broadstairs, Margate, Canterbury and Deal. In exercising its statutory duties, Royal Mail uses all of the main roads in the vicinity of the proposed Manston Airport development on a daily basis.

Therefore Royal Mail is concerned that its future ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations may be adversely affected by the construction and operation of this proposed scheme.

#### **Royal Mail's comments on information that should be provided in RiverOak's Environmental Statement**

The proposed scope of the work for the Traffic and Transport assessment that RiverOak will be preparing states that the traffic and transport assessment will consider:

- the highway route sections which are most likely to be used by traffic generated by the project;
- the volume of traffic likely to be added to these routes as a result of the project;
- potential effects upon highways, communities and safety as a result of changes in traffic levels; and



- the effects of the project in isolation and also cumulatively in combination with committed developments which may use routes within the study area for construction or operational traffic at the same time as the project.

Generally, this headline scope looks adequate to Royal Mail. However, Royal Mail has the following comments / requests:

1. Due to the magnitude of proposed air cargo movements and associated employment development at Manston Airfield, additional vehicle movements during the operational phase have potential to be more disruptive to Royal Mail's road operations than those during the construction phase.
2. The length of the construction phase is not specified in the scoping report – more information on this is needed.
3. More information is required on the extent and phasing of the proposed associated employment development.
4. The scoping report helpfully identifies that there is a significant amount of other planned development in the surrounding area, including the Richborough Connection DCO proposal. Therefore, Royal Mail considers that very careful attention must be given to the potential for cumulative traffic impact during the construction and operation phases.
5. Royal Mail requests that the Environmental Statement includes information on the needs of major road users (such as Royal Mail) and acknowledges the requirement to ensure that major road users are not disrupted through full consultation at the appropriate time in the DCO and development process.

Royal Mail is able to supply the applicant with information on its road usage / trips if required.

Should PINS or RiverOak have any queries in relation to the above then in the first instance please contact Holly Trotman ([holly.trotman@royalmail.com](mailto:holly.trotman@royalmail.com)) of Royal Mail's Legal Services Team or Daniel Parry-Jones ([daniel.parry-jones@bnpparibas.com](mailto:daniel.parry-jones@bnpparibas.com)) of BNP Paribas Real Estate.

**From:** [Planning Developments](#)  
**To:** [Environmental Services](#)  
**Cc:** [Planning Developments](#); [Steve Carpenter](#)  
**Subject:** Manston Airport Development  
**Date:** 23 July 2016 12:14:22

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Dear Dr Richard Hunt,

We have received a letter from the planning inspectorate ([your ref 160701 TR020002 16746180](#)) regarding the proposed development of the Manston Airport from its' former commercial passenger status to a use as a commercial freight terminal.

We consider that this will not have any effect on our emergency cover provision in the area, though consultation would be welcomed in terms of major incident planning, as the airport becoming operational again would represent a requirement from us to be able to respond to it as such in the case of a major incident being declared, etc.

**Kind Regards**

---

**Steve Elliott**  
***Operational Support Manager - East***  
**SOUTH EAST COAST AMBULANCE SERVICE NHS FOUNDATION TRUST**  
**Mobile : 07748 321199**  
[steve.elliott@secamb.nhs.uk](mailto:steve.elliott@secamb.nhs.uk)

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Date: 29 July 2016  
Your Ref: 160701\_TR020002\_16746180  
Direct Dial: 01843 577752  
E.mail: iain.livingstone@thanet.gov.uk



Dr Richard Hunt  
The Planning Inspectorate  
Temple Quay House  
Bristol  
BS1 6PN

Dear Dr Hunt,

**Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) – Regulations 8 and 9**

**Application by RiverOak Investment Corp LLC for an Order Granting Development Consent for Manston Airport**

Thank you for your consulting Thanet District Council on the Scoping Report for the proposed Development Consent Order for Manston Airport.

Thanet District Council welcomes the opportunity to provide comments at an early stage in the project. These will cover the scoping report but will also discuss the basis of the project and other matters that the Council consider relevant to raise at this time. This response has therefore been copied to the case officer at the Planning Inspectorate. We will not outline the scope of issues as outlined in the scoping report, but we will comment on the adequacy of the proposed assessment of the environmental effects within the scoping report.

**Basis for the project**

The Council is concerned about the lack of information currently available regarding how the projected increase in air transport movements of cargo aircraft by 10,000 would occur. No proposed delivery strategy for the project, long term business plan showing involvement of operators or investors, or general financial information proving that this is a viable long term prospect has been provided. Without this information, it is difficult to assess the capability of the project to be delivered. This information should be provided at an early stage in the Nationally Significant Infrastructure Project (NSIP) process. The Council expects the Planning Inspectorate to carry out due diligence on the project to ensure that adequate information is available at the earliest possible opportunity, prior to formal submission.

**Scoping Report**

*Requirement for an Environmental Impact Assessment*

The scoping report states that the proposed development falls with Schedule 2 10(e) 'Construction of airfields (unless included in Schedule 1).' With reference to Schedule

1, part 7(a) therein includes 'airports with a basic runway length of 2,100 metres or more.' Paragraph 2.3.3. of the Scoping Report states that the airport runway is 2,748m in length therefore appearing to qualify as a Schedule 1 development automatically requiring Environmental Impact Assessment (EIA). Whilst this becomes somewhat academic given the applicants intention to voluntarily submit an Environmental Statement (ES) reference to Schedule 2 10(e) would be procedurally incorrect if the development is as identified as a Schedule 1 development. It is recommended that this is drawn to the attention of the applicant who should satisfy themselves as to the correct classification of the development proposals.

### *Overall approach to Environmental Statement Scoping*

Concerns are raised regarding the temporal scope of the proposed assessment within the ES. Paragraph 4.2.2. states:

*"The assessment of potentially significant effects rising from the decommissioning of the airport have been scoped out of this assessment as it is considered that the airport will be operational long into the future, and that therefore there will be no requirement for decommissioning of the airport."*

It is acknowledged that the further into the future any assessment is made, the less reliance may be placed on the outcome. Whilst the aspirations of the applicant is for it to operate long into the future the purpose of such a long term assessment is to enable the decommissioning of the works to be taken into account in the design and use of materials such that structures can be taken down with the minimum of disruption and safeguarding of the environment. It is therefore considered that the process and methods of decommissioning should be considered and options presented in the ES.

Notwithstanding the above the overall scope of the ES proposed for the construction and operational stages of the development are generally comprehensive albeit the inclusion of a scoping matrix would have assisted with demonstrating that the full breadth of possible likely significant effects had been considered and identified and is considered best practice. The general approach suggested appears acceptable and in accordance with best practice guidance with exception of the inclusion of a scoping matrix.

### *Consideration of Alternatives*

Whilst the approach outlined is generally compliant with the EIA requirements, there is a lack of detail on what will be included with the scope of these alternatives. It is however considered that as there is a live planning application on the proposed site for an alternative housing and employment led development the 'do nothing' scenarios should include both the site existing as at present and the prospect of its development as proposed in the live application on the site. This is considered particularly relevant given Riveroak Investments do not own the site.

### *Cumulative impacts*

A review of the proposed combined and cumulative effects assessment for the EIA identifies that it complies with PINS Advice Notes 9 & 17. PINS Advice Note 17 sets out a four step process for the identification and assessment of cumulative effects in EIA. Stage one of the four part process has been completed in the Scoping report and includes establishing the NSIP Zone of Influence (ZOI) and identifying a long list of other developments within the ZOI.

The spatial ZOI's for all topics except air quality and ecology appear appropriate. However, it is advised that the Spatial ZOI for considering cumulative impacts for air quality and ecological impacts related to air quality is extended to 15km as is common practice for airport developments. Whilst the ZOI for these topics should be extended it should be expected that only major developments with the potential for cumulative air quality effects with the proposed development are considered.

The long list of other developments corresponding to the ZOI's identified may need to be subsequently revised to reflect the increased ZOI. Stage two of the process requires the applicant to develop a shortlist of 'other development' for by applying inclusion/exclusion criteria to the Stage 1 list of 'other development'. The criteria proposed by the applicant relates to the exclusion of sites which do not meet the criteria of 'major development'. Given the strategic scale of the project this is considered to be reasonable.

### *Air Quality*

Particular focus must be had on areas of existing poor air quality such as St Lawrence and The Square Birchington within the air quality assessment. Within the assessment work there should be no assumptions that future improvements in emissions factors should be factored into modelled predictions, and model verification should use average of the last five years local monitoring data. Thanet Air Quality and Planning Guidance 2016 must be taken into consideration in relation to trip generation and emission mitigation / offsetting measures.

The following issue is not proposed for further investigation:

- Odour associated with the operation of the airport.

Whilst it is recognised by the applicant that airports can give rise to odour nuisance it is proposed to exclude such an assessment from the EIA on the basis that there is an apparent absence of a generally accepted methodology and the report the technical difficulties stated as being experienced by Stansted Airport in producing reliable assessments. It is agreed that there is no accepted methodology for assessing the effect of odour impacts from airport operation (such as aviation fuel) but it must be considered given the potential for nuisance to nearby receptors. Numerous other UK airports have produced odour assessments including Farnborough and London City Airport. Therefore further evidence justifying the exclusion of odour from the assessment would be required if this is to be excluded from the scope of the EIA. This could include demonstration of the location of likely odour generating sources, the prevailing wind direction and the proximity of receptors. The location of potential odour generating sources within the airport may minimise the potential for any future odour effects occurring.

There is no reference within the proposed scope of the assessment to CO2 emissions and climate change. The consideration of climate change within EIA is now considered best practice and given the scale of the proposed development the Council may consider that an CO2 assessment should be included as part of the air quality assessment to assess the impact of the proposals on the regions and the UK's carbon budget. Such consideration can lead to consideration to the inclusion of energy efficient technology and commitment to an Environmental Management Plan to monitor and assess the ongoing carbon footprint.

### *Biodiversity*

From the Council's assessment it is considered that the proposed scope of the ecological assessment is sufficient to assess the likely significant effects of the proposed development. It should however be request that the assessment cross-references and draws on the other relevant assessments in the EIA when concluding the significance of indirect effects i.e. nitrogen deposition and water discharge into European sites. Also Natural England are key consultees and their expertise should be relied upon.

#### *Ground and Surface Water*

The proposed scope of assessment for the ground and surface water assessment appears comprehensive, however the Environment Agency, Kent County Council (KCC) and Southern Water are key consultees and their expertise should be relied upon.

#### *Historic Environment*

It is anticipated that KCC will require non-intrusive and intrusive ground investigations (geophysical survey and trial trenching) to be undertaken and their results included within the EIA. Subject to the above and in consultation with KCC and Historic England, the proposed scope appears comprehensive and we have no further comments to make.

