



RiverOak Strategic Partners

# Manston Airport Development Consent Order

## Interim Consultation Report

### June 2017

For consultation

<b>Scheme Name</b>	Manston Airport DCO
<b>Promoter's Name</b>	RiverOak Strategic Partners
<b>Author</b>	Bircham Dyson Bell
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# 2017 Consultation

## Suite of Consultation Documents

**1.1** As part of the statutory consultation under section 47 of the Planning Act 2008 a suite of consultation documents relating to the proposal to reopen Manston Airport is available to the public. Together these documents give an overview of the development proposals including information on the potential benefits and impacts of the Project, environmental considerations and the business case. The documents also provide further information on the consultation process and enable the public to submit their feedback.

**1.2** 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 flightpaths and airspace will be subject to a separate round of consultation once the DCO application has been made.

**1.3** The suite of consultation documents includes:

1. 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 (PEIR);
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.**

# AN INTERIM REPORT ON CONSULTATION

## MANSTON AIRPORT DCO

### PLANNING ACT 2008

## 1 Introduction

### 1.1 Consultation

1.1.1 RiverOak Strategic Partners ('RiverOak') is proposing to reopen Manston Airport in Kent, primarily as a cargo airport ('the Proposed Development').

1.1.2 Before the application for a development consent order ('DCO') for the Proposed Development is made, RiverOak is required to consult with those living in the vicinity of the land under section 47 of the Planning Act 2008 ('the Act'), as well as publicising the proposed application nationally under section 48 of the Act. In addition, section 42 of the Act requires applicants of DCO applications to consult with persons with an interest in the land and prescribed local authorities and statutory bodies.

1.1.3 RiverOak is carrying out its statutory consultation under sections 42, 47 and 48 of the Act between 12 June and 23 July 2017 ('the statutory consultation'). However, it has already carried out one round of informal non-statutory consultation ('the non-statutory consultation'). This was announced on 30 June 2016 with informal consultation events being held throughout July (see paragraphs 2.1.1 to 2.1.3 below for further details), with a deadline for feedback from consultees set as 5 September 2016.

### 1.2 This Report

1.2.1 This report summarises:

- (a) the key activities and findings of that first stage of consultation and sets out how the consultation responses received have been taken into account by RiverOak in formulating its proposals for the Proposed Development;
- (b) how and who RiverOak consulted on the Statement of Community Consultation and how the responses received were taken into account; and
- (c) the discussions that have been held with a number of statutory consultees and other groups and how the feedback and findings from those discussions have also been taken into account in formulating proposals for the Proposed Development.

1.2.2 Following the close of statutory consultation in July 2017, RiverOak will consider all of the additional feedback received. As part of its DCO application which is due to be submitted later in 2017, a full Consultation Report which complies with section 37 of the Act will be submitted. The Consultation Report will take this report as a starting point, report on all stages of consultation and explain how RiverOak has had regard to the feedback received.

### 1.3 The Proposed Development

- 1.3.1 The application site is situated to the west of Ramsgate in Kent and comprises approximately 296 hectares (732 acres). 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 cargo movements a year.
- 1.3.2 To achieve this, RiverOak is proposing a multimillion-pound, four-phase construction and redevelopment plan, which will be delivered across an estimated 15 years.
- 1.3.3 The proposals include both the use of the existing airport infrastructure and the introduction of new facilities. In summary, the proposals include:
- (a) upgrading the runway and improving the Alpha parallel taxiway;
  - (b) constructing 19 new air cargo stands;
  - (c) completely re-fitting the airfield navigation aids;
  - (d) refurbishing or replacing the existing fire station and constructing a new fire training area;
  - (e) building new air cargo facilities;
  - (f) developing a new air traffic control service, demolishing the current Air Traffic Control tower;
  - (g) building new aircraft maintenance hangars and developing areas of the 'Northern Grass' for airport related businesses; and
  - (h) highway improvement works to ensure improved access to and around Manston, including a new permanent dedicated airport access on Spitfire Way which will help to reduce airport related traffic on the local road network.
- 1.3.4 RiverOak's proposals also retain and enhance the existing RAF Manston and Hurricane and Spitfire museums by creating a museum quarter on the site of the former air traffic control tower.
- 1.3.5 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. RiverOak is also keen to work with Dover Harbour Board to receive passengers destined for cruise ships.
- 1.3.6 The development of passenger services will be distinct and separate from the 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.
- 1.3.7 In addition to the air freight hub RiverOak proposes to develop:
- (a) an aircraft teardown and recycling facilities;
  - (b) a flight training school;

- (c) a fixed base operation for executive travel; and
- (d) business facilities for aviation related organisations.

1.3.8 Manston Airport no longer has an aerodrome licence. The Airport will need a new EASA (European Aviation Safety Agency) 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.

#### 1.4 The Applicant

1.4.1 RiverOak is a UK-registered company which owns all rights and interests and has assumed financial and operational responsibility for the DCO in respect of the Proposed Development and the anticipated reopening and operation of the airport.

## **2 Non-statutory public consultation**

### **2.1 Description of consultation**

2.1.1 For the period of the non-statutory consultation (July to September 2016), RiverOak made documentation available on its website and publicised the consultation through a mixture of newspaper advertising in the Thanet Extra and via social media campaigns and announcements on Facebook and Twitter.

2.1.2 During the non-statutory consultation, RiverOak held a series of informal consultation events to enable the local community in Thanet and East Kent to find out more about the Proposed Development and the DCO process. Consultation events were held on the following dates and at the following locations:

(a) 12 July 2016: Broadstairs: Broadstairs Pavilion, Harbour Street, CT10 1EU

(b) 13 July 2016: Margate: The Sands Hotel, 16 Marine Drive, CT9 1DH

(c) 18 July 2016: Herne Bay: The King's Hall, Beacon Hill, CT6 6BA

(d) 21 July 2016: Canterbury: Canterbury Cathedral Lodge, The Precincts, CT1 2EH

(e) 22 July 2016: Sandwich: The Guildhall, Sandwich, CT13 9AP

(f) 23 July 2016: Ramsgate: Comfort Inn, Victoria Parade, CT11 8DT

2.1.3 These events were held as informal drop-in sessions together covering the time period from 10.00 till 20.00 from Monday to Saturday, to allow members of the local community to call in at a time convenient for them. There were no formal presentations but members of the team were available to answer questions and copies of a pre-consultation information document about the proposals were also available to take away.

2.2 In total, 822 responses were received at the non-statutory consultation. 741 (90%) were in support of the proposals, 66 (8%) were opposed and 15 (2%) had not yet decided. These can be further detailed as follows:

2.2.1 A total of 332 hard copy responses were received at consultation events. Of these:

(a) 313 (94%) were from individuals in support of the proposals;

(b) 15 (5%) were from individuals opposed to the proposals; and

(c) 4 (1%) were from individuals who had not yet decided.

2.2.2 A total of 268 responses were received by email. Of these:

(a) 214 (80%) were from individuals in support of the proposals;

(b) 45 (17%) were from individuals opposed to the proposals; and

(c) 9 (3%) were from individuals who had not yet decided.

2.2.3 A total of 222 hard copy responses were received by post. Of these:

- (a) 214 (96%) were from individuals in support of the proposals;
- (b) 6 (3%) were from individuals opposed to the proposals; and
- (c) 2 (1%) were from individuals who had not yet decided.

2.3 Four key concerns were raised:

2.3.1 Night flights

- (a) This was raised by a total of 72 (9%) respondents and related to the concern of respondents that there would be an uncontrolled number of night flights over their homes.
- (b) RiverOak's proposals will not involve an uncontrolled number of night flights. Preliminary environmental information has assumed a worst-case scenario of an average of eight flights per night, and measures will be proposed in the Environmental Statement to minimise the noise impacts of aircraft in the light of further environmental impact assessment and responses received to the statutory consultation.

2.3.2 Noise

- (a) This was raised by a total of 69 (8%) respondents and related to the concern of respondents that there will be an increase in noise pollution.
- (b) The Environmental Statement to be submitted as part of the DCO application will include an assessment of the potential noise effects as a result of the Proposed Development. This will include measures to mitigate any potentially significant effects as a result of both the construction and operation of the Proposed Development.

2.3.3 Air pollution

- (a) This was raised by a total of 18 (2%) respondents and related to the concern of respondents that there will be an increase in air pollution.
- (b) The Environmental Statement to be submitted as part of the DCO application will include an assessment of the potential air quality effects as a result of the Proposed Development. This will include measures to mitigate any potentially significant effects as a result of both the construction and operation of the Proposed Development.

2.3.4 Flight path

- (a) This was raised by a total of 15 (2%) respondents and related to the concern of certain residents about the flight path of incoming and outgoing planes flying low over their homes.
- (b) The business plan envisages generally attracting operators with modern high performance, quiet aircraft. On take-off, these aircraft gain height more



quickly and can turn earlier than the types of aircraft previously operating at Manston; this will allow better avoidance of flying over populated areas.

2.4 There were also a number of suggestions for improvements made:

2.4.1 Passenger services

- (a) This was raised by a total of 77 (9%) respondents. All of those respondents who suggested this stated that they would like to see passenger services return to Manston Airport.
- (b) The intention is to provide facilities to allow development of predominantly low cost leisure flights to resort destinations in Europe. The target market will be mid and East Kent. Low cost operators have been consulted and have expressed interest in operating in this market.

2.4.2 Requirement for local employment

- (a) This was raised by a total of 17 (2%) respondents. All of those respondents who mentioned the need for local employment stated that they would like to see Manston Airport recruit the local population to its workforce.
- (b) RiverOak has published a report by Dr Sally Dixon showing the forecasts for employment that Manston Airport is likely to generate. These jobs are predicted to be direct (including those created by the airport operator, airlines, general aviation, handling, immigration and customs, retail and food concessions and aircraft maintenance), indirect (including a wide range of jobs in the airport's supply chain), induced (which includes jobs created by the spending of people employed directly and indirectly), and catalytic (which includes jobs in the wider economy supported by the operations of an airport such as in tourism and trade).
- (c) River Oak are engaging with higher and further education providers in East Kent to ensure local people will have the opportunity to gain the skills required to meet the needs of the onsite employers including the airport operator, airlines, and aircraft maintenance.

2.4.3 Flying school

- (a) This was raised by a total of 15 (2%) respondents. All of those respondents who mentioned a flying school did so in the context of suggesting that there should be one at Manston Airport, particularly in relation to younger people.
- (b) RiverOak accepts the case for a flying school at Manston Airport. Over the past three years there has been a regular dialogue with the directors of TG Aviation, who operated from Manston Airport for many years, and there is an intention on RiverOak's part to reinstate a flying school facility at the site as part of the proposed first phase of development.

2.4.4 Viewing area

- (a) This was raised by a total of 13 (2%) respondents. This suggestion related to the desire for there to be a viewing area within the terminal building so that passengers and non-passengers alike could watch planes taking off and coming into land.
- (b) RiverOak accepts the case for a viewing area for passengers and non-passengers. RiverOak's brief to its designers will be to create viewing areas in the designs for a refurbished terminal, subject to security requirements and any conditions imposed by the Civil Aviation Authority.

### **3 Statutory consultation on Statement of Community Consultation ('SoCC')**

#### **3.1 Requirements of SoCC consultation**

- 3.1.1 Under section 47 of the Act, an applicant *“must prepare a statement setting out how the applicant proposes to consult about the proposed application with people living in the vicinity of the land”*
- 3.1.2 Before publishing this statement, known as the SoCC, the host local authorities must first be consulted on its contents and their comments must be taken into account. As a minimum, the host local authorities must be given 28 days to respond.
- 3.1.3 The overarching goal of the SoCC is to set out the applicant’s approach to consultation and how it intends to carry it out in full compliance with the statutory requirements set out in the Act.

#### **3.2 Formal consultation on the SoCC**

- 3.2.1 On 6 February 2017, an email was sent to the following local authorities and additional parish and town councils, informing them that RiverOak would be shortly consulting on its SoCC and asking who at each organisation would be best placed to receive the email containing the SoCC (those with an asterisk being statutory consultees on the SoCC):

- (a) Kent County Council\*
- (b) Thanet District Council\*
- (c) Dover District Council
- (d) Canterbury City Council
- (e) Acol Parish Council
- (f) Birchington Parish Council
- (g) Broadstairs and St Peters Town Council
- (h) Cliffsend Parish Council
- (i) Manston Parish Council
- (j) Mayor and Charter Trustees of Margate
- (k) Minster Parish Council
- (l) Monkton Parish Council
- (m) Ramsgate Town Council
- (n) Sandwich Town Council
- (o) St Nicholas-at-Wade with Sarre Parish Council

(p) Westgate-on-Sea Town Council

3.2.2 Of these, all but one responded to confirm email details. Where an alternative email address was provided this was then used when emailing the SoCC to each local authority for comment.

3.2.3 The SoCC was emailed to those local authorities listed at paragraph 3.2.1 above for consultation on 10 February 2017 and responses were asked for by close of business on Friday 10 March 2017, thus providing the 28 days for response as set out in the Act.

3.2.4 During this period, only four of the authorities responded: Kent County Council, Thanet District Council, Dover District Council and Cliffsend Parish Council. No further late responses were received after the 28 days period.

### 3.3 Responses to the consultation on the SoCC

3.3.1 A number of suggestions, comments and requests were made by those four local authorities that responded to the SoCC consultation. These are set out below together with an explanation of how they have been taken on board by RiverOak.

#### Kent County Council

3.3.2 Check with Kent libraries before depositing documents for inspection.

(a) RiverOak confirms that it agrees with this suggestion and that this action has been undertaken.

3.3.3 Consultation documents on the consultation website should be formatted to allow for audio transcription.

(a) RiverOak confirms that this will be enabled.

3.3.4 Consultation events are to be a mixture of weekday, weekend, daytime and evening.

(a) The consultation events will be held over a two week period in June 2017, collectively covering the days Monday to Saturday and the time period of 10.00 to 20.00.

3.3.5 Consultation event venues should be wheelchair accessible.

(a) The SoCC has been updated to include further details about accessibility at each venue. This is shown in the table at section 8.1 of the SoCC.

3.3.6 Sandwich Town Council should be consulted.

(a) RiverOak confirms that Sandwich Town Council will be consulted, as per the list at Appendix 1 of the SoCC.

3.3.7 Consultation zone should be in line with the 48dB contour from when the airport was previously operational.

- (a) On advice from its consultants, RiverOak will post consultation information to all those living within 2km of the airport boundary and will publish notices about the consultation in local newspapers in east Kent.
- 3.3.8 Additional consultation event should be held in either Cliffsend or Acol.
- (a) RiverOak confirms that an additional consultation event will be held at Cliffsend Village Hall on Friday 16 June between 14.00 and 20.00. The details of this are provided in the SoCC
- 3.3.9 Hard to reach groups should include representatives of the nine protected characteristics in the Equality Act 2010.
- (a) RiverOak wrote to Kent County Council on 12 April 2017 requesting that any information that Kent County Council had on such 'hard to reach' groups were shared with RiverOak. No response has been received from the Council.

Thanet District Council

- 3.3.10 State explicitly that the consultation is open to everyone.
- (a) RiverOak confirms that the consultation is open to everyone and the SoCC makes clear that this is the case.
- 3.3.11 A hard copy of the consultation documents should be supplied to Thanet District Council.
- (a) As a statutory consultee, Thanet District Council will be provided with a hard copy of the suite of consultation documents.
- 3.3.12 Copies of deposited consultation documents should be checked weekly for completeness rather than fortnightly.
- (a) RiverOak confirms that the consultation documents will be checked in person weekly by a member of its consultant team.
- 3.3.13 Consultation documents should be made available as HTML and PDF on consultation website.
- (a) RiverOak confirms that this will be made available.
- 3.3.14 Consultation events to be a mixture of weekday, weekend, daytime and evening.
- (a) As mentioned at paragraph 3.3.4(a) above, the consultation events will be held over a two week period in June 2017, collectively covering the days Monday to Saturday and the time period of 10.00 to 20.00.
- 3.3.15 Consultation event venues should be accessible by bus.
- (a) The SoCC has been updated to include information about bus routes accessibility at all of the consultation venues. This is shown in the table at section 8.1 of the SoCC.

- 3.3.16 There should be no intimidation or disregard of attendees at consultation events and all those present on behalf of RiverOak should be from RiverOak itself or consultants employed by it.
- (a) RiverOak confirms that there has never been any intimidation or disregard of attendees at consultation events and that there will not be any at the forthcoming statutory consultation events.
- 3.3.17 Free text responses should be allowed on the Consultation Feedback Form.
- (a) RiverOak confirms that the Feedback Form will allow free text responses.
- 3.3.18 Demographic data and the nature of respondents should be collected.
- (a) RiverOak confirms that this will be gathered.
- 3.3.19 Personal data should not be shared with third parties.
- (a) RiverOak confirms that any personal data supplied during the consultation will be dealt with in accordance with its data protection statement as set out in the Feedback Form, and set out below for ease of reference:
- “Personal information that is supplied to RSP in response to this consultation will be treated confidentially and processed and handled in accordance with the Data Protection Act 1998. The information may be disclosed to or shared with RSP’s agents, contractors and advisors who provide services to RSP in connection with RSP’s preparation of an application for development consent under the Planning Act 2008. This will allow RSP to fully consider the responses and use them in the preparation of application materials. Upon submission of RSP’s application for development consent, the Secretary of State may require RSP to supply copies of all consultation responses received. If a request is made, RSP is under a legal obligation to supply copies of the response to the Secretary of State. By submitting a consultation response to RSP, a respondent agrees that RSP may supply a copy of their response to the Secretary of State via the Planning Inspectorate if required to do so.”*
- 3.3.20 Consultation documents should state whether feedback will be published, how it will be weighted and how it will be analysed.
- (a) Section 11 of the SoCC sets out how the information received during consultation will be used.
- 3.3.21 Thanet Business Forum, and Coastal Community teams in Ramsgate, Broadstairs and Margate should be consulted.
- (a) RiverOak confirms that it will consult these organisations, as set out in Appendix 1 of the SoCC.
- 3.3.22 Consultation should be extended to be eight weeks long.

- (a) The minimum time required under the Act for statutory consultation is 28 days. RiverOak has allowed an extra two weeks taking the total length of the consultation to 42 days. It has considered Thanet District Council's request but does not agree that there is any reason why the statutory consultation should be extended by a further two weeks.
- 3.3.23 All properties within 3km of Manston Airport should be consulted.
  - (a) RiverOak has agreed to extend its originally-proposed consultation zone from 1km from the airport boundary to 2km from the airport boundary. Additionally, newspaper notices about the consultation will be published in a wide area covering east Kent.
- 3.3.24 Newspaper coverage to cover all of Thanet, Herne Bay and Sandwich.
  - (a) As per paragraph 3.3.23 above, newspaper coverage will cover the whole of east Kent.
- 3.3.25 A consultation event should be held in either Birchington or Minster, but preferably both.
  - (a) RiverOak considers that the seven consultation events it plans to hold are sufficient to provide coverage for the areas of Birchington and Minster. However, as stated in section 8.1 of the SoCC, RiverOak will offer individual presentations to Birchington Parish Council and Minster Parish Council.
- 3.3.26 A consultation event should be held in Ramsgate on both a weekday and a weekend.
  - (a) A consultation event is being held in Ramsgate on Saturday 24 June from 10.00 to 14.00. A further six events are being held in other venues within Kent and as these are being held during weekdays RiverOak does not consider it necessary to hold any further events in Ramsgate.
- 3.3.27 Attendance at town and parish councils should be before and during consultation rather than during and after.
  - (a) RiverOak confirms that it intends to offer presentations to town and parish councils during and after the consultation period. Should these councils then provide further feedback on the proposals, RiverOak confirms that it will take these into account, as long as they are provided by a pre-agreed date, despite it being outside the consultation period and thus there will be no prejudice to these councils in holding the presentations after the consultation period.
- 3.3.28 Include drafts of the consultation materials within the SoCC as well as in the consultation leaflet and feedback form.
  - (a) Consultation materials will be made available in hard copy during consultation events and online throughout the statutory consultation period.
- 3.3.29 Leaflet all properties within 1km of the proposed flightpaths or, if not available, all of Ramsgate, Thanet Villages and Herne Bay.

- (a) All properties within 2km of the site will be sent consultation information in the post – please refer to paragraph 3.3.23 above for further details.
- 3.3.30 Council should be able to comment on identification of hard to reach groups, consultation leaflet and form.
- (a) RiverOak wrote to Thanet District Council on 12 April 2017 requesting that any information that Thanet District Council had on such ‘hard to reach’ groups were shared with RiverOak. No response has been received from the Council.
- 3.3.31 List all statutory consultees for information to the community.
- (a) This is not a requirement under the Act and RiverOak does not consider that it is necessary to do so. It confirms, however, that all statutory consultees will be consulted as appropriate.

#### Dover District Council

- 3.3.32 Set out more information about the infrastructure improvement and upgrade works.
- (a) RiverOak confirms that further information on these aspects is provided within the suite of consultation documents, particularly within chapter 3 of the Preliminary Environmental Information Report which provides a description of the Proposed Development.
- 3.3.33 Town and Parish Councils in Dover District should be invited to have presentations as well.
- (a) As set out in section 8.1 of the SoCC, RiverOak will offer individual presentations to each of the 12 parish councils set out in Appendix 1 of the SoCC.
- 3.3.34 Site owners should be consulted.
- (a) RiverOak confirms that the site owners will be consulted.
- 3.3.35 A wider consultation area should be shown/consulted.
- (a) Please refer to paragraph 3.3.23 above and to Appendix 2 of the SoCC for further details.
- 3.3.36 Newspaper coverage to cover Dover District.
- (a) Please refer to paragraph 3.3.23 above and to Appendix 2 of the SoCC for further details.
- 3.3.37 Consider holding a consultation event in Deal.
- (a) RiverOak will be holding a consultation event in Sandwich on 20 June 2017 which is not far from Deal and therefore does not consider it necessary to hold another event in Deal itself. However, and in addition, RiverOak



confirms that as per section 8.1 of the SoCC, it will offer an individual presentation to Deal Town Council.

Cliffsend Parish Council

3.3.38 Consultation event should be held in Cliffsend.

- (a) RiverOak confirms that it has decided that, at the request of Cliffsend Parish Council, an extra consultation event will be held in Cliffsend.

## 4 Consultation with statutory consultees

### 4.1 Statutory context

#### 4.1.1 Section 42(1) of the Act states:

*“The applicant must consult the following about the proposed application:*

*(a) such persons as may be prescribed,*

*(aa) the Marine Management Organisations, in any case where the proposed development would affect, or would be likely to affect, any of the areas specified in subsection (2),*

*(b) each local authority that is within section 43,*

*(c) the Greater London Authority if the land is in Greater London, and*

*(d) each person who is within one or more of the categories set out in section 44”*

4.1.2 For the purposes of section 42(1)(a) of the Act, the persons prescribed are those listed in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

4.1.3 Local authorities under section 42(1)(b) are defined as those within which the land to which the proposed development relates is located. It also includes those local authorities that share a boundary with that authority.

4.1.4 Those persons referred to under section 42(1)(d) are those persons who own, lease, occupy or who are tenants on the land to which the Proposed Development relates. It also includes those persons who have an interest in the land or have the power to sell, convey or release the land. Also included are those persons who are entitled to make a relevant claim if the DCO application were to be made and fully implemented.

### 4.2 Consultation Activity

4.2.1 Since April 2016, RiverOak has been engaging in preliminary discussions with various consultees with the aim of identifying any relevant technical or other issues that RiverOak should take into account at an early stage in the Proposed Development’s evolution.

4.2.2 The information obtained from the comments received during this period have helped inform the proposals for the Proposed Development as set out below.

#### Environment Agency

4.2.3 Meetings were held with the Environment Agency in April 2016, November 2016, March 2017 and May 2017. During the meetings discussions were held to agree the scope of the fresh water environment and land quality assessments to be undertaken as part of the Environmental Impact Assessment (EIA). These meetings have also

informed the design of masterplan elements, including the surface water drainage and treatment, the earthworks, and the airport fuel farm.

#### Southern Water

- 4.2.4 Meetings were held with Southern Water in April 2016 and February 2017. During the meetings discussions were held to discuss and agree the scope of the fresh water environment and land quality assessments to be undertaken as part of the EIA. The potable water and foul water requirements of the Proposed Development were discussed, as well as the potential effects of the Proposed Development on Southern Water assets and operations. Measures to mitigate any potential effects on the Thanet Aquifer, such as surface water drainage and treatment, have been incorporated into the masterplan.

#### Natural England

- 4.2.5 Meetings were held with Natural England in April 2016 and November 2016. During the meetings discussions were held to discuss and agree the scope of the biodiversity assessment to be undertaken as part of the EIA, and of the Habitats Regulation Assessment to be submitted as part of the DCO application. The scope and requirements for ecological surveys, the potential effects for consideration, and the assessment methodology to be adopted were discussed and agreed.

#### Historic England and Kent County Council Heritage Conservation Group

- 4.2.6 A joint meeting was held with Historic England and the Kent County Council Heritage Conservation Group in May 2016. The meeting was held to discuss and agree the scope of the historic environment assessments to be undertaken as part of the EIA, including to agree the extent of the study area and the list of receptors for the assessment. The potential effects to be considered as part of the assessment, including potential effects on heritage assets from noise from aircraft, were also discussed and agreed. The potential effects on the RAF Manston History Museum and the Spitfire and Hurricane Memorial Museum were also discussed, and the importance of ensuring that the museums retain views of and links to the airport and runway. As a result the masterplan now includes proposals for a new 'museum quarter' which retains the views of and links to the airport and runway.

#### Kent County Council

- 4.2.7 A meeting was held with Kent County Council in April 2016. The meeting was held to provide an introduction to the proposals for the Proposed Development, and to discuss the scope of the assessments to be undertaken as part of the EIA. Kent County Council's future plans for its draft Thanet Transport Strategy was discussed, and the information provided was used to inform the design of masterplan elements, including the highways and junctions improvements. A further meeting with elected members and senior officers of Kent County Council is being planned to take place in late June or early July.

## **5 Conclusions and next steps**

- 5.1 This Interim Consultation Report has set out how RiverOak undertook non-statutory consultation in Summer 2016 on its proposals for the redevelopment of Manston Airport and how it has taken on board the comments and proposals made by consultees during that consultation. It also sets out how RiverOak has carried out consultation under section 47 of the Planning Act 2008 in relation to the SoCC.
- 5.2 Feedback received during both of these consultation exercises has enabled consultees to have input into the development of the proposals for the Proposed Development and has helped to shape the scope of the EIA.
- 5.3 RiverOak is now carrying out its statutory consultation under section 42 of the Planning Act 2008 which will run from 12 June to 23 July 2017. Following this, further feedback received will be considered, taken on board and used to further develop proposals for the Proposed Development before an application for a development consent order is made later in 2017
- 5.4 As part of the suite of documents due to be submitted as part of the development consent order application, there will be a full Consultation Report setting out how RiverOak has consulted under section 42 of the Planning Act 2008, what feedback was received during the statutory consultation and how that feedback has been taken on board in the development of proposals.