



Manston Airport

Kent's international freight
and passenger airport.
A blueprint for success.



Our vision is to revive
Manston Airport as a successful
hub for international air freight,
of national significance to the
UK, which also offers passenger,
executive travel and aircraft
engineering services.



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1 Introduction

RiverOak Investment Corporation (RiverOak) is fully committed to reviving Manston Airport as a successful hub for international air freight which also offers passenger, executive travel and aircraft engineering services. We have demonstrated this commitment across two years of campaigning to purchase and reopen the airport and our commitment has never wavered.

Manston Airport is a unique facility with an illustrious history as a Battle of Britain Airfield and a promising future as a vibrant airport. However, it needs the right commercial appetite, investment and operation to work and we believe we have assembled these important components.

The air freight market is ripe for an alternative to the overcrowded London airports system. RiverOak believes that Manston's accessibility, long runway and community support represent the strongest option available to Government to increase runway capacity in the Southeast for air freight. The airport will serve air freight operators, ease congestion, improve resilience and boost economic growth in Kent.

Given the scale of the proposed redevelopment of Manston Airport, the plans are considered to be a 'nationally significant infrastructure project' within the meaning of the Planning Act 2008. This means that RiverOak will be making an application to the Planning Inspectorate for a Development Consent Order (DCO) to be granted by the Secretary of State for Transport.

An important part of the DCO process is to consult widely with all interested stakeholders. This document sets out, in broad terms, our proposals for Manston and the work that RiverOak and its professional team will be undertaking to prove the business, economic and environmental case for reviving Manston as an operational airport.

A feedback form can be found at the back of this document and RiverOak encourages all those with an interest in the future of Manston Airport to send in their questions, thoughts and ideas.

The deadline for responses is Monday 5th September 2016

We really want to hear your views. This is a chance to revive Manston Airport for future generations, preventing the loss of a vital piece of national transport infrastructure - of which there is an acknowledged shortage in the Southeast - and creating a powerful economic stimulus, not only for Thanet but the whole of Kent.

On behalf of the whole RiverOak team, we look forward to hearing from you.

George Yerrall
RiverOak Investment Corp





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long runway and community
support represent the strongest
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to increase runway capacity in
the Southeast for air freight*

About RiverOak

RiverOak Investment Corporation LLC is an American investment group based in Connecticut in the USA.

For more than two decades, RiverOak has built its investment business and reputation on being able to find, research and invest in the types of assets that typically achieve above-average, risk-adjusted returns.

RiverOak is increasingly developing European investment opportunities and, in the UK, has been campaigning to re-open Manston Airport in Kent as a hub for international air freight for more than two years.

RiverOak has a reputation for flexibility regarding the duration of its investments. In the case of Manston Airport, RiverOak and its capital partners are looking to purchase and invest in Manston for the long term, including investing in an experienced operating team for the airport.



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Our proposals for Manston Airport

The objective of our masterplan for Manston Airport is to provide an integrated aviation services hub. The main feature will be a major international centre for air freight that is capable of handling a minimum of 10,000 air freight Air Traffic Movements (ATMs) per annum.

10,000 ATMs per annum equates roughly to 14 return services a day.

Additional facilities proposed include:

- a base for at least one passenger carrier;
- an aircraft recycling and engineering facility;
- a flight training school;
- a fixed base operation for executive travel; and
- business facilities for aviation related organisations.

Our Masterplan, which can be found on page 8 shows how we propose to utilise the existing airport infrastructure and incorporate new facilities.

Improvements and upgrade works to the existing infrastructure will ensure these facilities can accommodate the intended number of aircraft movements. Additional facilities will include aircraft stands, cargo buildings, internal access roads and parking areas.

The design solution proposed ensures these facilities can be developed through a phased approach, enabling a sustainable development that minimises the impact on the local community. For example, the new airside development will minimise the movement of material on and off site and a proposal for a new permanent, dedicated airport access on Spitfire Way will help to reduce airport related traffic on the local road network.

We would like to hear views and comments on our proposed Masterplan now, before we have fully prepared our application and environmental assessment. Details of how you can send us your views are given at the end of this document.

Why Manston?

Manston Airport has one of the longest runways in the UK, comparable to other International airports, making it a valuable infrastructure asset. Manston first operated in May 1916, just over 100 years ago, but closed on 15 May 2014.

Manston is the only real choice for the location of a cargo airport in the Southeast of England. It already has a runway comparable to other International airports in the UK and was an operational airport until just over two years ago. Consequently, services could be reintroduced quickly to address a recognised market need.

