



RiverOak Strategic Partners

Statement of Common Ground between the Applicant and Dover District Council

TR020002/D4/SOCG/DDC

Examination Document

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MANSTON AIRPORT DCO [201X]

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Statement of Common Ground

Between

RIVEROAK STRATEGIC PARTNERS LIMITED

and

DOVER DISTRICT COUNCIL

RSP

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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") is between the Applicant and Dover District Council (DDC) in relation to the application for a development consent order to re-open and operate Manston airport in the district of Thanet in Kent (the 'DCO').

1.1.2 The Applicant submitted the DCO application to the Planning Inspectorate on 17 July 2018 and it was accepted for examination on 14 August 2018.

1.1.3 The Applicant and DDC 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 application and DDC's interests.

1.1.4 This SoCG has been prepared in response to the request for a SoCG between the parties made by the Planning Inspectorate at Annex F of its Rule 6 letter, dated 11 December 2018, and supplemented by the Rule 8 letter where an additional matter is set out at Annex B. The matters to be addressed are:

- The scope of work anticipated to ensure that the economic benefits of the Proposed Development for East Kent can be realised.
- The assessment of, and possible mitigation for, the landscape and visual impact of the proposals and alternatives from receptors located in the Dover district.
- The assessment of noise impacts on areas within Dover district and, in particular, the possible need for more detailed noise measurements for West Stourmouth.
- The choice of noise contours in relation to the draft Noise Mitigation Plan (APP-009).
- Noise, vibration and air quality impacts on local residents.
- The need for, and possible content of, a Development Consent Obligation under s174 of PA2008.

1.1.5 It is envisaged that this SoCG will evolve during the examination phase of the DCO application.

1.1.6 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 Dover District Council

1.2.1 DDC is a neighbouring local authority to the area within which the development is located.

1.2.2 DDC submitted a relevant representation to the Examining Authority.

1.3 Status of the SoCG

1.3.1 This signed version of the SoCG represents the position between the Applicant and DDC at Deadline 3.

2 Summary of Consultation

2.1 Consultation carried out by RiverOak and the way in which it has informed the application for development consent is set out in full in the Consultation Report (APP-075) submitted with the application for development consent.

2.2 DDC was included in the pre-application consultation carried out by RiverOak. DDC and RiverOak have continued direct communication in respect of the application for development consent and issues pertinent to DDC's interests throughout the examination stage.

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.

Table 3.1: Matters which are fully agreed between DDC and the Applicant

SoCG ID	Matter	Date agreed
3.1	<p>The scope of work anticipated to ensure that the economic benefits of the Proposed Development for East Kent can be realised.</p>	
3.1.1	<p>The Applicant is intending to form a Local Employment Partnership Board (as with London City Airport). This Partnership Board would consist of representatives from Dover District Council, as well as Thanet District Council, Swale Borough Council, Canterbury City Council and, potentially, Kent County Council. The Partnership Board may also include other stakeholders such as Job Centre Plus, and providers of careers services for adults. The aims of this Partnership Board would be to:</p> <ul style="list-style-type: none"> • Act as a conduit between the Airport Company and local, regional and national government, taking responsibility for local strategic education, training and employment issues associated with the presence of an operational Manston Airport. • Suggest initiatives that meet local need • Bring together parties working on initiatives around the area where collaboration would have greater impact for the local community. • Allocate available funding. • Ensure suitable performance targets are set and monitor progress against these 	Deadline 3

	<p>targets.</p> <p>3.2 The Applicant is in discussion with various stakeholders to agree a wide range of initiatives that would be secured via a Section 106 Agreement. These may include:</p> <ul style="list-style-type: none"> • Preparing an Employment and Skills Plan. • Liaising with schools and HE and FE providers of apprenticeships, graduate placements, workplace training and world of work to secure placements with the Airport Operator, airlines and others in the supply chain. • Working with local HE, FE and schools to provide opportunities to learn about aviation-related careers and to raise aspirations. • Recruiting ex-employees of Manston Airport creating a database of those interested in returning to work at Manston, wishing to retrain or with a desire to pass on their skills to others. <p>The first meeting of a wide group of stakeholders took place on the 9 January 2019 with a second meeting scheduled for 20 February. A full list of potential inclusions to the Section 106 Agreement has been circulated to the group and will be discussed and augmented at the next meeting. It is hoped that following this a draft Section 106 Agreement can be circulated reflective of the various parties' preferences.</p>
<p>3.2 The need for, and possible content of, a Development Consent Obligation under s174 of PA2008.</p>	
<p>3.2.1</p>	<p>An agreement pursuant to section 106 of the Town and Country Planning 1990 (as amended by the Planning Act 2008) is proposed to secure the economic benefits of the proposed development for East Kent as set out at 3.1 above. The detail of the content of the agreement will be determined through discussions with those stakeholders identified</p> <p style="text-align: right;">Deadline 3</p>

