



RiverOak Strategic Partners

Draft (not agreed) Statement of Common Ground between the Applicant and Highways England

TR020002/D7/SOCG/Highways

Examination Document

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MANSTON AIRPORT DCO [2018]

Planning Inspectorate Reference: TR020002

Statement of Common Ground

Between

RIVEROAK STRATEGIC PARTNERS LIMITED

and

HIGHWAYS ENGLAND

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”) 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 Highways England 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 Highways England 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 Highways England 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 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 Highways England and the DCO application

- 1.2.1 Highways England is a strategic road authority appointed by the Secretary of State as the highway authority, traffic authority and street authority for the strategic road network. In respect of the application our particular interest is in the M2 Motorway A2 Trunk Road.
- 1.2.2 Highways England is a statutory undertaker for the purposes of this Development.

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 749 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 Highways England

- 2.1 Highways England was consulted as part of the 2017 and 2018 statutory consultations.
- 2.2 Highways England responded to the s56 notice by making the following relevant representation on 8 October 2018 (examination library reference RR-0673):

"Highways England wishes to register as an interested party in respect of the application by RiverOak Strategic Partners Ltd for a Development Consent Order for the upgrade and reopening of Manston Airport primarily as a cargo airport, with some passenger services, with a capacity of at least 12,000 air cargo movements per year.

Highways England is a strategic road authority appointed by the Secretary of State as the highway authority, traffic authority and street authority for the strategic road network. In respect of the application our particular interest is in the M2 Motorway A2 Trunk Road.

Amongst other things our licence to operate as a strategic highway authority requires us to ensure the effective operation of the network; protect and improve the safety of the network and to conform to the principles of sustainable development. "Sustainable development" means encouraging economic growth while protecting the environment and improving safety and quality of life for current and future generations.

The Secretary of State's policy in respect of the strategic road network and the delivery of sustainable development is set out in Department for Transport Circular 02/2013.

Highways England commented on the Reopening Manston Airport – Consultation 2018 on 15th February 2018 advising 'We remain neutral on the principle of the proposals, as the appropriateness of them is not a matter that Highways England will be required to determine. However, as a statutory consultee we need sufficient confidence that the proposals will not have a detrimental effect on the safe and efficient operation of our network. In this regard we note that the initial vehicular trip generation information within the PIER appendices indicates that in the order of 800 Peak Hour vehicles could be generated by the proposals at peak operation (2039). Whilst initial distribution proportions have been identified, these do not extend to our road network (M2/A2 corridor). In our opinion it is not unreasonable to assume that a proportion of the peak hour generated trips will use the M2/A2 corridor and we therefore require further information to enable Highways England to provide you with a substantive response.

We understand that a Transport Assessment is being produced, and will form part of the DCO application. We require this document to evaluate both the SRN and Local Road Network, and provide us with the volume of Peak Hour trips being generated on the SRN (by junction /

location).’

Paragraph 109 of the 2018 National Planning Policy Framework 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. In the absence of the requested assessments of M2 Junction 7 and Duke of York Roundabout at the junction of the A2 and A258 and taking into account the cumulative impact of development proposed in the emerging Thanet District Local Plan, the applicant has not demonstrated that the development will have an acceptable impact on highway safety or that the residual cumulative impacts on the road network would not be severe.

Therefore Highways England objects to the proposed development.”

- 2.3 Highways England continues to be engaged with the Applicant and with Kent County Council on traffic modelling, the assessment of the impact of the proposed Development on the Strategic Road Network, whether there is a need for mitigation of that impact on the SRN and what form any mitigation should take.

3 Matters which are agreed between the parties

- 3.1 This section of the SoCG describes the ‘matters agreed’ in detail between the parties.
- 3.1.1 Highways England is neutral on the principle of the proposed Development.
 - 3.1.2 The methodology on the distribution of traffic from all airport operations on to the Strategic Road Network is agreed.
 - 3.1.3 The methodology on Freight is agreed.
 - 3.1.4 The methodology on Fuel Tanker is agreed.
 - 3.1.5 The methodology on Servicing is agreed.
 - 3.1.6 There will be negligible impact at the A2/258 Duke of York roundabout and this junction needs no further consideration.

4 Matters not agreed

- 4.1 This section of the SoCG describes the matters not agreed between the parties.
- 4.1.1 The traffic generated by the proposed Development is not yet agreed.
 - 4.1.2 The impact of the proposed Development on the Strategic Road Network, the need for mitigation and the form of any mitigation are not yet agreed.
 - 4.1.3 The need or otherwise for the assessment of the impact of the proposed Development on the A2/A258 ‘Whitfield roundabout at Dover is not yet agreed.

Signed on Behalf of RIVEROAK STRATEGIC PARTNERS LIMITED

Signature:

Name:

Position:

Date:

Signed on Behalf of HIGHWAYS ENGLAND

Signature:

Name:

Position:

Date: