

Presentations for Thanet District, Dover District, and Canterbury City Councils



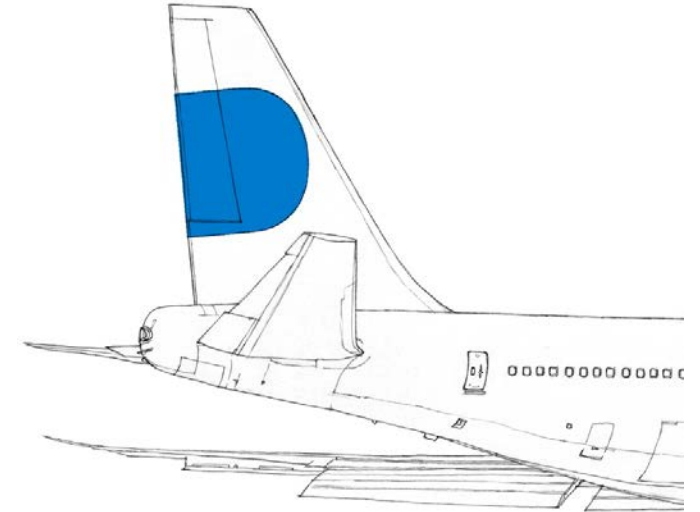
The DCO Process

ANGUS WALKER

BIRCHAM DYSON BELL

The Planning Act 2008

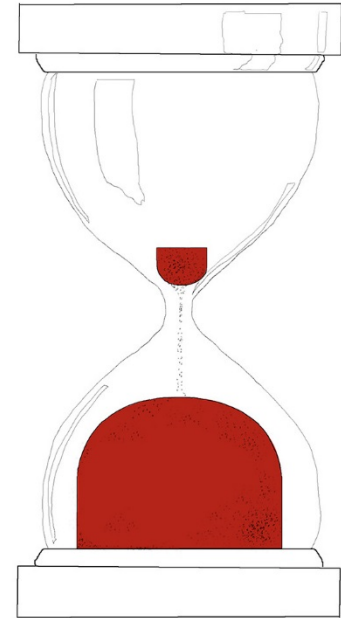
- Compulsory consent process for infrastructure projects above size thresholds
- For airports it is either a capacity increase of 10m passengers per year or 10,000 cargo movements per year, i.e. an average of 14 arrivals and 14 departures per day
- Since one aircraft stand can handle at least five arrivals and five departures of cargo aircraft per day, an addition of two stands is enough to trigger the threshold provided no other constraints
- It does not matter whether the airport will actually reach its capacity, although RSP's projections for Manston show this will be achieved by year 6 of operation



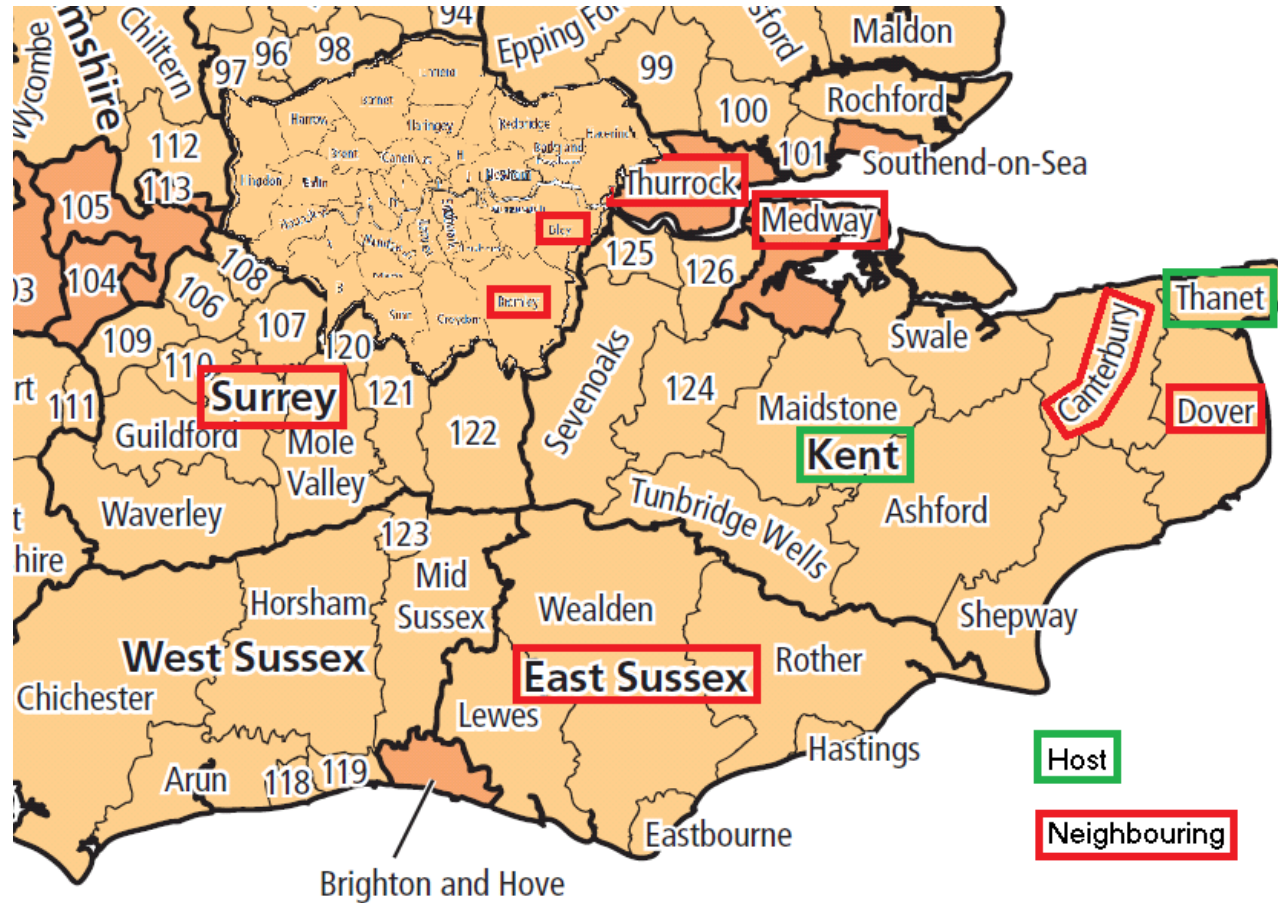
Process Timeline

- *Non-statutory consultation – July-September 2016*
- **Statutory consultation – June-July 2017**
- Application made – late 2017
- Application accepted – 28 days later
- (Relevant) representations invited – 1-3 weeks later
- Preliminary meeting – c. 6 weeks later
- Examination – hearings and written deadlines – 6 months' duration
- Recommendation stage – 3 months' duration
- Decision stage – 3 months' duration

Key: *past*, **current**, future



Host' and 'neighbouring' authorities



Local authority roles

Before application made:

- *Consultee on Statement of Community Consultation – host*
- **Statutory consultee – host and neighbouring**

Once application made:

- Adequacy of consultation response – host and neighbouring

During examination:

- Relevant representation – host and neighbouring
- Written representation – host and neighbouring
- Local impact report – host and neighbouring

After decision made:

- Discharge of requirements – host (and other bodies)
- Enforcement – host (as local planning authority)

Statutory consultation

Three strands

- Direct consultation of individuals and organisations (section 42)
 - Letters with consultation materials
- Community consultation (section 47)
 - Newspaper, leaflet, social media notification and media coverage
 - Consultation events – our own and on request
 - Helpline
 - Website
- General publicity (section 48)
 - Notice in London Gazette, local newspapers and national newspaper



Written material

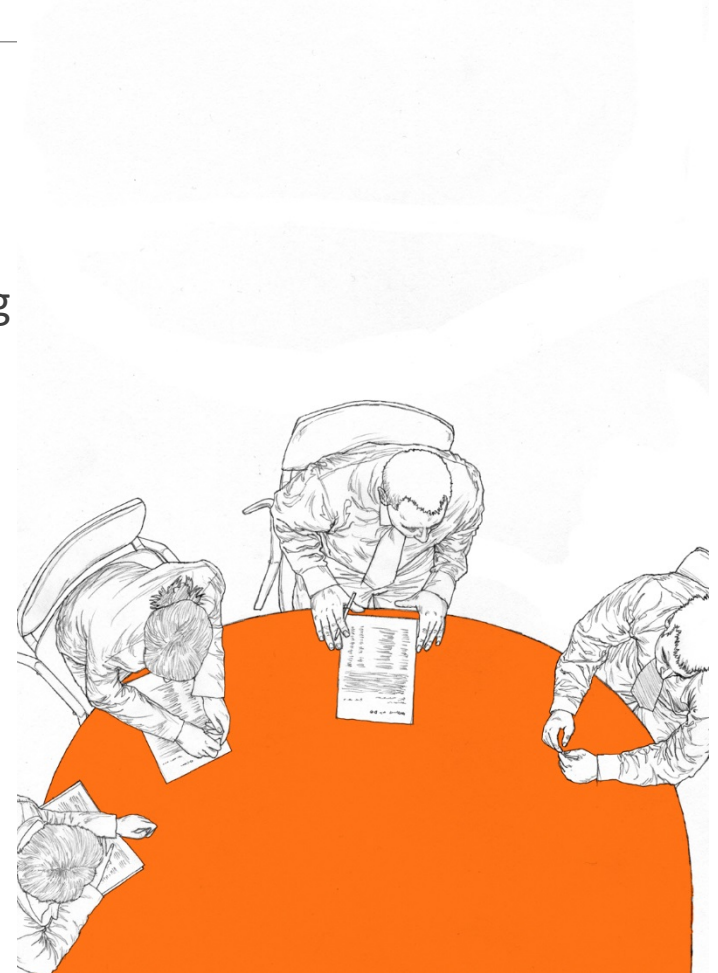
- ‘Relevant representation’
- Answers to Examining Authority questions
- ‘Written representation’
- Local Impact Report
- Answers to ExA regulation 17 ‘requests’

5	DEADLINE 2	Thursday 14 July 2016
	<p>Deadline for receipt of:</p> <ul style="list-style-type: none"> • Comments on Relevant Representations (RRs) including summaries of any RR over 1500 words • Written Representations (WRs) by all Interested Parties including summaries of all WRs exceeding 1500 words • Local Impact Report (LIR) from local authorities • Submission by the Applicant of the Schedule requested by the ExA bringing together all mitigation needs (see Annex B of Rule 8 letter) • Responses to ExA’s first written questions • Revised draft DCO from the Applicant and any draft agreements • Statements of Common Ground requested by ExA • Additional photomontages by the Applicant (see Annex B of Rule 8 letter) • Submission of the schedule requested by the ExA in relation to Crown Land and interests including how the Applicant intends to comply with section 135 PA2008 • Submission of the schedule requested by the ExA in relation to statutory undertakers’ land and special category land and extinguishment of rights and removal of apparatus of statutory undertakers etc. including how the Applicant intends to satisfy sections 127, 132 and 138 PA2008 • Comments on the information submitted by the Applicant dated 12 and 15 April 2016 • Any other updated documents from Interested Parties (including corrections and omissions from the Applicant) • Any other information requested by the ExA under Rule 17 of the Infrastructure Planning (Examination Procedure) Rules 2010 (the Exam Rules) 	

Hearings

Three types:

- Open floor hearing
- Compulsory acquisition hearing
- Issue specific hearing (including one or more hearings on the drafting of the DCO)





Planning Context

ANGELA SCHEMBRI

RPS CONSULTING SERVICES LIMITED

The Existing Planning Framework - National

National Planning Policy Framework (NPPF) (2012)

- No specific policies for Nationally Significant Infrastructure Projects (NSIPs)
- NSIPs determined in accordance with the Planning Act 2008 and relevant National Policy Statements
- Key planning principle – to proactively drive and support sustainable economic development to deliver the infrastructure that the country needs
- Airports – LPAs to work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support strategies for the growth of airports
- Airports and airfields that are not subject to a separate national policy statement - plans should take account of their growth
- Plans should take account of the NPPF as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation



The Existing Planning Framework - National

Aviation Policy Framework (APF) (March 2013)

- Sets out the Government's Framework for UK Aviation
- Government's primary objective - to achieve long-term economic growth
- The aviation sector is a major contributor to the economy whose growth the Government supports
- Government's main objectives are to ensure that the UK's air links continue to make it one of the best connected countries in the world which includes increasing links to emerging markets
- Short term priority - to work with the aviation industry and other stakeholders to make better use of existing runways at all UK airports
- Local Planning Authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen choice and that this could apply to airport infrastructure



The Existing Planning Framework - National

Airports Commission Interim (2013) and Final (2015) Reports

- Airports Commission set up in late 2012 to find an effective and deliverable solution to increase aviation capacity in the South East
- Northwest Runway at Heathrow Airport – strongest case
- 2013 Interim Report - *“(Manston).....presents some potential as a reliever airport, but does not address the larger question of London and South East capacity.”*
- 2015 Final Report - the air freight sector plays an important role in the UK economy and particularly to trade with emerging markets and other non-EU countries, and to many airlines
- 2015 Final Report - key sectors for air freight include perishables such as food and flowers and pharmaceutical products and medicines that need to be delivered in controlled environments within short shelf lives, as well as fast evolving high-tech products



The Existing Planning Framework - National

Draft Airports National Policy Statement (NPS) (February 2017)

- Provides the primary basis of decision making on development consent applications for a Northwest Runway at Heathrow Airport but it is still a relevant consideration for other applications for airports infrastructure in London and the South East of England
- 2013 APF still applies when considering wider aviation issues
- Air freight is important to the UK economy and especially in the advanced manufacturing sector
- UK manufacturing competitiveness and a successful and diverse UK economy will drive the need for quicker air freight
- Aviation sector can also boost the wider economy by providing more opportunities for trade through air freight

Aviation Strategy White Paper (expected 2018)



The Existing Planning Framework - Regional

Kent County Council Position Statement on Manston Airport (2015)

“That we the elected members of KCC wish it to be known that we fully support the continued regeneration of Manston and East Kent and will keep an open mind on whether that should be a business park or an airport, depending upon the viability of such plans and their ability to deliver significant economic growth and job opportunity.”

Kent Local Transport Plan 2011-2016

- Manston Airport - major gateway for the movement of international freight and an essential catalyst in regenerating the local area
- Manston Airport - significant potential to develop it into a regional airport and thereby becoming one of the largest single generators of economic activity in the County
- Thanet Parkway Rail Station - support any reopened airport at Manston



The Existing Planning Framework - Regional

Dover DC Position Statement (July 2014)

“.....support the campaign to retain Manston as an operational airport recognising the role and place that it can have in the UK aviation industry, making better use of regional capacity in accordance with the views of the South East Local Enterprise Partnership while making a significant contribution as one of the strategic priorities for regeneration in the East Kent area.”

The Existing Planning Framework - Local

The statutory Development Plan for Thanet comprises the following:

- Saved policies from the adopted Thanet Local Plan 2006
- Cliftonville Development Plan Document (2009)
- Saved policies from the Kent Waste and Minerals Local Plan 2013-2030

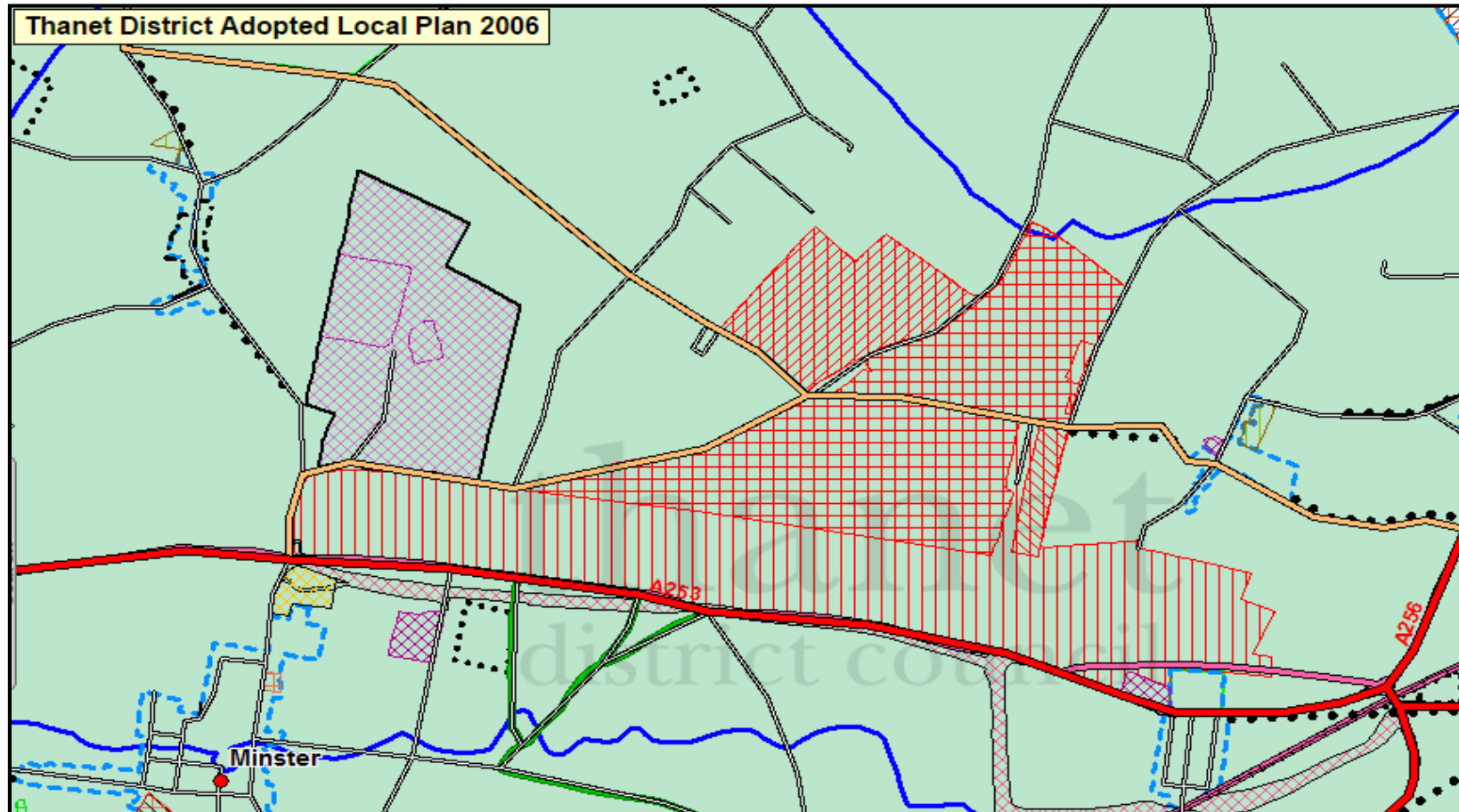
The airport is subject to the following designations in the Thanet Local Plan:

