

**APPLICATION BY RIVEROAK STRATEGIC PARTNERS TO UPGRADE AND  
REOPEN MANSTON AIRPORT  
PLANNING INSPECTORATE REFERENCE TR020002  
The Examining Authority's Fourth Written Questions  
and requests for information (ExQ4)  
DEADLINE 28 JUNE 2019  
REPRESENTATION FROM HIGHWAYS ENGLAND**

Responses to the Examining Authority's Written Questions

Tr.4.7	The Applicant KCC Highways England	<p><b>HGV clustering</b></p> <p>The Applicant's response to second written question ND.2.13 [REP6-012] sets out that "...the 'new' integrators are not offering the same fixed early morning delivery times as the traditional express integrators, they do not require the night-time arrivals or departures that are essential to achieving such vertically integrated door to door overnight delivery commitments".</p> <p><b>i. Further justify this assertion.</b></p> <p><b>ii. Is it entirely feasible that a traditional express integrator could operate out of Manston that would require early morning delivery times that would affect the am peak?</b></p> <p>The Summary of Applicant's Case put Orally - Traffic and Transport hearing and associated appendices [REP8-017] at Appendix 2 at Paragraphs 5.1.1 and 5.1.2 state:</p> <p>"There are likely to be lower HGV movements in the peak periods and higher flows in the off-peak, as commercial operators will seek to avoid congested periods to avoid inefficiency. Any clustering of HGV movements is therefore not likely to coincide with peak traffic hours. Any clustering is unlikely to have a material impact on the transport network, e.g. a 50% uplift would result in an extra 5 HGVs in an hour".</p> <p><b>iii. Is this accepted by KCC and Highways England?</b></p> <p><u>Highways England response:</u></p> <p><i>Discussions also took place regarding the need for and/or effect of placing caps on the use or operation of the site.</i></p> <p><i>Any completely unrestricted use of the site could lead to clustering during peak hours on the basis that the busier the airport, the more need there will be to spread flights</i></p>
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		<p><i>and road network loads across the day/ night. This could be potentially to the detriment of the safety and/or operation of the strategic road network.</i></p> <p><i>However, if the DCO is granted, it is understood that there will be conditions requiring the creation, implementation, monitoring and enforcement of travel and freight management plans.</i></p> <p><i>Any conditions and/or travel/ freight management plans should include provisions to</i></p> <ul style="list-style-type: none"><li><i>• limit the numbers of peak hour journeys needing to be made to meet flights or meet destination deadlines</i></li><li><i>• ensure that freight that arrives early or late is dealt with within the site rather than being turned away; in order to reduce the risk of clusters of parked or moving HGVs on the local or strategic network.</i></li></ul> <p><i>By these means, we are content that it should be possible to avoid peak hour clustering impacts on the strategic road network.</i></p>
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Submitted by

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