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BY EMAIL ONLY

15 February 2019

Dear Mr. MacDonald

**Re: Application by RiverOak Strategic Partners for an Order Granting
Development Consent for the upgrade and reopening of Manston Airport
– Written Representation Submission**

Following the Planning Inspectorate's Rule 8 letter dated 18 January 2019, Kent County Council (KCC) submits its Written Representation.

KCC has set out its position in relation to the proposed development in a Relevant Representation submission and is engaging with RiverOak Strategic Partners on the matters raised. A general update on the principal submissions outlined in KCC's Relevant Representation is provided below.

This letter should be read in conjunction with the detailed comments for clarification and/or additional information that are set out in the County Council's response to the Examining Authority's Written Questions and the KCC Local Impact Report (LIR). The letter has been prepared in accordance with Planning Inspectorate Advice Note 8.4.

In summary, the principal issues that KCC has made in relation to the application concern:

- Highways and transportation, as the Local Highway Authority for Kent;
- Public Rights of Way;
- Heritage conservation;
- Noise;
- Biodiversity; and
- Freshwater environment.

Highways and Transportation

The issues raised in the County Council's Relevant Representation remain pertinent and the County Council, as the Local Highway Authority for Kent, would refer to its

LIR and the KCC response to the Examining Authority's Written Questions for full detailed comments.

At this stage, and as set out in KCC's Relevant Representation, the transport modelling within the Transport Assessment is not considered to adequately assess future traffic conditions in line with expected growth patterns and infrastructure delivery.

As set in KCC's LIR, it is considered that the site and junction specific approach to capacity assessment taken in the Transport Assessment has been shown to be inappropriate, resulting in highway mitigation proposals that do not align with, or incorporate the robust, long-term solutions proposed in the Thanet Transport Strategy. The submitted Local Plan growth includes plans for several new highway links and improvements in the locality; therefore, the Kent County Council Strategic Highway Model is considered to be the appropriate tool for assessing the future impact of the proposed development.

KCC, as Local Highway Authority, has safety concerns with a number of mitigation measures and is concerned that the development would give rise to on-street parking on the surrounding highway network.

It is also noted that Highways England has raised concern regarding the impact of the development on the Strategic Road Network. The efficient and reliable operation of the Strategic Road Network is important to that of the local highway network in East Kent, due to the interface between them and as such, it is essential that the impacts on both networks are adequately assessed and mitigated.

The County Council, as Local Highway Authority, has been in constant dialogue with the applicant since the submission of the DCO and will continue to actively engage with the applicant with a view to resolving the above matters.

Public Rights of Way (PRoW)

The County Council's full comments relating to PRoW are set out within the KCC response to the Examining Authority's Written Questions.

It is understood that the PRoW TR8 will be rerouted along the edge of the new proposed perimeter fence of the airport, with the previous route permanently closed and a new route permanently established. It is requested that contact is made with the KCC PRoW and Access Service at the applicant's earliest convenience, to discuss any required route diversions. In respect of ongoing maintenance, it will be expected that the site operators will take on ongoing maintenance responsibilities for any landscaping and enhancements along the bridleway and PRoW network.

The County Council would expect monies to be secured to improve the surface of the existing and diverted bridleways to a minimum width of 3m along the entire length, which will include bridleways TR8 and TR10.

The applicant's PRoW Management Strategy states that a new link from bridleway TR9 to the proposed Thanet Parkway Station across the site or around the edge of the site cannot be provided as part of this development proposal. However, the County Council requests that the additional connection to Thanet Parkway is still considered by the applicant, as this will greatly benefit the connectivity of the site and

will further increase opportunities available to the local community for recreation, active travel and exercise.

Heritage conservation

Full comments on matters of heritage conservation are provided within KCC's LIR and the response to the Examining Authority's Written Questions, which set out the present position in respect to the issues raised in the Relevant Representation around archaeology and built heritage within the application site.

The County Council notes there is a draft requirement (16) that looks to deal with archaeological remains and the LIR provides comments on this requirement and its suggestions on what the Written Scheme of Investigation should include.

Noise

Whilst KCC has no statutory responsibility for aviation noise, a great deal of knowledge and experience has been amassed, particularly in relation to the arriving aircraft over West Kent destined for Gatwick Airport. The County Council provides its full comments on aviation noise within the LIR and in response to the Examining Authority's Written Questions.

The Environmental Statement has taken a robust assessment of the likely impacts of operational aviation noise, taking a conservative figure for the Lowest Observed Adverse Effect Level (LOAEL) and conforming to Government policy and guidance from the World Health Organisation and others. This has demonstrated that a number of residential dwellings will be exposed to significant adverse effects, defined as a perceptible change in quality of life.

It is vital that an appropriate level of mitigation is offered in terms of insulation and relocation assistance, as well as community involvement in airspace design - including potential for respite, restrictions in night flights and runway preferencing in low wind conditions. Communities affected must know what to expect from a reopened airport in terms of noise impacts, because unexpected noise impacts are more noticeable and cause greater disturbance.

Biodiversity

Further to KCC's previous comments, it is noted that there are a number of outstanding ecological surveys for bats, reptiles, breeding birds (including barn owls) and invertebrates. The County Council would expect that all ecological surveys are undertaken to fully inform any proposed mitigation or compensation measures. The proposed likely mitigation requirements (based on worse case scenarios) are extensive and robust. The County Council would raise concern around the deliverability of any off-site compensation measures for breeding birds and would expect to see further information demonstrating that the proposed measures are deliverable.

Freshwater environment

As previously indicated in the Relevant Representations response, KCC was engaged in pre-application discussions with the applicant and the outputs are captured within the Flood Risk Assessment.

It is noted that attention has been paid to the operation of the drainage system, including the two attenuation basins for water quality control reasons. KCC would highlight that these basins will need to operate to manage surface water in the event of extreme rainfall, and consideration must be given to adequate sizing and operations of the drainage system including the network, basins and associated pump, so that local flood risk is not created. This matter does not appear to be captured and should be considered.

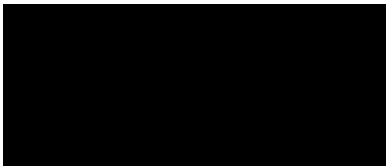
The draft Development Consent Order does not include provision for KCC as Lead Local Flood Authority to be part of the review and consultation process in relation to surface water drainage (Surface and Foul Drainage, paragraph 13 of Schedule 2). It is requested that this is amended accordingly.

It should be noted that KCC is the statutory consultee for surface water drainage under the terms of the Town and Country Planning (Development Management Procedure) Order 2015 and surface water is not within the EA remit.

KCC looks forward to working with the applicant and Planning Inspectorate as the project progresses through the Examination process and will welcome the opportunity to comment on matters of detail as may be required throughout the Examination.

Should you require any additional information or clarification, please do not hesitate to contact me.

Yours sincerely,

A solid black rectangular box used to redact the signature of Stephanie Holt-Castle.

Stephanie Holt-Castle

Interim Director - Environment, Planning and Enforcement