#### *Land quality*

The EIA should consider all potential sources of contamination associated with the former airport/military uses. A Phase 1 contamination survey is reported to have been commissioned but it is not known whether this has been completed. The Phase 1 has not been supplied as part of the Scoping Report.

This department understands that the applicant will request access to the site to undertake a site walkover survey. This will be required to inform the Phase 1 Land Quality Assessment.

The scoping opinion states that it is likely that the proposed Phase 1 Assessment will conclude that intrusive work be carried out following the granting of the DCO. Without access to the Phase 1 report it is not possible to conclude whether this is sufficient and a degree of caution must be considered given the sensitivity of the bedrock below. While not stated in this section of the Scoping Report, Table 7.3 in Section 7 states:

'The fuel station to the south east of the site is known to be an issue and there are probably groundwater and land contamination issues with that site associated with historical activity and spills ...the closest Southern Water source is mixed to treat for nitrate pollution, and there have been issues in the past with hydrocarbons and solvents.'

A degree of caution is therefore advised in allowing soil sampling to be deferred to post consent of the DCO particularly without knowing the construction methods proposed. The Environment Agency is the key consultee and their expertise should be relied upon. However, the proposed approach raises concern given the current lack of detail to justify the approach.

In general, where necessary approved remediation must be undertaken to ensure the redevelopment will not represent an unacceptable risk to future/adjacent site users or the environment, including vulnerable groundwater receptors.

Impacts on land quality and underlying groundwater resources from future proposed site uses, including any breaking of aircraft, are a material planning consideration and should be considered as part of the EIA for the operational phase of the development. Appropriate safeguarding measures must be incorporated at the design stage to inform the viability of the development.

At page 9.6.10, the report scopes out potential effects from contaminated soil or buried animals on construction workers during works due to appropriate use of Personal Protective Equipment. Given the potential presence of Polychlorinated biphenyl (PCBs) from substation buildings and/or contaminants associated with former military uses (e.g. weapons/explosives), potential effects on construction workers should be further assessed.

It is agreed that the effects outlined as unlikely to be significant have existing standard and proven mitigation measures to prevent the risk of these effects occurring, but a commitment to such measures should be stipulated through a Construction Environmental Management Plan (CEMP) (see 'General comments' section of this letter).

#### *Landscape and Visual impact*

A 5km study area is proposed around the development boundary to assess likely significant effects on landscape and visual receptors. Whilst this is likely sufficient this study area should be cross referenced with the Zone of Visual Influence determined during the assessment process and should cross reference with identified historic receptors identified in the heritage assessment that may be outside of this study area for consistency.

There is no reference made within the proposed scope of the landscape assessment to the potential visual and landscape effects associated with airport lighting which can often be extensive. It is recommended that a lighting assessment is undertaken and is assessed in terms of visual impact and amenity within the ES.

#### *Noise and Vibration*

Operational noise is a significant concern of the Council, and the impact assessment and significance criteria will need further consideration particularly as guidance used for assessing significance does not correspond well with the aircraft noise; for instance a C-weighted metric is more highly correlated to aircraft noise impact in communities than A-weighted metrics.

The proposed noise assessment makes reference to both the existing baseline conditions and conditions prior to the airport closing. Whilst this will prove a useful comparison, in EIA terms the baseline of the site is as existing i.e. a vacant site and not operating as an airport. Notwithstanding this it will be a useful comparison to make but the weight given to this will be determined by the decision maker.

Construction and fixed noise source assessment criteria and significance are accepted.

### *Socio-Economic*

The assessment of the proposed airfield on the tourism industry within Thanet should be considered with reference to the landscape and visual impact and noise assessments and cross referenced where necessary.

No information on how the total direct job numbers have been calculated is provided, and this reinforces the concerns raised earlier in our comments about the delivery of the project and lack of business plan or similar document.

Overall the proposed assessment methodology is generic but comparable to other socio-economic assessments and we have therefore no comments to make on this. The overall scope of the assessment appears generally comprehensive.

### *Traffic and Transport*

KCC Highways and Transportation are the key consultee and their expertise should be relied upon. Traffic generation from the proposed development will be a key effect particularly with regard to the proposed primary operation of the airport for freight and the vehicle movements associated with the anticipated 2,000 employees generated.

The assessment methodology set out accords with that presented in IEMA's Guideline (1993) and still represents current guidance on the environmental effects of development. Notwithstanding this there appears to be no direct reference to the assessment of operational and junction capacity in the Scoping Report. Whilst this will be recorded in any accompanying Transport Assessment it is common practice for such information to be included with the ES chapter. As case law suggests ES's should not be a paper chase to find information and this should be clearly reported with the ES chapter.

It should be noted that the significance criteria provided relates to the assessment of the environmental effects of traffic i.e. air quality/ecology/severance, such that those environmental impacts are less sensitive to traffic volumes and thereby the 30% threshold is deemed appropriate. However for matters relating to the operational capacity of the highway a 5% threshold is industry practice. This is defined with the IEMA Guidelines.

The Scoping Report does not make this distinction nor does it expressly talk in terms of operational capacity. There is also no reference to the Strategic Road Network and Highways England as would be expected for a development of this size.

It is recommended that an operational capacity assessment is included within the ES chapter and not simply confined to the Transport Assessment. Otherwise, whilst the expertise of KCC should be relied upon, the proposed scope appears comprehensive and we have no further comments to make.

### *Proposed Structure of ES*

The inclusion of 'project need' within the ES is questioned, given the ES is an objective assessment of the environmental effects of a proposal, irrespective of the need, and should avoid promotional material. In accordance with best practice extensive standalone chapters on planning policy are deemed unnecessary additions to ES which are already extensive in size. Relevant policies should be briefly referenced in the topic chapters where required.



## *General Matters*

The Scoping Report has been informed by desk based studies. Complications associated with the ownership of the site have meant that the applicant has been unable to secure access to the site at present to undertake baseline studies with the site boundary. Whilst there is no requirement to undertake baseline site surveys to inform a scoping request a lack of site specific evidence limits the potential for scoping out issues from inclusion in the EIA.

On this basis the proposed scope of the ES is fairly comprehensive. However, there are several instances where potential effects are scoped out of the EIA on the premise that standard mitigation measures exist to negate these effects. Whilst there should be no objection to this in principle it is recommended that a Construction Environmental Management Plan (CEMP) is requested for inclusion within the ES which commits the applicant and any subsequent contractors to implementing these measures and securing the proposed mitigation.

## **Other Matters**

The Council wishes to draw the Inspectorate's attention to the attached Cabinet report (Annex A) regarding the Council's previous contact with the applicant about the site for information.

It is our understanding that consultation is currently underway with a number of public events around the District. It is noted that no contact has been made with the Council by the applicant regarding any proposed Statement of Community consultation, to agree how the applicant proposes to consult the local community about their proposals and then carry out consultation. This is a requirement of the NSIP process, and it is important that the Council are involved in developing plans for consultation. It is therefore assumed that the current consultation is separate to the requirements under the Planning Act.

The Council would expect the applicant to enter into a Planning Performance Agreement with the Council and Kent County Council to ensure that adequate resources for handling the pre-application process and subsequent NSIP are available and to encourage joint working between the applicant and statutory consultees.

These comments are made without prejudice to the Council's formal position on the Development Consent Order pre-application or application process.

Yours sincerely



Iain Livingstone  
**Planning Applications Manager**

Cc Susannah Guest, Planning Inspectorate

## REVIEW OF CPO INDEMNITY PARTNER FOR MANSTON AIRPORT

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To: **Extraordinary Cabinet – 29<sup>th</sup> October 2015**

Main Portfolio Area: **Leader of the Council**

By: **Director of Corporate Governance**

Classification: **Unrestricted**

Ward: **All**

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**Summary:** **To update Cabinet on the review of the appointment of a CPO indemnity partner for Manston Airport.**

### For Decision

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#### **1.0 Introduction and Background**

1.1 At the beginning of this report, it is worth setting out the main objective in seeking an indemnity partner. In the report to Council of the 11<sup>th</sup> December 2014, it said:

*'The objective of seeking an indemnity partner is to ensure that – if the Council determines to pursue a CPO – a viable airport comes into sustainable long-term operation as quickly as is reasonably possible without any residual cost to the Council.'*

1.2 On the 11<sup>th</sup> December 2014 Cabinet received a report on the soft-market testing exercise for an indemnity partner for a Manston Airport CPO. The report said that the Council had made every effort to work constructively with (RiverOak) including making several deadline extensions for submitting the information requested from the potential indemnity partner. The report and minute are attached as Annex 1 and Annex 2, respectively.

1.3 The Cabinet considered the following as relevant considerations, which remain relevant today:

- (a) The objective of seeking an indemnity partner (set out at 1.1 above).
- (b) The new owners intend to bring forward regeneration policies for the site.
- (c) The new ownership of the site and any proposals put forward would make it much more challenging to demonstrate an overwhelming case for compulsory purchase. It is important that the Council establishes on objective grounds, the financial status of any partner. The assessment must have due regard to the potential scale of the project and the need to demonstrate that resources are available to complete it.
- (d) Any indemnity partner needs to demonstrate the resources to acquire by private treaty well before the stage of seeking a CPO.
- (e) The experience in other local authorities emphasises the need to ensure a prospective indemnity partner has the resources in place to acquire the site and complete the development. Once the land transfers to the indemnity partner any redress for delay or non-completion could prove difficult to pursue. The main

purpose of the CPO is for the authority to achieve a viable development, so the status of the indemnity partner to deliver the development in its entirety is highly relevant.

1.4 On the 14th July 2015, Cabinet agreed:

1. The recommendation from Council on the 21st May 2015 to review its position in relation to the Manston Airport site, taking account of all the surrounding circumstances relating to an indemnity partner for a possible Compulsory Purchase Order;
2. To authorise that specialist legal and finance advice be obtained to determine whether RiverOak are a suitable indemnity partner in relation to a CPO for Manston Airport and to provide advice on the indemnity agreement and CPO process generally.

## **2.0 RiverOak**

- 2.1 On their website, RiverOak Investment Corp describe themselves as 'having a reputation for identifying under-utilised assets & creating new value from them on behalf of our client investors'. A new company RiverOak Aviation Associates has been set up to deliver this project (referred to as RiverOak).
- 2.2 The proposal from RiverOak is that they will fund the legal CPO process but will not themselves be funding the purchase of the land or the development of the airport. These legal CPO costs are not insignificant and it is intended that £2m will be placed in what is known as an escrow account, reserved specifically for these costs.
- 2.3 The funding for the land purchase and development of the airport will instead come from private investors that RiverOak will try to attract to invest in the project. From the documentation so far provided to the Council by RiverOak it appears that those investors will not be investing until after the confirmation of the CPO by the Secretary of State which would be after any inquiry conducted by a planning inspector.
- 2.4 Prior to and during the progress of the CPO the Council should seek to purchase the land by negotiation which can be done in parallel with the CPO process. The Council has no resources itself to buy the land prior to the securing of funding by RiverOak. The Council has seen no evidence that RiverOak have the resources now available to buy the land prior to the confirmation of the CPO.
- 2.5 Counsel has advised that the possibility of a party wanting to sell their land voluntarily to the Council even if the CPO is abandoned would need to be covered in the indemnity agreement to protect the Council. RiverOak have provided no evidence during the negotiations of their ability to cover this eventuality.

## **3.0 Timeline**

### **June 2015**

- 3.1 Following a meeting in May 2015 RiverOak wrote to the Council setting out their position in relation to the CPO and their proposed role as an indemnity partner. RiverOak included their intention to deposit £250,000 in their solicitor's bank account to fund the CPO process. RiverOak also described how that money would be topped up as the scheme progressed.

## July 2015

- 3.2 At a meeting with Council representatives on the 3rd July 2015, RiverOak gave a presentation on their proposals for the airport which included the use of the site to recycle 'end of life' aircraft with some cargo and future passenger activity.

Proposals were also made by RiverOak about financing the scheme and the ability of RiverOak to prove that they could resource the CPO, the land purchase and the development of the airport. Those proposals included:

- (a) An 'escrow' account held by RiverOak's lawyers with funding of up to £2m to fund the CPO process. This was welcomed since it addressed the concern raised in the December report about funding the CPO in stages. Once the escrow account was put in funds, then the whole CPO legal process (but not the land acquisition nor airport development) would be funded.
- (b) RiverOak also proposed to provide a 'letter of credit' from a major European financial institution to cover the costs of land purchase and development of the airport. This meant in the event that RiverOak's third-party investors were unable to make payment on the land purchase, the bank would cover the outstanding amount. This was also welcomed since it addressed the concerns in the December report about the lack of certainty over funding for the land acquisition.

- 3.3 The Cabinet met in July (1.4 above) to agree to review the Council's position in relation to Manston Airport. The Council then instructed Sharpe Pritchard Solicitors who have considerable expertise in CPOs to act for it in negotiations with RiverOak's solicitors. In addition, the Council has also taken advice from a barrister at Landmark Chambers in London who specialises in compulsory purchase. For the sake of brevity, in the rest of the report, references to 'RiverOak' or the 'Council' include RiverOak's solicitors and the Council's solicitors.
- 3.4 Having reviewed the draft indemnity agreement provided by RiverOak, the Council asked them for an up to date business plan for their proposals. The business plan was required to give the Council an understanding of how RiverOak's current proposals met the public interest test which the Council needed to consider before entering into the indemnity agreement.
- 3.5 RiverOak subsequently informed the Council that they would not now be providing their proposed legally binding letter of credit from a bank. So the funding in relation to the costs of the land acquisition reverted back to its December 2014 position. That is, that there is no provision for funding any shortfall from RiverOak or its investors in respect of the monies required to acquire the site. Instead, RiverOak offered to provide a non-binding letter of assurance from a major financial institution.
- 3.6 In response to the request for an up to date business plan, RiverOak referred the Council back to the financial projections previously provided and declined to provide a business plan indicating that this would be provided once the CPO process was underway. This meant that the Council was being asked to enter into an indemnity agreement for the reopening of the airport with no up to date information on the business plan supporting the scheme.

## August 2015

- 3.7 RiverOak informed the Council that their next stage in the process was to develop the business plan in detail.

- 3.8 In substitution for the letter of credit, a letter of support was provided by RiverOak. It was a 'subject to contract' letter from a large American financial services company which 'supported' the efforts of RiverOak regarding the opening and development of Manston Airport following a successful CPO. However, the letter says that it is not a 'binding legal commitment' to the project and that 'any investment is subject to confirmation of the CPO for acquisition of the airport site, as well as, usual and customary funding terms and internal approvals'.
- 3.9 Whilst the letter was from a company with a business history of ownership and management of airports, the letter is not legally binding and there is no indication that any investment will be made before the CPO is confirmed and, therefore, for the purpose of providing assurance that finances will be available for acquisition of the land before the CPO is confirmed, it is of little value.
- 3.10 The Council therefore requested RiverOak to provide the financial guarantees (if any) which they would be providing to secure the council's interests in delivering a viable airport operation as quickly as is reasonably possible without any residual cost to the Council. A deadline of the 14<sup>th</sup> August was given for RiverOak to provide this information.
- 3.11 The Council's legal advice on this point is clear. Whilst funding does not have to be secured at the outset of the CPO process, the Council does have to satisfy itself that there is a real prospect that the scheme will proceed and this means that the Council needs to consider scheme viability and/or funding before making the CPO. At this stage the Council did not have confidence in the finances (which were based solely on the letter of support from the American company) and no written evidence of RiverOak's current proposals for the airport.
- 3.12 The Council then received confirmation from Riveroak that they had placed £1,325,000 with their lawyers which it is intended to be put into the escrow account should the indemnity agreement be entered into. It is worth repeating that this was a positive step forward from the December position where the CPO legal process was to be completed in steps as funds allowed.
- 3.13 On the deadline of the 14th August 2015, RiverOak provided two redacted letters from potential investors (with the details of those investors removed). As with the letter from the company referred to above, the letters expressed strong interest in participating in RiverOak's acquisition of the airport through a CPO. One letter of support was conditional on the CPO process being concluded in a manner satisfactory to RiverOak and its partners. The other potential investor said they were in a position to invest up to £20m subject to satisfactory final documentation. Their final investment decision was conditional 'upon standard commercial due diligence, valuation of the asset and confirmation of the CPO by the secretary of State'.
- 3.14 Since the letters had the details of the authors removed, the Council has been unable to carry out any investigation into the authors of these letters. Counsel has advised that if we knew who the letters were from and could check their bona fides, the redacted letters could have greater weight.
- 3.15 Counsel has advised that the three letters from potential investors by themselves are not sufficient for the council to be satisfied as to the resourcing of the CPO and the likelihood of the scheme going ahead. The letters are of some evidential value but do not by themselves show that all the necessary resources are likely to be available to complete the scheme.

- 3.16 Counsel has pointed out that the letters do not require either the American company or the two investors to fund the CPO if RiverOak were unable to do so. A bond or escrow account or other form of guarantee if sufficient to cover the land acquisition costs and to enable delivery of the project would provide reassurance to the Council. However, the Council would still have to be satisfied that £20m was an accurate figure for land acquisition and start-up costs.
- 3.17 RiverOak referred to a bond in the original draft of their draft indemnity agreement. The Council requested details of this bond with a deadline of the 18<sup>th</sup> August 2015; the response from RiverOak was that discussion of the bond was somewhat premature.
- 3.18 Counsel advised that the requirement for a bond relates to the financial strength of the indemnity partner and the extent to which they can satisfy the Council that they can resource the CPO. Where there is a concern over the resources of an indemnity partner then a bond or other security would be a sensible way to proceed. It is not necessary for the bond or surety provider to be a party to the indemnity agreement but the Council would have to be satisfied as to the enforceability of the bond or surety before any indemnity agreement was finalised.

### **September 2015**

- 3.19 Representatives from RiverOak and the Council and their respective solicitors met to discuss outstanding issues. The agenda included what has changed since the December Cabinet report; evidence of financial resources for underwriting the CPO costs, land acquisition and scheme costs; the business plan and viability of the scheme; the public interest test; contractual commitment to proceed with the scheme if the land is acquired.
- 3.20 Prior to the meeting, RiverOak were informed that the Council would need all necessary information to be able to draw up a report to Cabinet which evidences that all the necessary resources/funding will be available when required to fund the CPO process, the land acquisition and the implementation and on-going airport operation, of the airport scheme as proposed by RiverOak.
- 3.21 The action points from the meeting were:
- a) Explanatory note covering compliance with the tests outlined in Circular 06/2004 to be drafted by RO and issued to TDC as soon as possible and in any event before 30 September 2015.
  - b) CPO Indemnity Agreement to be reviewed by TDC's legal advisors and comments issued to RO as soon as possible and in any event before 30 September 2015.
- 3.22 Compliance with the tests in Circular 06/2004 was described in the minutes of the meeting as:
- 'TDC being able to satisfy itself and show at a public inquiry that the tests in CPO Circular could be met before the Council agreed to use its CPO powers. In order to do so, TDC requested an overall picture of how the financial resources will be put together from start to finish and how the public interest test under the Circular would be satisfied. For the purposes of accurate, clear and confident reporting within TDC and in order to fully address all points raised by TDC in respect of funding and public interest issues, a request was made of RO to demonstrate how the proposed scheme would match the requirements of the Circular both in terms of resources and the public interest test in promoting the CPO.'



- 3.23 The time limit for the actions after the September meeting (3.21 above) was amended at RiverOak's request to the 22nd September (and then the 23rd September) when it was agreed that our respective documents would be exchanged. The Council provided its documents on the 23rd with RiverOak providing theirs on the 24th September.
- 3.24 In accordance with the action point from the meeting, the Council reviewed the CPO indemnity agreement and proposed amendments to Riveroak. It was proposed to amend the bond so that it secured that funding was in place to acquire the land prior to the confirmation of the CPO by the Secretary of State. RiverOak's position was that a bond would only be available after the confirmation of the CPO.
- 3.25 Another proposed amendment was a requirement for RiverOak to request the Council to acquire the land within a set period after the confirmation of the CPO. This is because in the absence of any other agreement requiring Riveroak to proceed expeditiously with the reopening of the Airport, the Council had to impose an obligation on Riveroak to not delay the revival of operations at the Airport. The Council could not permit the Airport land sitting under the shadow of an unexercised CPO with nothing happening on the ground.
- 3.26 These two provisions were intended to secure the Council's interests in ensuring that the airport comes into sustainable long-term operation as quickly as is reasonably possible without any residual cost to the Council.
- 3.27 RiverOak did not agree with the amendment to the timing of the provision of the bond and subsequently publicly announced on the 11th October 2015 'We want to be perfectly clear, as we have in the past, we will not provide a bond. It is neither economically nor commercially viable to do so and is absolutely not required by the governing law'.
- 3.28 RiverOak have argued that providing funding for the project, for which the CPO is required, post consent is the usual order of events in an infrastructure project, and is not something that is unique to RiverOak. In support of this contention, they cite Hinkley Point C, Crossrail, HS1, HS2, all of which they say were/are to be funded post consent. The difference with any Manston Airport CPO is that the projects referred to by RiverOak were/are backed by Central Government whereas the Council has no resources to back the Manston CPO, which is why it requires a bond or other surety in place to cover the period from when the CPO is made.
- 3.29 With respect to the need to acquire the land within a set period after confirmation of the CPO, RiverOak said that they would need time after confirmation of the CPO to secure and document the funding for the project. Given that the CPO process might take up to two years before the CPO is confirmed by the Secretary of State, RiverOak could then take up to 3 years to obtain the funding, this could see the airport lying dormant for potentially five years if there is no obligation on RiverOak to secure its funding within a set period of the confirmation.
- 3.30 RiverOak provided an explanatory note as agreed in the action point from the September meeting. However, at that time it did not provide the picture of the overall financial framework as agreed and nor did it explain how RiverOak's proposals met the public interest test of Circular 06/2004.

3.31 At the end of October, over three weeks after the deadline for providing this information had expired, RiverOak provided a revised version of their explanatory note (3.28 above). The document sought to address the public interest test and, as part of this, the other tests that needed to be satisfied; the planning test, the wellbeing test, the financial test and the necessity test. The paper however lacks detailed evidence which it is suggested will be provided in the future and suggests that Council officers are better placed than RiverOak to comment on whether the planning and well-being tests are met. In the absence of an up to date business plan it is difficult to assess that all the tests will be met. The information that has been provided to seek to satisfy the finance test is covered in this report already and the necessity test is based upon the decision of the present owners not to reopen the airport and that therefore the CPO is required to bring back airport use. However, this assertion by RiverOak as to why the CPO is required has to be balanced against the intentions of the current landowners and whether there is any likelihood that the current landowners' proposed use of the site would also satisfy the public interest test.

#### **4.0 The Indemnity Agreement and CPO Powers**

- 4.1 RiverOak have sought to separate the decision on whether to enter into an indemnity agreement from the decision whether the Council should use its CPO powers in relation to Manston airport. Counsel's advice is that there is no particular justification for seeking to take a decision to enter into an indemnity agreement separate from the consideration of whether to make a CPO in support of a particular scheme.
- 4.2 RiverOak has not provided sufficient evidence to show the Council that the funding available to deliver the scheme is currently available or likely to be available to deliver the scheme. Information has been provided that sets out RiverOak's funding intentions but it depends on the CPO being confirmed, and there is little clarity as to the funding in place. In relation to the public interest balancing exercise, that requires a balanced view to be taken as between the intentions of the Council in making the CPO to deliver the underlying scheme, and the interests and intentions of the current landowners. The Council considers it sensible to consider the question of entering an indemnity agreement with RiverOak (and its principal terms) alongside the principle of making a CPO, which requires the Council to be satisfied that there is a real prospect of the underlying scheme going ahead.
- 4.3 RiverOak have had many opportunities to provide this evidence and the Council has itself requested this evidence. In the meeting with RiverOak in July their presentation was provided on flip charts which were taken away after the meeting. In August the request for an up to date business plan was refused. In September despite it being agreed that the finances and public interest argument would match the requirements of Circular 06/2004 the expected level of evidence and explanation was not provided.
- 4.4. In relation to finances generally, the figures for the scheme have not been justified to the Council and the Council has not been given an opportunity to satisfy itself that those figures are reasonable. The mechanism through which that investment would occur has not to date been explained or what role RiverOak would have in delivering the project.
- 4.5 In relation to specifics of the funding. An offered letter of credit was subsequently withdrawn. A bond to cover any shortfall in funding was also offered and then withdrawn.

## **5.0 Changes since the December 2014 Cabinet Decision**

- 5.1 The main material change since the December 2014 Cabinet decision is the provision of an escrow account which will guarantee the funding of the CPO process. This is welcomed and means that the CPO process can be run at no cost to the authority as a whole process rather than the step-approach as originally proposed.
- 5.2 However the purpose of the Council using its CPO powers is not to run a CPO process, but to ensure that a viable airport comes into sustainable long-term operation as quickly as is reasonably possible without any residual cost to the Council. In order to do that, both the land acquisition and airport development, will need to be funded.
- 5.3 The only evidence to support other funding are two non-binding, conditional and redacted letters of support and a similar letter of support from an American company. There is uncertainty about how any shortfall in funding will be met and indeed the offer of a bond at any stage of the CPO process now appears to have been withdrawn by RiverOak (as per paragraph 3.27 above).
- 5.4 Counsel has advised that it is reasonable for the Council at the stage of deciding the principle of the CPO to seek evidence that it is likely that the key resource and financial tests are fulfilled. If not, it would be very difficult to move forward unless the Council has a high degree of confidence that these matters would be addressed shortly.
- 5.5 RiverOak's track record of failing to provide necessary information throughout the process dents this required confidence. This also begs the question as to why the Council should progress, before receiving the necessary assurances. There seems little purpose in entering into an indemnity agreement separate from taking a decision on the principle of the CPO which requires consideration of the likelihood of the scheme progressing as part of the necessary public interest test.

## **6.0 Conclusion**

- 6.1 The objective of seeking an indemnity partner is to ensure that – if the Council determines to pursue a CPO – a viable airport comes into sustainable long-term operation as quickly as is reasonably possible without any residual cost to the Council.
- 6.2 The relevant considerations raised in the December 2014 Cabinet report (at paragraph 1.3 above) remain relevant today. In addition the review of this decision since July 2015 has highlighted the following issues:
  - 6.2.1 There remains the lack of evidence that financial resources are in place or proposed to be in place to acquire the land prior to the confirmation of the CPO despite the fact that the Council is obliged to attempt to purchase the land by negotiation in parallel with the CPO process.
  - 6.2.2 Whilst letters of support for the project have been provided by potential investors, any commitment to the project has been caveated and, in the absence of any binding commitment, there is limited evidence of the financial resources proposed to be in place to acquire the land and develop the airport scheme after the confirmation of the CPO and the evidence is not sufficient for the council to be satisfied as to the resourcing of the CPO and the likelihood of the scheme going ahead.
  - 6.2.3 RiverOak's public announcement indicates that no bond or surety will be offered to fund any shortfall for the proposed funding either before or after the confirmation of the CPO. A bond is required both before and after confirmation.
  - 6.2.4 There is insufficient evidence currently available for the Cabinet to be satisfied that a proposed CPO is likely to be successful which would justify its entering into an

indemnity agreement. There is good reason to consider the principle of the CPO alongside the decision to enter an indemnity agreement.

- 6.3 Given the above, your legal advisors and officers are not satisfied at this moment in time that the information or assurances provided to date by RiverOak justify the Council deciding to make a CPO or as part of that process to support the appointment of RiverOak as the Council's indemnity partner in advance of deciding whether to make a CPO.

## **7.0 Corporate Implications**

### **7.1 Financial and VAT**

- 7.1.1 There are no resources currently available to fund costs in relation to a CPO described in this report. The financial context is of limited financial capacity of the Council, together with the prospect of continued severe financial constraint. Any proposals that involve exposing the Council to unspecified and/or unknown costs would substantially increase financial risks and potentially undermine the Medium Term Financial Strategy. It is therefore the Council's objective to secure that all costs related to the CPO are borne by the indemnity partner.

### **7.2 Legal**

- 7.2.1 The legal advice is set out in the report.

### **7.3 Corporate**

- 7.3.1 There are no direct corporate implications at this stage.

### **7.4 Equalities**

- 7.4.1 There are no direct equality implications.

## **8.0 Recommendations**

- 8.1 Having reviewed its position, details of which are contained in this report, that no further action be taken at the present time on a CPO of Manston Airport, on the basis that RiverOak do not fulfil the requirements of the Council for an indemnity partner;

- 8.2 Cabinet note that this is the second time that RiverOak have not fulfilled the requirements of the Council for an indemnity partner.

## **9.0 Decision Making Process**

- 9.1 This is a non-key decision and subject to call in.

- 9.2 This is a Cabinet decision.

Contact Officer:	Tim Howes, Director of Corporate Governance & Monitoring Officer
Reporting to:	Madeline Homer, Chief Executive

### **Annex List**

Annex 1	Cabinet Report 11 December 2014
Annex 2	Cabinet Minutes 11th December 2014

## Background Papers

Title	Details of where to access copy
None	N/A

## Corporate Consultation Undertaken

Finance	Tim Willis, Director of Corporate Resources
Legal	Tim Howes, Director of Corporate Governance
Communications	Hannah Thorpe, Interim Head of Communications



## LATE SCOPING CONSULTATION RESPONSES

Consultation bodies have 28 days to respond with any comments, stating either the information that they consider should be included in the ES or that they do not have any comments.

Any responses received after the deadline are not considered within the scoping opinion but are forwarded to the Applicant for consideration in accordance with the policy set out in Planning Inspectorate Advice Note 7: Environmental Impact Assessment, Screening and Scoping.

The following EIA scoping consultation responses were received after the consultation deadline specified under legislation and therefore did not form part of the Secretary of State's scoping opinion:

- Kent Police
- Minster Parish Council (second response)
- Historic England

Due to an administrative error by the Planning Inspectorate, the following bodies were not notified of the formal scoping consultation:

- Natural England
- The Health and Safety Executive
- Thanet Clinical Commissioning Group

These organisations did not have the opportunity to send a response prior to the issue of the scoping opinion. They were notified subsequently and asked to provide any response by 11 October 2016. Responses have been received to-date from the organisations below:

- Natural England

16 September 2016



**From:** [Toni Slater 46055272](#)  
**To:** [Environmental Services](#)  
**Subject:** TR020002 – Manston Airport – EIA Scoping Notification and Consultation  
**Date:** 08 August 2016 13:51:13

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**Email sent on behalf of ACC Tony Blaker for the attention of Dr Richard Hunt**

Dear Dr Hunt

With reference to your communication on the above, please accept our apologies due to the lateness of our reply which was due to operational demands within our team regarding the congestion issues at the Port of Dover.

However, please see below our comments which we trust will be of use:

1. The existing road infrastructure leading to and in the vicinity of this location would require significant investment to allow for increased traffic volume and growth. Local roads can become congested, particularly those to the North and East of the site and detailed road strategy and infrastructure plan would be required.
2. Traffic count references are made but these are limited by location and may not present a reliable baseline at this time. They do not appear to include routes likely to be affected by this proposed development. Other references for scoping include a bus map and Google maps which our opinion needs to be broadened in order to get a more accurate picture of what is required in this case.
3. There is reference to good transport links. In the main the road to the south of this site is of suitable construction however the roads to the west and east would require significant work. The roads to the north of the site are wholly inappropriate for use in conjunction with a cargo hub. Whilst it is noted that at 13.6.1 a traffic/transport assessment is to be commissioned, we would flag this as a concern. This assessment should include construction through to completion and daily business.
4. In line with the above comment we would ask that future road infrastructure projects such as the proposed Lower Thames Crossing are considered and that a broader, county view is taken. This would include the A2 and M2 routes are taken into consideration along with other potential connectors such as the A256 and the A28.
5. Comment at 13.6.21/22 – our view would be that a Transport Assessment, a Travel Plan and a Traffic Management plan are essentials for this project. A traffic management plan for this site should allow for growth and should take advantage of existing links available through the relevant Highway Authorities.
6. Whilst direct comment has not been made surrounding airport operations and environment issues, the increase of traffic volumes connected to construction and then daily operation and the link to environmental issues should be made.
7. One last point to make is that the current use of the Manston Site is as a contingency to Operation Stack and therefore could be considered as a critical national structure at this

time. Assurances would be required that until the time comes that Manston is no longer required for Operation Stack then no development would occur.

Once again, apologies for the delay in responding and we will participate in the full consultation.

Regards.

Tony Blaker  
Assistant Chief Constable  
Central Operations

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**From:** Environmental Services [<mailto:environmentalservices@pins.gsi.gov.uk>]  
**Sent:** 01 July 2016 16:52  
**Subject:** TR020002 – Manston Airport – EIA Scoping Notification and Consultation

Dear Sir/Madam

Please see the attached correspondence about the proposed Manston Airport project.

Please note the deadline for consultation responses is 29 July 2016 and is a statutory requirement that cannot be extended.

Kind regards,

Dr Richard Hunt  
Senior EIA Advisor  
Major Applications and Plans, The Planning Inspectorate, Temple Quay  
House, Temple Quay, Bristol, BS1 6PN  
Direct Line: 0303 444 5149

Twitter: [@PINSgov](https://twitter.com/PINSgov)  
Helpline: 0303 444 5000  
Email: [EnvironmentalServices@pins.gsi.gov.uk](mailto:EnvironmentalServices@pins.gsi.gov.uk)  
Web: <http://infrastructure.planninginspectorate.gov.uk> (National Infrastructure Planning website)

This communication does not constitute legal advice.

Please view our [Information Charter](#) before sending information to the Planning Inspectorate.

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## **Response to Consultation on the Scoping Document for Manston Airport**

Minster Council appreciates being consulted at an early stage upon this proposal for Manston Airport site. The future of the site has long been a contentious issue, while there is sympathy for the view that an operational airport may have economic benefits for the local population, there is strong concern, particularly from those residents in close proximity to the airport and flight paths, which includes the whole of the Parish of Minster, that the environmental impacts of a large airport would significantly outweigh those benefits, particularly if the number of overall flights significantly increases and any proposal relies upon night flying.

The scoping report for the proposal confirms that the DCO application is at a very early stage, but that the following description summarised from the Scoping document forms the basis of the proposal:

*The stated aim of the project is to revive Manston Airport as a successful airfreight hub capable of handling in excess of 10,000 air traffic movements of air freight cargo per year*

*Two new areas of apron covering approximately 208,000m<sup>2</sup> to provide sufficient areas for the parking of up to 18 aircraft including the larger types of aircraft, classified as Codes E & F, which many air freight operators currently use.*

*Mast lights 25m high located around the aprons*

*Facilities for secondary supporting aviation uses, including aircraft maintenance repair and overhaul (MRO) and limited passenger services will also be provided*

*A new fuel farm facility will be constructed*

*A new airport access for the cargo/aircraft maintenance facility is proposed on the B2190 (Spitfire Way) to the west of the existing access*

*The area north of Manston Road, referred to as the 'Northern Grass' will be utilised for other aviation related purposes such as warehousing, hangars, offices and airport related business units with an approximate total floor space of 1,400,000m<sup>2</sup> with no direct access for aircraft.*

The major concern of local residents will relate to the predicted number and timing of air traffic movements and their environmental impacts. The report comments that

*The forecasting of the air traffic is currently being undertaken as part of the preparation of the application for development consent and the business and needs case for the project.*

*Manston Airport, with a focus on air freight and cargo, could capture in the region of 500,000 to 600,000 tonnes of air freight by 2035. 500,000 tonnes would equate to 10,000 to 20,000 air traffic movements per year. The timings of the flights (including the spread of flights per day or week) and the types of cargo (which will dictate the type of freight handling facilities) are not fully known at this stage of the assessment.*

Without any more specific knowledge of the scale of the aircraft movement proposals it is difficult to comprehend the environmental impact. It is essential that the Environmental Impact Assessment

assumes a worst case scenario, relating to the maximum number of flights envisaged, the noisiest permissible aeroplanes and the greatest anticipated number of night flights. The report will need to identify the predicted frequency and timing of flights and the worst possible level of noise related to each take-off and landing incident and other ground operations associated with the operation of the airport, rather than relying upon the provision of an assessment of average noise levels.

The report comments that:

*As part of stage 1 of undertaking a CEA a draft ZOI (zone of influence) for each of the EIA topics has been established and will be agreed through consultation with statutory stakeholders*

Topics to be covered assume a zone of influence of 5km or, in the case of the road network, the local impact.

The potential for the impact of operational development to exceed this distance seems clear, particularly with regard to noise impact upon the resident population beneath and adjacent to flight paths and the impact upon the nearby SPA and Ramsar site in terms of ecology.

In terms of traffic impact upon roads the report refers to the impact upon the local Road network. A better definition of the local road network is required to determine the real zone of influence, particularly upon the villages immediately adjacent to the site.

On the basis of the large scale of the project it is questioned whether ZOIs could be better established by learning from other airport EIA'S with examples provided, for example work carried out for Southend and Lydd and the work associated with potential expansion of either Heathrow or Gatwick.

In terms of noise the report makes specific comments in relation to night time noise:

*During the night, operational noise will be considered to give rise to significant adverse effects at residential receptors with no specific form of noise insulation where the development results in:*

*Absolute average free-field noise levels exceeding 55 dB LAeq, 8hr45;*

*Or an absolute noise level of at least 80 dB LASmax (approximately 90 dB SEL46) where the average number of events during the night above this level is at least 18 (based one additional awakening due to aircraft noise).*

This paragraph refers to a level of at least 18 night time movements, presumably on the basis of no definitive number of aircraft movements the statement will need to assess the impact of this large number of night time movements and demonstrate whether mitigation will be able to sufficiently reduce the level of the significant adverse effects of such a level of flying.

In general terms it is difficult to make more definitive comments at this stage as the scoping report is more an assessment of how to measure potential impacts rather than what to measure. When it is more clear what the worst case scenario is the Parish Council would wish to have the opportunity to comment further. We would also wish to be informed of any reports or statements for Riveroak to enable parishioners to be kept informed.

Mr Richard Hunt  
The Planning Inspectorate

Direct Dial: 01483 252032

Our ref: PA00434639  
16 August 2016

Dear Mr Hunt

## Request for Advice

### MANSTON AIRPORT, MANSTON

Thank you for contacting us on 9 July 2016 regarding an EIA screening/scoping opinion in relation to the above site. Whilst no designated heritage asset lies within the possible application site, we nevertheless agree that it is correct for historic environment issues to be included in the scope of an Environmental Impact Assessment.

The proposed development site has potential to contain very significant archaeological remains, and is itself significant as a historic site, containing a group of associated historic buildings within an historic landscape. There are also heritage assets outside the site that may be affected by the application as a result of changes to their settings.

A comprehensive understanding of the baseline conditions is necessary in order to design proposals that will minimise harm to the historic environment and maximise and opportunities for enhancement that may exist. Once that work has been carried out, we recommend that the applicant should reassess their Master Plan in order to identify ways in which careful design could improve the outcome for the historic environment.

Historic England is the statutory consultee regarding heritage assets of the highest designations, including Scheduled Monuments, and Grade 1 and 2\* Listed Buildings and Registered Parks and Gardens. Historic England may also comment therefore on other heritage assets and the historic environment in general, and in this case we propose to do so because of the size of the proposed development and the potential degree of harm to potentially nationally important heritage assets. However, we anticipate that the primary source of your advice will be Kent County Council's heritage team.

The proposed development lies within a very rich archaeological landscape, in which numerous designated and non-designated archaeological sites of national importance



EASTGATE COURT 195-205 HIGH STREET GUILDFORD SURREY GU1 3EH

Telephone 01483 252020  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)



*Historic England is subject to the Freedom of Information Act 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.*

*Historic England will use the information provided by you to evaluate any applications you make for statutory or quasi-statutory consent, or for grant or other funding. Information provided by you and any information obtained from other sources will be retained in all cases in hard copy form and/or on computer for administration purposes and future consideration where applicable.*



## SOUTH EAST OFFICE

have been located. Prehistoric remains include ritual monuments, for example Bronze Age barrows and Roman and Saxon cemeteries. There are also Iron Age, Roman and medieval settlements and their associated landscapes present. Typically, these sites exist as buried rather than upstanding remains. The historic landscape character that we see today is derived largely from the post-medieval period, including irregular fields, small settlements and scattered properties, many of which are of heritage significance and some of which are designated. The airfield itself has its origins in the First World War, although it expanded in the Second World War, and once occupied a greater area than the present airfield. There are significant historic buildings relating to aviation both on the proposed development site and near to it, in areas that have since changed use. The Second World War has also left a network of pillboxes and anti-invasion defences across the landscape.

In general, the non-designated heritage assets that could be affected by the proposed development are of lower significance than designated assets, although some might have greater significance than has been hitherto attributed to them. Archaeological remains may be present within the proposed development site that are of similar character and significance to Scheduled Monuments located around it. In addition, it is possible that one or more of the historic buildings present may be of Listable quality. The historic buildings on the site might also have greater cumulative significance as an associated group, and the airfield has considerable communal value because it commemorates the struggles of the two World Wars, in which it had a particular and important role.

The Scoping Report states that site investigation works will be carried out in order to inform the assessment of effect, although no details are given of the type of assessment proposed. We would be pleased to engage with the applicant when designing the appropriate form, scope and methodology of fieldwork to best understand the significance of buried archaeological remains.

Effects on the settings of designated and non-designated heritage assets both within and outside the site boundary should be assessed. We would expect published guidance on the setting of heritage assets (*Historic England Good Practice in Planning Note 3*) to be consulted. We would be pleased to provide further advice as to the adequate application of the guidance, including the selection of assets to be the subject of detailed assessment.

