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Manston Airport Case Team
National Infrastructure Planning
The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN

For the attention of Mr. Kelvin McDonald

28th March 2019

ES – 07/085
BY EMAIL

Dear Sir/Madam,

**REPRESENTATIONS TO PROPOSED MANSTON AIRPORT DEVELOPMENT CONSENT
ORDER APPLICATION PINS REF: TR020002**

Iceni Projects are instructed by Cogent Land LLP (“Cogent”) in relation to the Development Consent Order (DCO) application made by RiverOak Strategic Partners Ltd (“the Applicant”) for the upgrade and reopening of Manston Airport (“the DCO Scheme”).

Apologies are made to the Examining Authority for the late submission of these representations and we humbly request that they are accepted into the examination, as we believe they are pertinent to the consideration of the DCO. Cogent are the owners of a significant housing development in very close proximity to the Airport.

It is understood that the DCO scheme comprises the re-opening and development of Manston Airport into a dedicated air freight facility, which can also offer some passenger, executive travel, and aircraft engineering services. A summary of the work, we understand, are to be undertaken as part of the Proposed Development are listed below:

- Upgrade of Runways 10/28 to allow CAT II/III operations;
- Re-alignment of the parallel taxiway (Alpha) to provide European Aviation Safety Agency compliant clearances for runway operations;
- Construction of 19 European Aviation Safety Agency compliant Code E stands for air freight aircraft with markings capable of handling Code D and F aircraft in different configurations;
- Installation of new high mast lighting for aprons and stands;
- Construction of 65,500m² of cargo facilities;
- Construction of a new air traffic control tower;
- Construction of a new airport fuel farm;
- Construction of a new airport rescue and firefighting service station;
- Complete fit-out of airfield navigational aids (nav-aids);

- Construction of new aircraft maintenance/recycling hangars;
- Development of the Northern Grass area for airport related businesses;
- Demolition of the redundant 'old' air traffic control tower;
- Safeguarding of existing facilities for museums on the site;
- Highway improvement works; and
- Extension of passenger service facilities including an apron extension to accommodate an additional aircraft stand and increasing the current terminal size.

a. Summary of Representations

- Whilst Cogent do not object to the principle of the DCO scheme, there are serious concerns in relation to the impact of noise on an important strategic housing development at Manston Green. We believe that further assessment is required to understand the full effects on Manston Green and it is likely that this will result in further mitigation being required;
- The Environmental Statement (ES) does not assess Manston Green as a sensitive noise receptor, we believe that it should have been considered as part of the future baseline as it benefits from an extant planning permission and is less than 1km from the Airport;
- The likely significant effects of the full DCO scheme i.e. an airport with the physical capability for 83,220 ATMs per annum is not assessed in the DCO ES, in respect of noise. The noise assessment only considers a maximum of 34,675 ATMs;
- This omission suggests that the methodology applied to the noise assessment within the EIA is flawed, and consequently calls into question the validity and robustness of the conclusions and recommendations presented within the EIA.
- The CPO land incorporates the Manston Green access road (which benefits from full planning permission), the CPO of this land could jeopardise the implementation of the whole development.

b. Background

By way of background, Cogent, the owner of the development known as Manston Green, was granted outline planning permission, with all matters reserved except access, for 785 dwellings, highways infrastructure works (including single carriageway link road), a primary school, small scale retail unit, community hall and public open space on 13th July 2016 (LPA ref: OL/TH/14/0050).

The Reserved Matters application for the first of the three phases of development is required to be submitted before the expiration of 13 July 2019. A Reserved Matters application for this phase is currently being prepared and is due to be submitted in April 2019.

Manston Green, comprises 47.7ha and is located approximately 1km to the east of the Manston Airport runway. A copy of the site location plan and the approved masterplan ref: D0201_003_B are enclosed.

Given the location of the Manston Green site, Cogent are concerned about the potential impacts of the DCO scheme on the future development and living conditions of the residents of Manston Green.

Cogent agree that Manston Airport can be a valuable regional and national asset in creating jobs, boosting the region's economy and attracting inward investment. It is noteworthy that all these benefits would increase the need for additional houses to be provided in the local area, which Manston Green can provide.

Whilst Cogent are not against the principle of re-opening the airport, as described, there are a number of concerns in relation to the Environmental Impact Assessment (EIA) of the DCO scheme. In particular, we have concerns regarding the potential noise effects of the DCO scheme on Manston Green, a significant strategic housing scheme which benefits from an extant consent.

c. Key Considerations

As stated above, Cogent do not object in principle to the reopening of Manston Airport for the uses described in the DCO. However, Cogent are concerned that Manston Green has not been considered properly in the EIA, particularly, in relation to the assessment of noise. The following section, and the attached Technical Note, sets out these areas of concern in more detail.

The methodology applied to the assessment of potential noise effects within the ES is fundamentally flawed for two reasons, firstly, Manston Green is not identified as a sensitive receptor and assessed accordingly within the noise assessment, and secondly the EIA accompanying the Application does not assess the development for which RiverOak is seeking consent i.e. 83,220 freight ATMs per annum.

Section 12.4 of the DCO ES states that the noise assessment adopts a receptor-based approach. Paragraph 12.4.8 goes on to set out that there are three main types of receptors to be considered including “*existing and proposed residential receptors*”.

