



National Infrastructure Planning
Temple Quay House
2 The Square
Bristol, BS1 6PN

Customer
Services: 0303 444 5000
e-mail: ManstonAirport@planninginspectorate.gov.uk

To Interested Parties, Statutory Parties
and Other Persons

Your Ref:

Our Ref: TR010025

Date: 3 April 2019

Dear Sir/ Madam

Planning Act 2008 – Section 89 and The Infrastructure Planning (Examination Procedure) Rules 2010 – Rule 8(3)

Application by RiverOak Strategic Partners for an Order Granting Development Consent for the upgrade and reopening of Manston Airport

Notification of Procedural Decisions including variation to the Examination Timetable

The Examining Authority (ExA) have made the following Procedural Decisions:

- 1. Revised Transport Assessment: Environmental Statement Addendum
[resubmitted as Transport ES Chapter and Noise and Air Quality
Technical Notes] and Transport Assessment Addendum and Appendices
[resubmitted as Revised Transport Assessment]**

The ExA require the Applicant to submit complete versions of the *Transport ES Chapter and Noise and Air Quality Technical Notes* and *Revised Transport Assessment* which address the following omissions and inconsistencies:

Transport ES Chapter and Noise and Air Quality Technical Notes

- The figures referred to in the assessment of effects on receptors for links 14 (paragraph 14.10.3) and 15 (paragraph 14.10.4) do not appear to follow that in Appendix 14.3.
- Appendix 14.3 indicates that Link 13 does not need to be considered, but it has been.
- Link 20 (at paragraph 14.10.8) does not include all the % increases set out in Appendix 14.3.

- iv. Table 14.20 identifies link 34 as needing further consideration (so does Figure 14.9), but it is not considered further in section 14.10.
- v. The 'AM peak all vehicle' % increase for link 39 Manston Road north of NGA link is highlighted in red (22%) in Appendix 14.3, but this is not reflected in Table 14.20 of the main document and has not been considered further.
- vi. There are some missing data points in the table in Appendix 14.3. Should these all be 0?
- vii. The 'Rule' for Shottendane Road north east of the junction with Park Lane (Link 11) in Appendix 14.3 does not match that set out in Table 14.17 of the main document.
- viii. There are a number of other references to figures and tables in the text that appear to be wrong. All references should be checked before re-submission.
- ix. *The Technical Note - Revised Road Traffic Data and Air Quality Assessment* at the end of the document was not included in the original Deadline 5 submission and does not appear to be complete. Include a complete version.

Revised Transport Assessment

- i. The paragraph numbering in the Transport Assessment Addendum (March 2019) (the TA Addendum) does not follow the heading numbering towards the start.
- ii. Junction 2 (Table 6.3) – the difference in average queues has not be added up correctly.
- iii. Junction 4 (Table 6.7) – the difference in scenarios has not be added up correctly. The 2039 Baseline scenario figures have brackets when they should not and the 2039 Baseline 'Average Queue PM Peak' figures are exactly the same as the 2039 with Development 'Average Queue AM Peak', which is hard to understand.
- iv. Junction 6 (Table 6.11) – difference in scenarios has not be added up correctly (A299 East).
- v. Junction 8a (Table 6.15) – difference in scenarios has not be added up correctly.
- vi. Junction 16 (tables 6.29 and 6.30) – difference in scenarios (MMQ AM Peak) has not be added up correctly.
- vii. Junctions 21A and 21B (Table 6.34) – some of the difference brackets are missing.
- viii. It is unclear why mitigation has been considered in section 6.30 for Junctions 21A and 21B and not within section 7 as for all other junctions requiring mitigation.
- ix. Junction 27 (Table 6.38) – the difference in scenarios has not be added up correctly.

- x. Table 7.2 (Junction 4) – the differences in brackets do not tally up with the figures in Table 6.7.
- xi. Table 7.5 and Table 7.6 (Junction 12) both have a footnote saying ‘*Figures in brackets are the difference between the 2039 baseline (existing layout) and 2039 + Development (mitigation layout)’. However, the 2039 baseline (existing layout) figures are not presented in section 6.3 for Junction 12 (only 2017 Base - Peak Hour Modelling Results). It is therefore not possible to make a comparison. In addition, the figures in the brackets of Table 7.5 and Table 7.6 seem very high, are these correct?
- xii. Table 7.7 (Junction 15) – the differences in brackets do not tally up with the figures in Table 6.26.
- xiii. It is not clear how the figures in Appendix F should be interpreted. Clear guidance should be provided within the document.
- xiv. The list of zones and their names associated with Appendix F should be provided, otherwise it is not possible to understand where the movements are taking place.
- xv. Paragraph 5.2.1.3 of the TA Addendum refers to a DMRB compliance sheet being provided in Appendix H. This is not included in Appendix H.
- xvi. Section 1.1 refers to Traffic and Transport DCO Plans. There are not any in the appendices.

Complete versions of the *Transport ES Chapter and Noise and Air Quality Technical Notes* and *Revised Transport Assessment* must be provided by the Applicant as soon as practicable and **not later than 23.59 on Friday 5 April 2019**.

2. The ExA’s second Written Questions on traffic and transport

The ExA have made a Procedural Decision to delay the publication of the ExA’s second Written Questions on traffic and transport until such a time as it has had the opportunity to consider and evaluate re-submitted versions of the *Transport ES Chapter and Noise and Air Quality Technical Notes* and *Revised Transport Assessment* which address the omissions and inconsistencies listed above.

3. The ExA’s third Written Questions

The ExA have made a Procedural Decision that it will issue third Written Questions on Friday 10 May 2019 with a deadline for responses of not later than 23.59 on Friday 24 May 2019.

4. Further Issue Specific Hearings and Compulsory Acquisition Hearings

The ExA confirm that it will hold further Issue Specific Hearings and Compulsory Acquisition Hearings (including funding) but have made a Procedural Decision to vary the time table from that stated in the Rule 8 letter dated 18 January 2019.

These hearings will be held from 3 to 7 June 2019, not from 4 to 7 June as stated in the Rule 8 letter.

Notice of the subjects, dates, times and places will be notified to Interested Parties not later than 21 days before the dates of any hearings.

In order to provide as much information as possible to all Interested Parties and Affected Persons, the ExA confirms that the issues to be discussed at other hearings may include, but will not necessarily be confined to: the historic environment; landscape, design and visual impact; noise and vibration; socio-economic issues; Habitats Regulation Assessment and other environment issues; traffic and transport; and the draft Development Consent Order.

If you have any queries in respect of these Procedural Decisions, please contact the Case Team using the details at the top of this letter.

Yours faithfully

Kelvin MacDonald

Kelvin MacDonald, Lead Member of the Examining Authority

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