- Development in the Countryside (Policy CC1)
- Landscape Character Areas (Central Chalk Plateau) (Policy CC2)
- Groundwater Protection Zones (Policy EP13)
- Kent International Airport (Policy EC2)
- Airside Development Area (Policy EC4)

Chapter 2 – Manston Airport is “an important **regional hub** and **business location**; a key location in the **economic regeneration** of the area; and should play an important part in the **economic regeneration of Thanet and East Kent.**”



The Existing Planning Framework – Local



	Airside Development
	Employment Land
	Fire Training School
	Kent International Airport
	Land East of Airport

The Existing Planning Framework – Local

Policy EC2 (Kent International Airport) – Proposals that would support the development, expansion and diversification of Kent International Airport will only be permitted subject to specific requirements including compliance with the current Section 106 agreement; minimising visual impacts; compliance with noise and air quality standards and meeting surface travel demands.

Policy EC4 (Airside Development Area) – Land at the airport is reserved for airside development. Development proposals will require specific justification to demonstrate that an airside location is essential.

The Existing Planning Framework – Local

Points to note in respect of the adopted Local Plan and the saved policies (reconfirmed by the Lothian Shelf Limited Appeal Decision):

- The Plan may be time-expired but the airport policies are saved as part of the Development Plan and thereby attract **full weight** in decision-making because they are consistent with the NPPF, APF, draft Airport NPS and Kent Local Transport Plan;
- The fact that the airport is no longer operational does not reduce the weight to be attached to the saved airport policies so long as there is a **realistic prospect of the airport reopening** – and RiverOak's evidence demonstrates that this is the case;
- The saved airport safeguarding policies will remain and will attract full weight until the airport issues are resolved either as part of RiverOak's **DCO process or the examination into the new Local Plan**;
- Until a **new policy framework** exists at the airport, its reopening cannot be ruled out and Policy EC4 should not be disregarded

The new Thanet Local Plan to 2031

The draft new Thanet Local Plan is in its **very early stages of production**. TDC formally began the process of preparing a New Local Plan for Thanet in 2013.

Draft Thanet Local Plan to 2031 (Preferred Options) 2015

- Various options for the future use of the Manston Airport site and that these needed to be explored and assessed for the wider area of the airport and its environs through the Development Plan making process
- TDC designate the airport as an “opportunity area” for an Area Action Plan (AAP) Development Plan will be developed to set out the development framework for the development and regeneration of the area
- AAP to consider the promotion, retention, development and expansion of the airport and aviation related operations
- Alternative option for the AAP was to assess mixed-use development that will deliver significant new high quality skilled and semi-skilled employment opportunities, residential development, sustainable transport and community facilities

The new Thanet Local Plan to 2031

Draft Thanet Local Plan to 2031 (Preferred Options) 2017

- **Avia Report (September 2016)** - airport operations at Manston are very unlikely to be financially viable in the longer term, and almost certainly not possible in the period to 2031
- **Objectively Assessed Housing Need (January 2017)** – stronger population growth – 17,140 dwellings needed (9% higher than previous assessment)
- **Draft Policy SP05 (Manston Airport)** - a mixed use development to create an attractive sustainable free standing new settlement with a district centre and featuring all the amenities



Proposed Revisions to draft
Local Plan (preferred options)
January 2017



The new Thanet Local Plan to 2031

Sustainability Appraisal (December 2016) prepared by Arup justified continued safeguarding of the airport on the basis of it:

*“.....being likely to have **benefits** in terms of contributing towards job creation, economic growth, supporting the visitor economy and providing measures to avoid potentially significant adverse impacts on landscape, noise and air quality. Not safeguarding the airport would be **harmful** to the airport’s potential future and **contrary to the NPPF’s** instructions to support all sectors of the economy. To not plan for additional employment growth at the airport would be ignoring a **potential major opportunity**. It would be stifling an **important growth sector of the economy** and wider impact and therefore contrary to the NPPF.”*

Given that no reliance should be placed on the Avia Solutions Report, RiverOak argues that there has not been any change in circumstance or new evidence (other than their own) which would suggest that the approach to planning for the future of Manston Airport should be anything other than safeguarding it for aviation use.

The new Thanet Local Plan to 2031

Status of the Policies in the new Thanet Local Plan

- TDC not expecting to adopt their New Local Plan before Spring 2019 at the earliest - **very little weight** can be given to the emerging plan policies
- TDC received **40,000 individual points** of response to the Draft Thanet Local Plan to 2031 Preferred Options Consultation (January 2015) and the responses to the January 2017 consultation are yet to be published
- There are still **unresolved objections** including towards the approach to be taken towards Manston Airport and whether the new Local Plan is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area
- RSP provided representations to the latest consultation - **objecting** to the proposals to allocate land at Manston Airport for a mixed-use settlement
- **Examination in Public** expected Spring/Summer 2018 – will consider airport issues against evidence base

Lothian Shelf Limited Planning Appeals

- **Four appeals** submitted in August 2016 against TDC's refusal and non-determination of applications seeking the change in the use of four on-airport buildings for non-aviation uses
- Inquiry held in March 2017 – RSP appeared as a 'Rule 6' party to provide evidence for **why the appeals should not be granted**
- TDC did not participate in the final stages of the appeal process – up to 14th December 2016 – all appeals should be dismissed
- After 14th December 2016 Planning Committee – **Members withdraw the reasons for refusal** in light of the Avia Solutions Report
- Inspector's decision is published 13th July 2017 – **appeals dismissed**



Lothian Shelf Limited Planning Appeals

Key points to emerge from the appeals decision:

- Merits of the RSP project will be a matter for any **forthcoming DCO**
- The draft Local Plan is in its **early stages** and the latest version is still subject to various **outstanding objections** including in respect of Policy SP05 (Manston Airport)
- Little weight can be afforded to the draft Local Plan at this time – **the policies may change**
- Closure of the airport should not mean that the policies in the Local Plan should automatically be accorded less weight or that they are **out-of-date**
- **Policy EC4 is consistent with the NPPF, national aviation policy notwithstanding its age**
- Policy EC4 continues to **carry significant weight** in the overall planning balance
- Until a new policy framework exists at the airport, **Policy EC4 should not be disregarded**
- Granting permission for non-aviation uses **would undermine the current policy protection** afforded to the airport land be seen as **setting a precedent**
- **Consistent application of Policy EC4 is required to prevent the site becoming anything other than an airport**



Stone Hill Park Hybrid Planning Application

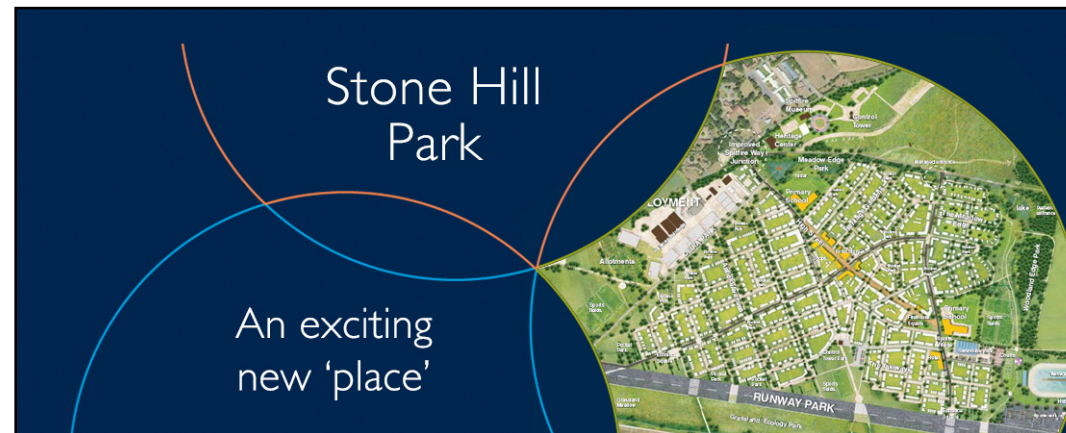
- Up to 2,500 new residential dwellings with up to 250 units age-restricted for elderly persons;
- Up to 85,000 sqm (GIA) of employment floorspace, with a focus on advanced manufacturing;
- A new local centre (shops, services, cafes/restaurants, GP and pharmacy, community hall, hotel and leisure);
- Two new primary schools;
- Potential for a small-scale campus for higher/further education;
- 130 hectares of managed public open space;
- 'East Kent Sports Village'
- Creation of a new museum hub; and
- A network of new streets and associated parking, landscaping and infrastructure.