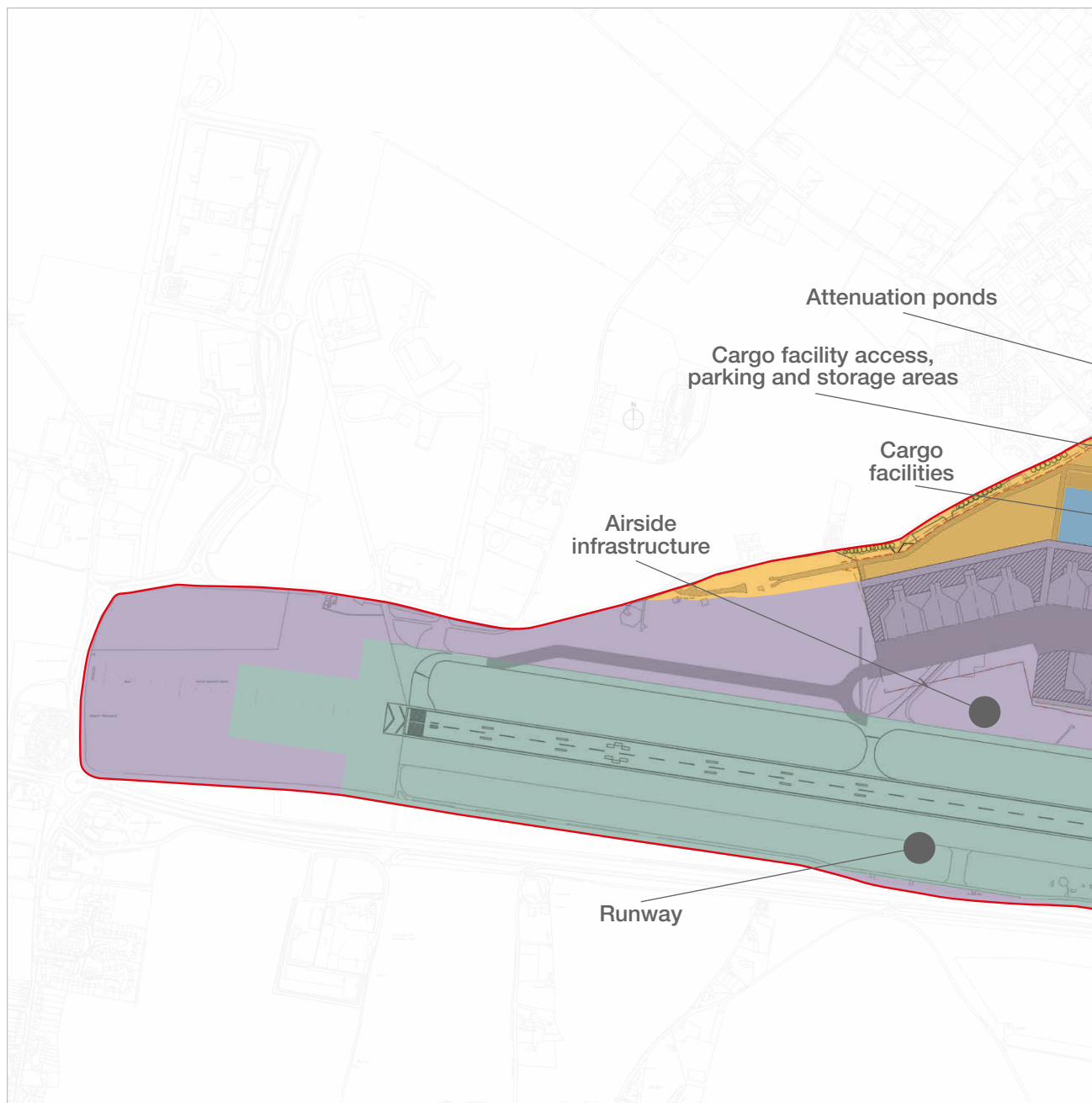
There is already considerable pent-up demand for Manston Airport. Our research shows that air cargo operators in particular are keen to be able to use a facility in the Southeast of England without the restrictions on aircraft slots that exist at other airports. Market demand is for an airport where perishable and time sensitive goods can be moved quickly to and from aircraft. Increasingly, freight carried in the hold of passenger aircraft (known as belly hold freight) is being 'bumped' (unable to be carried) with some freight forwarders reporting this occurring up to four times per shipment. This causes considerable delays and, where the shipment contains essential parts for engines or aircraft, for example, huge economic losses. The move from Boeing 747s to Airbus 380s – aircraft that carry less belly hold freight – is exacerbating this problem. These and other market and technological issues are likely to stimulate demand for dedicated air freighter transport and a cargo-based airport to serve them.

The majority of UK air freight currently routes through London but, without slots available at the London airports, Manston is the obvious choice to meet the growing demand in the air freight market.

Manston also has the benefit of being located in close proximity to European cities, such as Paris, Amsterdam, Brussels and Frankfurt which minimises flight journey times. Additionally, it is in close proximity to the Kent ports, the Channel Tunnel and excellent links with the UK motorway network – thereby providing an international gateway function for Kent and the UK.

The Freight Transport Association in partnership with Transport for London, is forecasting a shortfall in air freight capacity of some 2.1 million tonnes by 2050.

This is a vast amount of freight that will have to be diverted elsewhere and probably to airports outside the UK – to Paris, Amsterdam and Frankfurt – causing even more congestion for the Channel crossings and for the East Kent road network. In terms of value, Oxford Economics suggests that this loss of air freight to the UK would amount to £106 billion per annum with net national losses of around £3.9 billion per annum.

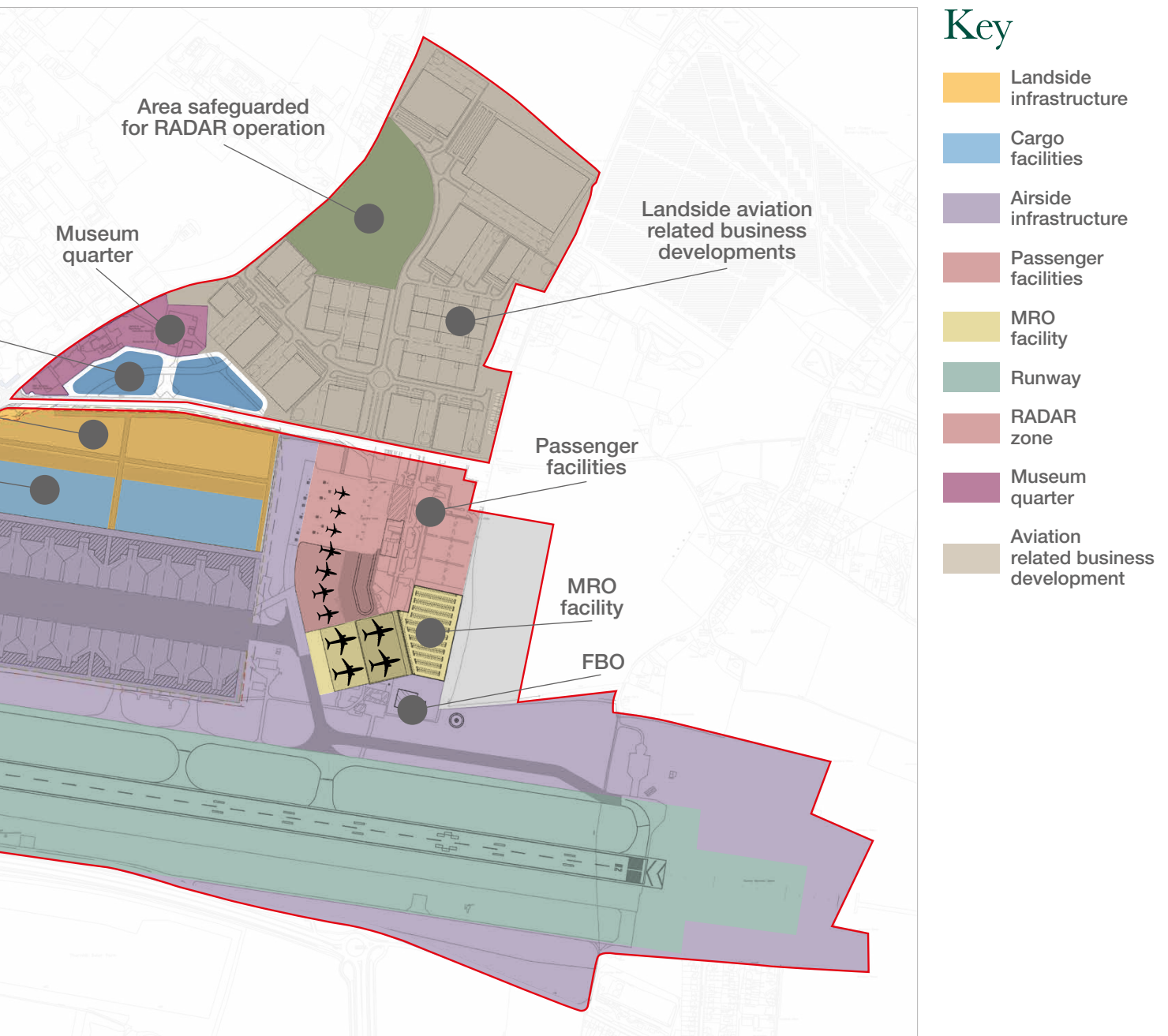


For passenger carriers, although we are not proposing to develop the passenger facilities at this initial stage, Manston Airport is likely to attract a number of long and short haul carriers when re-opened. In particular, we hope a low cost service will provide access to international destinations from the recommencement of operations.

There are many opportunities to open up markets for passenger flights including to Europe, as well as providing a service to more traditional destinations for the local catchment area. Additionally, passengers from the US joining cruise ships at Dover could arrive at Manston to enjoy a fast transit from their aircraft to their cabin, where their baggage awaits them.

A museum quarter

RiverOak is committed to celebrating the history of Manston by retaining and developing its important educational facilities. Our proposals will therefore also include the relocation and enhancement of the existing Spitfire and Hurricane Memorial Museum into a possible 'museum quarter' that would boost the visitor potential of this and the RAF Manston museum in addition to retaining a strong historical association with the site. We also propose to incorporate the old air traffic control tower as part of the museum quarter.



An accessible location

Manston Airport is 5.6 km (3.6 miles) west of Ramsgate in East Kent and is ideally situated in the Southeast of England close to London, connected by dual carriageway to the M25.

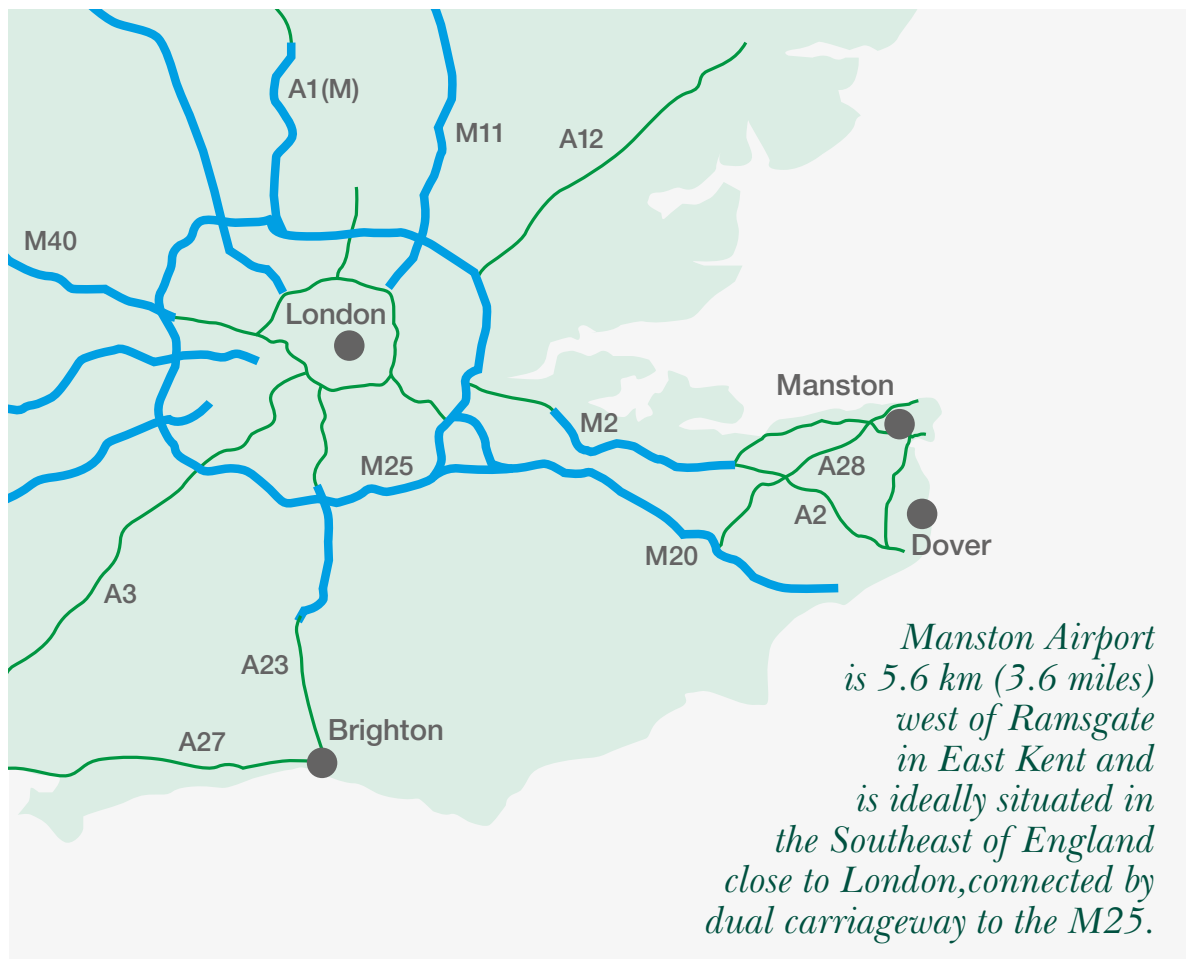
The airport site is wholly within the administrative areas of Thanet District Council and Kent County Council. Easily accessible to the M2 via the A299, which lies immediately to the south of the site, the airport has good road links - with dual carriageways from London and the Channel ports. Ramsgate New Port is 6.4km (4 miles) away from the airport. Dover Port is 33.7km (20.3 miles) away and the entrance to the Channel Tunnel is 51.5 km (32 miles) from the airport.

Minor road upgrades at the site may be required but no other major road improvements to the strategic road network will be needed. In order to accommodate the additional truck movements generated by the increased levels of cargo traffic, RiverOak is considering whether to upgrade the B2190 Spitfire Way and B2050 Manston Road junction and to dual the carriageway from the B2190 Spitfire Way/Columbus Avenue roundabout to the new airport entrance further east along Spitfire Way.

The Kent Coast railway line (from Dover to Margate and on to London) runs close to the site. The site is located close to several railway stations. It is 4km (2.5 miles) northeast of Minster; 5.5km (3.5 miles) west of Ramsgate and 7.2km (4.5 miles) to the southeast of Margate. When the new Thanet Parkway Railway Station is constructed, it will be just 1.6km (1 mile) to the south of the airport.

A shuttle bus would be laid on between the airport and Ramsgate station (and, in time, Thanet Parkway station) for passengers travelling by rail. The average journey time from Ramsgate to St Pancras is 1 hour 32 minutes, with an average of 72 trains per weekday.

As part of the DCO, a package of sustainable transportation options for airport staff and visitors will be included.



Manston is in close proximity to the Kent ports, the Channel Tunnel and has excellent links with the UK motorway network – offering an international gateway for Kent and the UK



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How do the plans fit with national and local planning policy?

Our proposals for Manston Airport are in line with both local and national planning policy in that they propose the sustainable development of an important brownfield site and retention of an existing nationally significant infrastructure asset. The proposed scheme will also significantly improve the UK's ability to handle air cargo.

National policy

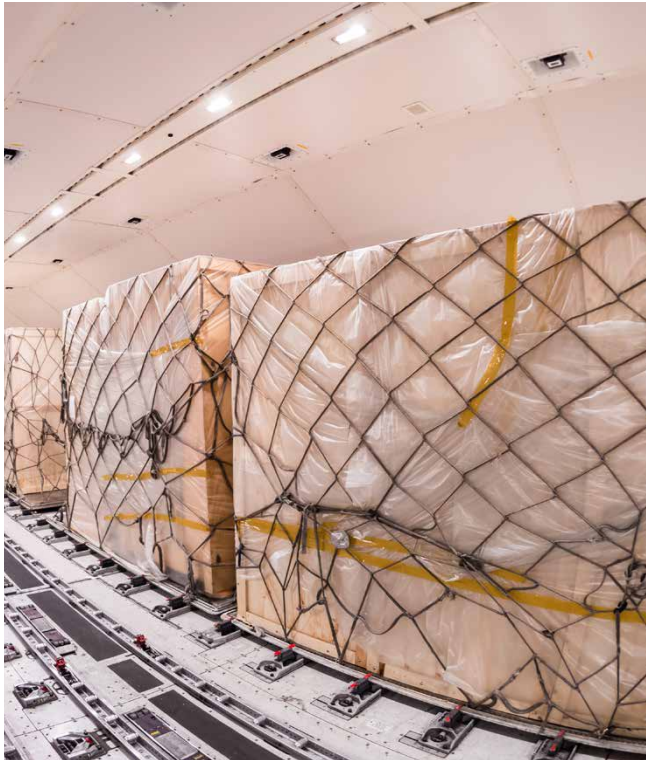
At present, much air cargo destined for the UK arrives at nearby airports in other countries and is taken by road through the Channel Tunnel to the UK. Similarly, much UK export cargo is trucked through the Tunnel to be flown out of airports in Northern Europe. In particular, trucks travel to and from Paris, Amsterdam and Frankfurt. The frequency of these journeys is increasing and it is expected that more than 2 million tonnes of air freight cargo will be moved a year by 2050 between these European destinations and the UK, potentially equivalent to some 100,000 truck movements per year.

Just as the UK does not want airport hub capacity for passengers to move overseas for economic reasons, we believe that Manston Airport represents the right opportunity to create a dedicated and viable cargo airport in the Southeast rather than losing opportunities to and having to rely on provision in other countries. This would be of significant benefit to the UK economy.

Although air freight carries a small proportion of UK trade by weight, it is particularly important for supporting export-led growth in sectors where the goods are of high value or are time critical. Air freight is a key element of the supply chain in the advanced manufacturing sector in which the UK is looking to build competitive strength.

The proposed scheme for Manston Airport would be a Nationally Significant Infrastructure Project (NSIP) under the terms of the Planning Act 2008 and requires a Development Consent Order. Specifically for Manston Airport, this is because the project development increases its capacity by at least 10,000 air cargo movements per annum. For that increase in capacity, it is compulsory for RiverOak to use this consenting regime to secure the planning permission we need. In introducing the new regime for granting consent for NSIPs, the Planning Act 2008 gave promoters the ability to pursue a comprehensive, 'one-stop-shop' approach. The Act also allows the Secretary of State to confer compulsory purchase powers.





Local policy

Saved Policies in the adopted 2006 Thanet Local Plan

It is the Council's firm view that the airport should play an important part in the economic regeneration not just of Thanet but of the whole of East Kent. The Council's policy is to fully support the development of Kent International Airport (Manston Airport) and additionally, to exploit the opportunities afforded by the development of the airport to encourage further development in the adjoining business parks, thus creating a major catalyst for the regeneration of the Thanet economy.

The Council further states that the Local Plan policy framework should neither hold back the growth of the airport, nor inhibit inward investment. Indeed, the Council views the airport as a developing cluster for manufacturing and research, and high technology enterprise.

Draft Thanet Local Plan to 2031 - Preferred Options Consultation (January 2015)

The January 2015 draft Local Plan was published after the airport had closed in 2014. Nonetheless, it is clear that the Council is still very supportive of ensuring Manston Airport functions as a local regional airport.

Strategic Priority 1 in the emerging Local Plan is to create additional employment and training opportunities, to strengthen and diversify the local economy and improve local earning power and employability. To achieve this, the Council states that it will support the sustainable development and regeneration of Manston Airport to enable it to function as a local regional airport, providing significant new employment opportunities, other supporting development and improved surface access subject to environmental safeguards or as an opportunity site promoting mixed-use development that will deliver high quality employment and a quality environment.

The draft Local Plan also includes policies to safeguard the operational capability of Manston Airport. The Council fully recognises that a successful airport has the potential to be a significant catalyst for economic growth. It states very clearly in the new Plan that it can continue to support proposals that would maintain the operational part of the airport to encourage future air travel and aviation-related operation at Manston (Policy SP05).

A successfully operating airport at Manston (for handling freight and passengers) is further recognised by the Council as being important alongside the major seaport at Ramsgate and High Speed Rail, in allowing Thanet to provide an international gateway function to boost economic development across the region.

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What is a Development Consent Order and how does it work?

The Planning Act 2008 process was introduced to streamline the decision-making process for nationally significant infrastructure projects, making it fairer and faster for communities and developers alike. The act can also confers compulsory purchase powers on the relevant Secretary of State.

The 2008 Act was amended by the Localism Act 2011, and the key stages in the process are:

Pre-application

The process begins when the Planning Inspectorate is informed by a developer that it intends to submit an application to it in the future. Before submitting an application, the developer is required to carry out extensive consultation on their proposals. The length of time taken to prepare and consult on the project will vary depending upon its scale and complexity. Responding to our pre-application consultation is the best time to influence a project, whether you agree with it, disagree with it or believe it could be improved. There will be another formal consultation opportunity in the autumn when our plans and environmental assessment are more advanced.

Acceptance

The acceptance stage begins when we submit a formal application for development consent to the Planning Inspectorate. There follows a period of up to 28 days (excluding the date of receipt of the application) for the Planning Inspectorate, on behalf of the Secretary of State, to decide whether or not the application meets the standards required to be formally accepted for examination.

Pre-examination

At this stage, the public will be able to register with the Planning Inspectorate and provide a summary of their views of the application in writing. At pre-examination stage, everyone who has registered and made a relevant representation will be invited to attend a preliminary meeting run and chaired by an Inspector. This stage of the process takes approximately three months from our formal notification and publicity of an accepted application.

Examination

The Planning Inspectorate has six months to carry out the examination. During this stage, people who have registered to have their say are invited to provide more details of their views in writing. Careful consideration is given by the panel of Inspectors ('the Examining Authority') to all the important and relevant matters, including the representations of all interested parties, any evidence submitted and answers provided to questions set out in writing and explained at hearings.

Decision

The Planning Inspectorate must prepare a report on the application to the Secretary of State for Transport, including a recommendation, within 3 months of the six-month examination period. The Secretary of State then has a further 3 months to make the decision on whether to grant or refuse development consent.

Post decision

Once a decision has been issued by the Secretary of State, there is a six-week period in which the decision may be challenged in the High Court. This process of legal challenge is known as Judicial Review.

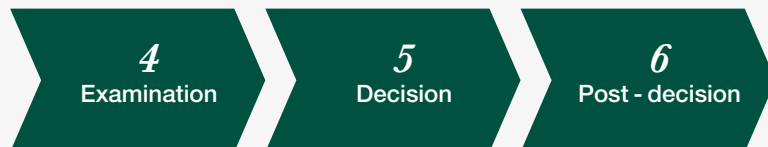
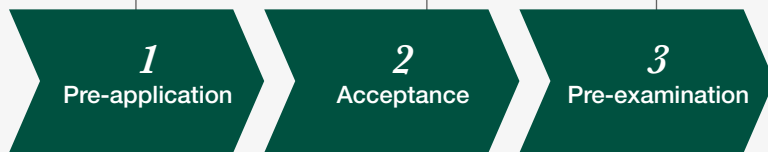
The application process.

The six steps

Look out for information in local media and in public places near the location of the proposed project, such as your library. The developer will be developing their proposals and will consult widely

The Inspectorate, on behalf of the Secretary of State, has **28 days** to decide whether the application meets the required standards to proceed to examination including whether the developer's consultation has been adequate.

You can now register as an interested party: you will be kept informed of progress and opportunities to put your case. Inspectors will hold a Preliminary Meeting and set the timetable for examination.



You can send in your comments in writing. You can request to speak at a public hearing. The Inspectorate has **6 months** to carry out the examination.

A recommendation to the relevant Secretary of State will be issued by the Inspectorate within **3 months**. The Secretary of State then has a further **3 months** to issue a decision on the proposal.

There is the opportunity for legal challenge.

6

The likely impacts of airport operations













Assessing the effects of a redeveloped and reopened Manston Airport on Thanet and the wider East Kent area covers a number of broad areas.

From an economic perspective, an airport is a proven economic catalyst and multiplier, providing not only a direct benefit from jobs at the airport site but indirect benefits through the supply chain with service contracts and jobs in the wider region connected to the airport operation. Thanet District Council fully recognises the important role of the airport in its Local Plan.

A revived Manston Airport will have considerable economic benefits for the local area and further afield. When fully operational, the airport is eventually expected to support around 4,000 jobs in Thanet and East Kent, many of which will be skilled roles. This does not take into account the additional ‘spin-off’ benefits that the airport will create including attracting airport-related uses to the local area.

RiverOak takes its responsibility to assess, manage and mitigate any environmental impact from Manston Airport extremely seriously and has commissioned a comprehensive Environmental Impact Assessment to understand the effects of constructing and operating a redeveloped Manston Airport.

The Environmental Impact Assessment will collect baseline data for a range of environmental and social topics and then undertake an assessment to determine what, if any, significant effects will occur as a result of the airport reopening.

Topics to be assessed are:			
	Air quality and emissions		Landscape and visual
	Biodiversity		Noise
	Climate change mitigation and adaptation		Socio-economic
	Contaminated land		Traffic and transport
	Flood risk		Waste management
	Historic environment		Water quality and resources

An Environmental Statement will accompany the DCO application, setting out all the expected environmental effects and the measures that RiverOak will implement to avoid or minimise any environmental impacts. As part of the formal pre-application consultation we will present preliminary environmental information which will include the results of the environmental assessments available at that time for comment and feedback.

7 Further reading

Further information on the policies referenced in this document can be found at:

- **Saved policies in the Thanet District Council Local Plan 2006 -**
www.thanet.gov.uk/your-services/planning-policy/thanets-current-planning-policy/thanet-local-plan-2006/
- **Draft Thanet Local Plan to 2031 – Preferred Options Consultation (January 2015)**
<https://consult.thanet.gov.uk/consult.ti/TPODLP/consultationHome>
- **Aviation policy framework -**
www.gov.uk/government/publications/aviation-policy-framework

Further reading and information is also available at www.riveroakinvestments.co.uk including links to PINS meeting minutes.

RiverOak's environmental scoping report is available on its website, and sets out the environmental impacts that it expects to assess and mitigate in some detail. The Planning Inspectorate will publish a scoping opinion in response in August, which will then be available on its website.

Updates to the project will be published on the RiverOak website as the project develops.

8 Next Steps

We have applied to the Planning Inspectorate for a 'scoping opinion' on what environmental impacts we should assess as part of the DCO application, and they will provide this in mid-August.

We have also applied for powers to enter the site for environmental surveying purposes, as the owners have not agreed to let us do so voluntarily.

We are expecting to carry out a more formal consultation in the autumn, which will include more information about the project based on further work by our consultants and taking into account the feedback from this consultation. At that consultation, we will make our 'preliminary environmental information' available i.e. information we have obtained so far and the work we have completed by that point through assessment including mitigating the environmental effects of the project.

The next step is that the DCO application will be made in early 2017. The suite of application documents will then be published on the Planning Inspectorate website and if the Planning Inspectorate accepts the application for examination, there will be an opportunity to make representations on the application.

Between one and five Inspectors will be appointed to examine the application, collectively known as 'the Examining Authority'. They will take up to six months to examine the application which will include requests for written information, answers to questions and some hearings held in the local area, the dates and locations of which will be published on the Planning Inspectorate website and in local papers.

Once the examination concludes, the Examining Authority has three months to send a recommendation to the Secretary of State for Transport, who then has another three months to make a decision.

Frequently asked questions

What kind of planning application are you making?

A project of this strategic importance and size qualifies as a “Nationally Significant Infrastructure Project” under the Planning Act 2008 and RiverOak intends to make an application using the Development Consent Order process, which is specifically designed (and compulsory) for projects of this strategic significance, rather than via a conventional planning application route.

Our application will seek full permission for the phased redevelopment of the airport. The application site, which includes the area known as the ‘northern grass’ comprises 47 hectares (116 acres).

As Manston no longer has an aerodrome licence, and several important buildings and facilities have been removed or rendered unusable; these will have to be reinstated and the site will also need permission from the Civil Aviation Authority to be brought back into aviation use.

Will you be seeking to make the airport site bigger?

Our proposals includes area to the north of Manston Road (the northern grass).

On the airport there will be major capital works to create new parking stands, taxiways, internal roads, hangars, warehousing, landscaping, attenuation lagoons and airport offices, some of which will be located on the northern grass.

How do you expect aircraft noise to affect local residents?

Our proposals seek to increase the capacity of the airport to be able to handle more than 10,000 cargo flight movements a year – which equates to roughly 14 return services a day (i.e. 28 flights a day on average).

Noise from airborne aircraft is always an issue at operating airports, and work is already under way to establish and publish a noise mitigation strategy, which we will put out to consultation in due course.

Work is underway to explore how the impact of aircraft noise can be minimised; this includes use of modern technologies, procedures and protocols that have not previously been employed at Manston.

RiverOak will also develop and publish a noise insulation policy in line with that provided for those living near other airports.











What about Night Flights?

Given the nature of the air freight market there may be some future demand for night flights. We have therefore asked our consultants to conduct a specific study on the potential impact of night flights and propose how it may be mitigated.



What other consent are you/will you be applying for?

The following additional consents have been identified to date. This is not yet a comprehensive list.

	Environmental permits To be applied for separately to the Environment Agency		Greenhouse gas emissions permit To be applied for separately to the Environment Agency
	Pollution Prevention and Control permit To be applied for separately to Thanet District Council		Drainage consent To be applied for separately to the Environment Agency
	Grid connection To be applied for separately to National Grid or UK Power Networks		Airspace change To be applied for separately to the Civil Aviation Authority
	Hazardous substances consent Deemed consent will be sought in the application		Air traffic control designation To be applied for separately to the Civil Aviation Authority
	Approval of design of buildings To be applied for subsequently to Thanet District Council		Aerodrome licence To be applied for separately to the Civil Aviation Authority

What will happen to any responses submitted through this consultation?

All completed responses will be carefully considered by RiverOak and its expert team of professionals working on the project for response either before or during the second, more formal statutory consultation, which will follow later this year.

Please note, all responses should give the name and postal address of the respondent, otherwise the response may not be taken into account.

Respondents should be prepared for their responses to be published alongside the RiverOak responses to their comments at the formal consultation stage, as RiverOak is required to include them in its 'consultation report' to be submitted to PINS, although personal details will be redacted.

When do you plan to submit your DCO application?

An application for the project is expected to be made to the Planning Inspectorate (PINS) in early 2017, once all of the preparatory studies, consultations and planning work have been completed.



9 How to respond to this consultation

A feedback form can be found at the back of this document and RiverOak encourages all those with an interest in the future of Manston Airport to send in their comments, thoughts and ideas.

You can return this form by post to:

Manston Airport Consultation Responses
Bircham Dyson Bell
50 Broadway, London SW1H 0BL

If you do not wish to post your comments to us, a copy of this document can also be downloaded from www.riveroakinvestments.co.uk and you will also find a response form on the website to enable comments to be submitted electronically. Alternatively you can email us, providing the same information as on the form, at consultationresponses@riveroakinvestments.co.uk.

Deadline

We would be grateful for any responses to this informal consultation to be received by **Monday 5th September 2016**. We cannot guarantee that responses received after that date will be taken into account, but there will be further opportunities to respond in the future.

Roadshow events

This informal consultation is the first of a series of consultation stages that will take place over the next eight months or so until an application is made to PINS in 2017.

During this informal consultation period, which will run until 5 September 2016, a number of roadshow events will be held across Thanet to enable local people to find out more about the proposals.

The event schedule is as follows:

Venue	Date	Time
Broadstairs Pavilion, Harbour Street, Broadstairs CT10 1EU	Tuesday 12 July 2016	14.00 - 20.00
Margate Sands Hotel, 16 Marine Drive, Margate CT9 1DH	Wednesday 13 July 2016	14.00 - 20.00
Herne Bay The King's Hall Beacon Hill, Herne Bay CT6 6BA	Monday 18 July 2016	14.00 - 20.00
Canterbury Canterbury Cathedral Lodge, The Precincts, Canterbury CT1 2EH	Thursday 21 July 2016	14.00 - 20.00
Sandwich The Guildhall, Sandwich CT13 9AP	Friday 22 July 2016	14.00 - 20.00
Ramsgate Comfort Inn, Victoria Parade, Ramsgate CT11 8DT	Saturday 23 July 2016	10.00 - 16.00



Riveroak Investments

Manston Airport Informal Consultation Feedback Form

Name

Address.....

.....

Email address

Telephone Number

Preferred method of communication (please circle): Telephone / Email / Post

Please note, all responses should give the name and postal address of the respondent, otherwise the response may not be taken into account.

1 Do you support this project in principle?

Yes / No / Not Sure

2 Do you have any comments on the masterplan on pages 8-9 and our plans for the airport?

3 You will have an opportunity to comment on the preliminary environmental information in due course, but at this stage are there any comments you wish to make on any environmental, economic or social aspects that RiverOak need to consider in the development of their proposals?

4 Have you found the material presented useful?

Yes / No / Not Sure

5

Is there anything else you would like RiverOak and its professional team to consider as part of the development of their proposals for Manston Airport?

*Would you like to be kept updated with
developments relating to this project?*

*You can subscribe to our email updates at
www.riveroakinvestments.co.uk*