The noise sensitive receptors closest to the airport are identified in Chapter 12, however, no reference is made to the Manston Green development. The only reference to Manston Green is within Chapter 18 which refers to cumulative effects which concludes that Manston Green (Site ID143) would be **subject to a significant adverse effect from the proposed commercial airport in Year 20**. Consequently, Manston Green should have been assessed as part of the future baseline assessment scenario as a proposed residential development. This is further supported by comments from the Secretary of State (SoS) within paragraph 3.99 of the Scoping Response, which states that “*the future baseline should also consider potential changes in road/rail traffic and in housing development in the locality, e.g. such as Manston Green.*” However, on review, it is clear that Manston Green has not been considered as part of the future baseline assessment.

This is a significant omission within the ES, and demonstrates that the EIA is not compliant with the SoS Scoping direction.

It should be noted that the extant planning permission for Manston Green was determination based upon different parameters for the operation of the Airport. Noise from Manston Airport was considered based on information contained within the 2009 Kent International Airport Masterplan (KIAM). The future noise levels were based on an increase in ATMs from projected 46,000 in 2018 to 74,000 in 2033. Whilst it was assumed the Airport would continue to operate, it was not at the proposed levels of ATM's of the DCO scheme and not based on freight ATMs (which use a different fleet mix) and it did not consider the extent of the redevelopment that is proposed in the DCO scheme.

It is understood that there will be a restriction on night-time flights, the airport will be subject to an annual noise quota during the Night Time Period, it is not clear how effective this will be for reducing the disturbance on the future residents of Manston Green, as it has not been assessed in the DCO ES. This is examined further in the attached technical note.

The DCO has no limit on daytime flights and therefore the applied-for capability is the physical capacity of the Proposed Development to handle flights. Paragraph 12.7.39 and 12.7.40 of the DCO ES includes details on the number of aircraft movements on which the noise assessment is based. The forecast assumes that total aircraft traffic will grow from approx. 33 Air Transport Movements (ATMs) for a typical busy day in Year 2 to 79 ATM's per typical busy 24 hour day in Year 20. There will also be an average of 16 non-ATM's per 24 hour day in all years, including general aviation and training flights.

For year 20 the number of ATM's has been separated in day (0700 – 2300) and night (2300 – 0700 hrs) periods. During the daytime period, Year 20, the proposed development is forecast to handle

approx. 72 aircraft movements (between 2300 and 0700 hrs) and 7 air craft movements on a typical night.

Based on the above, the forecast ATM's referred to in the noise assessment for Year 20 is 26,280 (72 x 365) during daytime hours, 2,555 (7 x 365) ATM's at night and 5,840 (16 x365) non-ATM's (totalling **34,675 ATMs**).

The DCO only restricts the movements on the daytime flights through the physical capacity of the Proposed Development. The Nationally Significant Infrastructure Project (NSIP) justification document (para. 22 and 23) suggests that maximum capacity of the proposed commercial airport could be **83,220 ATMs**. This is based on 19 cargo stands each handling 6 aircraft (12 movements) each per day. This is significantly higher than the number of ATM's used in the noise assessment. The full potential effects of the Airport have not been assessed, therefore, it is critical that there is a cap on the movements until there is certainty of the full potential effects through a robust noise assessment and appropriate mitigation where necessary.

It is not possible to accurately predict the impact of more than double the increase in ATM's using the information within the DCO application. However, if we were to assume a similar mix as used in the noise models, this increase in aircraft movements, could result in overall noise levels increasing by 5 dB. This would have an effect of adding 5 dB to the noise contours (i.e. the 63 dB contour would become 68 dB; the 50 dB contour would become 55 dB and so on.

The result of the above is that the 63 dB contour could cross a large area of residential development at Manston Green resulting in a reduction in the area able to be developed for residential use.

Put simply, only half of the potential noise impact of the DCO scheme has been assessed, and the impacts on Manston Green have not be considered at all. We request that a full and proper assessment is carried that show the full noise impacts from the full capacity of the DCO scheme and that mitigation is proposed that will reduce the impacts on Manston Green.

Finally, we have grave concern in relation to the CPO land, and its potential to jeopardise the whole Manston Green development coming forward. The Manston Green access road falls within the identified CPO land. The access road is not a reserved matter and as such the loss of the land upon which part of that road is to be constructed could mean that the development is incapable of being implemented.

d. Summary

Cogent do not object to the principle of the DCO scheme, however, we believe that the further work needs to be undertaken in respect of the potential noise impacts.

The noise assessment is flawed and without further assessment and mitigation it could prejudice the development of Manston Green, the future residents of the development and prevent the delivery of much needed housing.

We would be grateful for confirmation that these representations have been received and have been accepted into the examination. Should you have any queries or require any additional details regarding any of the information raised above then please do not hesitate to contact me on esmeaton@iceniprojects.com/ [REDACTED].

Yours faithfully,

[REDACTED]

Eilish Smeaton
Director, EIA and Planning

cc. Cogent Land LLP

Enc. Technical Note prepared by Sharps Redmore
Site location plan
Approved masterplan ref: D0201_003_B