

RSP

RiverOak Strategic Partners

Manston Airport Development Consent Order 2018 Consultation

An Introduction to the Consultation

For consultation
January 2018

Scheme Name	Manston Airport DCO
Promoter's Name	RiverOak Strategic Partners Limited
Author	RiverOak
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Suite of Consultation Documents

1.1 As part of this second statutory consultation under section 47 of the Planning Act 2008 a suite of consultation documents relating to the proposal to reopen Manston Airport is available to the public. Together, these documents give an overview of the development proposals including information on the potential benefits and impacts of the Project. The documents also provide further information about environmental considerations following further progression of environmental assessments, as well as a draft Noise Mitigation Plan that has been developed as part of the response to the 2,200 consultation responses that were received in response to the first statutory consultation held between 12 June and 23 July 2017 ('the 2017 consultation'). Further information is also provided on how the public can submit their feedback.

1.2 Similarly to the 2017 consultation, this consultation also forms part of RiverOak's initial engagement on the design of airspace and procedures associated with the airport. As such it is a further opportunity for members of the community to highlight any factors which they believe RiverOak should take into account during that design phase. Having taken all such factors into account, the subsequent proposals for flightpaths and airspace will be subject to a separate round of consultation once the DCO application has been made.

1.3 The suite of consultation documents includes:

1.3.1 an introduction to the consultation;

1.3.2 an updated preliminary environmental information report ('PEIR');

1.3.3 a non-technical summary of the PEIR;

1.3.4 an updated masterplan;

1.3.5 a Noise Mitigation Plan;

1.3.6 a Statement of Community Consultation;

1.3.7 an updated analysis of air freight and need; and

1.3.8 a feedback form.

MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
JANUARY – FEBRUARY 2018 CONSULTATION DOCUMENT

1. This document is an introduction to the statutory consultation being held in January and February 2018 on the proposals to reopen Manston Airport ('the Project'), before an application is submitted to the Planning Inspectorate for development consent in Spring 2018.
2. This is the third consultation on the Project. A non-statutory consultation took place from June to September 2016, a statutory consultation (i.e. one that complied with the requirements of the Planning Act 2008) took place from June to July 2017, and this third consultation will also be a statutory consultation.
3. As we have already conducted two consultations, we would prefer responses to this consultation to focus on what has been changed or added since the second consultation, but we will have regard to all responses that we receive on any issue relating to the Project. Responses given during the second consultation remain valid and need not be repeated.
4. This document sets out:
 - a. a brief overview of the Project;
 - b. what has changed since the last consultation;
 - c. what documents make up the consultation materials; and
 - d. how to respond to the consultation.

A brief overview of the Project

5. Manston was the site of an operational airport between 1916 and 2014 and since then has lain dormant. RiverOak Strategic Partners Ltd ('RiverOak') propose to secure the future of this valuable national asset by redeveloping and reopening it as a successful hub for international air freight which also offers passenger, executive travel and aircraft engineering services. The airport would be comprehensively rebuilt and upgraded, including increasing the number of stands from the current four to 23. Full details can be found at chapter 3 of the Preliminary Environmental Information Report (PEIR), but a summary of what the Project includes is as follows:
 - a. upgrading the runway and improving the parallel taxiway;
 - b. constructing 19 new air cargo stands;
 - c. constructing four new passenger aircraft stands and a new passenger terminal;
 - d. completely re-fitting the airfield navigation aids;
 - e. refurbishing or replacing the existing fire station and constructing a new fire training area;

- f. building new air cargo facilities;
 - g. developing a new air traffic control service, demolishing the current Air Traffic Control tower;
 - h. an aircraft recycling facility;
 - i. a flight training school;
 - j. a fixed-base operation for executive travel;
 - k. building new aircraft maintenance hangars and developing the 'Northern Grass' for airport related businesses; and
 - l. highway improvement works to ensure improved access to and around Manston Airport, including the creation of a new, permanent, dedicated airport access on Spitfire Way which will help to reduce airport related traffic on the local road network.
6. Our proposals also retain and enhance the existing Spitfire & Hurricane Memorial Museum and the RAF Manston History Museum by creating a museum quarter on the site of the former Air Traffic Control tower.
7. Our proposals include passenger and apron facilities for at least one passenger carrier, although the aim will be to attract more than one low cost carrier as well as charter and scheduled flights. We are also keen to work with Dover Harbour Board to receive passengers destined for cruise ships.
8. The development of passenger services will be distinct and separate from our focus on building the air freight operation. This will ensure the cargo carriers are provided with a dedicated and swift service to maximise the economic potential of Manston Airport.
9. Any project that proposes to increase the number of cargo flights that an airport is capable of handling by at least 10,000 a year must use the Planning Act 2008 to get consent, rather than a planning application, permitted development or any other method.
10. Our interpretation of the current status of the airport is that it already exists but has a capacity of zero. We are altering an existing airport rather than constructing a new one, although one without any capacity, because it would need planning permission to be able to operate as a cargo airport. The test is for what the airport is capable of handling rather than what our intentions are for what it will handle.

