

Manston Airport Case Team
National Infrastructure Planning
The Planning Inspectorate
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Date: 6 February 2019
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Dear Sir/Madam

**Proposed Manston Airport Development Consent Order
Network Rail's Responses to the Examining Authority's First Written
Questions**

I write to you on behalf of Network Rail Infrastructure Limited ('Network Rail') in order to respond to the Examining Authority's First Written Questions ahead of Deadline 3 on 15th February.

Question Tr.1.20 ((i) and (ii)) and Tr.1.47 have been directed to both Network Rail and Kent County Council. As Kent County Council are to be the promoter of the proposed Thanet Parkway Station, Kent County Council are best placed to respond in detail to these questions. However, in order to assist the Examining Authority, Network Rail has provided as much detail as possible to these questions below.

Question Tr.1.20

The ES Volume 15 [APP-060] APP 60 Para 3.4.4 details discussions on the proposed Thanet Park Way Station.

i. What is the current status of the project?

Network Rail is currently instructed to undertake a Governance for Railway Investment Projects ('GRIP') Study on Thanet Parkway on behalf of Kent County Council. GRIP is a management and control process developed by Network Rail for the development of projects on the operational railway.

Network Rail is currently progressing a GRIP Stage 4 Study (single option development) in order to provide Kent County Council with an estimate of costs for the construction of the proposed Thanet Parkway Station.

Kent County Council will be best placed to provide further detail with regard to the proposed scope, funding and anticipated delivery timetable for this project.

ii. Is any progress on this anticipated during the course of this Examination?

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With regard to Network Rail's input on the project, Network Rail have currently only been instructed to deliver the GRIP Stages 1-4 Study. Kent County Council as the promoter and funder of the project will be best placed to respond to this question.

Question Tr.1.47

Paragraph 4.1.6 of the 'Public Rights of Way Management Strategy' (Appendix M in the Environmental Statement Volume 25: Transport Assessment, Appendices J (Junction 21B) – O 3/3 [APP-073]) states in connection with a strategy to create a new link between Thanet Parkway Station and TR9 that:

"[The] Creation of a new link around the eastern boundary of the proposed Airport redevelopment will not be progressed. This however could be potentially addressed by a bus service providing a north south link should the planned Thanet Parkway Station go ahead."

Comment on this proposed decision in relation to any proposals for Thanet Parkway Station.

Network Rail does not have any objection in principle of the provision of a bus service to provide the north-south link referred to. However, Network Rail note that bus service provision is proposed to be increased in frequency both through the provisions of new bus services and by extending existing routes from Ramsgate Station to the proposed Manston Airport. Network Rail's concern is that the proposed routes of any additional bus services may adversely affect the safety of the operational railway.

For example Network Rail has expressed concern to the Promoter regarding the increased vehicular usage of the Cliffsend Level Crossing at Foads Lane. The Promoter has confirmed to Network Rail that no construction traffic will be routed over the Cliffsend Level Crossing in connection with the construction of the proposed development of Manston Airport. However, no information has been provided to Network Rail with regard to the proposed routes of any additional bus services and in particular whether routes for such services will include buses using the Cliffsend Level Crossing at Foads Lane. This information is not set out in the Environmental Statement Transport Assessment.

Further information on the routes and frequency of any proposed bus services in particular the impacts on the Cliffsend Level Crossing at Foads Lane would be welcomed by Network Rail.

Please do let me know if you have any further comments or questions on Network Rail's above responses.

Yours sincerely



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CC. Stephen Sprei, Network Rail Surveyor