If necessary, accurate visual representations of the levels of possible harm should be presented; this relates to designated assets, and also non-designated built heritage assets related to the former airfield. We suggest that the applicant should confirm their approach to use of photomontages with regard to the historic environment.



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Historic England will use the information provided by you to evaluate any applications you make for statutory or quasi-statutory consent, or for grant or other funding. Information provided by you and any information obtained from other sources will be retained in all cases in hard copy form and/or on computer for administration purposes and future consideration where applicable.

## SOUTH EAST OFFICE

A Master Plan for the development should be informed by a good understanding of the heritage significance of the place. An optimum balance between development and conservation, which meets the criteria of the NPPF and has credible costed provision for appropriate mitigation, can only be achieved with the benefit of a good understanding of heritage significance.

The results of archaeological field assessment should be used to inform the Master Plan. The applicant should seek to reduce the harm to archaeological remains through careful placement of buildings, services and other sub-surface intrusions. Following the completion of field assessment it may be necessary to amend the development proposals in order to provide for the conservation of heritage assets.

The Master Plan should seek to conserve some character of the airfield and the significance and interrelationships of heritage assets within it. For example, there may be opportunities to retain the settings, views and sight-lines between associated assets such as the Control Tower and runways; the location and orientation of the smaller runways might be incorporated into the design; and there might be opportunities to add elements of interpretation, such as heritage information boards or in the nomenclature of new features.

There are a number of other airfields that have been developed in recent years, as the applicant mentions in the Planning Statement, but they have had varying degrees of success in achieving sustainable development that appropriately conserves their historic origins. Consideration of the success in this respect of other comparable developments would also usefully inform this application. This fundamental heritage assessment and design work should take place before the quantum of development or the Master Plan is approved, or planning permission granted.

While Historic England would anticipate complementing and not duplicating the advice of the KCC heritage team, we will be pleased to advise further in relation to the points we have made in this letter, and can provide further advice about the issues raised, if requested, in due course.

While Historic England would anticipate complementing and not duplicating the advice of the KCC heritage team, we will be pleased to advise further in relation to the points we have made in this letter, and can provide further advice about the issues raised, if requested, in due course.

Yours sincerely



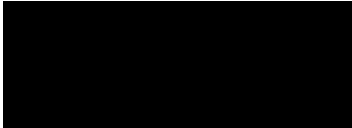
EASTGATE COURT 195-205 HIGH STREET GUILDFORD SURREY GU1 3EH

Telephone 01483 252020  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)



*Historic England is subject to the Freedom of Information Act 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.*

*Historic England will use the information provided by you to evaluate any applications you make for statutory or quasi-statutory consent, or for grant or other funding. Information provided by you and any information obtained from other sources will be retained in all cases in hard copy form and/or on computer for administration purposes and future consideration where applicable.*



Paul Roberts MCIfA  
Inspector of Ancient Monuments  
E-mail: Paul.roberts@HistoricEngland.org.uk

**MANSTON AIRPORT, MANSTON**  
**Request for Pre-application Advice**



EASTGATE COURT 195-205 HIGH STREET GUILDFORD SURREY GU1 3EH

Telephone 01483 252020  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)



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Date: 03 September 2016  
Our ref: 192711  
Your ref: 160701\_TR020002\_16746180

The logo for Natural England, featuring the words "NATURAL ENGLAND" in white, uppercase letters on a green rectangular background.

Dr Richard Hunt  
Senior EIA Advisor  
The Planning Inspectorate

Customer Services  
Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

**BY EMAIL ONLY**

T 0300 060 3900

Dear Dr Hunt

**Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) – Regulations 8 and 9**

**Scoping Opinion - Application by RiverOak Investment Corp LLC for an Order Granting Development Consent for Manston Airport, Kent.**

Thank you for consulting Natural England on the scoping opinion prepared for the DCO application to be made for Manston Airport. Unfortunately Natural England did not receive the original consultation from The Planning Inspectorate (PINS) and we were therefore unable to issue a response prior to the statutory deadline of 29 July 2016. Given the lateness of this response we have been able to review not only the Scoping Report prepared by Amec Foster Wheeler, dated June 2016, but also your formal Scoping Opinion issued in August 2016. We note that paragraph 1.13 of your Scoping Opinion states '*Late responses will be forwarded to the Applicant and will be made available on the Planning Inspectorate's website. The Applicant should also give due consideration to those comments in carrying out the EIA.*'

For ease of reference our comments below are structured under the chapter headings used in the applicant's Scoping Report.

**Chapter 5 - Air Quality**

Natural England welcomes the recognition in this chapter that there is the potential for air quality impacts on vegetation and ecosystems as well as human health. We are generally satisfied with the methodology proposed where it relates to the assessment of impacts on the natural environment and we would be happy to work with the applicant to identify and agree appropriate, sensitive non-human receptors as recommended in paragraph 3.46 of your Scoping Opinion.

We are pleased to see that air quality impacts will be assessed not only from the aircraft themselves but also from the additional traffic that will be associated with the airport during both the construction and operational phases of the development. Paragraph 5.6.2 of the Scoping Report provides criteria from the Design Manual for Roads and Bridges (DMRB) guidance on when a formal air quality assessment of vehicular emissions is likely to be required. Such an assessment will need to be carried out for designated nature conservation sites sensitive to air quality impacts where they fall within 200m of a road meeting one or more of the criteria listed here.

**Chapter 6 – Biodiversity**

As this is the chapter most closely aligned to Natural England's remit it is worth making a more general point here about the early stage this project appears to be at, certainly in terms of the level of detail reflected in the Scoping Report, with most of the information in this chapter being extremely generic. We share your concerns around the '*limited detail and evidence*' provided on key areas

such as the gathering of baseline data, the approach to be taken to assessing environmental impacts and proposed mitigation measures (Scoping Opinion, paragraph 3.8). However, we can advise you that Amec Foster Wheeler have recently contacted us to seek more detailed advice on biodiversity issues and in particular in putting together an HRA Evidence Plan.

### **Designated sites**

We note from Section 6.5 of the Scoping Report that a 10km search radius has been used to identify statutory sites which may be affected by the proposed development and we support your request (Scoping Opinion, paragraph 3.59) that the Environmental Statement (ES) provide justification for a zone of influence of this size. We consider that the designated sites listed below are those which are most likely to be affected by the development, all of which fall within the current 10km zone, but we will work with the applicant as more detailed information becomes available to assess whether or not there are any other relevant sites outside this.

- Sandwich Bay to Hacklinge Marshes Site of Special Scientific Interest (SSSI) (0.9km)
- Sandwich Bay Special Area of Conservation (SAC) (0.9km)
- Thanet Coast SAC (0.9km)
- Thanet Coast & Sandwich Bay Special Protection Area (SPA) (0.9km)
- Thanet Coast & Sandwich Bay Ramsar site (0.9km)
- Sandwich & Pegwell Bay National Nature Reserve (NNR) (0.9km)
- Thanet Coast SSSI (4.3km)
- Outer Thames Estuary SPA (4.7km)
- Margate & Long Sands SAC (6km)
- Stodmarsh SSSI / SAC / SPA / Ramsar site / NNR (7.6km)
- Preston Marshes SSSI (8.9km)

We are generally happy with the broad summary of impacts scoped in for further assessment as outlined in paragraph 6.6.12 of the Scoping Report. We would add that when assessing the potential impact of management measures to reduce bird collision risk the ES also covers any implications stemming from the resumption of the 13km bird strike safeguarding zone defined by the International Civil Aviation Organisation (ICAO) which would require all future planning applications within this zone to be assessed for their potential impacts on bird numbers and movements. When assessing all impacts on designated sites a comparison should be made between what is proposed in the DCO and the previous airport operations.

We agree with your request that the potential for effects on relevant habitats and species resulting from pollution incidents during both the construction and operational phases of the airport should remain scoped in at this stage (Scoping Opinion, paragraph 3.34), particularly given the confirmed presence of contamination on site (Scoping Report, Chapter 9). We support Thanet District Council's request that a Construction Environmental Management Plan (CEMP) should form part of the ES.

We do not believe that Table 6.2 of the Scoping Report currently provides a comprehensive cross-reference of each designated site with the likely pathways of impact by which the proposed development could affect it. We would query why the potential for deterioration in water quality is not picked up for those sites with a hydrological link to the airport. We also support Kent County Council's query as to why it is not proposed to consider the potential effects of air quality and aircraft deposition on SPA and Ramsar sites.

### **Protected species**

At this early stage Natural England would refer the applicant to our Standing Advice on protected species which gives up to date guidance on best practice survey methodology:

<https://www.gov.uk/guidance/protected-species-how-to-review-planning-applications>

As the project progresses our focus will be around European Protected Species (EPS) and we would encourage the applicant to seek guidance from us if they are planning to diverge from the best practice methods for surveys and mitigation measures set out in the Standing Advice. We note

that paragraphs 4.17 to 4.22 of your Scoping Opinion advise the applicant on the best approach to take should they conclude that an EPS licence is required. We support your recommendation in paragraph 3.62 that great crested newts should be scoped in for assessment in the ES.

### **Chapter 7 – Ground and Surface Water**

Natural England notes that the main site discharge point from the runway and apron areas is via a pipe running out to the designated sites at Pegwell Bay and that if the applicant wishes this discharge to continue under their operation of the site then they will need to apply to the Environment Agency (EA) for a new discharge permit. In our initial meeting with the applicant on 26 April 2016 we advised that we would not wish to see any reduction in the quality of this discharge from what was previously permitted.

We are pleased to see that the ES will give further consideration to the effects on water quality targets at Pegwell Bay and associated designated sites (Scoping Report, paragraph 7.6.4) and we also support your Scoping Opinion request (paragraph 3.35) that the potential for accidental spillages to Pegwell Bay via the site drainage network during construction remains scoped in at this early stage.

### **Chapter 10 – Landscape and Visual**

In our initial meeting with the applicant we advised that based on the distance of the proposal site from the Kent Downs Area of Outstanding Natural Beauty (AONB) we did not believe that any impacts on tranquillity from increased overflying would be sufficiently significant to meet our current criteria for engagement with landscape casework. We did however advise that the applicant should seek engagement from the Kent Downs AONB Unit.

### **Chapter 11 – Noise**

We note that there is no cross reference here to Biodiversity as there is within the Air Quality chapter and would advise the applicant to address this when preparing the ES so that all relevant chapters are cross referenced.

I hope that these comments are helpful in setting out details to be considered by the applicant in the ES. We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries relating to the specific advice in this letter only please contact Heather Twizell on 0208 0268024 or [heather.twizell@naturalengland.org.uk](mailto:heather.twizell@naturalengland.org.uk). For any new consultations, or to provide further information on this consultation please send your correspondences to [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

Yours sincerely

**Heather Twizell**  
**Lead Adviser**  
**Sustainable Development Team – Sussex and Kent**



HID Policy - Land Use Planning  
NSIP Consultations  
Building 2.2, Redgrave Court  
Merton Road, Bootle  
Merseyside, L20 7HS

Your ref: TR020002  
Our ref: 4.2.1.5485

HSE email: [NSIP.applications@hse.gov.uk](mailto:NSIP.applications@hse.gov.uk)

FAO Richard Hunt  
The Planning Inspectorate  
Temple Quay House  
Temple Quay,  
Bristol  
BS1 6PN

Dear Dr Hunt

28 September 2016

**PROPOSED MANSTON AIRPORT REDEVELOPMENT (the project)  
PROPOSAL BY RIVEROAK INVESTMENT CORP LLC (the applicant)  
INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2009 (as amended) – Regulations 8 and 9**

Thank you for your letter of 14<sup>th</sup> September 2016 regarding the information to be provided in an environmental statement relating to the above project.

HSE does not comment on EIA Scoping Reports but the following information is likely to be useful to the applicant.

**HSE's land use planning advice**

Will the proposed development fall within any of HSE's consultation distances?

According to HSE's records, there are no major accident hazard installations or pipelines in the vicinity of the infrastructure project.

Would Hazardous Substances Consent be needed?

The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) may require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others, for which HSC is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) Regulations 2015.

Hazardous Substances Consent would be required if the site is intending to store or use any of the Named Hazardous Substances or Categories of Substances and Preparations at or above the controlled quantities set out in schedule 1 of these Regulations.

Further information on HSC should be sought from the relevant Hazardous Substances Authority.

Explosives sites

There is a licensed explosive site at Mantson Airport. HSE may wish to comment in more detail when responding to the applicant under Section 42 of The Planning Act 2008.

## **Electrical Safety**

No comment.

## **Waste**

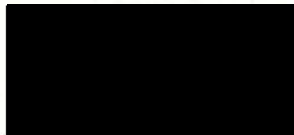
In respect to potential landfill (buried waste) the applicant should take account of and adhere to relevant health and safety requirements. More details can be found on HSE's website at:

<http://www.hse.gov.uk/waste/index.htm>

Please send any further electronic communication on this project directly to the HSE's designated e-mail account for NSIP applications. Alternatively any hard copy correspondence should be sent to:

Mr Dave Adams (MHPD)  
NSIP Consultations  
2.2 Redgrave Court  
Merton Road  
Bootle, Merseyside  
L20 7HS

Yours sincerely,



Dave Adams  
CEMHD4 Policy

# MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

## Statement of Community Consultation

January 2018

### Suite of Consultation Documents

- 1.1 As part of the statutory consultation process under section 47 of the Planning Act 2008, RiverOak Strategic Partners Limited ('RiverOak') is carrying out a second statutory consultation, in addition to an earlier statutory consultation carried out between 12 June 2017 and 23 July 2017.
- 1.2 This second statutory consultation will give the public further opportunity to review RiverOak's updated plans for the reopening of Manston Airport ('the Project') and to comment on its proposals. Together with the documentation provided at the first statutory consultation, these documents will give a further overview of the development proposals including further environmental information on the potential benefits and impacts of the Project.
- 1.3 The suite of consultation documents includes:
  - 1.3.1 an introduction to the consultation giving an overview of the proposals and where additional or updated information can be found;
  - 1.3.2 an updated Preliminary Environmental Information Report (**PEIR**); containing preliminary information on the likely environmental effects of our proposals as we have ascertained them so far, including noise, transport and air quality, and how we propose to minimise these effects, as well as how we propose to maximise the benefits of the Project;
  - 1.3.3 a non-technical summary of the PEIR;
  - 1.3.4 an updated masterplan;
  - 1.3.5 a Noise Mitigation Plan;
  - 1.3.6 this **Statement of Community Consultation**;
  - 1.3.7 an updated analysis on air freight capacity and need: *Manston Airport - a Regional and National Asset, Volumes I-IV*; an analysis of air freight capacity limitations and constraints in the South East and Manston's ability to address these and provide for future growth; and
  - 1.3.8 a Feedback Form, in order to collect responses to the consultation;

About this document

- 1.4 RiverOak Strategic Partners ('RiverOak') is proposing to redevelop and reopen Manston Airport in Kent, primarily as a cargo airport. This Statement of Community Consultation ('SoCC') sets out how RiverOak will consult on its proposals with the local community.
- 1.5 Based on the addition of 19 aircraft stands from when the airport previously operated, on the basis that the airport is currently unable to operate, this would increase the capability of the airport by well over 10,000 air freight movements per year. This means that the Project is classified as a 'Nationally Significant Infrastructure Project' by the Planning Act 2008 ('the Act'). As a Nationally Significant Infrastructure Project, we must make an application under the Act for a permission known as a 'Development Consent Order' ('DCO') to construct and operate Manston Airport. The application will be submitted to the Planning Inspectorate which will examine it and make a recommendation to the Secretary of State for Transport, who will then make a decision on whether the Project is granted consent.
- 1.6 Section 47 of the Act requires that consultation is carried out with the local community before an application is submitted. In line with section 47, and further to the first statutory consultation carried out in 2017, this SoCC sets out how the second statutory consultation of the local community will be carried out.
- 1.7 As part of the development of this SoCC, we have consulted Thanet District Council and Kent County Council on the contents of this document and have taken into account their comments and accommodated their suggestions where possible. We have also consulted Dover District Council, Canterbury City Council and 12 nearby parish and town councils as we are aware that this project is of wide interest

## **2 The Project**

- 2.1 Manston Airport's aviation role began in 1916 when it became a Royal Naval Station and, most recently, it operated as Kent International Airport until it was closed by its current owners in May 2014. We are proposing to secure the future of this valuable national asset by redeveloping and reopening it as a successful hub for international air freight which also offers passenger, executive travel and aircraft engineering services.
- 2.2 The application site is situated to the west of Ramsgate in Kent and comprises approximately 296 hectares (732 acres). RiverOak's plans to redevelop and reopen Manston as a mixed-use airport are anchored by a significant and much-needed air freight hub able to handle at least 10,000 air freight movements a year.

To achieve this, RiverOak is proposing a multimillion-pound, four-phase construction and redevelopment plan, which will be delivered across an estimated 15 years.

The proposals include both the use of the existing airport infrastructure and the introduction of new facilities. In summary, our proposals include:

- upgrading the runway and improving the parallel taxiway;
- constructing 19 new air cargo stands;
- constructing four new passenger aircraft stands and a new passenger terminal;

- completely re-fitting the airfield navigation aids;
- refurbishing or replacing the existing fire station and constructing a new fire training area;
- building new air cargo facilities;
- developing a new air traffic control service, demolishing the current Air Traffic Control tower;
- an aircraft recycling facility;
- a flight training school;
- a fixed-base operation for executive travel;
- building new aircraft maintenance hangars and developing areas of the 'Northern Grass' for airport related businesses; and
- highway improvement works to ensure improved access to and around Manston Airport, including a new, permanent, dedicated airport access on Spitfire Way which will help to reduce airport related traffic on the local road network.

2.3 RiverOak's proposals also retain and enhance the existing Spitfire & Hurricane Memorial Museum and the RAF Manston History Museum by creating a museum quarter on the site of the former Air Traffic Control tower.

2.4 RiverOak's proposals include passenger and apron facilities for at least one passenger carrier, although the aim will be to attract a number of low cost carriers as well as charter and scheduled flights. We are also keen to work with Dover Harbour Board to receive passengers destined for cruise ships

2.5 The development of passenger services will be distinct and separate from our focus on building the air freight operation. This will ensure the cargo carriers are provided with a dedicated and swift service to maximise the economic potential of Manston Airport.

2.6 Manston Airport no longer has an aerodrome licence. The Airport will need a new EASA Certificate from the Civil Aviation Authority, and potentially other consents, to be brought back into aviation use. The process of obtaining these consents will run alongside the DCO application process and a decision on them will be made by the Civil Aviation Authority rather than the Secretary of State.

### **3 About RiverOak**

3.1 RiverOak is a UK-registered company which owns all rights and interests and has assumed financial and operational responsibility for the DCO in respect of Manston Airport and the anticipated reopening and operation of the airport.

RiverOak is fully resourced and funded to accommodate all costs arising from the DCO application to acquire and reinstate Manston as a fully operational airport

## **4 Consultation**

- 4.1 Statutory consultation under section 47 of the Act will take place between Friday 12 January and Friday 16 February 2018.
- 4.2 This covers a period of just under five weeks (34 days). The minimum required under the Act is 28 days
- 4.3 This statutory consultation is open to everyone. It will provide an opportunity for both organisations and the general public to scrutinise and comment on our proposals, which include more detailed information than was available during our earlier first statutory consultation held between 12 June and 23 July 2017. It will include details of the proposed noise mitigation plan, as well as further information on environmental matters and how the proposals have developed.
- 4.4 We are not consulting on the Government's policies regarding airports as set out in the revised draft Airports National Policy Statement, or the policies of Thanet District Council and Kent County Council.
- 4.5 In line with Regulation 12 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, the Project team will need to carry out an environmental impact assessment. We will therefore be including preliminary environmental information as part of the consultation documents.
- 4.6 Personal information that is supplied to RiverOak in response to this consultation will be treated confidentially and processed and handled in accordance with the Data Protection Act 1998. The information may be disclosed to or shared with RiverOak connected companies, agents, contractors and advisors who provide services to RiverOak in connection with the preparation of an application for development consent under the Planning Act 2008. This will allow RiverOak to fully consider the responses and use them in the preparation of application materials. Upon submission of our application for development consent under the Planning Act 2008 or in connection with our application for any consents or licences from the Civil Aviation Authority, the Secretary of State or the Civil Aviation Authority may require RiverOak to supply copies of all consultation responses received. If a request is made, RiverOak is under a legal obligation to supply copies of the response to the Secretary of State. By submitting a consultation response to RiverOak, a respondent agrees that we may supply a copy of their response to the Secretary of State via the Planning Inspectorate if required to do so, or to the Civil Aviation Authority if requested.

