



RiverOak Strategic Partners

# **Applicant's Response to Second Written Question TR.2.1**

TR020002/TR.2.1

Examination Document

**Project Name:**

Manston Airport Development Consent Order

**Application Ref:**

TR020002

**Date:**

16 April 2019

Ref No.	Respondent	Question
Tr.2 Transportation and Traffic		
TR.2.1	The Applicant	<p><b>The Examining Authority (ExA) request that the Applicant responds to question Tr.2.1 in advance of Deadline 6 and ideally by 23.59 on Tuesday 16 April 2019.</b></p> <p><b>Alternative Manston-Haine Link</b></p> <p><b>Junction 2 A299 / A256 / Cottington Link Rd</b></p> <p><b>Junction 4 A299 / B2190</b></p> <p><b>Junction 6 A299 / Seamark Rd / A253 / Willetts Hill</b></p> <p><b>Junction 7 A299 / A28</b></p> <p><b>Junction 12: Manston Road / B2050 / Spitfire Way</b></p> <p><b>Junction 15: Manston Road / Hartsdown Road / Tivoli Road / College Road / Nash Road</b></p> <p><b>Junction 16 Ramsgate Rd / College Rd / A254 / Beatrice Rd</b></p> <p><b>Highway Safety Improvement at Spitfire Way/Alland Grange Road</b></p> <p><b>Highway Safety Improvement at Manston Road/Manston Court Road</b></p> <p>Section 5 of the Revised Transport Assessment (RTA) submitted on 5 April 2019 [REP5-021] sets out an alternative Manston-Haine link road from that set out in the draft Thanet Transport Strategy. Figure 5.1 shows a Design Manual for Roads and</p>

Ref No.	Respondent	Question
		<p>Bridges (DMRB) compliant alternative link road. This cuts through the radar safeguarding area and some units of the Northern Grass Area (NGA).</p> <p>The RTA submitted on 5 April 2019 [REP5-021] sets out changes to junction mitigation schemes.</p> <p><b>i. What changes to the application documents for example, Schedule 1 of the draft Development Consent Order (dDCO) and revisions to Works Plans, are necessary?</b></p> <p><b>ii. Do:</b></p> <p><b>a) the alternative Manston-Haine link road; and</b></p> <p><b>b) the changes to junction mitigation schemes; and</b></p> <p><b>c) the removal of mitigation schemes at Junctions 1, 10, 13, 17, 20, 21a, 21b, 26 and 27 as set out in APP-061; separately and/or together constitute a material change to the Proposed Development?</b></p> <p>The Applicant must fully justify its response.</p> <p>In responding to this question, the Applicant should have explicit regard to 'DCLG Planning Act 2008: Guidance for the examination of applications for development consent' (March 2015), in particular to paragraphs 109 to 115 of that Guidance.</p> <p>The Applicant's attention is drawn to the Planning Inspectorate's 'Advice note sixteen: How to request a change which may be material, v2' (March 2018).</p> <p>Applicant's Response:</p>

Ref No.	Respondent	Question
		<p>i. There are no changes necessary to the dDCO or revisions to the Work Plans as the Manston-Haine link road is not part of the DCO application, but is a scheme being brought forward by Kent County Council (KCC) Highways as part of the Inner Circuit Route Improvement Strategy (ICRIS) proposals included in the Thanet Transport Strategy. The delivery of the link road will be undertaken by KCC and land requirements for its delivery will be negotiated between KCC and the Applicant separate to the DCO.</p> <p>The off-site junction improvements are not part of the DCO application and will be dealt with through Section 278 Highways agreements.</p> <p>ii. The alternative Manston-Haine link road and changes to the off-site junction improvements do not constitute material changes to the Proposed Development as there are no changes to the access junction proposals or road network within the red line boundary and therefore there is no change to the DCO application. As identified in the response to Tr2.1 i. above, the alternative Manston-Haine link road is a KCC scheme which would be delivered separately to the Proposed Development.</p>