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RiverOak Strategic Partners

Statement of Common Ground between the Applicant and Vattenfall Wind Power Ltd

TR020002/D3/SOCG/WWP

Examination Document

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MANSTON AIRPORT DCO [2018]

Planning Inspectorate Reference:

Statement of Common Ground

Between

RIVEROAK STRATEGIC PARTNERS LIMITED

and

VATTENFALL WIND POWER LTD

RSP

VATTENFALL



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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 to be 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 an order granting development consent (“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 2017 and it was accepted for examination on 14 August 2018.

1.1.4 This SoCG has been prepared by RiverOak and Vattenfall Wind Power Ltd (“Vattenfall”) 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 proposed DCO application by RiverOak. It is intended that the SoCG should provide matters on which RiverOak and Vattenfall 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 Vattenfall 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 proposed Development and the designated assets in proximity to the site.

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 Vattenfall and the DCO application

- 1.2.1 Vattenfall is a producer of electricity in the UK and operates the Thanet Offshore Wind Farm which is located approximately 12 km off Foreness Point, Margate, Kent, and the Kentish Flats and Kentish Flats Extension offshore wind farms, located approximately 8.5km off Herne Bay, Kent (the existing wind farms). Vattenfall is currently proposing a new offshore wind farm off Thanet, Thanet Extension, which will be consented through a DCO application and which was accepted for examination on 23 July 2018.

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 the 'principal development' - which includes all works to provide an integrate 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 Consultation with Vattenfall

- 2.1 A meeting between the parties took place on 4 July 2016; and
- 2.2 A conference call between the parties took place on 23 February 2018.

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 recognises that there are already existing offshore wind farms at Thanet, Kentish Flats and Kentish Flats Extension (the existing wind farms) and that there is a proposal to develop a new project off Thanet, namely Thanet Extension. It is confirmed that the proposed Development will take into account the existing wind farms and Thanet Extension.
 - 3.1.2 The Thanet Extension has been taken into account in the existing baseline and cumulative effects assessment, respectively, for the proposed Development.
 - 3.1.3 The proposed Development will be taken into consideration in the cumulative effects assessment of Thanet Extension;
 - 3.1.4 It has been confirmed that when the proposed Development is operational that the Instrument Flight Procedures will take into account the existing wind farms and Thanet Extension.
 - 3.1.5 RiverOak confirms that any new radar that is operational on the proposed Development will take account of the existing wind farms and Thanet Extension
 - 3.1.6 RiverOak acknowledges that when it is purchasing or designing new radar systems for the purpose of the proposed Development that it will take into account the existing wind farms and Thanet Extension.
 - 3.1.7 Vattenfall previously contributed financially towards a radar system at Manston airport to mitigate against interference with the existing wind farms. Vattenfall acknowledges the proposals by Riveroak to carry out the proposed Development and re-open Manston airport. Vattenfall understands that this radar system is no longer operational and/or no longer exists.

- 3.1.8 RiverOak acknowledges that for the reason set out in paragraph 3.1.7 that Vattenfall will not contribute financially towards a radar system.
- 3.1.9 RiverOak confirm that they will not seek to impose different or more onerous aviation lighting on each of the turbines other than that approved in accordance with the requirements and conditions contained in the existing wind farm consents and the proposed Thanet Extension DCO, except as may be required in accordance with the Air Navigation Order 2016.
- 3.1.10 Vattenfall reserve the right to make further representations on the proposed Development during the examination process.

4 Matters agreed in principle between the parties

4.1 This section of the SOCG describes the 'matters agreed' in principle between the parties.

4.1.1 All matters are fully agreed.

4.2 Matters not agreed

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

4.3.1 No issues that are not agreed have been identified between the projects.

Signed on Behalf of RIVEROAK STRATEGIC PARTNERS LIMITED

Signature

Name:

Position:

Date:

DIRECTOR

Director

7th December, 2018

7th December 2018.

Signed on Behalf of VATTENFALL WIND POWER LTD

Signature

Name:

Position:

Date:

DIRECTOR

06 DECEMBER 2018.