	above.	
3.3 West Stourmouth noise baseline		
3.3.1	DDC questioned the exclusion of West Stourmouth from the baseline monitoring data when DDC had previously advised that adverse noise effects have been identified there to the point where there would be a perceived change in the quality of life. DDC referenced paragraphs 12.9.67 and 12.9.69 of the PEIR that identify West Stourmouth as suffering from a minor adverse impact during the day and moderate adverse impact at night. DDC requested further engagement on this. On behalf of the Applicant, Wood responded to state that short-term noise measurements during the day and night were used for locations further from the airport as it is considered by Wood to be impractical to undertake long term measurements at all sensitive receptors and instead focusses the baseline monitoring on locations close to the airport where the noise effects are expected to be highest. Review of the West Stourmouth estimated baseline sound levels is presented in Table A12.4.8 of Appendix 12.4 of the ES for location OBS 6 and presents 45 dB LAeq,16hr the day and 33 dB LAeq,8hr for the night. On the basis of the available information it is considered this approach to be reasonable and the estimated sound levels to be representative.	Deadline 3
3.4 West Stourmouth noise insulation contours		
3.4.1	The proposed noise insulation scheme meets the requirements of the Aviation Policy Framework and goes beyond it in principle for the schools and community buildings. A request can be made for consideration of the 60 dB LAeq,16hr contour but it would be at the discretion of the operator.	Deadline 3
3.4.2	DDC requested West Stourmouth residents are consulted on the proposed noise insulation scheme and that surveys to identify properties to be included are undertaken in this area. The Applicant has responded to say that the West Stourmouth area is outside the noise contour to which insulation will apply. Inspection of the noise contour plots presented in Figure 12.4 of the ES confirms this. As such the response is considered reasonable based on the presented noise contour data.	Deadline 3

3.5 Noise and vibration assessment during construction and operation	
3.5.1	<p>DDC commented that the noise and vibration assessment did not include any properties in the DDC area, during construction or operation. The Applicant responded to say that construction noise impacts and noise from mobile and fixed plant on the airport would generally be limited to 300m. The effects traffic noise during operation and construction has been assessed for roads where a material change in noise could occur. The Applicant responded to say that the study area for aircraft noise demonstrated most of the DDC area lies outside the Lowest Observed Adverse Effect (LOAEL) contour for daytime and night time noise. This approach is in line with the methodology and aviation policy and is considered reasonable. Whilst outside the LOAEL day or night, it is noted that West Stourmouth is within the 80 dB L_{ASMax} contour as presented.</p>
Deadline 3	
3.6 Night time period	
3.6.1	<p>DDC recommended the night time period should be quoted as 23.00 – 07.00. The Applicant agreed and noted that this had always been its intention. The response is considered reasonable.</p>
Deadline 3	
3.7 Noise insulation scheme	
3.7.1	<p>The DDC consultation response details DDC's welcoming of the Noise Mitigation Plan and seeking to work proactively with the Applicant to ensure the provision of necessary mitigation measures. The response from the Applicant is to welcome this. The response is appropriate, subject to the level of engagement between the Applicant and DDC. It is noted that no properties within the DDC area are predicted to be eligible for noise insulation.</p>
Deadline 3	

4 Matters outstanding between the parties

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

Table 4.1: Matters currently outstanding between DDC and the Applicant

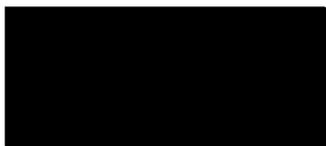
SoCG ID	Matter	DDC position	Applicant position
4.1 Open field testing			
4.1.1	Further information on the operations of open field testing	<p>DDC requested further information on the mitigation measure "... no open field testing during the Night Time Period except where operationally urgent". The Wood response details the open field testing is regarding engine testing, which will not be carried out at night unless operationally essential. Though not explained in the response the "open field testing" is assumed to be engine ground runs outside of a ground running pen. The engine testing locations proposed for the development could not be found in the ES. This may be because many of the drawings have been rendered illegible from being in low resolution. No engine testing pen appears to be proposed as part of the development. Use of an engine testing pen could reduce noise levels experienced at receptors. Without an engine test pen engine ground runs should take place as far as possible from sensitive receptors. Although it says exceptional circumstances would apply for such testing at night time it is recommended that such circumstances should be set-out including any controls on</p>	<p>The ExA also raised similar queries in FWQ NS 1.26. The Applicant's noise mitigation plan is to be amended such that there will be an absolute prohibition on night time open field testing.</p>

		<p>engine runs there might be (e.g. duration allowed, location, full power/idle, reporting etc). It is recommended the engine testing locations are considered with regard to sensitive receptors and plotted on a figure. The procedures for engine testing should be incorporated into the NMP. Consideration should also be given to the use of an engine testing pen.</p> <p>Further details to be provided by the Applicant and mitigation measures to be detailed in the Noise Mitigation Plan.</p>	
<p>4.2 Landscape and visual impact</p>			
<p>4.2.1</p>	<p>Potential landscape and visual impact of the height of proposal structures (e.g. new Air Traffic Control facilities, cargo facilities and aircraft recycling hangars) from receptors located in the Dover District and the identification of any necessary mitigation measures</p>	<p>In response to the consultation on the Preliminary Environmental Information Report DDC requested further engagement with the Applicant in order to assess the landscape and visual impact of the proposals and any alternatives from receptors located within the Dover District.</p> <p>To date, DDC has not received any further correspondence from the Applicant on this matter.</p>	<p>A comprehensive assessment of both landscape and visual impacts from these structures has been undertaken, including modelling of ZVIs and creation of wirelines, which shown there will be no significant adverse effects upon receptors from Dover District.</p> <p>The site layout and design re these structures is a result of the functional requirements of the proposed site.</p> <p>Furthermore, these structures have been located to the north of the crest of the chalk plateau to minimise effects on the lower lying</p>

landscape to the south.

Signed on Behalf of RIVEROAK STRATEGIC PARTNERS LIMITED

Signature:



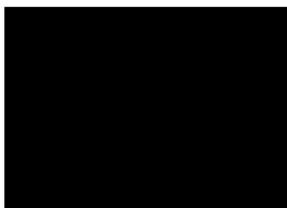
Name: *A. FREIDMANN*

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Signed on Behalf of the DOVER DISTRICT COUNCIL

Signature:



Name: Adrian Fox

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Date: