RSP

RiverOak Strategic Partners

Manston Airport

2017 Consultation Overview Report

For Consultation

June 2017

Suite of Consultation Documents

As part of the statutory consultation under section 42 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, environmental considerations and the business case. The documents also provide further information on the consultation process and enable the public to submit their feedback.

The suite of consultation documents includes:

1. a Consultation Leaflet giving an overview of the proposals and details of where more information about the Project can be found;
2. a Feedback Form in order to collect responses to the consultation;
3. **an Overview Report giving a summary of the proposals including the potential benefits and impacts of the Project, how we propose to mitigate against potential impacts, and a non-technical summary of the Preliminary Environmental Information Report;**
4. a Preliminary Environmental Information Report (PEIR); containing preliminary information on the likely environmental effects of our proposals as we have ascertained them so far, including noise, transport and air quality, and how we propose to minimise these effects, as well as how we propose to maximise the benefits of the Project;
5. a draft Masterplan for Manston Airport;
6. Manston Airport - a Regional and National Asset, Volumes I-IV; an analysis of air freight capacity limitations and constraints in the South East and Manston's ability to address these and provide for future growth;
7. an Outline Business Case;
8. a Statement of Community Consultation;
9. a Location Plan; and
10. an Interim Consultation Report, setting out the details of the first stage of consultation and how feedback received has been used to help develop the proposals.

We would like to hear comments and suggestions about the extent to which you agree or disagree with our proposals for Manston Airport, as part of our public consultation. Please see page 47 for more information on how to give us your feedback.

Introduction

RiverOak Strategic Partners ('RiverOak') proposes to reopen Manston Airport as a vibrant air freight hub with associated business aviation and passenger services, creating almost 30,000 jobs within East Kent by the airport's 20th year of operation.

Our proposals to reopen Manston Airport ("the Project") are classified as a Nationally Significant Infrastructure Project by the Planning Act 2008 because they anticipate a capacity for at least 10,000 air transport movements of cargo aircraft each year.

We are now consulting on our proposals before submitting an application for a Development Consent Order to the Planning Inspectorate. This consultation will fulfil a number of requirements set out in the Act, allowing us to refine our proposals before submitting our application.

The consultation runs from Monday 12 June 2017 to Sunday 23 July 2017.

This consultation will provide an opportunity for the public to scrutinise and comment on our proposals, which include more detailed information than was available during our non-statutory consultation in Summer 2016.

This booklet provides a summary of the information we have made public for the purposes of the public consultation on our proposals for reopening Manston Airport.

This document is the Overview Report for the 2017 Consultation. It gives a summary of the proposals including the potential benefits and impacts of the Project, and a non-technical summary of the Preliminary Environmental Information Report.

This information is also provided on our website: **www.rsp.co.uk**

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The Case for Manston Airport

Manston Airport is a unique and important strategic transport asset to the UK that is currently unused. Located in the South East where aviation industry demand is highest and most constrained, the airport already has an illustrious history as a Battle of Britain airfield and more than 40 years' experience of commercial operations.

An estimated at least £2 billion is lost to the UK economy each year due to capacity constraints in the London airports system[1]. This figure is set to rise to £3.9 billion by 2050, even with an additional runway at Heathrow. Manston Airport is ideally placed to help recapture this traffic, which is being displaced to mainland Europe.

Reopening Manston Airport as a hub for international air freight will help deliver economic prosperity and employment across Kent, address the chronic shortage of runway capacity in the South East, and protect a vital aviation resource for the nation.

RiverOak Strategic Partners is proposing to reopen Manston Airport as an international air freight hub. RiverOak has secured the necessary investment, has the right strategy and has the commitment of a senior team, all of whom have been dedicated to the Project since 2014. This is Manston Airport's opportunity to fulfil its economic potential and, in doing so, become a vibrant catalyst for economic growth not only in East Kent but across the UK.

[1] Centre for Business Research (2016), The Importance of Air Freight to UK Exports:
The impact of delaying the runway capacity decision on UK international trade growth. Report for Let Britain Fly Campaign, available from http://londonfirst.co.uk/the-importance-of-air-freight-to-uk-exports/

Why Manston Airport?

The air freight market is ripe for an alternative to the overcrowded London airports system. Air freight is increasingly being bumped from the belly holds of busy passenger aircraft. In addition, this lack of air freight capacity means that goods bound to and from UK businesses and consumers are flown into mainland European airports and trucked across the English Channel. This adds unnecessary cost and delays to businesses and customers. Manston Airport can provide the answer.

Air freight capacity in the South East

The London airports facilitate 76% of the UK's air freight. It is clear that freight operators prefer to fly in and out of the South East and this is where the additional capacity must be provided. In comparison to its congested neighbours in the South East, (Heathrow, Gatwick and Stansted) Manston Airport will, with the right investment, have ample capacity and all the characteristics of an ideal freight-focused airport.

Manston Airport has an existing runway, an ideal airspace location, and easy road access to the national motorway network, Channel Tunnel and mainland Europe. This, together with its ability to focus on providing a dedicated, rapid handling and turnaround service for air freight, makes Manston Airport both an attractive prospect for freight forwarders and cargo airlines and the strongest option available to Government to quickly and easily increase runway capacity in the South-East.

Reopening Manston Airport would provide almost immediate relief to the pressing situation that is causing the UK economy to lose more than £2bn every year the shortage of runway capacity across the South-East airports system remains unaddressed.

Even with a third runway at Heathrow, this figure is projected to increase to £3.9 billion by 2050. By its fifth year of operation our projections show that Manston Airport will be handling more than 10,000 cargo movements which together would carry more than 180,000 tonnes of inbound and outbound freight.

Opportunity and demand

Detailed analysis by respected aviation academic Dr Sally Dixon, shows that Manston Airport enjoys considerable support among both airlines and freight forwarders. (Freight forwarders act as agents between those who need to move cargo and those with the means to do so such as airlines, shipping companies and logistics firms.)

A revived Manston Airport would provide a realistic alternative to the overcrowded London airports, reduce the volume of freight trucked through the Channel Tunnel to mainland European airports, improve the resilience of the UK's airport network, and boost economic growth and jobs in Kent. The impact of the UK leaving the European Union will only serve to make these challenges greater as border controls are reinforced and the logistics of trucking freight in and out of the UK become more complex.

In addition, there is evidence that the current absence of a specialist air freight security clearing facility at other UK airports is slowing down the handling of air freight, again providing an opportunity for Manston Airport to provide a specialist service for air freight.

Manston Airport has the potential to become a hub for inbound perishables such as fruit, vegetables, fish, seafood and cut flowers. These goods are likely to be carried on chartered freight aircraft as was the case when the airport was previously in use. However, in contrast to previous operations at the airport, a dedicated business development team for Manston Airport would seek to find export loads for these aircraft to ensure they depart the airport full rather than empty.

The business development team would, for example, target freight that is currently trucked to other EU airports for shipment and all-freighter services that are currently unable to use UK airports due to the lack of airport capacity, facilities and appetite for their business.

In addition, opportunities exist for Manston Airport to handle:

• Outsized freight

• Express freight

• Formula One and luxury cars

• Live animals (for breeding or racing)

• Time sensitive items such as those for aircraft and the oil and gas industry

While most freight movements through Manston Airport would be handled by freight forwarders, RiverOak would also seek to explore the integrator market. Integrators are operators which not only arrange cargo movements but also own the aircraft which carry the cargo.

Finally, Manston Airport has a history of military and humanitarian operations and these would be expected to return to Manston Airport should the airport become operational once again.

Lack of alternatives

There is no other airport or airfield in the South East that would realistically be able to provide a service like that which could be provided by Manston Airport.

Biggin Hill suffers from difficult road access, a short runway and is too close to Gatwick Airport to handle larger aircraft. Bournemouth also has poor access for trucks carrying freight – it is 30 miles from the M3 and M27 on a route that passes through the New Forest National Park. Farnborough has a restriction imposed on the number of aircraft movements, particularly during weekends, and only certain aircraft categories are permitted. Both Lydd and Southend have runways which are too short for dedicated freighters. Northolt RAF station is too close to Heathrow and has a short runway, as has Shoreham. Southampton, which handled 185,000 tonnes of cargo in 2015, is principally a passenger airport and cannot offer the dedicated service that Manston Airport could.

Further afield, airports like East Midlands already serve significant air freight requirements, so why not expand capacity there? Whilst in no way dismissing the success of airports like East Midlands, evidence from the Department for Transport[2] shows that much of the freight being trucked between East Midlands Airport and the South East is hampered by congestion on the UK's road network. To avoid exacerbating these surface access issues further, the optimum location for additional capacity for air freight must therefore be in the South East.

We would like to hear comments and suggestions about our Outline Business Case for Manston Airport, as part of our public consultation. Please see page 47 for more information on how to give us your feedback.

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The Brexit effect

It is becoming increasingly clear that the already important role played by aviation in the UK's economic success is set to become even more profound in a post-Brexit world.

As the UK shifts towards more global trade, the importance of air freight to the economy will increase. British exporters will be looking to capitalise on new trade agreements and reach countries further afield. Similarly, our changing relationship with the EU will make the current practice of trucking air freight to and from continental airports across the Channel even more expensive and time consuming with the introduction of tariffs and border checks.

This responsibility will place further demands on the limited capacity in the South East. Under RiverOak's plans, reviving Manston Airport as a focused air freight hub would make a significant contribution towards accommodating this constrained demand, allowing the UK to maximise the economic benefits it derives from post-Brexit trading with the EU and the rest of the world.

More information about this topic can be found in our Outline Business Case.
Please see page 45 for details of how to access all the 2017 Consultation documents.

[2] DfT, 2009, page 26 (data collected in June 2006 by Manchester Airports Group)

A powerful economic impact

Airports pack a particularly powerful economic punch. A 2015 Airports Council International (ACI) Europe study showed that aviation in Europe[3] was worth 4% of the entire economic output of the European Union, worth 12.5 million jobs, or €675 billion in Gross Domestic Product (GDP) each year.

A revived and successful Manston Airport would deliver economic prosperity through direct employment at the airport, provide direct support for supply chains in the local area, as well as providing indirect support through the increased spending created by these additional jobs.

Some of these benefits will be tangible and easy to attribute to the airport's activities, however there will also be benefits that are felt a long way down the supply chain, and in the increased expenditure within the region, as a result of the increased confidence that the airport's success would inspire.

Job numbers

Manston Airport would be expected to directly employ around 350 people in the first year. Additional jobs would be created by airlines, freight forwarders and integrators, onsite passenger services such as a travel agency, a bar and restaurant, shops, as well as government roles in customs and immigration.

In year two, the first year of freight operation, it is expected that employment on and around the Manston Airport site is expected to be around 850 people directly employed, with a further **5,000** people employed within the region in the supply chain, in associated industries or businesses or as a result of the airport's presence in the economy.

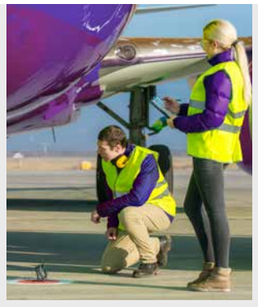
By year 20, this figures is expected to rise to over **4,200** people employed directly at the airport site and a further **26,000** in the wider regional economy.

In addition, each construction phase is expected to produce **600-700** jobs at their peak, plus additional employment in the region associated with the construction periods.

Range of employment opportunities

Employment at the airport would be a mix of role types including:

- Freight services
- Passenger services
- Rescue and Fire Fighting Services
- Airport operations
- Maintenance
- Site and freight security
- Administration
- Air Traffic Services



Over 4,200 people employed directly at the airport by year 20

with a further 26,000 employed in the wider regional economy.

[3] Economic Impact of European Airports - A Critical Catalyst to Economic Growth, ACI Europe, 2015

We would like to hear comments and suggestions about how we could maximise the social and economic benefits of reopening Manston Airport, as part of our public consultation. Please see page 47 for more information on how to give us your feedback.

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Other socio-economic impacts

In addition to job creation, there would be numerous other benefits to the region's economic and social wellbeing of reopening Manston Airport.

A vibrant airport would boost the region's GDP through increased income from a wide variety of sources including tourism, tax revenues from job creation and inward investment by businesses keen to locate close to the airport and other benefits from the improved connectivity into and within Kent that a revived Manston Airport would provide.

In addition, RiverOak is also committed to working with local and regional further and higher education providers to ensure local people benefit from the opportunities the airport will provide.

It is intended that Manston Airport's operations will be harnessed to unlock the aspirations of young people and encourage them to embrace the vibrant and fulfilling career possibilities the airport will present.

With that in mind we have already contacted local education providers, including both further education colleges and universities, to discuss opportunities to create aviation-focused training courses and channels to employment. We would also expect to create resource packs for local schools, targeting all four key stages, which provide airport-related content to support the National Curriculum.

More information about this topic can be found in our volume 4 of the report "Manston Airport a national and regional aviation asset". Please see page 45 for details of how to access all the 2017 Consultation documents

Celebrating a rich heritage

Manston Airport has an incredible history stretching back over a hundred years. It has a unique place in recent British history, which has mirrored world events. RiverOak is committed to celebrating and protecting this history for future generations.

We would like to hear comments and suggestions about how RSP could support the Spitfire & Hurricane Memorial Museum and the RAF Manston History Museum at Manston Airport, as part of our public consultation. Please see page 47 for more information on how to give us your feedback.

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1916

First World War

The cliffs at Thanet had been equipped with a number of small landing strips but the precarious conditions led to several accidents. In the winter of 1915-1916, early aircraft had taken to using farmland around Minster and Manston Airport for emergency landings.

The Admiralty soon opened the 'Aerodrome' at Manston Airport. A training school was set up for the new 'Handley Page' bombers and there were two squadrons stationed at Manston Airport by the end of 1916.

The newly established Royal Flying Corps, the precursor of the modern RAF, took over the Aerodrome towards the end of the war.

A Handley-Page bomber used by the English for air raids during World War I.

1940

Second World War

Manston Airport was used as a forward operating base by many squadrons because of its location. It was attacked throughout the war and heavily targeted during the Battle of Britain (July – October 1940).

Tests of the 'Dam Buster' bombs were carried out from RAF Manston in Spring 1943 shortly before their use. An original 'bouncing bomb' is currently on display at the Spitfire & Hurricane Memorial Museum at Manston Airport.

July 1944 saw RAF Manston host the first operational flights of the Gloster Meteor Mk 1, the first British jet fighter (and only Allied jet aircraft of the war). Its initial role was to intercept and shoot down V-1 flying bombs.

Manston Airport's proximity to the frontline and long, wide runway saw it used throughout the war by badly damaged planes in need of urgent landings.

Prime Minister Winston Churchill meeting 615 Fighter Squadron at RAF Manston in 1941.

1960

The Cold War

The United States Air Force used Manston Airport as a Strategic Air Command throughout the 1950s, before returning the airfield to the RAF in 1960.

Manston Airport became a joint civilian and RAF airport, offering package tours and a base for air freight operations in addition to its military roles. RAF Manston continued as a base for a number of military functions including training, and search and rescue.

Four US Air Force thunder jets in flight formation in the 1950s.

1989

From 1989

Manston Airport became 'Kent International Airport' in 1989 and its new terminal building was opened by Sarah, Duchess of York.

This signalled the end of its long military service.

View of the terminal entrance and runway at Manston Airport.

Within RiverOak's proposals, we intend to relocate the museums to the site of the old air traffic control tower, creating a dedicated museum quarter and supporting the museums in celebrating the unique and important heritage of the airport.

RiverOak will work closely with the museums to enable their relocation and to support their future plans.

RiverOak's proposals

RiverOak's plans to redevelop and reopen Manston as a mixed-use airport are anchored by a significant and much-needed air freight hub able to handle at least 10,000 air freight movements a year.

To achieve this, RiverOak is proposing a multimillion-pound, four-phase construction and redevelopment plan, which will be delivered across an estimated 15 years.

The proposals include both the use of the existing airport infrastructure and the introduction of new facilities. In summary, our proposals include:

- upgrading the runway and improving the Alpha parallel taxiway;
- constructing 19 new air cargo stands;
- completely re-fitting the airfield navigation aids;
- refurbishing or replacing the existing fire station and constructing a new fire training area;
- building new air cargo facilities;
- developing a new air traffic control service, demolishing the current Air Traffic Control tower;
- building new aircraft maintenance hangars and developing areas of the 'Northern Grass' for airport related businesses; and
- highway improvement works to ensure improved access to and around Manston Airport, including a new, permanent, dedicated airport access on Spitfire Way which will help to reduce airport related traffic on the local road network.

RiverOak's 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.

RiverOak's proposals include passenger and apron facilities for at least one passenger carrier, although the aim will be to attract a number of low cost carriers as well as charter and scheduled flights. We are also keen to work with Dover Harbour Board to receive passengers destined for cruise ships. 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.

In addition to the air freight hub RiverOak proposes to develop:

- an aircraft teardown and recycling facility;
- a flight training school;
- a fixed base operation for executive travel; and
- business facilities for aviation related organisations.

We would like to hear comments and suggestions about the extent to which you agree or disagree with our proposals for Manston Airport, as part of our public consultation. Please see page 47 for more information on how to give us your feedback.

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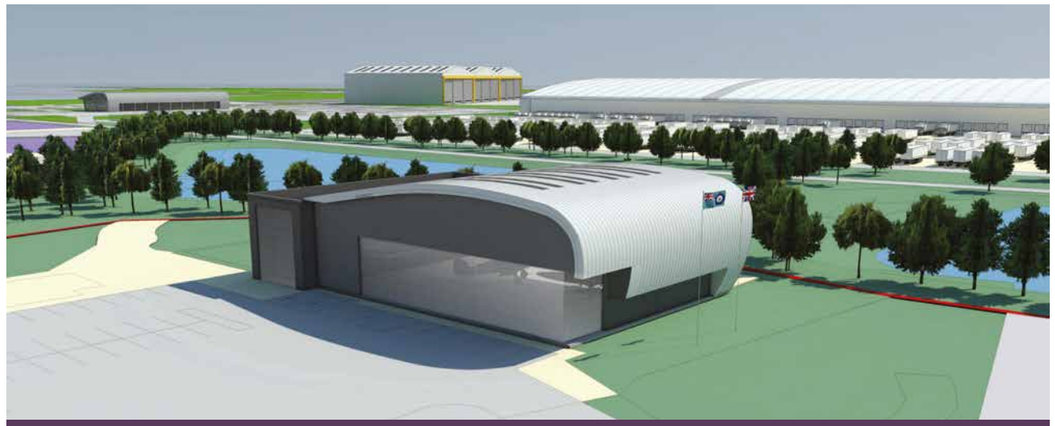
A different approach

Evidence shows that Manston Airport struggled commercially in the past due to both under investment and inappropriate strategies. Airport operations have been too focused on passenger traffic in the past and in tough economic circumstances these operations can be fragile for major airports, let alone small regional facilities. In comparison, the air freight market is more robust, yet it is suffering disproportionately in the South East due to the lack of runway capacity, with priority being given to passenger traffic.

By targeting air freight, a business sector where there is a proven, unmet demand and developing a broader range of revenue streams, Manston Airport will have a more solid foundation upon which to build. This requires an operator and investor with the resources to take a long-term view of the airport as an investment and not expect an instant return.



Spitfire & Hurricane Memorial Museum Proposal

Aerial view of proposed Manston Airport development

Aerial view of proposed Manston Airport development from the west

Timescales

RiverOak is planning to apply to the Planning Inspectorate for a Development Consent Order later in 2017 with a decision expected to be made by the Secretary of State in late 2018 or early 2019.

Should a Development Consent Order be granted, the plan is for Manston Airport to reopen within two years, with 10,000 air freight flight movements per year predicted within five years of operation.

Manston Airport no longer has an aerodrome licence. The Airport will need a new EASA Certificate from the Civil Aviation Authority, and potentially other consents, to be brought back into aviation use. The process of obtaining these consents will run alongside the DCO application process and a decision on them will be made by the Civil Aviation Authority rather than the Secretary of State.

Conclusion

Manston Airport is a valuable regional and national asset, rich in history and with an important future ahead of it. It is capable of quickly and easily providing infrastructure that is badly needed by the UK in the short, medium and long-term and will play a role in helping Britain trade effectively with the rest of the world, something that has grown in strategic importance since the vote to leave the European Union.

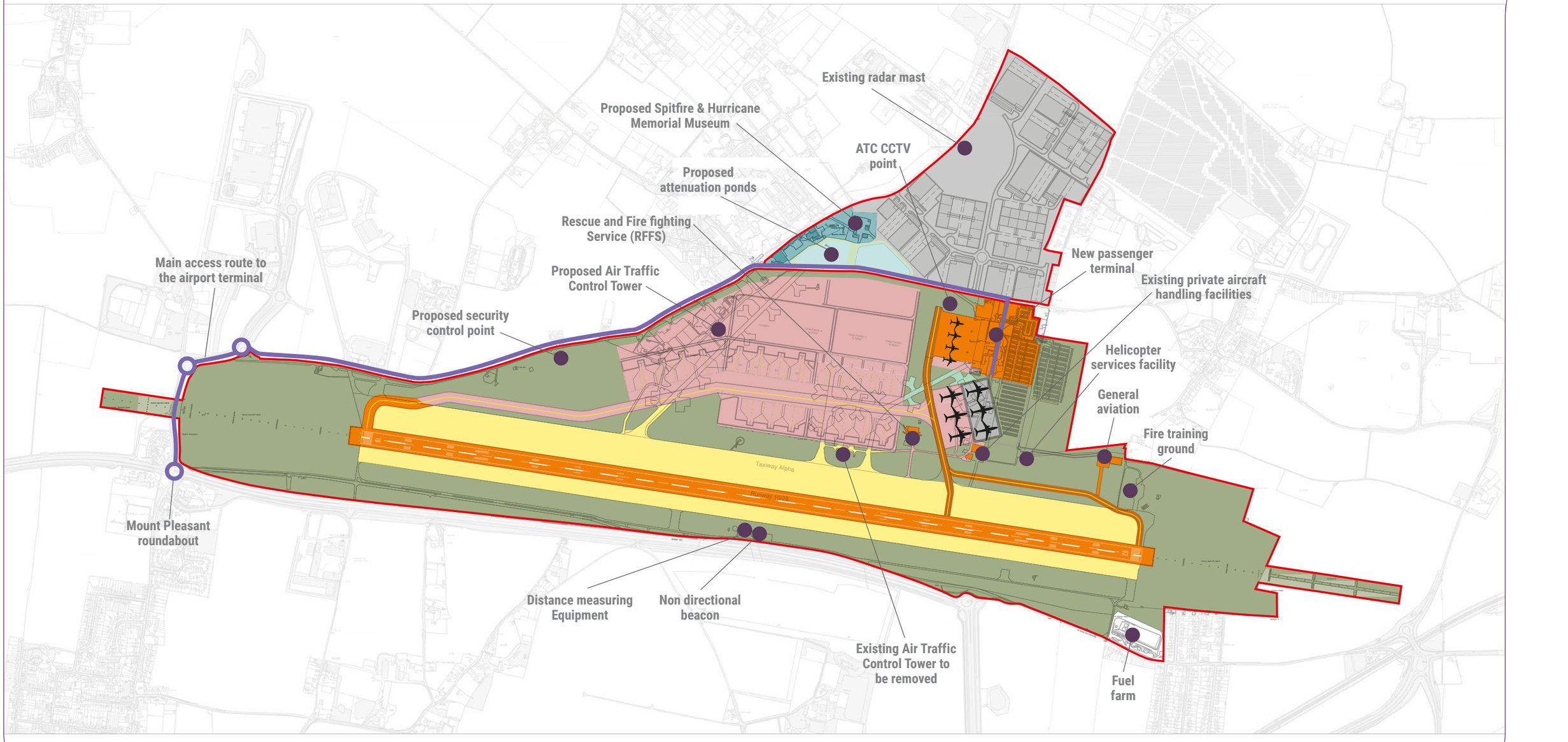
RiverOak's proposals for Manston Airport are in line with both regional and national planning policy in that they propose the sustainable development of an important brownfield site and retention of an existing nationally significant infrastructure asset. The Project would also significantly improve the UK's ability to handle air freight – another key Government objective.

As with any major infrastructure project, the relationship Manston Airport has with its neighbours is of particular importance. Unusually or even uniquely for an airport, Manston Airport continues to benefit from community support. During its last stage of public consultation, held by RiverOak in July 2016, more than 800 responses were received with 90% of them supporting the re-opening of the airport.

In an increasingly competitive economic climate, the UK cannot afford to lose one of its longest-serving and strategically significant airports. With the investment proposed by RiverOak, the extensive local support and its natural assets, Manston Airport is capable of making a substantial contribution to the future economic and social wellbeing of the nation.

Key

- Site Boundary
- New Airfield Infrastructure
- Drainage Infrastructure
- Museum Area
- Existing Airfield assets to be retained
- Existing Pavement (Potential to breakout & re-use as fill material)
- Proposed Aviation-Related Business Development
- Main access route to the airport terminal



Project Programme

The current programme for the project anticipates submission of the DCO application later in 2017. Based on this anticipated submission date an outline programme for the project is provided below:

Component	Start Date	End Date	Airport Year of Operation
Granting of DCO	2019	N/A	Year 1
Construction Phase 1	2019	2020	Year 1
Start of limited airport services	2019	2020	Year 1
Opening of 1st Phase of airport	2020	N/A	Year 2
Start of air freight services	2020	N/A	Year 2
Start of passenger services	2021	N/A	Year 3
Construction Phase 2	2020	2023	Years 2-4
Construction Phase 3	2023	2030	Years 4-10
Construction Phase 4	2030	2036	Years 11-17

Indicative view of cargo facility at Manston Airport

Construction Phase

The construction will be undertaken in four phases, Construction Phase 1 will take place before the airfield re-opens and will focus on installing the key airport infrastructure and equipment to allow the airport to re-open. The timing of Phases 2-4 will vary depending on the needs to meet the increasing demand for capacity, but they are expected to be completed by year 15 (2036).

The construction of key components of the Project will be phased as follows:

	Phase 1	Phase 2	Phase 3	Phase 4	Total
Aircraft Stands	8 (cargo), 3 (passenger)	6 (cargo)	2 (cargo)	3 (cargo), 1 (passenger)	23
Cargo Facilities	**12,000m²**	**16,500m²**	**14,000m²**	**23,000m²**	**65,500m²**
Access, Storage and Parking	**14,000m²**	**24,371m²**	**26,992m²**	**34,766m²**	**100,129m²**
Taxiway and Aprons	**23,000m²**	**64,240m²**	**89,854m²**	**78,346m²**	**255,440m²**

Note: An 'apron' is an area of the airport where aircraft are parked, loaded, unloaded, refuelled and boarded, typically constructed from concrete.

A summary of all of the construction activities, and of their general programming across Construction Phase 1 is provided below:

• site set-up and establishment;

• new site access and internal access roads;

• construction of surface water drainage system, including construction of attenuation ponds;

• installation of new and/or upgrade to existing site services and utilities;

• earthworks to create building platform;

• runway Rehabilitation (asphalt paving);

• construction of new taxiways, aprons and cargo stands (concrete paving);

• highway Improvements (Spitfire Way/Manston Road junction);

• construction of new air freight and cargo facilities;

• construction of new terminal building and car parking facilities;

• construction, refurbishment and/or relocation of existing business aviation,flight school and training, and helicopter/ heli-charter services;

- construction/installation of new air traffic control, approach lights, airfield ground lighting, navigational aids and radar;

- construction of new Rescue and Fire Fighting Service facilities, and fire training ground; and

- landscaping along the boundary with Spitfire Way and Manston Road.

Site Compounds
During Construction Phase 1, a construction compound, storage and working area would be established on an area of existing concrete hardstanding, near to the new access on Spitfire Way. The existing airport hangars and buildings located in this area would be utilised for storage and office space in order to reduce the need for any temporary site cabins or facilities. Concrete and asphalt batching plants are expected to be used during Construction Phase 1, and these would also be established in this area. A construction phase operations plan for Phase 1 will be published in due course.

For subsequent construction phases (2-4), which will require a much smaller compound area, a site compound is proposed in the South East of the site as shown on Figure 3.31, PEIR Volume 4.

Construction Working Hours
It is proposed that during Construction Phase 1, working hours will be Monday to Friday 07:30 to 17:30, and Saturday 07:30 to 13.00. There will be no planned working on Sundays or Bank Holidays. During Construction Phases 2-4, when the airport would also be operational, there may be a limited number of occasions where construction may need to take place outside of these hours including at night.

It is estimated that during Construction Phase 1 there will be an average of 210 construction staff employed on site, and during the peak periods a maximum of 630 construction staff employed.

Site Access and Construction Traffic Movements
Access to the site for all construction vehicles would be from the new site access to be constructed on the B2190 (Spitfire Way). From the wider strategic highway network (the A2/M2) construction vehicles will use the A299/Thanet Way (junction 7 of the M2), B2190/Minster Road (Minster Roundabout), and the B2190/Spitfire Way as shown on Figure 3.31, PEIR Volume 4.

It is estimated that there will be approximately 120 heavy good vehicle movements per day, a movement being defined as a single journey to or from the site, associated with the earth moving operations during Construction Phase 1. Other construction traffic movements, including during Construction Phases 2-4 are estimated at 100 movements per day.

Construction Phase Management Plans
A Draft Construction Environmental Management Plan (CEMP) will be submitted as part of the DCO application. This will set out various measures in accordance with legislation and best practice for reducing possible construction effects.

Operational Phase

Air Freight and Passenger Forecast
By 2041 the number air freight movements are expected to be in region of 17,000 per year, and passenger flight movements are expected to be in the region of 10,000 per year. This equates to approximately 350,000 tonnes of air freight and 1,400,000 passengers per year.

Flight Timings
Air freight operations would be predominantly during the daytime, in accordance with operations at other similar air freight airports. There may be a requirement for a small number of night-time flights, the details of which will be determined as part of the on-going project design, taking account of feedback from the Statutory Consultation, and presented with the DCO and assessed within the Environmental Statement.

For the purpose of the PEIR assessment, and as a worst case, the working assumption is that there might be a maximum of eight (8) aircraft movements at night between the hours of 2300 and 0600. The remaining air freight air traffic movements are spread evenly across the daytime period.

Passenger flights would be daytime only, 0700-2300 but with limited exceptions during a 'shoulder' period from 0600 to 0700 for certain passenger flights departing to Europe or arriving from the United States.

Airport Hours of Operation and Staffing
The airport would be capable of operating 24 hours a day all year round. By year 20, which represents maximum operation for the airport forecast, direct employment creation is predicted to be in the region of 4,000 jobs, a quarter of which will be people employed directly by the airport with the remainder employed by other business and operations based on the airport site.

Other Airport and Aviation Related Services
In addition to the core business of air freight, and the provision of passenger services, Manston Airport would also serve as a base for a number of other airport and aviation related services. These would include:

- a flight school;
- business aviation and executive travel;
- maintenance, repair and overhaul facility; and
- aviation related business facilities, for example, warehousing, offices, airport-related business units.

Airport Operational and Management Procedures
The airport would produce and implement a number of operational and management procedures in order to comply with the requirements of the Civil Aviation Authority, European Aviation Safety Agency and other licensing authorities, and to ensure that mitigation measures are implemented. Relevant industry standards, guidance and best practice will be followed, and where appropriate, consultation will be undertaken with relevant stakeholders and consultees.

Non-Technical Summary of the PEIR

The Purpose of this Non-Technical Summary

This is a non-technical summary (NTS) of the Preliminary Environmental Information Report (PEIR) prepared to support the pre-application consultation process for the proposed reopening and development of Manston Airport into a hub for air freight, also offering passenger, executive travel, and aircraft engineering services.

The information contained in the PEIR, and therefore within the NTS too, is 'preliminary' and has been produced to enable people to comment on RiverOak's proposals. These will then be considered during the development of the Project design, and in the further assessment of the likely significant environmental effects.

More introductory information can be found in Chapters 1-5 of the PEIR (Volume 1).

Background to the proposals

The Project is on the existing site of Manston Airport in Kent. The airport ceased operation in May 2014. The site covers an area of approximately 300 hectares, and is located west of the village of Manston and north east of the village of Minster. The town of Margate lies approximately 5km to the north of the site and Ramsgate approximately 4km to the east. Sandwich Bay is located approximately 4-5km to the South East. The site boundary is shown on page 16.

Much of the airport infrastructure, including the runway, taxiways, aprons, cargo facilities, and a passenger terminal remains, with a number of the buildings still in use, including a helicopter pilot training centre and RAF museum.

The northern part of the site is bisected by the B2050 (Manston Road), and the site is bounded by the A299 dual carriageway to the south and the B2190 (Spitfire Way) to the west. The existing site access is from the junction of the B2050 with the B2190.

The Project is considered to be an 'Environmental Impact Assessment (EIA) Development', and an Environmental Statement (ES) will be submitted as part of the DCO application. Preparation of a PEIR is part of the overall EIA process for NSIPs and forms part of this consultation.

The Environmental Impact Assessment Process

Environmental impact assessment (EIA) is the process of identifying and assessing the likely significant environmental effects, both positive and negative, of a Project. Measures are proposed to avoid, reduce and, where practicable, remedy any likely significant adverse environmental effects (where possible, these are incorporated into the design).

The PEIR presents the preliminary findings of the EIA being undertaken for the proposals to reopen Manston Airport.

Consideration of Alternatives

The EIA process requires that potential alternative options be investigated and outlined within the Environmental Statement.

In undertaking the consideration of alternatives the PEIR sets out the key requirements and characteristics for a dedicated air freight airport (assuming that the site will be an existing airport site), these comprise:

- a 2500m+ (non-grass) runway capable of supporting CAT II/III runway operations;
- airport infrastructure with the capacity to expand and provide facilities for new air freight operators according to demand;
- licensed, or the ability to obtain a licence, from the European Aviation Safety Agency for the operation of the types of aircraft currently used, and likely to be used in the future, by air freight operators;
- capacity to accommodate dedicated air freighters and hold freight, including capability to handle outsized and live animal cargo;
- availability of new slots for air freight operators, and a flexibility of existing slots;
- air freight operations not constrained by passenger and other operations;
- airspace that is outside of the London Control Zone to provide maximum flexibility and capacity for airport operations;
- good surface access to the strategic highways network, with no bottlenecks to access in or around the airport, with as an additional advantage a good connection to high quality public transport infrastructure; and
- located in the South East of England close to the main significant population and commercial centres, with as an additional advantage a good connection with continental Europe.

A review of the strategic alternatives to Manston Airport to meet the need for additional air freight capacity has been considered within the PEIR. This includes looking at London's existing mature airports, namely: Stansted, Heathrow, Gatwick, Luton, London City and Southend. The business models for these airports focus primarily on the passenger market with most freight being carried in aircraft baggage hold rather by dedicated air freighter.

Additional alternative options for increasing air freight capacity in the South East have been identified and considered, including other existing airports in the South East, such as Biggin Hill, Farnborough, Lydd, Northhold, Rochester, and Shoreham. However none of these airports have the existing airport infrastructure nor the capability to provide the necessary infrastructure to provide the necessary additional infrastructure to support the requirements of a dedicated freight airport.

The Manston Airport site meets the required criteria, e.g. an existing runway of the correct length to receive freight aircraft, to realise this Project. It also has the potential for new infrastructure to be created, such as highways improvements to provide upgraded site access. It is considered that reopening and developing the Manston Airport site is the most suitable and viable option for the location of a freight-focused airport in the South East of England.

Alternative designs and site layouts have been considered as part of the ongoing design evolution of the Project. Alternatives with respect to the site access, surface water drainage system and the location and design of the fuel farm, are currently being considered. The consideration of environmental factors will play a key role in determining these elements.

With respect to site access, the existing accesses (Spitfire Way; B2190, and Manston Road; B2050) are not deemed to be fit for purpose in terms of the capacity of traffic that can be accommodated. The option to create a new dedicated air freight access off Spitfire Way (approximately 920m south west of the existing Spitfire Way access) and update the existing access off Manston Road is favoured over upgrading the existing access off Manston Road and using this as the single site access. The proposed new access along Spitfire Way would minimise the traffic impact on the properties and businesses that are located further north along Spitfire Way. Overall, the preferred option is deemed to be the most advantageous in both operational and environmental terms.

Further consideration of alternatives will be undertaken as the project evolves, and more details on the assessment of such alternatives will be provided in the Environmental Statement to be submitted in support of the DCO application.

1. Air Quality

More information about Air Quality can be found in Chapter 6 of the PEIR (Volume 1).

1.1 Introduction

This section provides an overview of existing air quality and sets out the findings of the preliminary assessment of the effect of the Project on air quality, and the potential effect that this could have on human health and ecological sites.

1.2 Overview of Existing Air Quality Baseline

Thanet generally has very good air quality; however, there are areas at The Square in Birchington, and the junction of Hereson Road/Boundary Road and High Street St Lawrence Ramsgate where air quality is poor due to pollution from road transport (source: Thanet District Council website).

The boundary of the Project site abuts the boundary of the Thanet Urban Area Air Quality Management Area (AQMA) which encompasses areas of Thanet where levels of nitrogen dioxide are above the national air quality objective for the protection of human health. In all cases, the main source of pollution is road transport.

1.3 Preliminary Findings and Next Steps

A desk study into current concentrations of air pollutants has been undertaken to inform the preliminary air quality assessment.

In relation to the potential effect on human health, oxides of nitrogen (nitrogen dioxide (NO^2) and nitric oxide (NO)), and to a lesser extent particulate matter, have been identified as the air quality pollutants of potential concern associated with airport operations. Concentrations of nitrogen oxides (NOx) in the air are also associated with adverse effects on ecological sites.

Potential effects that may arise as a result of the Project are:

- Dust generated during construction phase;
- Dust soiling of the local road network due to the transport of dust and dirt from vehicles leaving the site during the construction phase;
- Emissions from the use of equipment and machinery onsite during construction;
- Vehicle emissions during both construction and operation;
- Emissions from aircraft movements on the ground and during the land and take-off cycle; and,
- Emissions from aircraft ground support equipment.

A CEMP will be submitted as part of the DCO application. This will set out various measures in accordance with legislation and best practice for reducing possible construction effects.

Delivery and dispatch schedules for HGVs that avoid, where possible, causing congestion on the local road network and excessive emissions to the atmosphere, will be agreed and enforced. Also, a "no unnecessary idling" policy for all vehicles on the development site will be enforced.

Aircraft arrival and departure scheduling will be planned so as to avoid, where possible, over-long idling, taxiing and hold times, and over-long operation of liquid fossil-fuelled ground support equipment.

The significance levels of air quality effects are determined in line with legislation, and guidance from the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK).

Predicted concentrations of nitrogen dioxide and particulate matter for the maximum operation of the airport are not forecast to exceed national air quality objectives for the protection of human health, and in most cases these will remain well below the recommended limit.

The air quality effect on designated ecological sites that could be significantly affected will be subject to further assessment as part of the EIA process.

The effect of vehicle emissions on air quality will be assessed as part of the EIA process.

We would like to hear comments and suggestions about the potential impacts of the Project and our proposals to limit them, as part of our public consultation. Please see page 47 for more information on how to give us your feedback.

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2. Biodiversity

More information about Biodiversity can be found in Chapter 7 of the PEIR (Volume 2).

2.1 Introduction

This section provides an overview of the existing biodiversity onsite and within its surroundings. This section also sets out the findings of the preliminary assessment of the effects of the Project on biodiversity, including potential effects on internationally, nationally and locally designated sites of conservation interest, priority habitats and species for biodiversity conservation, and legally protected species.

2.2 Overview of Existing Biodiversity Baseline

There are eight internationally designated nature conservation sites within 10km of the Project site, the four closest of which are approximately 925m away to the South East. These comprise two Special Protection Areas (SPAs), three Special Areas of Conservation (SACs), one Site of Community Importance (SCI) and one Ramsar site.

Six nationally designated conservation sites are located within 10km of the Project site, comprising four SSSIs, the closest of which, Sandwich Bay to Hacklinge Marshes, is approximately 925m away to the South East; and two National Nature Reserves: Sandwich and Pegwell Bay, approximately 925m to the south west; and Stodmarsh, approximately 8km to the south west.

There is the potential for species which are legally protected or are a priority for nature conservation to be present either on or adjacent to the site. This includes, reptiles, bats, terrestrial invertebrates, and breeding birds. Site survey work will be undertaken to determine the presence or absence of these species, and assess roosting potential of onsite buildings.

2.3 Preliminary Findings and Next Steps

A data-gathering exercise has been undertaken to obtain all available information relating to protected biodiversity sites, species and habitats:

- o Designated ecological sites, for example:
- o Thanet Coast & Sandwich Bay
- o Sandwich Bay to Hacklinge Marshes
- o Thanet Coast
- o Sandwich and Pegwell Bay
- o Bats
- o Great Crested Newts
- o Reptiles
- o Breeding Barn Owls
- o Terrestrial invertebrates

Designated sites and protected species are potentially at risk from the following:

- Removal of, damage to, and disturbance of habitat
- Land take/land cover change (habitat removal)
- Increased light, noise and vibration
- Effects from increases in vehicle movements
- Disturbance of commuting routes (bats)
- Effects from dust, and air emissions
- Discharge of site drainage

Construction and operational phase environmental management measures (relating to the prevention and control of dust, noise and vibration, and pollution), and habitat-specific mitigation, will be implemented to ensure that any effects that would significantly adversely affect biodiversity are avoided, reduced, or where appropriate, compensated for. Where required, a Natural England licence will be obtained for any works that could affect wildlife or habitats. This ensures that works carried out as part of the Project will avoid risk to the conservation and welfare of protected species.

A CEMP will be submitted as part of the DCO application. This will incorporate various measures such as the above in accordance with legislation and best practice for reducing possible construction effects.

Further protected species surveys are to be undertaken to inform the assessment of the likely significant effects of the Project on biodiversity. The assessment of the likely significant effect on designated sites will be informed further by additional ecological survey and desk study data, further information on flight paths, and noise and air quality modelling.

In addition, a Habitats Regulations Assessment (HRA) will be undertaken and submitted as part of the DCO application. The HRA process helps to determine likely significant effects and (where appropriate) assess adverse effects on the integrity of a protected European ecological sites. Compensatory measures will be proposed if required to mitigate any significant effects.

3. Freshwater Environment

More information about Freshwater Environment can be found in Chapter 8 of the PEIR (Volume 2).

3.1 Introduction

This section provides an overview of the existing freshwater environment and sets out the findings of the preliminary assessment of the effects of the proposed scheme, including potential effects on water resources and flood risk.

3.2 Overview of Existing Freshwater Environment Baseline

The Manston Airport site is underlain by a Chalk Aquifer, which typically provides a high level of water storage, and makes a significant contribution to Thanet's public water supply. This aquifer has been acknowledged as strategically important by the Environment Agency and is classified as a Secondary A aquifer; which the Environment Agency considers to be of local importance.

The site is located entirely within an area considered by the Environment Agency to be at risk of groundwater contamination from pollution-causing activities. The area of the site where this risk is greatest is beneath the runway.

The Kent Isle of Thanet Chalk groundwater body that underlies the site is a Drinking Water Protected Area under EU law. The southern part of the site is located within the Monkton and Minster Marshes surface waterbody, which joins the River Stour, and then flows into Sandwich Bay and Pegwell Bay.

Environment Agency flood mapping indicates that the site is located within an area where flooding from rivers and the sea is very unlikely. However, a potential risk from sewer flooding has been identified.

3.3 Preliminary Findings and Next Steps

A desk study and site visits have been undertaken to establish the existing freshwater environment, and a draft assessment on compliance with Environmental Agency best practice guidance regarding groundwater protection.

Aspects of the freshwater environment that have the potential to be significantly affected by the Project include: surface water, groundwater and flood risk. Receptors are identified in the table below:

Potential effects that may arise as a result of the Project are summarised below:

Receptor	Nature of Potential Effect
The water quality of the Chalk Aquifer unit, Thanet Formation, dependant abstractions and the Kent Isle of Thanet chalk groundwater body	Increase of turbidity of the underlying groundwater during the construction phase. Pollution from leakages and spillages of oils, fuels or other chemicals during construction and operational phases.
Monkton and Minster Marshes (River) and the River Stour	Site run-off during the construction phase, or from surface water discharges during the operation.
Pegwell Bay (and associated designated sites)	Surface water discharges into Pegwell Bay during construction and operational phases – via the existing surface water discharge system.
The capacity of the Public Water Supply Network and Public Sewer network	Increase in demand for potable water supply and for foul water connections during construction and operational phases
Flood risk receptors (on and adjacent development)	Changes to site drainage and discharge during construction and operational phases

The implementation of best practice construction measures, and agreeing an approach to any piling with Southern Water and the Environment Agency, will ensure that any negative construction phase effects on the Southern Water public water supply sources, are avoided. The impact of potential spills from the fuel farm during the operational phase has been identified as potentially significant, and therefore will require the development of further control and mitigation measures to be agreed with Southern Water and the Environment Agency. Furthermore, in consultation with the Environment Agency and Southern Water, site-specific measures for the protection of the chalk aquifer would be implemented via an Emergency Spill Response Plan, in order to avoid any significant negative effects on the Kent Isle of Thanet chalk groundwater body.

Discharges of surface drainage to Pegwell Bay would be regulated by the Environment Agency via a Water Discharge Activity permit. This will ensure that there is no negative effect on Pegwell Bay and other designated ecological sites in the area.

The site drainage network will be designed to take into account the possible impacts of climate change, as per national planning policy guidance. A Flood Risk Assessment and Drainage Strategy will be produced in consultation with the Environment Agency, Kent County Council and Thanet District Council.

Site discharge to the foul sewer will be at a rate appropriate for the capacity of the local sewer network.

Measures to prevent and minimise water demand onsite will be implemented where possible, and will be documented in a Sustainability and Resources Strategy which will be submitted with the Environmental Statement.

A Water Framework Directive (WFD) Assessment will be produced and submitted as part of the development consent to demonstrate how the Project of the site will not compromise the achievement of WFD objectives for the surface water and groundwater bodies identified above.

A final Hydrological Impact Assessment will be produced in discussion with the Southern Water and the Environment Agency.

4. Historic Environment

More information about Historic Environment can be found in Chapter 9 of the PEIR (Volume 2).

4.1 Introduction

This section provides an overview of the existing historic environment and sets out preliminary information on the significant effects of the proposed scheme, including potential effects on historic buildings and sites and archaeological heritage assets.

4.2 Overview of Existing Historic Environment Baseline

There are two Scheduled Monuments (an historic building or site of national importance that is included in the Schedule of Monuments kept by the Secretary of State for Culture, Media and Sport), within 1km of the site. There are no listed buildings within the site, however there are 24 listed buildings within 1km of the site.

There are over 800 previously identified non-designated archaeological features within the site and within 1km of the site, including archaeological remains from the prehistoric through to the medieval period onwards, and more recently including the various phases of use as an airport, which are evidence of long-term human activity within the area.

There are no Conservation Areas within 1km of the site, however the conservation areas of Acol and Minster in Thanet are within 2km of the site.

4.3 Preliminary Findings and Next Steps

A preliminary assessment was undertaken in accordance with best practice guidance and standards issued by Historic England and The Chartered Institute for Archaeologists. In order to inform the assessment, a desk study and site survey were carried out.

Aspects of the historic environment that have the potential to be significantly affected by the Project include; previously identified archaeological heritage assets and previously unrecorded archaeological features, historic buildings within the airport boundary, designated heritage assets within 1km of the site and beyond.

Potential effects that may arise as a result of the Project are summarised below:

Receptor	Type of impact	Nature of Potential Effect
Undesignated and previously unrecorded heritage assets onsite	Direct	Disturbance or removal of archaeological remains by intrusive groundworks, stripping soil, or piling, during the construction phase.
The heritage significance of the airport and surviving assets relating to World War I, interwar, World War II and Cold War uses of the site	Direct and indirect	Losses or changes to existing heritage assets during construction, or to changes of the site during operation.
The settings and views of designated and undesignated heritage during the construction phase	Indirect	The siting of construction compounds and other temporary construction equipment and structures, including cranes and the concrete/ asphalt batching plants
The settings and views of designated and undesignated heritage during the operational phase	Indirect	Changes to the landscape and views as a result of visibility of the new buildings and other elements of the project in views of and from heritage assets Noise from overflights by aircraft
Museum assets onsite	Direct	Relocation within the site boundary

The design of the Project has sought to avoid likely locations of greater archaeological potential onsite. Any harm or loss of archaeological interest can be mitigated by archaeological investigation and recording – the scope and method of which would seek to agree with the Kent County Council Heritage team in advance. Where it is not possible to reuse or retain buildings of heritage significance, a programme of building recording will be prepared and implemented.

The two existing museums on site, the RAF Manston History Museum and the Spitfire and Hurricane Memorial Museum, will be relocated to a new onsite museum area. Care will be taken to ensure that the new location retains a view of the runway where possible, in line with advice from Historic England and the heritage advisor at Kent County Council.

The location of any piling will give consideration to the presence of significant heritage assets and avoid them, where possible.

A full archaeological desk-based assessment and an archaeological disturbance plan will be prepared for the Environmental Statement. As part of this desk-based assessment, heritage assets that could experience a level of noise that is likely to impact upon how they are experienced, will be identified, and the contribution made to their significance from their current sound environment will be examined. The nature and extent of change caused by potentially increased noise will be considered and, where necessary, mitigation measures recommended.

5. Land Quality

More information about Land Quality can be found in Chapter 10 of the PEIR (Volume 2).

5.1 Introduction

This section provides an overview of existing land quality and aspects of the environment that could be affected by any potential adverse impacts on land quality as a result of the Project. This section also sets out the preliminary findings of the assessment of potential land quality effects.

5.2 Overview of Existing Land Quality Baseline

Key characteristics of and risks to the existing land resource have been identified as:

- The entire site and surrounding area is underlain by an aquifer that provides approximately 70% of the water to the Southern Water Kent Thanet Water Resource Zone.
- Pegwell Bay and Sandwich Bay, both of which are valued for their biodiversity and afforded legal protection, are located approximately 900m South East of the site boundary.
- There is an area of high quality agricultural land located directly southwest of the site.
- There is the potential for residual buried unexploded ordnance to be present onsite, due to previous site use as an RAF airfield during World War II.
- The highest risk of contamination is associated with the risk to groundwater from the Jentex fuel farm site

5.3 Preliminary Findings and Next Steps

A preliminary assessment of potential effects of the Project on land quality has been undertaken, and informed by a land quality assessment and geo-environmental desk study. A site visit was also carried out to supplement information of the site's setting and any potential land quality issues.

Aspects of the environment that have the potential to be significantly affected by the Project, in the context of land quality, include: humans (site and adjacent site users, and future site users), buildings and services, soils of high quality agricultural lands located offsite but directly adjacent to the southwest of the site, controlled waters (coastal waters: Pegwell Bay and Sandwich Bay), and groundwater in the chalk aquifer.

Potential effects that may arise as a result of the Project are summarised opposite:

Receptor	Nature of Potential Effect
People	**Construction Phase** • Disturbance of soils which have the potential to contain contaminants • Spillages of oils and other chemicals • Direct contact, ingestion and/or inhalation of impacted soils • The discovery and potential for explosion of unexploded ordnance • Decommissioning of existing tanks and infrastructure on the Jentex site **Operational Phase** • Health hazard due to: o Ingress and accumulation of ground gas resulting in explosion or asphyxiation of users of site buildings o Future maintenance works that may disturb any residual contamination o Spillages during re-fuelling o Residual contamination from inappropriate reuse/use of contaminated fills and soils during construction phase
Groundwater (chalk aquifer), Coastal Waters, and Soils	**Construction Phase** • Disturbance of soils (earthworks) and mobilisation of existing contamination • Pollution from spillages of oils and other chemicals • Pollution incidents due to the creation of a route/s or mechanism by which a receptor could be exposed to, or affected by, potential contamination • Decommissioning of existing tanks and infrastructure on the Jentex site **Operational Phase** • Future maintenance works that may disturb and mobilise any residual contamination • Spillages during re-fuelling • Residual contamination from inappropriate reuse/use of contaminated fills and soils during construction phase • Pollution incidents resulting from fire-fighting activities and pesticide use
Buildings and Services	**Construction Phase** • The discovery and potential explosion of unexploded ordnance **Operational Phase** • Damage to property due to: o Ingress and accumulation of ground gas resulting in explosion of site buildings o Residual contamination from inappropriate reuse/use of contaminated fills and soils during construction phase • Permeation of plastic pipes by contaminants

A detailed unexploded ordnance threat and risk assessment will be carried out prior to any intrusive works. A programme of intrusive Site Investigation will be undertaken if required to identify and characterise contamination across the site, and we would seek to agree a programme of clean-up with the Environment Agency and Thanet District Council.

Suitable foundation design and piling methods will be agreed with Southern Water and the Environment Agency prior to the commencement of works. All materials to be imported for use as part of the earthworks for the Project will be suitable and tested to an agreed acceptance criteria.

A CEMP will be prepared and submitted with the DCO application, this will include measures to manage any land quality effects during construction.

6. Landscape and Visual

More information about Landscape and Visual amenity can be found in Chapter 11 of the PEIR (Volume 2).

6.1 Introduction

This section provides an overview of the existing environment in terms of landscape and visual amenity, and sets out the findings of a preliminary assessment of the effects of the Project on these aspects of the environment.

6.2 Overview of Existing Landscape and Visual Baseline

The Project is located entirely within the National Landscape Character Area: North Kent Plain and the Thanet Landscape Character Area: Central Chalk Plateau. Five other Thanet landscape character areas are located within 5km of the site, including Pegwell Bay Landscape Character Area. Dover Landscape Character Areas also lie within 5km of the site.

The principal settlements within 5km of the site comprise the coastal towns of Ramsgate, Broadstairs and Margate. These coastal towns and the Kent Coast are popular tourist destinations which has given rise to numerous campsites, caravan sites and holiday parks in the area. The villages of Minster, Monkton and Cliffsend are located to the south of the site, Nicholas at Wade and Acol to the west and Manston to the east.

There is a relatively dense network of 'A', 'B' and minor roads within the surroundings of the site. Long distance footpaths within 5km of the site include Saxon Shore Way, Turner and Dickens Walk, Thanet Coastal Path, Stour Valley Walk, Wantsum Walk and the England Coast Path. Cycle routes in the area include Sustrans National Cycle Route 1 and the Viking Coastal Trail.

6.3 Preliminary Findings and Next Steps

A preliminary assessment of the potential landscape and visual impacts of the development has been undertaken in line with best practice guidance issued by the Landscape Institute and the Institute of Environmental Management and Assessment. To inform the assessment, a desk study was undertaken to establish the landscape character of the area, the likely (or theoretical) extent of visibility of the development was identified, and viewpoint locations that were deemed likely to be affected by the development were subsequently identified. Site surveys were conducted to help establish existing conditions, inform the selection of viewpoints and take photographs from these viewpoints.

Aspects of the environment that have the potential to be significantly affected by the impact of the Project on landscape and visual amenity, include: national and local landscape character areas and visual receptors (including, residents, people engaged in outdoor recreation, using the transport network and/or in public open spaces).

Potential effects that may arise as a result of the Project are summarised opposite:

Receptor	Development Phase	Nature of Potential Effect
National and local Landscape Character Areas	Construction	• Use of cranes, and concrete and asphalt batching plants during construction operations • Ground level construction activities • Localised increases in noise levels • Construction related traffic on the local road network
	Operation	• Air traffic and other on-airport vehicle movements • Large-scale infrastructure i.e. cargo facilities, aircraft hangar and the air traffic control tower • Changes to lighting around the airport • Increase in heavy goods vehicles on the local road network
Visual Receptors	Construction	• Temporary layout areas, earthworks and crane activity • Demolition of existing structures • Movement of plant, equipment and other vehicles on site
	Operation	• Operation of large-scale cargo facilities, aircraft hangar and the air traffic control tower • Air traffic movements of cargo and passenger aircraft • Ground level movements of aircraft and other vehicles • Introduction of a range of new infrastructure and facilities • Loss of or disruption of existing views of skylines • Changes to lighting around the airport

Preliminary findings suggest that there may be some disturbance of the high levels of tranquillity currently experienced at the Pegwell Bay Landscape Character Area due to the occasional presence of aircraft.

The Project is likely to have an urbanising influence on the generally rural Landscape Character Areas of the Former Wantsum Channel and the Former Wantsum North Shore.

Existing tree cover and hedgerows, built development and the topography of the area all serve to reduce the extent of construction phase visual impacts on surrounding towns and villages. It is anticipated that any negative visual impacts will be localised and temporary, and will most likely be due to the temporary presence of cranes above the intervening vegetation, buildings or topography. Landscape and architectural design will play a key role in further preventing or minimising any negative impacts on the landscape and visual amenity. Measures to prevent or reduce the landscape and visual impact of the construction phase will be incorporated into the CEMP.

A set of Manston Airport Design Principles will be used to ensure that all elements of the project, such as the cargo facilities, control tower and passenger terminal, are designed to a high standard and to minimise the visual impact of these structures.

Further assessment of landscape and visual impacts will be undertaken as part of the EIA process, pending the finalisation of the design and the landscape scheme, and the provision of more detailed information on proposed ground level and air traffic movements.

7. Noise and Vibration

More information about Noise and Vibration can be found in Chapter 12 of the PEIR (Volume 3).

7.1 Introduction

This section provides an overview of the current noise environment, and sets out the findings of the preliminary assessment of the potential noise and vibration impacts that could arise as a result of the Project.

7.2 Overview of Historic and Existing Noise Environment Baseline

Manston Airport provided a variety of airport-related services from 1916 until it ceased operation in May 2014.

Polar Helicopters, a helicopter charter businesses currently operates from the north of the site on Spitfire Way.

Long-term and short-term noise surveys were undertaken around the airport site, which identified that the dominant existing noise source at locations likely to be affected by development-related noise and vibration, was road traffic.

7.3 Preliminary Findings and Next Steps

A preliminary assessment of the potential noise and vibration effects of the Project has been carried out. This was informed by a desk study that collated existing baseline data and noise surveys undertaken at locations that are considered likely to be affected by development-related noise. To support the assessment of aircraft noise, the current noise sound environment was observed at locations further afield (focusing on centres of population around the airport that could potentially be overflown by aircraft).

Aspects of the environment that have the potential to be significantly affected by the potential noise and vibration impacts of the Project include; residential, community and on-residential receptors.

Potential impacts that may arise as a result of the Project are outlined below:

- Construction noise – earthworks, machinery and equipment
- Construction and operational noise – road traffic
- Construction vibration – earthworks, machinery and equipment
- Operational noise – industrial and commercial sound from equipment/machinery
- Operational noise – aircraft air noise and airside ground noise

Preliminary findings show that noise from earthworks and the use of equipment and machinery during the construction phase has the potential to give rise to significant effects at properties within 200m of the associated activities. These receptors are likely to include those located within: the western parts of Manston; Woodchurch; to the north-west of Cliffsend; Minster; and Acol.

Properties within Woodchurch, such as Bell Davies Drive and Tollemache Close, and properties within Manston, such as those on Manston Court Road have the greatest likelihood of being significantly adversely affected by construction and operation-related road traffic noise.

Residential properties in the south-west of Manston; the south of Woodchurch; and South East of Minster, which are within 100m of construction phase works, could be significantly affected by the vibrations impact of these works.

Airspace routes are preliminary at this stage; however initial assessment shows that aircraft air noise has the potential to significantly affect northern parts of Tothill Street (Minster), Smugglers Close (Minster), Ivy Cottage Hill (Minster), King Arthur Road (Cliffsend), Arundel Road (Cliffsend), Windsor Road (Cliffsend) and dwellings on Spitfire Way (Manston). The extent of the impact from night-time aircraft movements will extend further to also encapsulate receptors to the north of Canterbury Road in Cliffsend and residential dwellings to the west of St Lawrence and to the south of Manston Village.

A CEMP will be submitted as part of the DCO application. This will set out various measures in accordance with legislation and best practice for reducing possible construction effects. The Noise Mitigation Strategy will determine how noise will be managed and controlled in a manner that provides local communities certainty of the levels of noise that can be expected from the reopening of the airport and its forecast operation.

An aircraft noise insulation scheme will be offered as part of the Project to help avoid significant adverse effects of health and quality of life. The details of this insulation scheme are being developed and will be subject to a separate consultation.

Further works to be undertaken as part of the EIA and DCO application process include:

- A detailed assessment of construction noise, pending provision of detailed information on required construction works and methodology
- Aircraft air noise modelling, pending confirmation of airspace procedures and routes with the Civil Aviation Authority
- A detailed assessment of operational air noise taking into account aircraft type and specifications
- A detailed assessment of operational airside ground noise, operational industrial and commercial noise, noise from road traffic during construction and operational phases

We would like to hear comments on the possibility for limited night flights at Manston Airport, as part of our public consultation. Please see page 47 for more information on how to give us your feedback.

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8. Socio-economics

More information about Socio-Economic can be found in Chapter 13 of the PEIR (Volume 3).

8.1 Introduction

This section provides an overview of the current socio-economic characteristics of the Thanet and the wider area, and sets out the findings of the preliminary assessment of the socio-economic impact of the Project, considering the potential effects on local business, local communities, tourism and local and regional economies.

8.2 Overview of the Existing Socio-economic Baseline

Unemployment in the district of Thanet is at significantly higher levels than Kent and nationally.

Tourism currently accounts for around 3,800 jobs across Thanet, concentrated in the coastal towns of Margate, Broadstairs and Ramsgate.

In 2014, there was a deficit of 215 places in primary school reception years across Kent and Medway. In 2014, overall every local authority in Kent and Medway had a surplus of more than one form of entry with regards to secondary schools. However, this masks shortages in urban areas, where pressure for places is greatest. There are 21 primary care surgeries across Thanet, one of which is located in the Rural Villages ward (which includes the Manston Airport site).

8.3 Preliminary Findings and Next Steps

A desk study has been undertaken in order to establish current socio-economic conditions, and a preliminary assessment of the potential socio-economic impacts of the Project has been undertaken.

Socio-economical aspects that have the potential to be significantly affected by the Project include, local businesses, local population/community, tourism and local and regional economies.

Receptor	Nature of Potential Effect
Local businesses	Significant beneficial effects from both the construction and operation as a result of spending from employees of the airport, and also from opportunities for local business to supply the airport. Disruption to the local road network during construction impacting on employee and customer access. Aircraft noise and traffic volumes during operation impacting on employees and customers.
Local communities	Disruption to the local road network during construction impacting on amenity and access to services. Noise and dust during construction impacting on local amenity and health. Aircraft noise and traffic during operation impacting on local amenity and health. Additional burden on local services (education, health and recreation).
Tourism	Disruption to the local road network during construction impacting on employee and visitor access. Aircraft noise during operation impacting on amenity.
Local and regional economies	Significant beneficial effects from new jobs and training opportunities during both the construction and operation of the airport.

A carefully designed programme of traffic management will be developed and implemented in order to minimise disruption to the local population during both construction and operation. Noise and dust associated with construction works will be appropriately controlled and managed, in line with best practice. In addition, a Noise Mitigation Strategy will be implemented in order to control and reduce aircraft noise.

