



WRITTEN SUMMARY OF ORAL REPRESENTATIONS PUT TO THE EXAMINING AUTHORITY (ExA) AT THE MANSTON AIRPORT DRAFT DEVELOPMENT CONSENT ORDER (“DCO”) HEARINGS HELD ON 4TH AND 5TH JUNE 2019

This note has been prepared as a summary of the oral representations made by Eilish Smeaton of Iceni Projects on behalf of Cogent Land LLP.

a. Background

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”).

Manston Green, comprises 47.7ha and is located approximately 1km to the east of the Manston Airport runway. Cogent, are the owners of the Manston Green development, which benefits from an 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 (LPA ref: OL/TH/14/0050). The Reserved Matters application for the first of the three phases of the development has been submitted and is under consideration by Thanet District Council (LPA ref: R/TH/19/0499).

Representations were made on 28th March 2019 (deadline 5 submission) on behalf of Cogent which set out a number of concerns. Cogent do not object to the principle of the DCO Scheme, however, we do require clarification in relation to the impacts on the adjacent Manston Green development and whether these impacts are adequately mitigated. This information has been requested (both during telephone discussion and via email). To date, the response from the Applicant has been unsatisfactory and therefore, we have not been in a position to agree a Statement of Common Ground.

Set out below is a summary of the related oral representation made to the ExA during the Hearing sessions on 4th and 5th June 2019.

b. Summary of Oral Representations

High Resolution Direction Finder (“HRDF”)

- Cogent are greatly concerned with the relocation of the HRDF. As we understand it from the Hearing session on 4th June 2019, the HRDF is currently located at Manston Airport on land under the ownership of the Ministry of Defence (MoD) (Crown Land) which will require relocation if the DCO Scheme is to be implemented.
- The current preferred option is located to the east of Manston Airport which is extremely close to (and possibly within) the Manston Green development boundary. We understand that the HRDF requires a minimum exclusion zone of 120m radius for safeguarding which is likely to impact upon the Manston Green development.
- Cogent were not made aware of the need to relocate the HRDF, nor the alternative locations which is currently proposed, despite this potentially having a significant impact on Manston Green.
- It is most disappointing that the Applicant has not brought this to our attention during our discussion as it could severely impact the future development of Manston Green.
- We request that the locations and safeguarding zones are provided to us for further consideration.

Noise Impacts

- In our previous representations, Icen Projects on behalf of Cogent set out several concerns in relation to the methodology and assessment presented within the EIA in relation to Manston Green. The noise assessment undertaken for the DCO Scheme is considered to be flawed as it does not adequately assess the noise impacts on Manston Green, and consequently it was requested that further assessment and information were provided to alleviate these concerns. This has not been forthcoming from the Applicant. We require the data inputs to the noise modelling, specifically:
 - Confirmation of the number ATM's and non-ATM's used to produce the contours. The EIA assesses the noise impacts of approx. **35,000 ATMs**, (26,280 daytime ATM's, 2,555 night time ATMs, and approx. 6000 non-ATMs). However, the dDCO will cap the ATMs at **38,000 ATMs**, therefore, the noise assessments falls short and therefore, raises doubt in the adequacy of the contours. It is not sufficient for the Applicant to say that this shortfall will not have an impact without an assessment to support that supposition.
 - Details of ground support equipment used in the noise models. We need to understand what information was used in the noise modelling e.g. type of sources, number of sources, and sound power levels etc. This has been previously discussed with the Applicant.
 - Clarification on fleet mix, indicative flights etc.
- Whilst the consent for Manston Green was granted subject to a planning condition that prevented development in areas with unacceptable noise levels. The noise assessment which was undertaken as part of the Manston Green EIA was based on previous operations at Manston Airport, which used a different business model, fleet mix and flight paths to that proposed as part of the DCO Scheme. In order to accurately determine any additional impacts on Manston Green as a result of the DCO Scheme, Cogent have requested that further information is provided by the Applicant to assess any changes in noise levels and requirements for further mitigation above and beyond that identified previously.
- It is noted that proposed changes to the Noise Mitigation Plan will trigger the DCO insulation scheme at the 60dB contour, in order to mitigate the impacts of the Airport, which is applicable to Manston Green.
- Until we receive further clarification in relation to the likely impacts of the DCO Scheme in relation to Manston Green and associated mitigation, we are not in a position to agree a Statement of Common Ground with the Applicant.

Access Road

1. Cogent has raised repeated concerns in relation to the CPO land, and its potential to jeopardise the delivery of Manston Green through the impact on the consented access road. The Applicant appear very dismissive of these concerns, and the responses we have received to date in relation to this matter have been unsatisfactory. The plans provided (Appendix F.2.9 of RSP's response to the ExA's Second Written Questions p301) is not adequate. The purpose of this drawing is unclear as there is no title, notes, drawing reference, key or annotations. In addition, there is no scale bar provided and the basemapping which has been used is unclear, with unnecessary additional drawing frames included, resulting in a poor-quality drawing that offers no reassurance that it is accurate.
2. Table 18.4 of the ES states that "*The Manston Green site overlaps with a small section of the Proposed Development red line boundary. In this location, the Proposed Development will be used for landing lights only, and the lights are unlikely to extend to the far eastern extent of the boundary. The area of overlap in the outline masterplan for Manston Green is shown as open space and a new link road*"

This paragraph also states that the Applicant will work with the developers to confirm the use of this overlapping land but that the DCO Scheme will not impact upon the deliverability of the Manston Green development. However, there has been little / no attempt by the Applicant to engage with Cogent to discuss this matter further to provide clarity.