## **5 Publicity**

- 5.1 We will promote the consultation in a number of different ways, including:
- sending the suite of consultation documents to all those properties in the following categories:
    - those whose land would be subject to compulsory acquisition powers in our application should agreement not be reached on acquiring the land voluntarily;



- those whose land would be subject to the compulsory acquisition of existing interests in their land or the creation of new interests in or restrictions over it, should agreement not be reached on acquiring or creating these voluntarily; and
- those whose land is not subject to acquisition but we have been advised that the landowners may be entitled to make a claim for compensation due to either the construction or operation of the project;
- advertising in the East Kent Mercury, Dover Mercury, Canterbury Gazette, Herne Bay Gazette, Whistable Gazette, Faversham News, and Thanet Gazette during the two weeks before the first week of the consultation;
- sending postcards advertising the consultation to all properties within 3km of the airport boundary and also all properties in the towns of Ramsgate and Herne Bay;
- sending emails to those who have previously expressed an interest in the Project or responded to either of the previous consultations and provided us with an email address;
- sending letters and/or emails to elected representatives in the area including MPs, MEPs, Thanet District and Kent County councillors;
- sending letters and/or emails to local community groups and organisations who we are aware are active in the area and for whom we have contact details. A list of these community groups can be found in Appendix 1;
- providing information about the consultation on our website, [www.rsp.co.uk](http://www.rsp.co.uk);
- issuing press releases to local press. This will be done once at the start of consultation and once later in the consultation to encourage people to get involved; and;
- using Twitter (@RSPManston) and Facebook ([www.facebook.com/RSPManston](http://www.facebook.com/RSPManston)) to send out updates during the consultation period. Please note, feedback will not be accepted through social media.

More details of how to provide feedback can be found in section 9 of this SoCC.

## **6 How we will make the documents available**

6.1 The consultation documents will be made available in the following ways:

- published on our website, [www.rsp.co.uk](http://www.rsp.co.uk) for the duration of the consultation, 12 January 2018 to 16 February 2018;
- printed copies will be available at consultation events to review. Copies of the Feedback Form and Introduction to the consultation will be available to take away; and

- printed copies of consultation documents will be placed in the libraries listed below for review, for the duration of the consultation period. Due to the size of the PEIR, it will only be available to review at Deal, Margate and Ramsgate libraries (as well as online and at the consultation events). The other libraries will include all other consultation documents, including the non-technical summary of the PEIR. We will check on a weekly basis that the full suite of consultation documentation remains available and intact at each of these locations.

Libraries with consultation documents		
Name	Address	Opening hours
Note: All libraries can be contacted by telephone on 03000 41 31 31 and are closed on public holidays. Opening hours are correct at the time of publication.		
Note: Due to the size of the PEIR, it will only be available at Deal, Margate and Ramsgate libraries.		
Birchington Library	Alpha Road, Birchington CT7 9EG	Mon, Tue, Thu, Fri: 9am-6pm Sat: 10am-2pm, Wed, Sun: closed
Broadstairs Library	The Broadway, Broadstairs CT10 2BS	Mon, Tue, Wed, Fri: 9am-6pm Thu: 9am-8pm, Sat: 9am-5pm, Sun: closed
Cliftonville Library	Queen Elizabeth Avenue, Margate CT9 3JX	Mon, Tue, Thu, Fri: 9am-5pm Wed, Sat: 9am-1pm, Sun: closed
Deal Library	Broad Street, Deal CT14 6ER	Mon-Fri: 9am-6pm, Sat: 9am-5pm Sun: 10am-4pm
Herne Bay Library	124 High Street, Herne Bay CT6 5JY	Mon-Fri: 9am-6pm, Sat: 9am-5pm Sun: closed
Margate Library	Thanet Gateway Plus, Cecil Street, Margate CT9 1RE	Mon, Tue, Wed, Fri: 9am-6pm Thu: 9am-8pm, Sat: 9am-5pm, Sun: closed
Minster-in-Thamet Library	4A Monkton Road, Minster, Ramsgate CT12 4EA	Mon, Tue, Thu: 9am-1pm & 2pm-5pm, Fri: 9am-5pm, Sat: 9am-1pm, Wed, Sun: closed
Newington Library	Marlowe Academy, Marlowe Way, Ramsgate CT12 6NB	Mon, Tue, Thu, Fri: 9am-6pm Sat: 10am-2pm, Wed, Sun: closed

Ramsgate Library	Guildford Lawn, Ramsgate CT11 9AY	Mon-Fri: 9am-6pm, Sat: 9am-5pm, Sun: closed
Sandwich Library	13 Market Street, Sandwich CT13 9DA	Mon, Tue, Thu, Fri: 9am-5pm, Wed: 9am-1pm; Sat: 10am-1pm Sun: closed
Westgate Library	Minster Road, Westgate-On-Sea CT8 8BP	Mon, Wed: 9am-5pm, Tue, Fri: 9am-6pm, Sat: 10am-2pm, Thu, Sun: closed

6.2 One copy per person of all consultation documents, except for the PEIR, will be made available, free of charge, by emailing [manston@communityrelations.co.uk](mailto:manston@communityrelations.co.uk) or by telephoning 0800 030 4137 Mondays to Fridays between 9am and 5pm. A hard copy of the PEIR can be provided but this will incur a charge of up to £500 for printing and delivery. A USB copy of all consultation documents, including the PEIR, can also be provided free of charge.

## 7 Consultation events

7.1 During the consultation period we will hold two further events, which anyone who is interested in the Project can attend, read the consultation documents, see visual displays of our proposals, talk to our professional team, and leave feedback. These events will be staffed by members of the RiverOak team and their professional advisors.

The events will take place as follows:

Location	Address	Accessibility	Date & time
Ramsgate	Comfort Inn Victoria Parade, Ramsgate, CT11 8DT	Ramsgate harbour is served by the 9, 38 and 39 bus routes and also the Thanet Loop bus service, with a short walk to the venue from the closest bus stop. There is one disabled parking space available at the rear of the venue. There is step free access into the hotel and event room. Please note there is no disabled toilet at this venue.	Tuesday 23 January 2018 12noon - 8pm
Herne Bay	The Kings Hall Beacon Hill, Herne Bay, CT6 6BA	The Kings Hall is served by the number 6 and TRIAN route bus services. There are disabled spaces available in the car park a short distance from the venue and a drop off point directly outside. There is step-free access to and within	Wednesday 24 January 2018 12 noon - 8pm

Location	Address	Accessibility	Date & time
		the venue and accessible WCs for sole disabled use.	

## 8 How to respond to the consultation

8.1 There are various ways that you can respond to the consultation. All consultation responses must be received no later than 11.59pm on Friday 16 February 2018, or we may not be able to take them into account.

**Online:** A copy of the Feedback Form will be available to fill in at the Project website, [www.rsp.co.uk](http://www.rsp.co.uk);

**By email:** Consultation responses can be emailed to [manstonconsultation@bdb-law.co.uk](mailto:manstonconsultation@bdb-law.co.uk);

**By post:** Feedback Forms and any other consultation responses can be posted to Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London, SW1H 0BL; and

**At the consultation events:** Feedback Forms will be available at the consultation events and can be left at the event or returned by post to the address stated above.

8.2 Please note that unless there are exceptional circumstances, the Project team will not accept oral feedback given either at events or via our helpline. All feedback must be provided in writing as set out above.

8.3 We will provide an acknowledgement for consultation responses that include an email address or postal address.

## 9 Hard to reach

9.1 We have identified a range of community organisations with a potential interest in the Project, including representatives of local 'hard to reach' people. To ensure that 'hard to reach' groups are encouraged to get involved in the consultation, the materials will be prepared to be accessible and clear.

9.2 In addition, we will ensure that:

- The contact telephone number and email address are prominent on all published material (including this SoCC) and enable individuals to contact the team directly with questions or requests;
- The Introduction to consultation and Feedback Form can be made available in alternative forms on requests (e.g large print, braille, languages other than English); and
- representatives of the identified community groups and organisations will be contacted directly with details about the consultation.

We have sought to ensure that venues are accessible and can be reached by public as well as private transport. For anyone with specific additional requirements in relation to consultation events, please email [manston@communityrelations.co.uk](mailto:manston@communityrelations.co.uk) or call 0800 030 4137.

## **10 Next Steps**

- 10.1 We will also be carrying out statutory consultation with statutory consultees and those with an interest in the land under sections 42, 43 and 44 of the Act; and publicising the Project in local and national publications under section 48 of the Act.
- 10.2 We will carefully consider all of the issues raised in the feedback and will take this into account when finalising the DCO application. Issues identified from feedback will be included in a detailed Consultation Report submitted as part of the DCO application, where RiverOak will show how each issue has been considered and if it has led to a change in the proposals
- 10.3 If, as a result of the feedback, the Project changes to the extent that it is necessary to undertake further statutory consultation or it is decided to undertake further consultation for any other reason, this will be undertaken, with those likely to be affected, in accordance with the principles set out in this SoCC.
- 10.4 We intend to submit our DCO application after having regard to the responses we receive. The application would be submitted to the Planning Inspectorate who will examine it by seeking evidence from us and other interested parties over a period of six months. The Planning Inspectorate will then make a recommendation to the Secretary of State for Transport, who will make a decision on whether the Project can go ahead
- 10.5 Further information about the DCO process is available on the Planning Inspectorate's website at <http://infrastructure.planningportal.gov.uk>
- 10.6 If there are any queries about this consultation they can be made to our email address, [manston@communityrelations.co.uk](mailto:manston@communityrelations.co.uk), or call us on 0800 030 4137.

## Appendix 1

Below is a list of community groups and organisations, over and above statutory consultees, that we are contacting directly with details of the consultation.

<p><b>Manston Airport interest groups</b></p> <p>Kent Needs Manston Airport</p> <p>Kent International Airport Consultative Committee</p> <p>Manston Pickle</p> <p>No DCO for Manston</p> <p>No Night Flights Over Ramsgate</p> <p>Save Manston Airport</p> <p>Save Manston Airport association</p> <p>Supporters of Manston Airport</p> <p>Think Support Manston</p> <p>Why Not Manston?</p>	<p><b>Further/Higher Education</b></p> <p>Canterbury Christ Church University</p> <p>Canterbury College</p> <p>East Kent College</p> <p>Kent University</p>
	<p><b>Parish/Town Councils</b></p> <p>Acol Parish Council</p> <p>Ash Parish Council</p> <p>Birchington Parish Council</p> <p>Broadstairs and St Peters Town Council</p> <p>Cliffsend Parish Council</p> <p>Manston Parish Council</p> <p>Mayor and Charter Trustees of Margate</p> <p>Minster Parish Council</p> <p>Monkton Parish Council</p> <p>Preston Parish Council</p> <p>Ramsgate Town Council</p> <p>Sandwich Town Council</p> <p>St Nicholas-at-Wade with Sarre Parish Council</p> <p>Westgate-on-Sea Town Council</p> <p>Wingham Parish Council</p>
	<p><b>Business organisations</b></p> <p>Coastal Community teams in Ramsgate, Broadstairs and Margate</p>