The proposed development will be built in 'stages' over the next **15-20 years**.

Stone Hill Park Hybrid Planning Application

Key Dates:

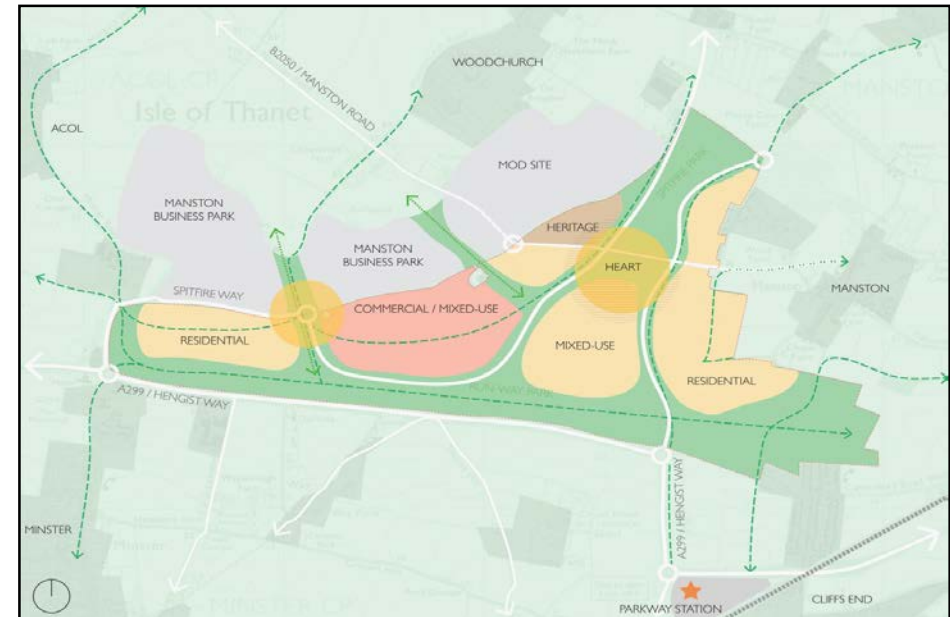
- Application Received : 31st May 2016
- Application Validated : 3rd June 2016 **(1 year and 7 months ago)**
- Expiry Date : 18th August 2016
- Extended Expiry Date : 20th October 2016



Stone Hill Park Hybrid Planning Application

Over **400 responses** received from the general public and statutory consultees
Approximately **77% are in objection** to the application proposals

- Objections and requests from key statutory consultees including:
 - Kent County Council Ecology
 - Cliffsend Parish Council
 - TDC Flood Risk Planning
 - Historic England
 - Kent Wildlife Trust
 - Southern Water
 - Natural England
 - Spitfire & Hurricane Trust
 - Kent County Council Transport
 - Dover District Council
 - MOD (Defence Infrastructure and Statutory Safeguarding)



Stone Hill Park Hybrid Application

Next Steps:

- Applicant to provide additional environmental information – detailed Viability Assessment; addendum to the Environmental Statement ; additional transport modelling and ecology surveys (no Regulation 22 request has been made) – this information is **overdue by over a year**
- TDC to consult publically on the new information (time period to be confirmed)
- Applicant to overcome objections (this could involve scheme changes)
- TDC to finalise their recommendation to Committee
- Applicant to agree Section 106 HoTs

Stone Hill Park Hybrid Application

Determination:

- No date yet for Planning Committee
- Subject to a Section 106 agreement
- Referral to the Secretary of State – does the quantum of retail, leisure and office development exceed 5,000sqm outside of a town centre in which case the LPA must inform the SoS if they intend to approve an application
- Call-In?
- Secretary of State can call-in the application if the proposals are sufficiently important or controversial or raise such issues of national significance that he should decide it himself rather than letting the local planning authority
- An MP can privately make representations to have an application called-in
- Anyone can request the application is called-in for any reason (based on set criteria and if the planning issues are of more than local importance)

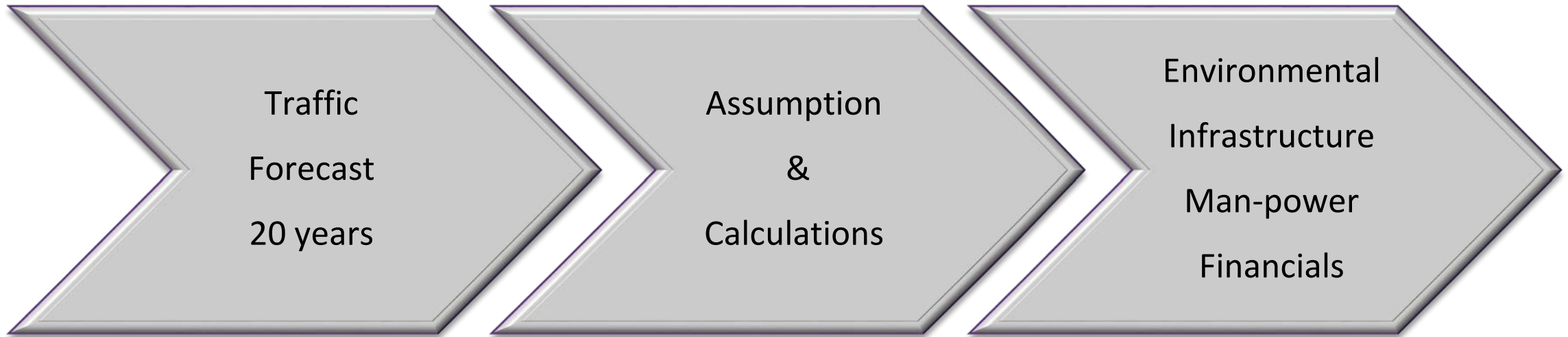
Masterplan

TOM WILSON

VISCOUNT AVIATION



“Operationalising” traffic forecast



Cargo

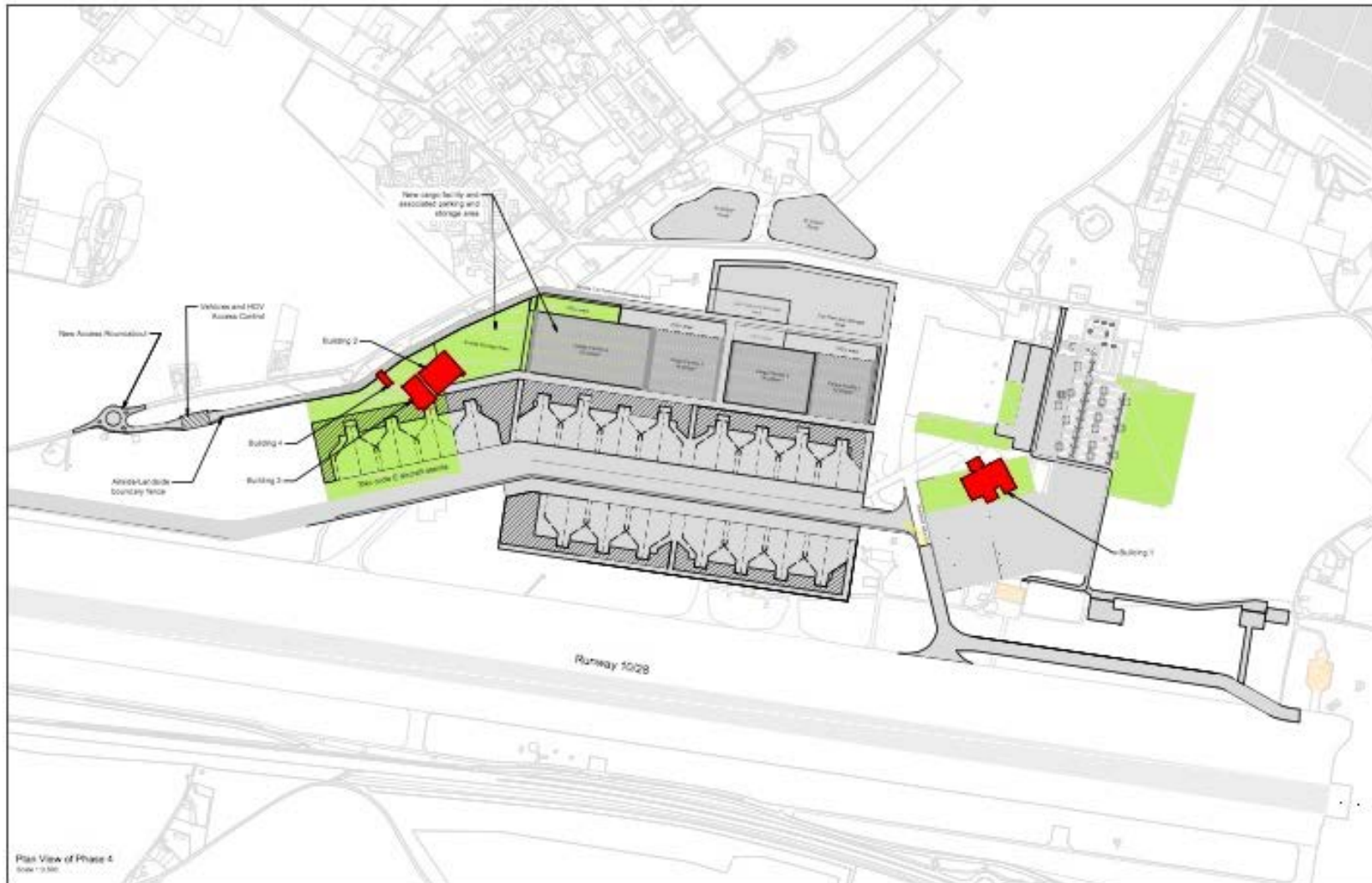
- 19 code “E” stands
- 65,000 sq m of warehousing
- 60 truck parking spaces

Passenger

- New Terminal Building – capable of 170 departing passengers per hour
- 4 code “C” stands
- 2,200 car parking spaces all within easy walk of terminal

Airside Infrastructure

- New Control Tower
- New Fire Station
- New Aprons
- Ground works to provide level aprons
- New Taxiways with code “E” compliant separation connecting to thresholds
- CAT III ILS both ends



Fuel Farm

- 21 deliveries per day by road tanker
- Bowser operation airside into-plane
- Hydrant being evaluated

MRO & Recycling

- Hangar for aircraft engineering works
- Aircraft dismantling and “parting out”

Fixed Base Operations

- Corporate Aviation Centre
- Flying Club
- Helicopters

Aerospace Park

- Located on the “Northern Grass” north of B2050
- Also location of radar

The EIA Process

TOBY GIBBS

AMEC FOSTER WHEELER

Environmental impact assessment (EIA)

- Process which brings together information about likely significant environmental effects of a proposed development
- Provides decisions makers and public with the environmental information needed to make sustainable decisions when determining applications for certain developments
- EIA is required for certain developments, some always require EIA (the EIA Regulations define these under Schedule 1), others only require EIA if they are likely to have significant effects on the environment by virtue of their nature, size or location (the EIA Regulations define these under Schedule 2)
- In this instance, RiverOak is undertaking an EIA (in accordance with the EIA Regulations) under paragraph 10(e) of Schedule 2 because of the characteristics, location and potential impact of reopening Manston Airport
- Planning Act 2008 also has a requirement, under section 10 of the EIA Regulations, that the developer produces and issued for consultation Preliminary Environmental Information (PEI), this is undertaken via the produced of a PEI Report (PEIR)

Manston Airport DCO EIA

EIA being undertaken in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 as Scoping Opinion received before May 2017 when new EIA Regulations enacted.

Scope of EIA includes:

- *Air quality*
- *Biodiversity, including Habitats Regulation Assessment*
- *Freshwater environment, including Flood Risk Assessment and Water Framework Directive assessment*
- *Historic environment*
- *Land quality*
- *Landscape and visual impact*
- *Noise and vibration*
- *Socio-economics*
- *Traffic & transport, including Transport Assessment*

EIA Works Completed and Ongoing

- A request for an EIA Scoping Opinion, supported by a Scoping Report, was submitted to PINS June 2016
- Non-statutory consultations, including consultation on the Scoping Report, was undertaken in June and July 2016
- Scoping Opinion, including responses from statutory consultees such as TDC, was received from PINS August 2016
- Baseline surveys and assessments started in 2016 and currently ongoing
- Limited site visit was undertaken in February 2017, requests for further access to complete surveys in progress
- Statutory Consultations, supported by Preliminary Environmental Information Report (PEIR) and other consultation materials, running from 12 June to 23 July 2017
- Environmental Statement being produced to support DCO application in Q4 2017

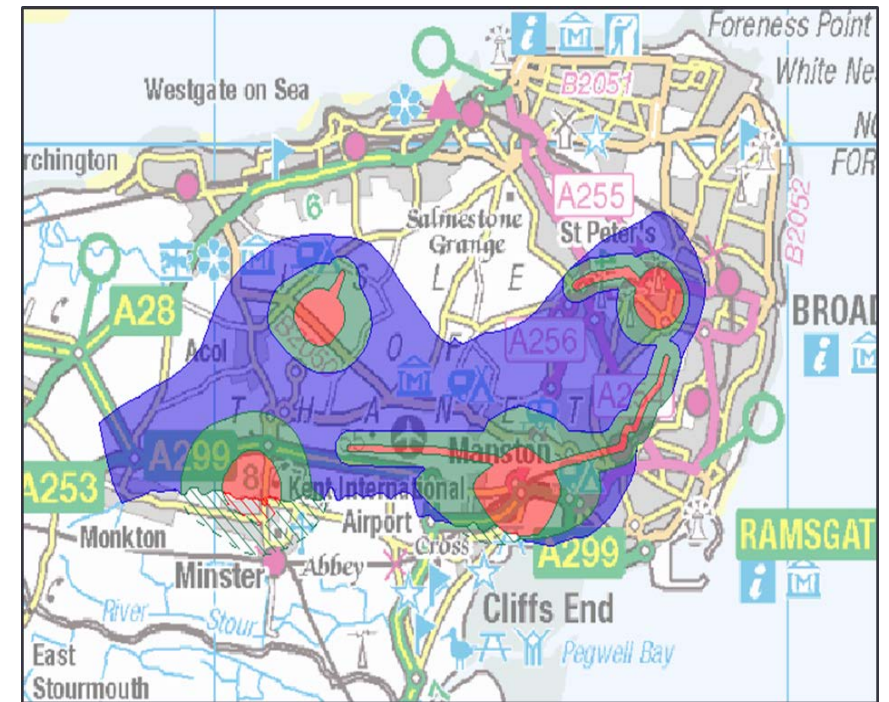
EIA Consultation and Stakeholder Engagement

- Meetings and engagement undertaken with stakeholders and statutory consultees throughout the EIA:
 - Planning Inspectorate (PINS)
 - Environment Agency
 - Natural England
 - Historic England
 - Southern Water
 - Civil Aviation Authority (CAA)
 - Kent County Council
- Meeting with TDC Environmental Protection Manager, Environmental Health Officers, Planning Applications Manager held in July 2017
- Statutory Consultations, in accordance with Section 42 of the Planning Act 2008, being held 12 June to 23 July 2017
- Copies of the PEIR provided for statutory consultations, and members of Amec Foster Wheeler EIA team have attended consultation events

EIA Key Issues/Considerations

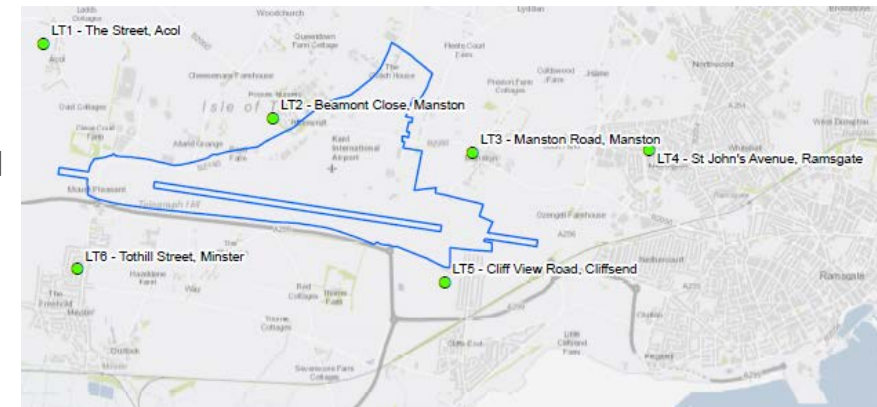
Preliminary Environmental Information Report identified number of areas with key issues/considerations

- Air quality
 - No significant effects on air quality from aircraft emissions (NO₂, NO_x, PM_{2.5} or PM₁₀)
 - Further assessment required on air quality effects from road traffic associated with the development
 - Emissions Mitigation Assessment to be completed in line with TDC Air Quality Technical Planning Guidance
- Freshwater environment
 - Site underlain by Thanet Aquifer, and partly within SPZ1 and SPZ2
 - Southern Water/EA want no discharge to ground/SuDS
 - All surface water to be captured and treated before discharge
 - Existing surface water discharge to Pegwell Bay to be retained
 - Design and location of airport infrastructure will mitigate effects



EIA Key Issues/Considerations

- Noise and vibration
 - Baseline noise monitoring undertaken around airport (long term for 3 weeks) and at locations along flightpath and in wider area (short term observations 1-2 hours)
 - Preliminary assessment of aircraft noise, using forecast and route swathes completed
 - Government policy sets threshold for onset of significant noise effects (SOAEL) as 63 dB Laeq (daytime) and 55 dB Laeq (night-time)
 - Lowest observed adverse effect level (LOAEL) is 50 dB Laeq (daytime) and 40 dB Laeq (night-time)
 - Daytime defined as 07.00 to 23.00 (16 hours), night-time as 23.00 to 07.00 (8 hours)
 - SOAEL noise contours limited to those in immediate vicinity of airport, approx. 450m north and south of runway centre line, and 1.5km from western end of runway and 1.4km from eastern end of runway
 - Mitigation in form of a noise management strategy and noise insulation scheme will be developed
 - Other noise sources, road traffic, construction, aircraft ground noise and operational plant, will also be modelled and assessed for ES

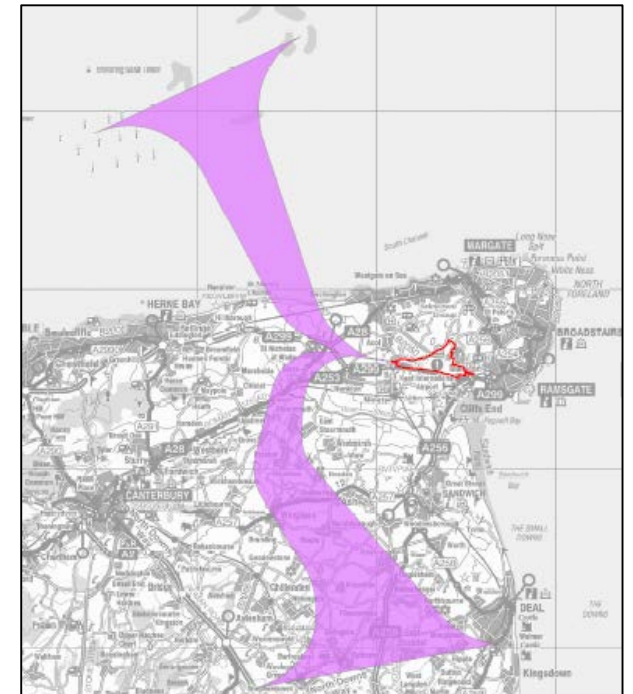


EIA Key Issues/Considerations

- Traffic and transport
 - At year 20 (maximum) a total of 180 HGVs per day associated with air cargo operations
 - Transport Assessment (TA) is being produced in consultation with KCC Highways, and Highway England
 - Mitigation, such as new junction layouts, highway improvements and Travel Plan, to be agreed following production of TA
- Other topics
 - Biodiversity – effects on European Protected Species (EPS) and designated sites (Pegwell Bay SPA/SSSI)
 - Historic environment – effects on buried archaeology, and indirect effects on designated heritage assets
 - Land quality – effects during construction from on-site contamination sources, residual UXO risk as former RAF airfield
 - LVIA – effects on views to/from airport and surrounding areas, including effects from lighting
 - Socio-economic – effects on tourism and other businesses from operation of airport, both adverse and beneficial effects

DCO and Airspace Change EIA

- The consenting of flight paths and airport operating procedures undertaken through the Civil Aviation Authority (CAA) via the Airspace Change Process
- Guidance on process is provided in CAA Publication (CAP) 725: Guidance on the Application of the Airspace Change Process (March 2016)
- Separate EIA is required as part of Airspace Change Process to cover:
 - An assessment of the effects on noise
 - An assessment of the change in fuel burn/CO2
 - An assessment of the effect on local air quality
- Results of Airspace Change Process EIA also subject to consultation
- The EIA completed for the DCO will include assessment of effects from aircraft on noise and air quality based on a series of indicative route swathes
- Full assessment will be completed for Airspace Change EIA



Airspace and Procedures

RICHARD CONNELLY

OSPREY CSL



Why Manston - Airspace



- Access to air routes
- Minimal impact on the air traffic network

- No impact on local aviation
- Lydd and Southend >30 miles



- Adds safety for cross-channel flights

Why Manston – Procedures

- 1.6 miles over populated area

- Aircraft expected to be at 2500ft over Herne Bay

- Engagement suggests Airport enjoys over 90% public support

- Vast Majority of the approach from the East is over the sea

- Airspace Changes normally attract strong public objection

- 1.5 miles over populated area

Role of the CAA

Accountable to Department for Transport

- Oversee all aviation activities associated with Construction, Operations, Systems even Safety Culture
- All activities in accordance with CAA Regulations in compliance with:
 - EU Law - European Aviation Safety Agency (EASA)
 - UK Air Navigation Order 2016 (UK Legislation)
- Assessing ongoing Regulatory Compliance



Aerodrome Licence Application

- Required to demonstrate the highest operational and safety standards
- CAA Publication (CAP) 168:
 - Provides clear requirements
 - Demands evidence-based submission
- Covers every aspect of Airport Operations
- Submitted to the EASA (via the CAA)
- Will take around 2 years to complete

- Aerodrome Physical Characteristics
- Lighting
- Operational Procedures
- Rescue and Firefighting
- Integrated Emergency Planning
- Air Traffic Services
- Communications Safety Management System
- Work in Progress
- Managing obstructions
- Maintenance
- Environmental Management

CAA Airspace Change Process

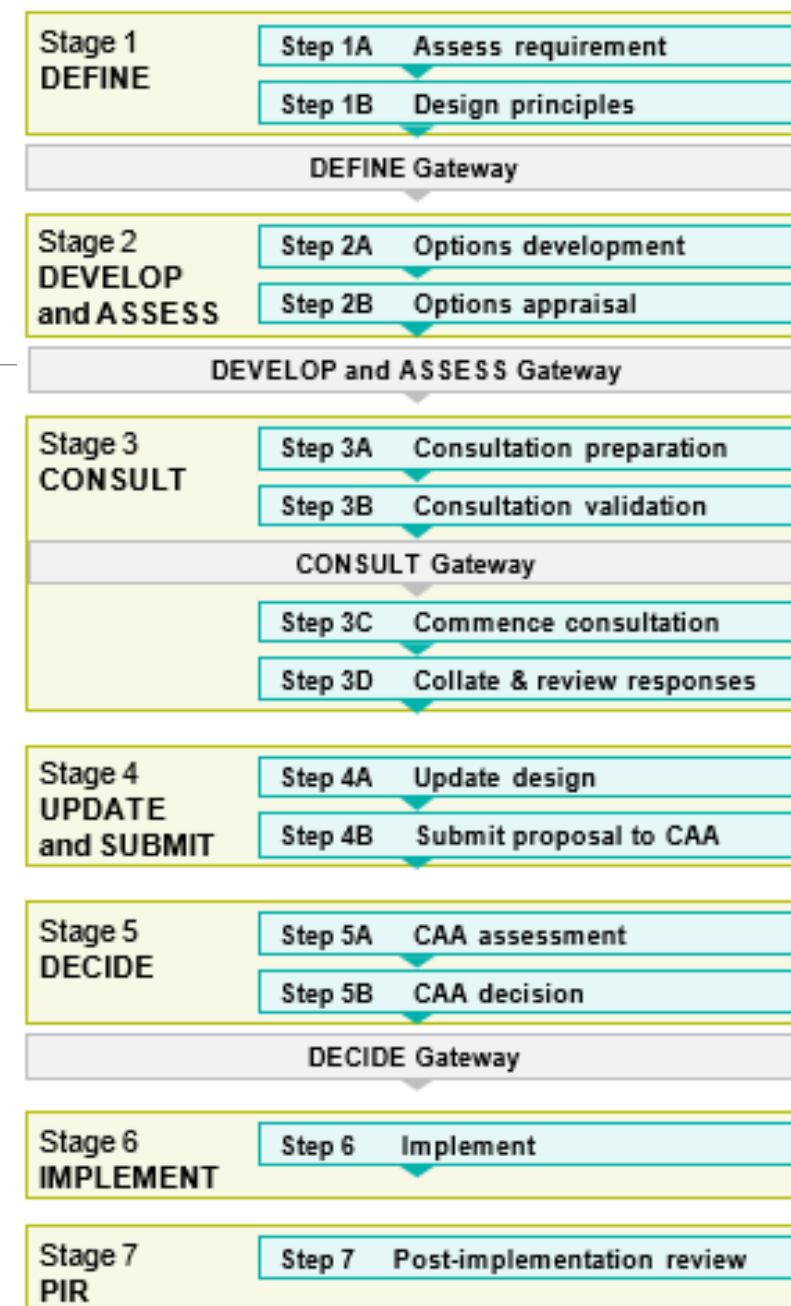
Re-introduce airspace around the airport to protect aircraft
Introduce new procedures

RSP to implement new Airspace Change Process

- 14 rather than 7 stages
- 4 consultation stages rather than 2
- 4 new process gateways
- Estimated to take 108 weeks to complete

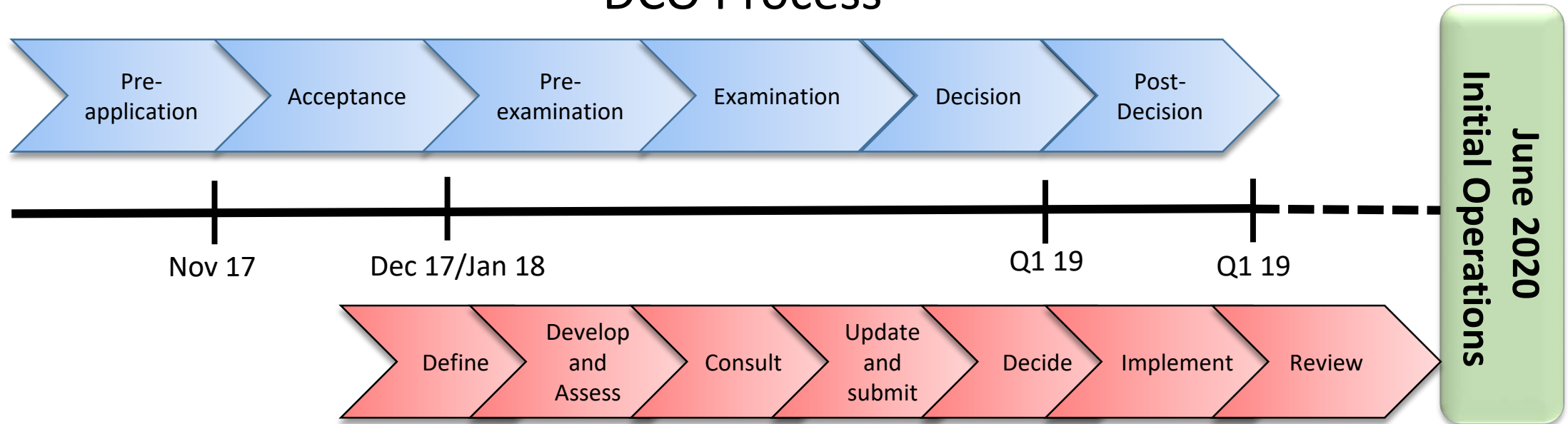
Environmental impact measures considered in detail

- Routings, Timings, Aircraft Heights, Aircraft Power settings, CO2, Fuel Burn, Noise, Runway directions etc



CAA/PINS/RSP Process Workshop

DCO Process



ACP Process

- Respective timescales explored
- Common areas of interest agreed
- Opportunities to reduce duplication of effort identified
- Respective roles and required levels of detail understood

Respective Roles

PINS - DCO requires Environmental Statement on potential procedures

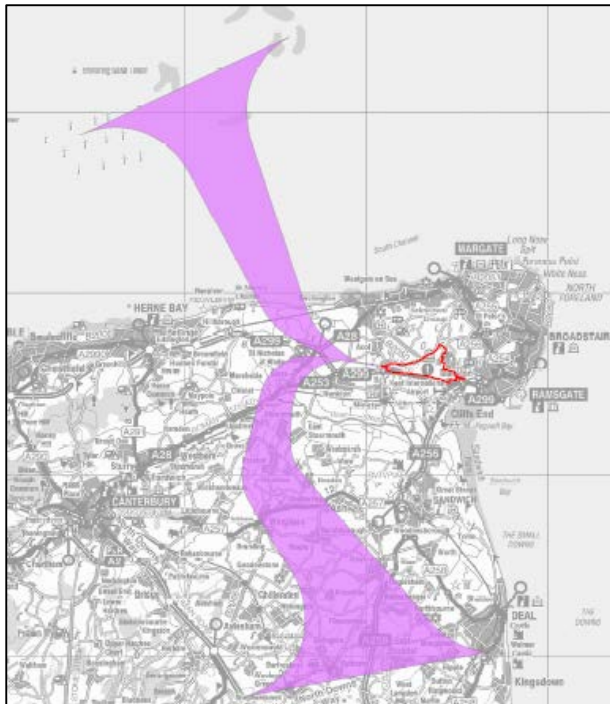
BUT

CAA - Final procedures will need to:

- Consider engagement input from ACP Stage 1 (Design) and Stage 3 (Consult)
- Be designed in Stage 2 (Develop and Assess) and revised in Stage 4 (Update and Submit)
- Take into account:
 - Procedure Design Regulations (CAP 785)
 - Revised CAP 725 process (guidance currently under consultation)
 - Operator and aircraft requirements
 - 'Flyability' – ability for aircraft systems to follow procedures (possible flight trials)
 - Integration into the air traffic network (may require simulations)

Respective Levels of Detail

For the DCO
Consultation based
on 'Route Envelopes'



For the ACP
Final design based on
consultation and
environmental impact
assessment.



Designs will be within the
'Route Envelope'.

- DCO will show a range of scenarios based on 'worst credible' examples - even though not all will materialise.
- Impact, no worse than presented in the DCO, consider by the CAA under a separate independent process.

Air traffic forecast for Manston Airport

SALLY DIXON

AZIMUTH ASSOCIATES



Capacity requirement in the South East

- Need is in the South East, closest to London (76% of air freight)
- **By 2050, requirement is:** - 54,000 freight movements without additional capacity (TfL)
- 80,000 no expansion, 45,000 with LHR R3 (York Aviation)



Overspill to Northern European airports

Bumping from
passenger belly freight

Lack of slots for
dedicated freighters

Inability to security
clear outsized items

Speed of turnaround



Loss to the economy

- In 2015, the UK missed out on at least £9.5bn in potential trade
- Without airport development, losses will accumulate at £1.1 million every hour
- In the South East, losses amount to £2bn in potential trade each year



Brexit

- Non-EU trade accounts for around half of all UK trade
- 35% of these goods are air freighted
- Greater reliance on non-EU activity = increase in demand for air freight
- Increased delays at Channel crossings could mean a switch for some shippers to air freight



Potential markets for Manston Airport

Sectoral Markets

- Perishables including fruit, vegetables, flowers, fish, and shellfish
- Time sensitive items such as for aircraft and the oil and gas industry
- Outsized freight
- Formula One and luxury cars
- Live animals (for breeding or racing)
- Humanitarian and military flights

Geographic Markets

- Africa (flowers, fruit and veg)
- China (import of consumer goods and export of luxury items)
- Middle East (exports)
- Pakistan (export of consumer goods and import of clothing)
- Russia (gas and oil equipment and the export of luxury items)
- US (imports and exports)

Manston freight and passenger forecast

	Freight moves	Pax moves	Total moves	Moves per day	Moves per hour	Tonnage	Pax numbers
Y2	5,252	0	5,252	14.5	<1	96,553	0
Y3	5,804	4,932	10,736	29.5	<2	108,553	662,768
Y4	9,700	5,024	14,724	40.5	2.5	167,092	679,868
Y5	9,936	5,064	15,000	41.2	2.6	173,741	686,672
Y6	10,144	6,702	16,846	46.3	2.9	181,436	965,295
Y10	11,600	6,754	18,354	50.4	3.2	212,351	975,591
Y15	14,113	7,902	22,015	60.5	3.8	270,579	1,170,553
Y20	17,171	9,298	26,469	72.7	4.5	340,758	1,407,753

Job creation forecast

	Direct	Airport operator	Indirect and induced	Catalytic	Total
Y2	856	423	1,798	0	2,655
Y5	2,150	697	4,515	8,601	15,266
Y10	2,749	761	5,773	10,996	19,517
Y15	3,438	883	7,220	13,753	24,412
Y20	4,271	1,024	8,970	17,085	30,326

- Figures exclude construction jobs
- Forecast is 1,475 working years (between 600 and 700 construction workers)

Inspiring learning

- Facility on the Manston Airport site
- Partnership model with FE/HE providers in East Kent/Kent and other employers
- Providing an umbrella for delivering a range of courses
- Promoting engineering and science to young people
- Raising aspirations of local people



Strategic Overview & the Shortcomings of the Avia Report

CHRIS CAIN

NORTHPOINT AVIATION SERVICES

RSP – Thinking Differently and Strategically

- To conclude that because previous owners have failed to make a commercial success of Manston, it cannot be viable as an airport operation is an over-simplistic and erroneous reading of a far more complicated history and current airport system dynamic.
- An alternative view would be: Wrong owners, at the wrong time, with the wrong business model!
 - Plane Station: over-stretched, poorly capitalised, passenger driven business model
 - Infratil: Recessionary period, remote decision-making, competition for investment, shareholder scepticism, lack of leadership – mortally ill chairman
 - Lothian Shelf: Insufficient time accorded, limited options examined, pre-determined outcome
- Right investors, right time and place, right business model
 - RSP are committed to an airport solution (DCO) and have access to capital
 - Brexit, heavily constrained SE Airport system and 3hr drive-time contours that stretch beyond the M25 to the north, south and west makes Manston a valuable aviation asset
 - Cargo led mixed use business model suits location and market opportunity

Airport Typologies

Mixed Use Operations

- Most airfields in the UK are dedicated to, or dominated by, a *single aviation use* (e.g. passenger transport, General Aviation, aerospace activities or military operations), and tend to be categorised as such in land use planning terms.
- This is despite many having ‘*enclaves*’ set aside for one or more other activities.
- None would be recognised as being purpose designed to be genuinely ‘*mixed use*’.

Cargo Led Airports

- There is also no dedicated air cargo airport in the UK – the last facility that arguably met this description was Royal Mail’s short-term operation at Coventry.
- Many other UK airports do accommodate some air cargo activity, but only Heathrow, East Midlands and Stansted have what might be described as significant operations (i.e. 250,000 tonnes or more); and of those, only East Midlands and Stansted have more than 10,000 dedicated cargo movements.

In other words, the concept of a substantive fully mixed use airport which is air cargo rather than passenger led has not been seen in the UK; its potential and business model is poorly understood even though there are numerous successful examples in Europe and North America.

Commercially Successful - Benchmark Airports

Europe

- Bergamo in Italy;
- Liege in Belgium; and
- Leipzig in Germany;

North America:

- Hamilton Airport in Ontario, Canada;
- Alliance Fort Worth in Texas, USA;

All of the above are commercially profitable, mixed use airports with predominantly cargo operations.

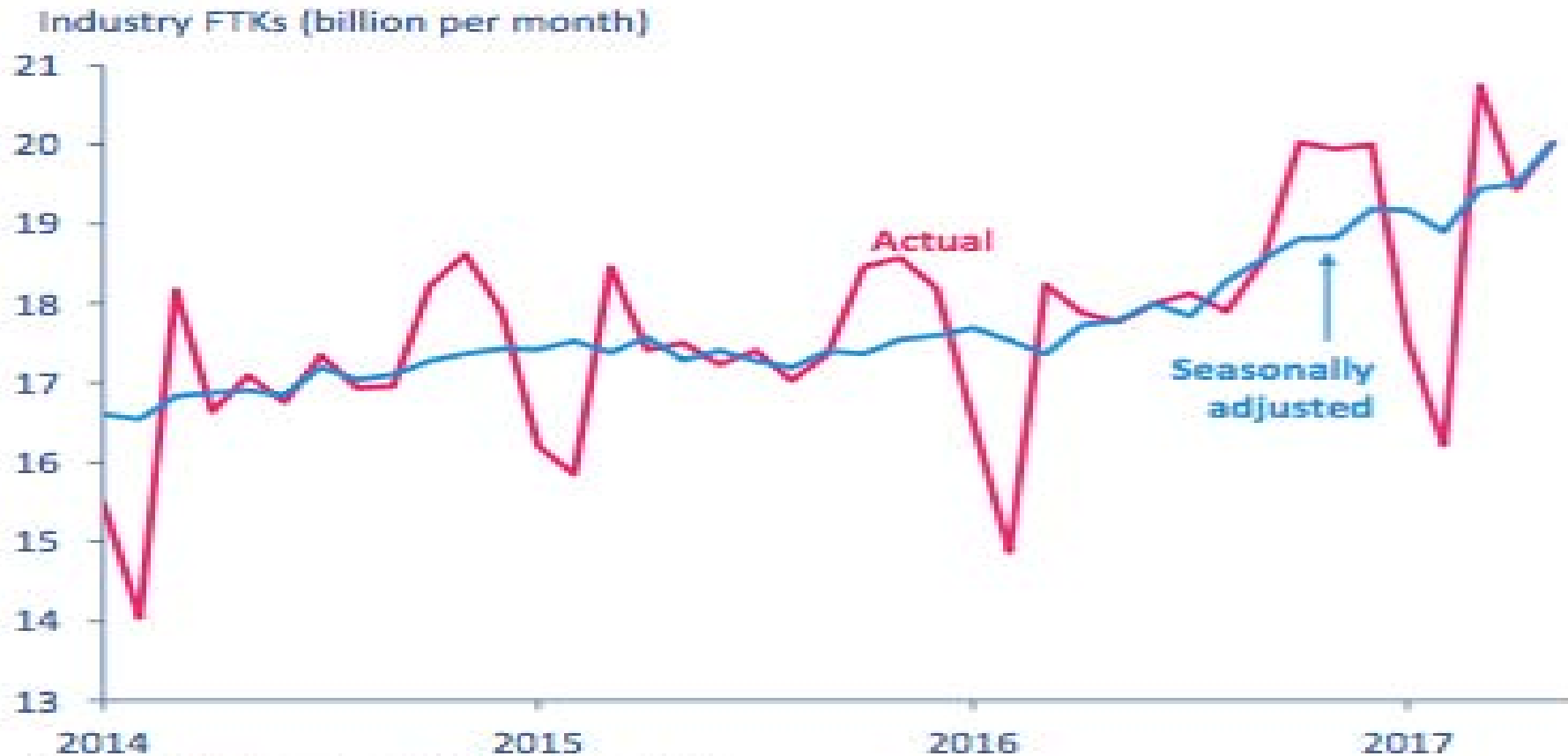


RSP Aviation Service Centre Concept

- In addition to an area for air cargo operations able to cater for at least 10,000 movements per year, with associated specialist handling (e.g. cold store, livestock, bonded warehouse) and dedicated logistics facilities; and
- A passenger terminal and associated facilities for between 2-3mppa, offering a base for one or more passenger carriers, RSP's vision for Manston also includes:
- Deep maintenance (C&D check) and other MRO & servicing facilities
- A major aircraft dismantling and recycling operation
- A fixed based operation for executive travel
- A flight training school and aviation Academy/College
- Other non-scheduled aeronautical activities (e.g. military flights, air shows, diversions, commercial flight testing and training, heritage)
- Business facilities for aviation related organisations.

Manston as a full mixed use airport + dedicated cargo operations

Air Cargo Market Trends



Sources: IATA Economics, IATA Monthly Statistics

Air Cargo market appears to be returning to a period of growth after a decade of stagnation. In May 2017, Freight Tonne Kilometers were 15% up year on year in Europe vs 8% at the beginning of the year.

Avia's forecasts did not reflect these trends and made unjustified assumptions about the scale of market capture by bellyhold operations from Heathrow.

Top Down Cargo Forecasts

	2020	2030	2040
2015 Tonnage Re-allocated or Re-Captured by 2025#	75,000	150,000	150,000
Projected Tonnages	75,000	180,000	372,000
With Potential Clawback from EU Airports added	75,000	230,000	472,000
No. of Freighter Movements at 50T/ATM*	1,500	4,600	9,400
No. of Movements at 37.5 T/ATM (i.e. assumes 50% return movements empty)*	2,000	6,150	12,590
No. of Freighter Movements at 26T/ATM*	3,000	9,200	18,880
MSE Ave 2004-13			

- Amazon is establishing its own freight airline to service their next day delivery in the US and Europe. This is a core part of their Amazon Prime offer. If current trials at Witchitaw are successful, then the network could begin to be rolled out in Europe 2-3 years later.
- Amazon's UK operation is based on 250k sq ft fulfilment centres; basing one or more of these on airport to avoid double-handling would require a long runway, plenty of runway capacity, space for a 0.25 mil sq ft shed, access to dual carriageway and possibly rail. Manston is one of 3-4 UK airports that can meet these needs and only one in South East.
- Macro-forecasts to not factor in Amazon or large truck to airport switch of UK cross-channel air cargo post Brexit
- Consistent with Dr Dixon's 2030 forecasts and 2040 figure reflects saturations of dedicated freighter capacity at SE Airports

Forecasts based on macro-demand projections, close scrutiny of supply-side competition and conservative assumptions about re-capture of air cargo that is being trucked across the channel

Top Down Passenger Forecasts

- Top down forecasts based on high level catchment analysis and conservative projections about growth in existing catchment demand and Manston's ability to capture a share of it through a mix of low cost, regional and charter carriers.
- By 2030, with planned rail improvements, total passenger demand in Manston Catchment is 6-7mppa. A 25% share equates to 1.25-1.75 mppa or 4-7 based aircraft.

Aircraft Type	Seat Capacity	2020	2020	2030	2030	2040	2040	2050	2050
		Low	High	Low	High	Low	High		High
B737Max200	200	0	0	0	1	1	2	2	4
B737-800	189	0	1	2	3	3	3	3	1
Q400	78	1	1	1	1	2	2	2	3
Saab 2000	50	0.5	1	1	1	1	1	1	1
Dornier 328	31	1	1	1	1	0	1	0	0
Total Per Annum		250000	750000	1250000	1750000	2250000	2750000	2750000	3000000

- This is broadly in line with the start-up performance of Southend.
- It is also in line with projections from Dr Dixon's analysis, our expectations from informal discussions with key carriers and indeed Avia Solutions own passenger projections.
- We therefore have a measure of confidence in the order of magnitude of these forecasts, and they have been used conservatively in our business modelling

Avia Solutions Report

TDC placed far too much reliance on a deeply flawed report from Avia Solutions that:

- Displays a questionable understanding of the air freight sector
- Was thrown together in far too short a timescale and consequently misunderstood the concept and business model under-pinning RSP's proposals;
- Failed to consult widely enough, or in sufficient depth (especially with the principal proponent of an aviation led future for the Manston site), to ensure their work was properly framed and grounded;
- Is based on limited data and simplistic methodologies in order to stay within a budget which for Avia Solutions was far too small for the scope of the issues they were being asked to address;

Avia Solutions Report

- Consequently the Avia report is full of misconceptions and poor or inappropriate assumptions;
- To compound which the outputs of the work were neither peer reviewed or subjected to any kind of formal or informal external scrutiny, before being presented to the Council as a sound basis on which they could come to a well informed decision about the future of the airport
- As a result the position adopted and publicly articulated by TDC in December 2016 was in our view arrived at in haste, with poor and/or incomplete information that failed to understand RSP's concept or business model and no consultation and consequently needs to be re-visited.

Conclusions

For all the foregoing reasons, RSP consider that:

- Subject to the consolidation of partnerships with key carriers and other important stakeholders (all of whom are actively being engaged) and the successful progress of a DCO and the associated CPO
- its carefully honed proposals demonstrate that Manston can be developed successfully as a mixed use airport underpinned by a significant and much-needed cargo operation, generating revenues that do not rely excessively on passenger volumes as in the past; and
- Can become an important complementary infrastructure asset within the wider South East airport's system that will be both profitable and contribute materially to the local, regional and national economy as a major source of employment in East Kent generally and Thanet.