What has changed since the last consultation

11. Our main proposals remain largely the same, but they have been refined and developed as the design has progressed and also in the light of the 2,200 responses we received to the statutory consultation in summer 2017.
12. Although we are most interested in responses in the four areas below, we still welcome comments on any aspect of the Project.

Development of the masterplan

13. The masterplan for the airport site has been developed and refined since the previous consultation and the latest version is one of the consultation documents. The main changes from the previous version are listed at Annex 1 to this document.

More developed environmental information

14. The main change is that we have carried out more assessment of the likely effects of the Project on the environment. Annex 2 to this document sets out which parts of the new 'preliminary environmental information' that forms part of the consultation documentation contain significant changes since the previous version.

Additional topics assessed

15. The next category of change relates to compliance with the 2017 requirements for environmental assessment rather than the previous, 2009 requirements. While we could still follow the 2009 requirements we are following the latest requirements to make sure that our assessment is as comprehensive as possible. Annex 3 to this document sets out which parts of the new 'preliminary environmental information' have been added because we are following the 2017 requirements set out in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

16. The main additional categories are the effects of climate change on the Project and the effects of the project on climate change, impacts of waste, impacts on human health and major accidents and disasters. Please see Annex 3 for full details.

Noise mitigation plan

17. The final category of change is that we have taken on board the comments we received on mitigating aircraft noise during the previous consultation and have developed a series of commitments we propose to make to control the adverse impacts of aircraft noise. We call this our 'Noise Mitigation Plan'. It is one of our consultation documents and we would particularly like to have views on it.

Documents issued as part of this consultation

18. As before, a suite of documents has been published to accompany the consultation. The full suite of documents issued as part of this consultation is as follows:

- a. this introduction to the consultation;
- b. an updated preliminary environmental information report ('PEIR');
- c. a non-technical summary of the PEIR;
- d. an updated masterplan,
- e. a Noise Mitigation Plan;
- f. a Statement of Community Consultation;

- g. an updated analysis of air freight capacity and need; and
- h. a feedback form.

19. These documents can be accessed as follows:

- a. On our website www.rsp.co.uk,
- b. At the following libraries until at least 16 February 2018, although note that due to its size, hard copies of the PEIR are only available at Deal, Margate and Ramsgate libraries: the other libraries will have on-screen versions. Hard copies of the feedback form and memory sticks containing the suite of consultation documents will be available to take away from all libraries.
 - i. Birchington Library, Alpha Road, Birchington CT7 9EG
 - ii. Broadstairs Library, The Broadway, Broadstairs CT10 2BS
 - iii. Cliftonville Library, Queen Elizabeth Avenue, Margate CT9 3JX
 - iv. Deal Library, Broad Street, Deal CT14 6ER
 - v. Herne Bay Library, 124 High Street, Herne Bay CT6 5JY
 - vi. Margate Library, Thanet Gateway Plus, Cecil Street, Margate CT9 1RE
 - vii. Minster-in-Thamet Library, 4A Monkton Road, Minster, Ramsgate CT12 4EA
 - viii. Newington Library, Marlowe Academy, Marlowe Way, Ramsgate CT12 6NB
 - ix. Ramsgate Library, Guildford Lawn, Ramsgate CT11 9AY
 - x. Sandwich Library, 13 Market Street, Sandwich CT13 9DA
 - xi. Westgate Library, Minster Road, Westgate-On-Sea CT8 8BP
- c. At two additional consultation events we are holding:
 - i. the Comfort Inn, Victoria Parade, Ramsgate CT11 8DT, from 12 noon to 8pm on Tuesday 23 January 2018; and
 - ii. The King's Hall, Beacon Hill, Herne Bay CT6 6BA, from 12 noon to 8pm on Wednesday 24 January 2018.
- d. On request: one copy per person of all consultation documents, except for the PEIR, will be made available, free of charge, by emailing manstonconsultation@bdb-law.co.uk or by telephoning 0800 030 4137 Mondays to Fridays between 9am and 5pm. A hard copy of the PEIR can be provided but this will incur a charge of up to £500 for printing and delivery. A USB copy of all consultation documents, including the PEIR, can also be provided free of charge.

How to respond

20. The deadline for responses is 11.59pm on Friday 16 February 2018. Responses can be made in any of four ways:

- a. **Online:** A copy of the Feedback Form will be available to fill in at the project website, www.rsp.co.uk;
- b. **By email:** Consultation responses can be emailed to manstonconsultation@bdb-law.co.uk ; and
- c. **By post:** Feedback Forms and any other consultation responses can be posted to Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London, SW1H 0BL;
- d. **At the consultation events:** Feedback Forms will be available at the consultation events and can be left at the event or returned by post to the address stated above.

21. We will have regard to all responses received by the deadline and use them to finalise our proposals. We may be able to consider late responses but cannot guarantee this.

Data protection statement

22. Personal information that is supplied to RiverOak in response to this consultation will be treated confidentially and processed and handled in accordance with the Data Protection Act 1998. The information may be disclosed to or shared with RiverOak connected companies, agents, contractors and advisors who provide services to RiverOak in connection with the preparation of an application for development consent under the Planning Act 2008. This will allow RiverOak to fully consider the responses and use them in the preparation of application materials. Upon submission of our application for development consent under the Planning Act 2008 or in connection with our application for any consents or licences from the Civil Aviation Authority, the Secretary of State or the Civil Aviation Authority may require RiverOak to supply copies of all consultation responses received. If a request is made, RiverOak is under a legal obligation to supply copies of the response to the Secretary of State. By submitting a consultation response to RiverOak, a respondent agrees that we may supply a copy of their response to the Secretary of State via the Planning Inspectorate if required to do so, or to the Civil Aviation Authority if requested.

ANNEX 1 – REFERENCES TO UPDATED MASTERPLAN INFORMATION

Summary of updates to masterplan
The DCO 'order limits' for the site have been enlarged. Key changes include alterations to ensure that land required for highway improvements is within the limits and to show subsoil rights relating to an existing underground outfall pipe to Pegwell Bay.
The recycling hangars have been reduced in size
The amount of parking to the east of the site has been increased.
The detail shown in and around the cargo facilities has been greatly enhanced.
Small business aviation hangars and helicopter stands have been shown north of the 28 end of the Runway.
The existing redundant pavement either side of the runways is now shown as being retained, following consultation feedback from the Environment Agency.
A proposed fuel farm is now shown on the masterplan, following consultation feedback and further discussions with the Environment Agency.
A proposed fire station has been shown which includes paved access to the rear of the fire station for operational reasons.
Highway junctions in and around the airport have been substantially developed. This includes a major upgrade to the Spitfire Way / Manston Road junction.
Access to the passenger terminal has been substantially developed, this includes a 30m exclusion zone between the terminal building and traffic (a paved area remains for emergency vehicle access to the terminal)
Substantial detail has been added to both airside and landside paved areas. This includes individual parking bays and HGV access points, development of the Air Traffic Control tower area and storage areas adjacent to the aprons.
Airport markings have been developed.
Proposed areas of landscaping have been added.
For clarity areas of existing pavement (to be removed) are no longer shown; these will be shown on site clearance drawings developed for this purpose.
The taxiway alignments have been amended.

ANNEX 2 – REFERENCES TO UPDATED PRELIMINARY ENVIRONMENTAL INFORMATION

The main additions to the Preliminary Environmental Information Report (PEIR) that are not related to the requirements of the 2017 Regulations are set out below. They are contained in the sections in each chapter assessing the effects of the project on identified receptors, although there are other minor changes elsewhere. References to the main sections dealing with the assessment are given in the middle column and references to the conclusions, summarising the sensitivity of the receptors and the significance of the effects on them are given in the last column.

Chapter	Assessment references	Conclusion references
6 – Air quality	Sections 6.7 to 6.13 on pages 6-30 to 6-76	Section 6.14 on pages 6-76 to 6-78
7 – Ecology	Sections 7.7 to 7.15 on pages 7-29 to 7-70	Section 7.16 on pages 7-70 to 7-72
8 – Fresh water	Sections 8.7 to 8.12 on pages 8-32 to 8-43	Section 8.13 on pages 8-43 to 8-45
9 - Historic environment	Sections 9.7 to 9.10 on pages 9-26 to 9-34	Section 9.11 on pages 9-34 to 9-36
10 – Land quality	Sections 10.7 to 10.12 on pages 10-39 to 10-52	Section 10.13 on pages 10-52 to 10-57
11 – Landscape and visual	Sections 11.7 to 11.9 on pages 11-43 to 11-135	Section 11.10 on pages 11-135 to 11-143
12 – Noise	Sections 12.8 to 12.9 on pages 12-19 to 12-58	Section 12.10 on pages 12-59 to 12-60
13 – Socio-economics	Sections 13.7 to 13.11 on pages 13-30 to 13-41	Section 13.12 on pages 13-39 to 13-41
14 – Traffic and transport	Sections 14.9 to 14.10 on pages 14-35 to 14-43	Section 14.11 on pages 14-43 to 14-44

ANNEX 3 – REFERENCES TO WIDER ENVIRONMENTAL ASSESSMENT ARISING FROM THE 2017 REGULATIONS

The table below contains a list of the new matters that are required to be included in an environmental statement by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 in addition to those required to be included by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, and where they can be found in the Preliminary Environmental Information Report (PEIR).

Subject	Where this can be found
Declaration that the PEIR has been prepared by competent experts	Section 5.10 of chapter 5 on page 5-9
Requirement to co-ordinate the Environmental Impact Assessment and the Habitats Regulations Assessment	Habitats Regulations Assessment, Appendix 7.1
Description of the reasonable alternatives that have been considered	Sections 2.3 and 2.4 of chapter 2 on pages 2-8
Assessment of risks to human health	New chapter 15
Assessment of effects on and from climate change	New chapter 16
Assessment of effects of waste	Chapter 3, and contained in chapters 6 to 17 at appropriate points
Assessment of risk and effects of major accidents and disasters	New chapter 17
How monitoring will be carried out	Contained in chapters 6 to 17 at appropriate points