

The logo for RiverOak Strategic Partners (RSP) features the letters 'RSP' in a large, white, serif font. The letters are closely spaced and have a classic, elegant appearance.

RiverOak Strategic Partners

Statement of Common Ground between the Applicant and Avman Engineering Limited

TR020002/D3/SOCG/AE

Examination Document

Project Name:	Manston Airport Development Consent Order
Application Ref:	TR020002
Submission Deadline:	3
Date:	15 February 2019

MANSTON AIRPORT DCO [201X]

Planning Inspectorate Reference: TR020002

Statement of Common Ground relating to Manston Airport DCO Application

Between

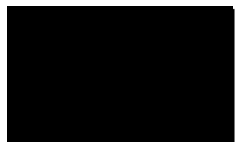
RIVEROAK STRATEGIC PARTNERS LIMITED

and

AVMAN ENGINEERING LIMITED

RSP

AME



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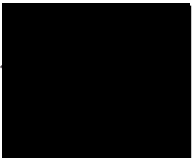
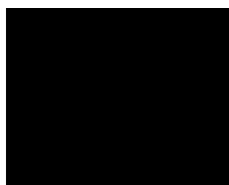


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1 Introduction and Purpose

1.1 Purpose of Statement of Common Ground

- 1.1.1 This Statement of Common Ground ("SoCG") relates to an application made by RiverOak Strategic Partners Limited ("RiverOak") to the Planning Inspectorate under sections 14 and 35(2)(ii) of the Planning Act 2008 ("Act").
- 1.1.2 The application is for a development consent order ("DCO"). The draft DCO is referred to as the Manston Airport DCO. The DCO, if granted, would authorise RiverOak to re-open and operate an airport on the site of the former Manston airport in the district of Thanet in Kent and associated development ("Development").
- 1.1.3 RiverOak submitted the DCO application to the Planning Inspectorate on 17 July 2018 and it was accepted for examination by the Planning Inspectorate on 14 August 2018.
- 1.1.4 This SoCG has been prepared by RiverOak and Avman Engineering Limited in respect of the Development.
- 1.1.5 The purpose and possible content of SoCGs is set out in paragraphs 58-65 of the Department for Communities and Local Government's guidance entitled "*Planning Act 2008: examination of applications for development consent*" (26 March 2015). Paragraph 58 of that guidance explains the basic function of SoCGs:
- "A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence."*
- 1.1.6 SoCGs are therefore a useful and established means of ensuring that the evidence at the DCO examination focuses on the material differences between the main parties, and so aim to help facilitate a more efficient examination process.
- 1.1.7 The purpose of the SoCG is to set out agreed factual information about the DCO application by RiverOak. It is intended that the SoCG should provide matters on which RiverOak and Avman Engineering Limited agree. As well as identifying matters which are not in dispute, the SOCG may also identify areas where agreement has not been reached.
- 1.1.8 RiverOak and Avman Engineering Limited are collectively referred to in this SOCG as 'the parties'. The parties have been, and continue to be, in direct communication in respect of the interface between the DCO application process and Avman Engineering Limited's business.
- 1.1.9 It is envisaged that this SoCG will evolve during the examination phase of the DCO application.

- 1.1.10 Subsequent drafts will be agreed and issued, with the version numbers clearly recorded in the 'Document Control' table at the beginning of the document.

1.2 The role of Avman Engineering Limited and the DCO application

- 1.2.1 Avman Engineering Limited is a private limited company (company number 06905155) currently based at Hangar 1, Kent International Airport, Manston, Ramsgate, Kent, CT12 5BL. This site forms part of the land for the proposed Development and RiverOak's DCO application therefore seeks power of compulsory acquisition over it. Avman Engineering Limited has an interest in plot 15 as listed in the Book of Reference (application document reference TR020002/APP/3.3) and as shown on the land plans (application document reference TR020002/APP/4.2).

1.3 The Development location and description

- 1.3.1 The Development site lies adjacent to the village of Manston, approximately 13 miles north-east of Canterbury and one mile north-west of Ramsgate. It is on the former site of Manston Kent International Airport which closed on 15 May 2014 and is within Thanet District Council and Kent County Council boundaries.
- 1.3.2 The Development site comprises approximately 732 acres of land. The area in which the Proposed Development would be located comprises land to the south and north of Manston Road.
- 1.3.3 The Proposed Development comprises all works to provide an integrated aviation services hub with the main feature being a major international centre for air freight that is capable of handling a minimum of 10,000 air freight Air Traffic Movements per year, and other development that has a direct relationship with the main feature and which is required to support its construction and/or operation.
- 1.3.4 The Proposed Development comprises:
- (a) upgrade of Runways 10/28 to allow CAT II/III operations;
 - (b) re-alignment of the parallel taxiway (Alpha) to provide European Aviation Safety Agency (EASA) compliant clearances for runway operations;
 - (c) construction of 19 EASA compliant Code E stands for air freight aircraft with markings capable of handling Code D and F aircraft in different configurations;
 - (d) installation of new high mast lighting for aprons and stands;
 - (e) construction of 65,500m² of cargo facilities;
 - (f) construction of a new air traffic control (ATC) tower;
 - (g) construction of a new airport fuel farm;
 - (h) construction of a new airport rescue and firefighting service station;
 - (i) complete fit-out of airfield navigational aids (nav-aids);

- (j) construction of new aircraft maintenance / recycling hangars;
- (k) development of the Northern Grass area for airport related businesses;
- (l) demolition of the redundant 'old' ATC Tower;
- (m) safeguarding of existing facilities for museums on the site;
- (n) highway improvement works; and
- (o) extension of passenger service facilities including an apron extension to accommodate an additional aircraft stand and increasing the current terminal size.

2 Liaison with Avman Engineering Limited

- 2.1 09 June 2017: 2017 statutory consultation – s.42 letter sent on behalf of RiverOak: no response received from Avman Engineering Limited
- 2.2 12 January 2018: 2018 statutory consultation – s.42 letter sent on behalf of RiverOak: no response received from Avman Engineering Limited
- 2.3 07 February 2018: letter seeking to advance voluntary negotiations sent by Bircham Dyson Bell LLP on behalf of RiverOak
- 2.4 12 February 2018: email received from Chris Wilson, representative of Avman Engineering Limited, stating that the land plan accompanying the letter dated 07 February was incorrect
- 2.5 13 February 2018: email sent by Bircham Dyson Bell LLP to Chris Wilson in response to his of 12 February 2018 stating that this information had been passed to WSP, the land referencers for the DCO application, to look into
- 2.6 20 February 2018: email sent by Bircham Dyson Bell LLP to Chris Wilson attaching an updated plan supplied by WSP
- 2.7 23 February 2018: email received from Chris Wilson stating that the plan is still wrong and that he will mark on the plan the corrections and provide it by return
- 2.8 2 March 2018: email sent by Bircham Dyson Bell LLP to Chris Wilson asking that the updated corrected plan be sent to WSP and providing details. The email stressed that RiverOak is keen to have an accurate record of the extent of the land occupied.
- 2.9 24 September 2018: letter sent by Bircham Dyson Bell LLP on behalf of RiverOak informing Avman Engineering Limited that the DCO application had been accepted and explaining that RiverOak remain willing to enter into discussions in relation to their occupation.
- 2.10 28 September 2018: call between Tony Freudmann of RiverOak and Chris Wilson of Avman in relation to liaison on this Statement of Common Ground.

3 Matters which are fully agreed between the parties

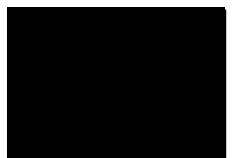
- 3.1 This section of the SOCG describes the 'matters agreed' in detail between the parties.

- 3.1.1 RiverOak has agreed with Avman Engineering Limited that should the DCO be granted and implemented, RiverOak will seek to find suitable premises on the application site for the relocation of Avman Engineering Limited's business, subject to such relocation being compatible with the proposed Development plans and powers as approved.
- 3.1.2 RiverOak agrees to involve Avman Engineering Limited in the masterplanning process for the Manston Airport site and to keep Avman Engineering Limited informed of any developments in the masterplanning process which may affect the business.

4 Matters not agreed

4.1 This section of the SOCG describes the matters not agreed between the parties.

4.1.1 None



Signed on Behalf of RIVEROAK STRATEGIC PARTNERS LIMITED

Signature



Name:

Position:

DIRECTOR

Director

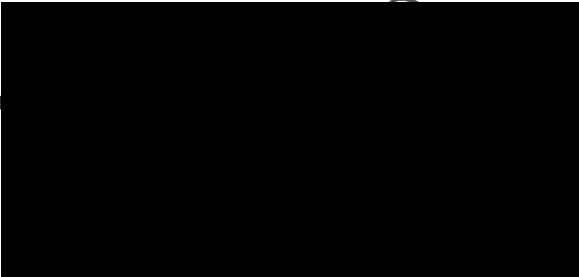
Date:

7th December, 2018

7th December 2018

Signed on Behalf of AVMAN ENGINEERING LIMITED

Signature



Name:

Position:

CHAIRMAN

Date:

14/11/18