During the construction and operational phases, local residents could experience noise and dust which have the potential, if not managed, to impact amenity and health, and disruption to, or pressure on, the local road network. Environmental Management Plans for both the construction and operational phases of the development will be developed and implemented to ensure that these impacts are avoided or reduced as far as practicable.

There is the potential for additional burden to be placed on local service provision. The degree to which particular localities will be affected will vary, and will depend on the current level of provision, the geography of additional housing provision and the level of additional required expenditure on service provision. Capacity enhancement could be required, should it be likely that local services are significantly negatively affected by the proposal.

Some businesses in the tourism sector may experience a significant negative effect due the impact of aircraft noise on local amenity. As mentioned above, noise mitigation measures are being developed as part of ongoing work to support the Environmental Impact Assessment process.

The Project is expected to bring about significant positive impacts on local businesses, and local and regional economies. The operation and management of activities at the airport has the potential to significantly boost employment and income creation. There will also be opportunities to capitalise on the uplift in business activity generated by the development.

Local businesses could supply the airport with goods and services, in turn further boosting local job creation. Local businesses could also benefit from the likely increase in spending in the locality, and potentially wider as a result of the direct and indirect jobs created by the airport. Essentially, the Project is anticipated to bring about an uplift in local economic vibrancy.

Furthermore, there is the potential for coordination of training opportunities for those in deprived areas within the vicinity of the development.

Further assessment of the identified direct and potential indirect socio-economic impacts of the Project will be undertaken as part of the Environmental Impact Assessment process.

9. Traffic and Transport

More information about Traffic and Transport can be found in Chapter 14 of the PEIR (Volume 3).

9.1 Introduction

This section provides an overview of the existing local highway network, traffic flows and the level of reported accidents on local highways. This section also sets out the findings of the preliminary assessment of the effects of the proposed scheme, including potential effects on local roads, and users of those roads plus adjacent land uses and the occupiers and users of those premises.

9.2 Overview of the Existing Traffic and Transport Baseline

The current principal point of access to the existing site is via a priority junction located on B2050 Manston Road. Manston Road bisects the northern part of the site, and connects with Spitfire Way in the west and the A256 in the east.

The site is well located in terms of strategic vehicular access with the A299 skirting the southern boundary. The A299 was upgraded as part of the East Kent Access scheme which opened in May 2012 and provides strategic highway connections towards Sandwich, Deal and Dover to the south and towards Canterbury, Maidstone and London to the west.

9.3 Preliminary Findings and Next Steps

Receptors that may be affected include: local roads and the users of those roads, including public transport users, pedestrians, cyclists and equestrians; and land uses and environmental resources fronting those roads, including the relevant occupiers and users. Potential effects could take the form of:

- Severance: separation from facilities and services as a result of a major traffic artery, can apply to residents, motorists and pedestrians
- Pedestrian or Driver Delay
- Pedestrian Amenity: relative pleasantness of a journey
- Fear and Intimidation Experienced
- Accident and Safety Risk

Sections of the local transport network that could potentially be significantly affected by the Project unless mitigation measures are implemented, have been identified, and are shown opposite:

Location	Development Phase	Nature of Potential Impact
B2190 between A299 and Minister Road	Construction	• Severance • Pedestrian Delay
	Year of Maximum Operation	• Severance • Pedestrian Delay
B2050 Manston Road between Spitfire Way and Shottendane Road	Year of Maximum Operation	• Severance • Pedestrian Delay
	Construction	• Accident and Safety Risk
Spitfire Way between Minster Road and Manston Road	Construction	• Accident and Safety Risk
	Year of Opening	• Severance • Pedestrian Delay
	Year of Maximum Operation	• Severance • Driver Delay • Pedestrian Delay • Pedestrian Amenity • Fear and intimidation • Accident and Safety Risk
Manston Road between Manston Court Road and A256	Year of Opening	• Driver Delay
	Year of Maximum Operation	• Severance • Driver Delay • Pedestrian Delay
Haine Road between Manston Road and Haine	Year of Maximum Operation	• Severance • Driver Delay • Pedestrian Delay

A Transport Assessment will be submitted as part of the DCO application. This assessment will consider all aspects of transportation including sustainable transport modes, access strategies and the suitability of the highway network to accommodate the construction traffic and operational traffic. Mitigation measures will be proposed in order to minimise the effects on the transport network to an acceptable degree. Accident analysis and further investigation of driver delay impacts will inform proposed mitigation measures.

A Construction Traffic Management Plan, an Operational Traffic Management Plan, a Travel Plan, a Public Transport Access Strategy and a Pedestrian, Cycle and Equestrian Access Strategy will all be prepared to reduce the traffic impact of the Project.

Highway capacity improvements will form part of the DCO application, and will serve to address the potentially significant negative impact predicted to occur on Spitfire Way between Minster Road and Manston Road. These improvements may take the form of; junction widening, route upgrades, new pedestrian and public transport infrastructure, change of junction control, and/or new accesses.

Frequently Asked Questions

1. What will the flight paths be?

As part of the consultation we have defined swathes within which aircraft approach and departure procedures will be designed; these can be found in Figures 3.32a to 3.32d of the PEIR (volume 4). 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 an 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 flight paths and airspace will be subject to a separate round of consultation, as part of the Civil Aviation Authority's Airspace Change Process, once the DCO application has been made.

2. What will the airport's normal operating hours be?

Passenger flights would be daytime only, 0700-2300 but with limited exceptions during a 'shoulder' period from 0600 to 0700 for certain passenger flights departing to Europe or arriving from the United States.

3. What's RiverOak's position on night flights?

Air freight operations would be predominantly during the daytime in accordance with operations at other similar air freight airports. There may be a requirement for a small number of night-time flights, the details of which will be determined as part of the ongoing project design, taking account of feedback from the Statutory Consultation, and presented with the DCO and assessed within the Environmental Statement.

For the purpose of the PEIR assessment, and as a worst case, the working assumption is that there might be a maximum of eight (8) aircraft movements at night between the hours of 2300 and 0600. The remaining air freight air traffic movements would be spread evenly across the daytime period. Passenger flights would be daytime only, 0700-2300 but with limited exceptions during a 'shoulder' period from 0600 to 0700 for certain passenger flights departing to Europe or arriving from the United States.

4. How many additional road traffic movements will there be as the result of planned airport operations?

Precise forecasting for road traffic movements (freight, passenger and employee) is being calculated as part of a Transport Assessment, which is being undertaken at present and will be submitted as part of the DCO application. Within this assessment we will be considering information provided by Dr Sally Dixon in 'Manston Airport - a Regional and National Asset, Volumes I-IV' which forecasts 64,906 HGV movements per year in year 20.

5. What highway improvements will be required to accommodate this increased road traffic?

The masterplan includes proposals for highways improvements, but these are also dependent upon the findings of the Transport Assessment and agreement by Kent County Council and Highways England.

6. Are you intending to operate air traffic control remotely?

Safety will always be our top priority. This is one of several options being considered and we are working with the Civil Aviation Authority to find the safest and most secure outcome for Manston Airport.

7. Are there other 'remote operation' plans for Manston Airport?

No, there are no other 'remote operation' plans for Manston Airport.

8. How many jobs do you expect to create when the airport is open?

In the first full year of operation it is expected that employment on and around the Manston Airport site will be around 850 people directly employed, with a further 5,000 people employed within the region in the supply chain, in associated industries or businesses, and as a result of the airport's presence in the economy.

By year 20, these figures will rise to over 4,200 people employed directly at the airport site and a further 26,000 in the wider economy. In addition, each construction phase will produce 600-700 jobs at their peak, plus additional employment in the region associated with the construction periods.

9. What sort of jobs?

Employment at the airport will be a mix of role types including:

- Freight services
- Passenger services
- Rescue and Fire Fighting Services
- Airport operations
- Maintenance
- Site and freight security
- Administration
- Air Traffic Services

10. What economic benefits will the airport create for Thanet/East Kent/the UK?

In addition to job creation, there would be numerous other benefits including:

- Working with Higher and Further Education bodies to leverage opportunities for training associated with the airport's operation and raise the aspirations of young people by stimulating a desire to continue in education and training.
- Generating wealth: the airport will boost the region's GDP through increased income from a wide variety of sources including tourism, tax revenues from job creation and inward investment by businesses keen to locate close to the airport and other benefits from the improved connectivity into and within Kent that a revived Manston Airport would provide.

11. How will you ensure employment opportunities are available to the local community first?

All employment opportunities will be advertised locally and it is our intention that as many local people as possible should benefit from Manston Airport's reopening through a wide range of job opportunities.

12. What impact does Brexit have on Manston Airport's future role?

It is becoming increasingly clear that the already-important role played by air freight in the UK's economic success is set to become even more profound post-Brexit. However, the negotiations are at an early stage and so we need to watch these closely to understand the role Manston Airport could play. Given this rapidly developing situation, the idea of permanently destroying much-needed aviation infrastructure, at Manston Airport, which could quickly and easily be called into action to support the UK's economic needs, should be viewed as completely untenable.

13. How many flights a day do you expect to operate from Manston Airport?

In its first year of operation, our proposals see Manston Airport handling around 5,000 movements a year (the equivalent of seven departures and seven arrivals a day), by year six we anticipate that Manston Airport will exceed 10,000 movements a year and by year 20 we envisage the airport handling a little over 26,000 a year, which equates to between four and six flights an hour during normal operating hours.

14. Have any airlines said they will use Manston Airport?

We have held discussions with established air freight operators. For normal and understandable commercial reasons, many, at this stage, wish to keep their interest in Manston Airport confidential. However, some airlines, such as Atlas Air and SmartLynx Airlines, have gone on the record expressing their confidence in our proposals and you can read more of their comments in the reports compiled by Dr Sally Dixon of Azimuth Associates, entitled 'Manston Airport - a Regional and National Asset, Volumes I-IV; an analysis of air freight capacity limitations and constraints in the South East and Manston's ability to address these and provide for future growth.'

15. Won't another runway at Heathrow remove the need for Manston Airport?

No. There is a significant shortage of runway capacity in the South East. A future additional runway at Heathrow, which is not expected to become operational until 2026 at the earliest, would still leave a predicted £3.9 billion of unmet air cargo demand by 2050 as the new runway would be prioritized to meet the unmet passenger aircraft demand.

16. Will RiverOak be the airport operator or will you bring in an operator to run Manston Airport for you?

RiverOak Strategic Partners is still assessing a number of options in relation to the operation of the airport. Whichever route is chosen, the operating company will need to be licensed by the Civil Aviation Authority.

17. Do you have financing available for the whole project?

The development of a robust business case has enabled us to ensure we have all the financing in place to meet all the costs involved in reopening Manston Airport as an operational airport.

An Outline Business Case has been prepared for consideration and scrutiny as part of this consultation.

18. How do we know you won't build housing on the Northern Grass?

We have made a submission to the Thanet Local Plan consultation to the effect that the entire airport site, including the Northern Grass, should be zoned exclusively for aviation or aviation-related use. Our DCO application will confirm this and will not include housing proposals for the Northern Grass or anywhere else.

19. How much will the project cost?

Over twenty years we expect to invest £300 million in Manston Airport.

How to find out more

Copies of all consultation documents can be found on our website; www.rsp.co.uk
Printed copies of all consultation documents can also be found in the public libraries below during their normal opening hours. All libraries can be contacted by telephone on 03000 41 31 31 and are closed on public holidays.

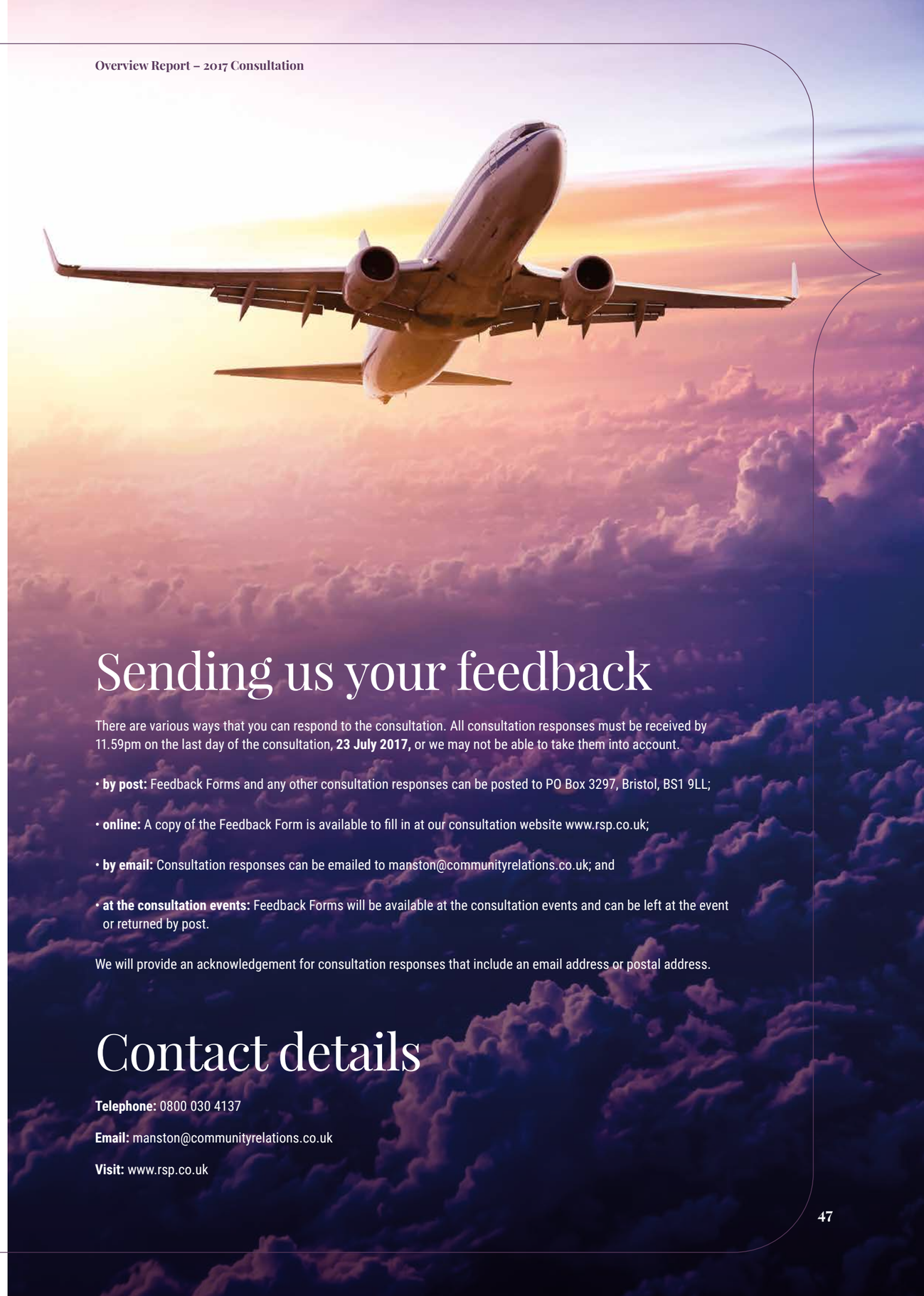
Libraries with consultation documents

Name	Address	Opening hours
Note: All libraries can be contacted by telephone on 03000 41 31 31 and are closed on public holidays. Opening hours are correct at the time of publication.		
Note: Due to the size of the PEIR, it will only be available at Deal, Margate and Ramsgate libraries.		
Birchington Library	Alpha Road, Birchington CT7 9EG	Mon, Tue, Thu, Fri: 9am-6pm Sat: 10am-2pm, Wed, Sun: closed
Broadstairs Library	The Broadway, Broadstairs CT10 2BS	Mon, Tue, Wed, Fri: 9am-6pm Thu: 9am-8pm, Sat: 9am-5pm, Sun: closed
Cliftonville Library	Queen Elizabeth Avenue, Margate CT9 3JX	Mon, Tue, Thu, Fri: 9am-6pm Sat: 10am-2pm, Wed, Sun: closed
Deal Library	Broad Street, Deal CT14 6ER	Mon-Fri: 9am-6pm, Sat: 9am-5pm Sun: 10am-4pm
Herne Bay Library	124 High Street, Herne Bay CT6 5JY	Mon-Fri: 9am-6pm, Sat: 9am-5pm Sun: closed
Margate Library	Thanet Gateway Plus, Cecil Street, Margate CT9 1RE	Mon, Tue, Wed, Fri: 9am-6pm Thu: 9am-8pm, Sat: 9am-5pm, Sun: closed
Minster-in-Thanet Library	4A Monkton Road, Minster, Ramsgate CT12 4EA	Mon: 2pm-6pm, Tue, Thu: 9am-1pm and 2pm-6pm, Fri: 9am-6pm, Sat: 10am-2pm, Wed, Sun: closed
Newington Library	Marlowe Academy, Marlowe Way, Ramsgate CT12 6NB	Mon, Tue, Thu, Fri: 9am-6pm Sat: 10am-2pm, Wed, Sun: closed
Ramsgate Library	Guildford Lawn, Ramsgate CT11 9AY	Mon-Fri: 9am-6pm, Sat: 9am-5pm, Sun: closed
Sandwich Library	13 Market Street, Sandwich CT13 9DA	Mon, Tue, Thu, Fri: 9am-6pm, Sat: 10am-2pm, Wed, Sun: closed
Westgate Library	Minster Road, Westgate-On-Sea CT8 8BP	Mon, Wed: 9am-5pm, Tue, Fri: 9am-6pm, Sat: 10am-2pm, Thu, Sun: closed

We are also holding a series of events where anyone who is interested in the project can attend, read the consultation documents, see visual displays of our proposals, talk to our professional team, and leave feedback.

The events will take place as follows:

Location	Address	Accessibility	Date & time
Herne Bay	**The King's Hall** Beacon Hill, Herne Bay, CT6 6BA	The Kings Hall is served by the number 6 and Triangle route bus services. There are disabled spaces available in the car park a short distance from the venue and a drop off point directly outside. There is step-free access to and within the venue and accessible WCs for sole disabled use.	Wednesday 14 June 2pm - 8pm
Broadstairs	**The Pavilion** Harbour Street, Broadstairs, CT10 1EU	The Pavilion is served by the number 56 and also the 8A, 9, 33, 38 and 40 bus services, with a short walk to the venue from the closest bus stop. Disabled parking is accessible and the venue is wheelchair accessible. Please note there is no disabled toilet at this venue.	Thursday 15 June 2pm - 8pm
Cliffsend	**Cliffsend Village Hall** Foads Lane, Cliffsend, CT12 5JH	Cliffsend Village Hall is served by the number 88 bus, with a short walk to the venue from the nearest bus stop. There is no specific disabled parking area but the village hall has 15 spaces as well as on road parking in the local area. Please note there is no disabled toilet at this venue.	Friday 16 June 2pm - 8pm
Margate	**The Sands Hotel** 16 Marine Drive, Margate, CT9 1DH	There are several bus routes, including numbers 8/8A/8X, 32, 34 and 36, which include Margate and stop at nearby Marine Terrace adjacent to Dreamland. There are three disabled parking spaces available at the venue and there is both step free access into the hotel and disabled toilet facilities.	Saturday 17 June 10am - 2pm
Sandwich	**The Guildhall** Sandwich, CT13 9AP	The Guildhall is served by several bus routes including numbers 13/13A, 14 and 88/88A. There is a car park adjacent to the venue which includes spaces for disabled parking and there are also disabled toilet facilities at this venue.	Tuesday 20 June 2pm - 8pm
Canterbury	**ABode Canterbury** 30-33 High St, Canterbury, CT1 2RX	ABode Canterbury is served by the X15 Diamond bus route service, although there is a walk of 400m from the bus stop to the venue. Disabled parking is available in the library car park opposite the venue. There is a single step into the main reception and wheelchair access is via a portable ramp located at reception. There is step free access within the ground floor where the event is being held and a disabled toilet within the venue.	Thursday 22 June 2pm - 8pm
Ramsgate	**Comfort Inn** Victoria Parade, Ramsgate, CT11 8DT	Ramsgate harbour is served by the 9, 38 and 39 bus routes and also the Thanet Loop bus service, with a short walk to the venue from the closest bus stop. There is one disabled parking space available at the rear of the venue. There is step free access into the hotel and event room. Please note there is no disabled toilet at this venue.	Saturday 24 June 10am - 2pm



Sending us your feedback

There are various ways that you can respond to the consultation. All consultation responses must be received by 11.59pm on the last day of the consultation, **23 July 2017,** or we may not be able to take them into account.

- **by post:** Feedback Forms and any other consultation responses can be posted to PO Box 3297, Bristol, BS1 9LL;
- **online:** A copy of the Feedback Form is available to fill in at our consultation website www.rsp.co.uk;
- **by email:** Consultation responses can be emailed to manston@communityrelations.co.uk; and
- **at the consultation events:** Feedback Forms will be available at the consultation events and can be left at the event or returned by post.

We will provide an acknowledgement for consultation responses that include an email address or postal address.

Contact details

Telephone: 0800 030 4137

Email: manston@communityrelations.co.uk

Visit: www.rsp.co.uk

Realising Strategic Potential

with the reopening of Manston Airport

RSP

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Email manston@communityrelations.co.uk **Telephone** 0800 030 4137 **Visit** www.rsp.co.uk