



RiverOak Strategic Partners

7.3

Design and Access Statement

TR020002/ APP/ 7.3

Project Name:

Manston Airport Development Consent Order

Regulation:

Regulation 5(2)(q) of the Infrastructure Planning
(Applications: Prescribed Forms and Procedure) Regulations 2009, as amended

Date:

July 2018



RSP

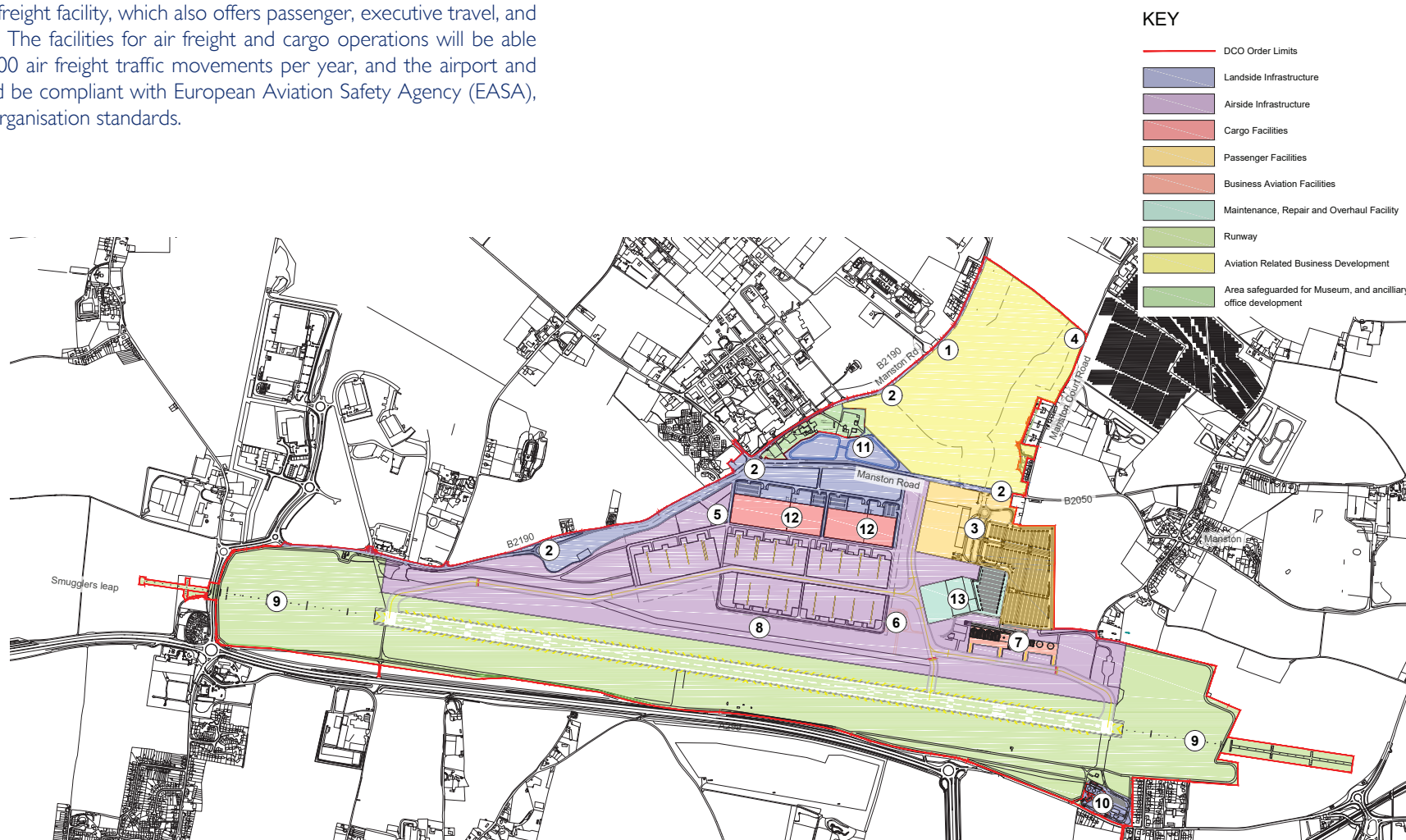
3.0 Masterplan Concept

3.0|Masterplan Concept

3.01 Concept Introduction and Client Brief

The aims and purpose of the Proposed Development are to reopen and develop Manston Airport into a dedicated air freight facility, which also offers passenger, executive travel, and aircraft engineering services. The facilities for air freight and cargo operations will be able to handle in excess of 10,000 air freight traffic movements per year, and the airport and facilities at the airport would be compliant with European Aviation Safety Agency (EASA), or other relevant licensing organisation standards.

Indicative Masterplan



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3.02 Optioneering

The brief stated the following were to be included in the design:

- Upgrade of the runway to allow CAT II/III operations.
- Re-alignment of the parallel taxiway to provide EASA compliant clearances to runway operations.
- Construction of 19 EASA compliant Code E stands for air freight aircraft.
- Installation of new high mast lighting for aprons and stands.
- Construction of 65,500m² of cargo facilities.
- Construction of a new Air Traffic Control Tower.
- Construction of a new airport fuel farm.
- Refurbishment or replacement of the existing fire station.
- Complete fit-out of airfield navigational aids (nav-aids).
- Construction of new aircraft maintenance hangars.
- Development of the 'Northern Grass' area for airport related businesses.
- Demolition of the redundant 'old' Air Traffic Control Tower.
- Safeguarding of the site for the RAF Manston museum and enhancement of existing facilities for museums on the site.
- Highway improvement works, both on-site and off-site.
- Extension of passenger service facilities including an apron extension to accommodate an additional aircraft stand and doubling of the current terminal size.

Once the client brief had been established multiple design scenarios were considered.



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3.03 Masterplan Evolution - Draft Option A

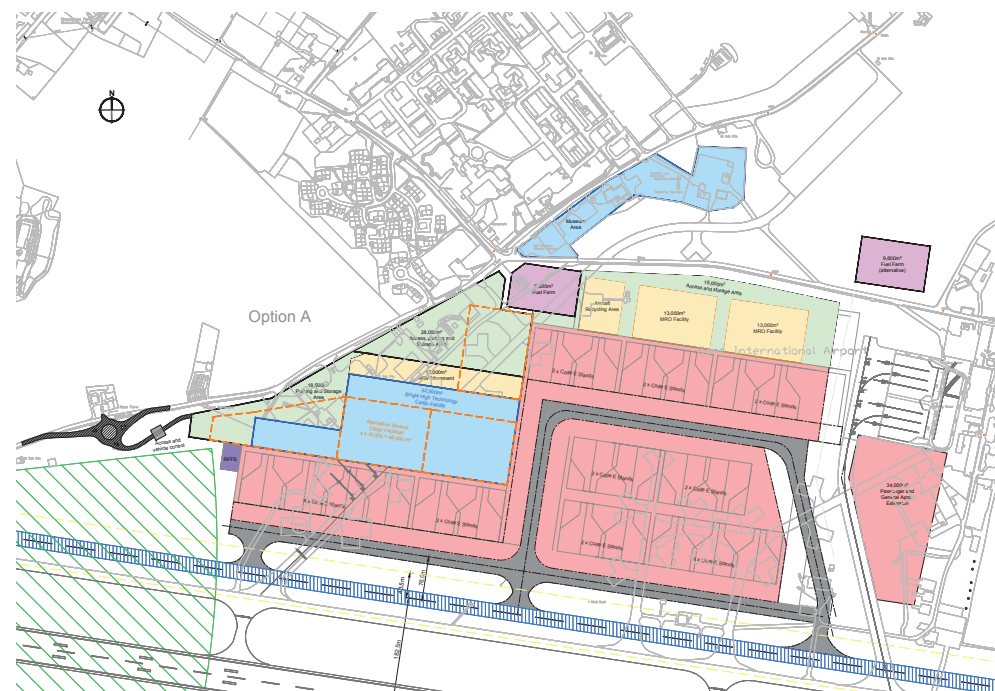
In addition to the assessment for alternative sites for the development, a number of alternative layouts, designs and configurations were considered for the air freight and cargo facilities.

A number of alternative layouts, designs and configurations were considered for the air freight and cargo facilities. One of the guiding principles throughout the evolution of the design has been to minimise disruption to existing hardstanding areas in order to ensure protection of the 'lord of the manor' water source beneath the site. Alternatives therefore focussed on other areas where key environmental gains could be made, in particular looking at potential locations for the fuel farm.

Additional measures included looking at the number of aircraft stands, apron design, taxiway layout and configuration, and size, location and layout of the associated freight handling and parking facilities. Whilst these were constrained by the need to provide sufficient capacity to meet the demands of the airfreight forecast, and to allow for the safe and efficient operation of the airport; opportunities to incorporate environmental measures into the design of the scheme have been considered.

Reasons option withdrawn:

1. Small area available for parking, storage, etc.
2. High value investment



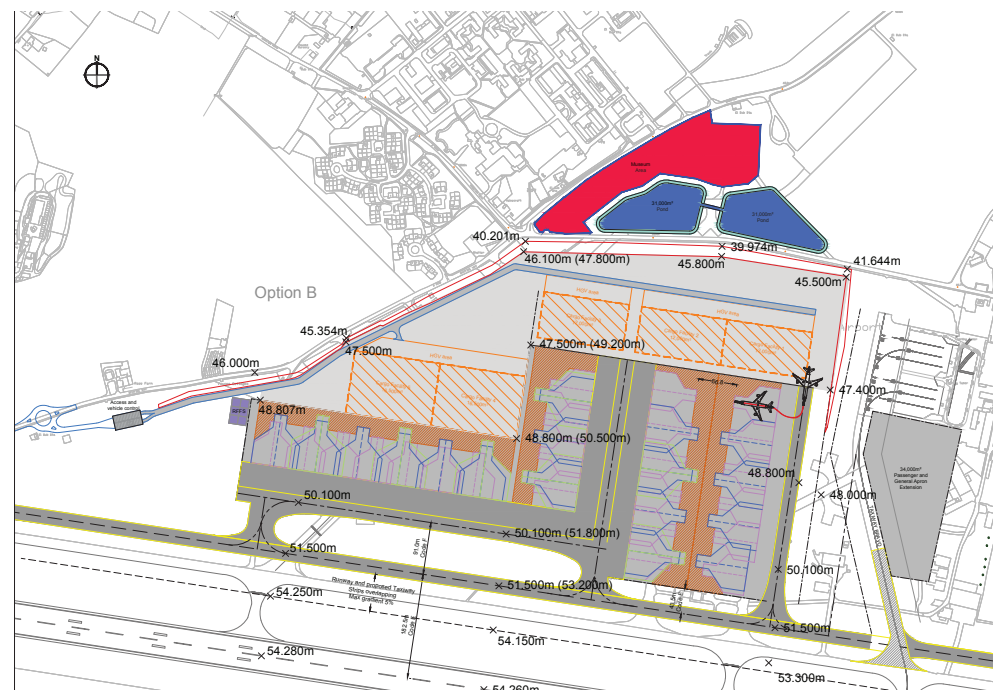
Draft Option A (RPS-MSE-X-DR-C-0271)

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3.03 Masterplan Evolution - Draft Option B

Reasons option withdrawn:

1. Taxiway Alpha cannot be in service during the construction of the displaced parallel taxiway.
2. Large areas of infill with a max embankment height at the southern border.



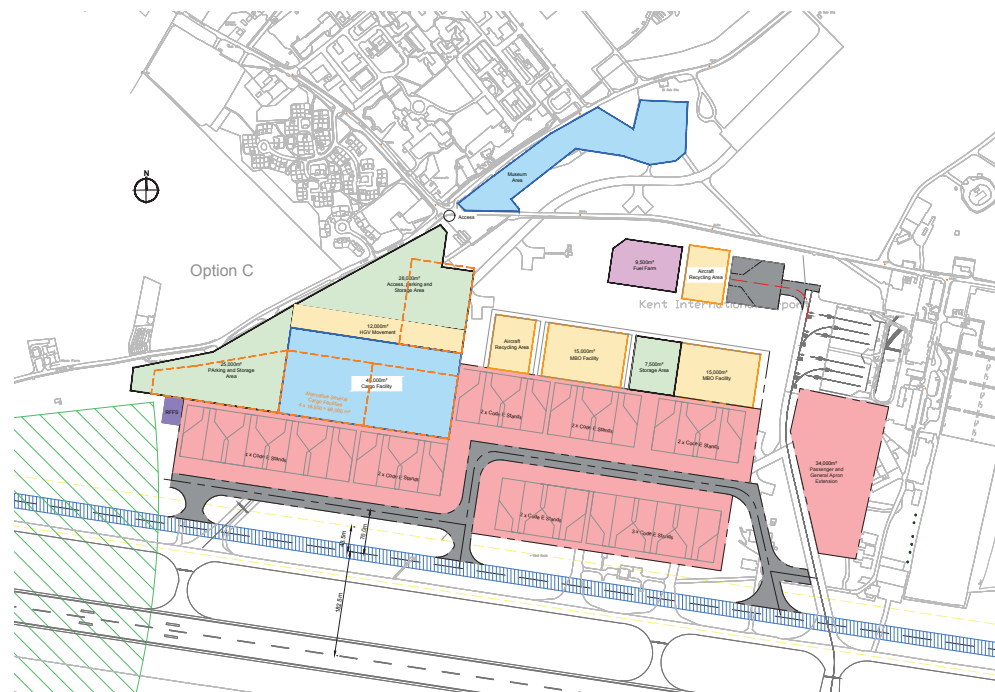
Draft Option B (RPS-MSE-X-DR-C-0272)

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3.03 Masterplan Evolution - Draft Option C

Reasons option withdrawn:

1. Smaller area for aircraft stands than option A.
2. Not possible to build a parallel taxiway in the future.



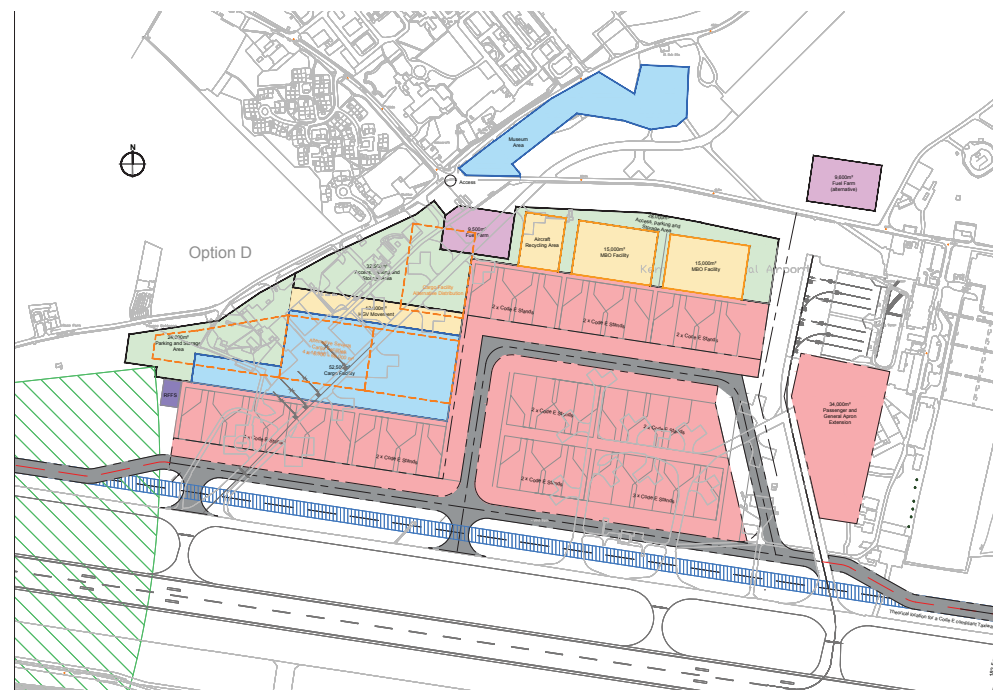
Draft Option C (RPS-MSE-X-DR-C-0273)

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3.03 Masterplan Evolution - Draft Option D

Reasons option withdrawn:

I. Not possible to build a future parallel taxiway.



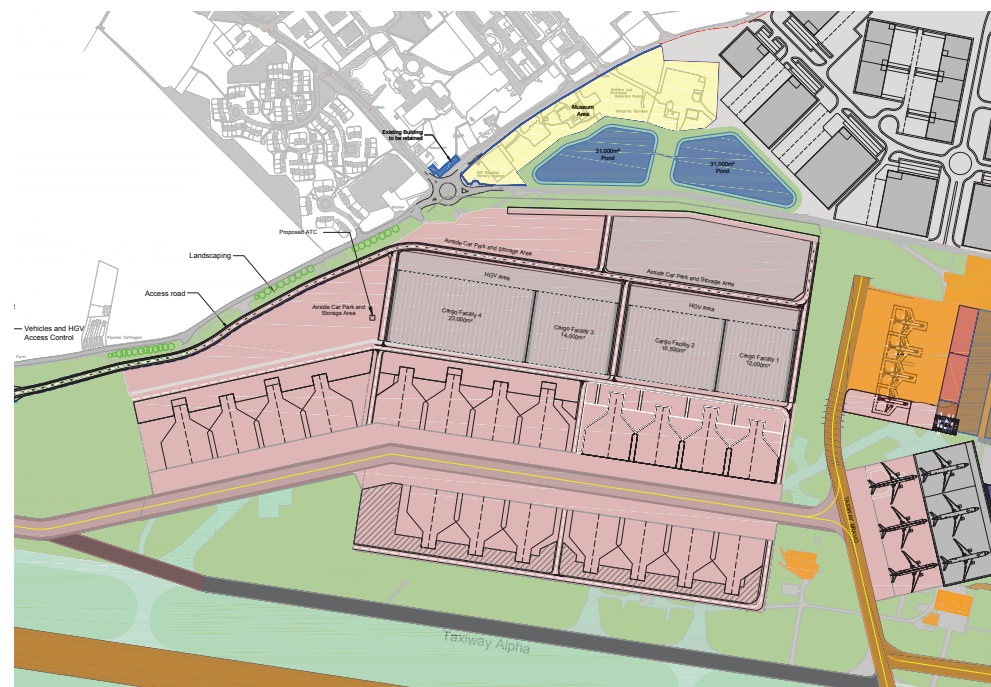
Draft Option D (RPS-MSE-X-DR-C-0274)

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3.03 Masterplan Evolution - Draft Option E

This option was accepted as the optimal design for the site. The obvious advantages to this design are:

- By locating the cargo facilities further from the runway, the natural falls on the site can be better accommodated whilst retaining EASA aerodrome design compliance. This results in reduced earthwork volumes when compared to the other options.
- Separating the cargo facilities from the passenger area allows for HGV and car traffic to be kept separate, this provides safety and operational benefits.
- The location of the cargo facilities allows for existing facilities along the western boundary to be maintained during early phases of the development (see phasing).
- The existing passenger area and carpark is separated from the cargo facilities. In future design development this provided a clear area to locate other beneficial facilities such as the recycling hangars, carparks, light aircraft and passenger facilities without competing for space with the dedicated cargo requirements.



Draft Option E (RPS-MSE-X-DR-C-1102)

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3.04 Design Considerations

Multiple factors were considered holistically in order to design the scheme within the constraints of the site including:

- The Business Case
- Aerodrome Regulations (EASA requirements)
- Access to the site and internal access requirements
- Quality of existing buildings
- Quality of existing hard surface areas including runway and aircraft stands
- The history of the site
- The relationship to the surrounding area
- On site drainage and SUDS
- Construction Phasing
- Airport safety requirements: firefighting facilities and security.
- Existing utilities and services
- Construction environmental management plans
- Flight timings and movement forecasts
- Fleet mix and aircraft types

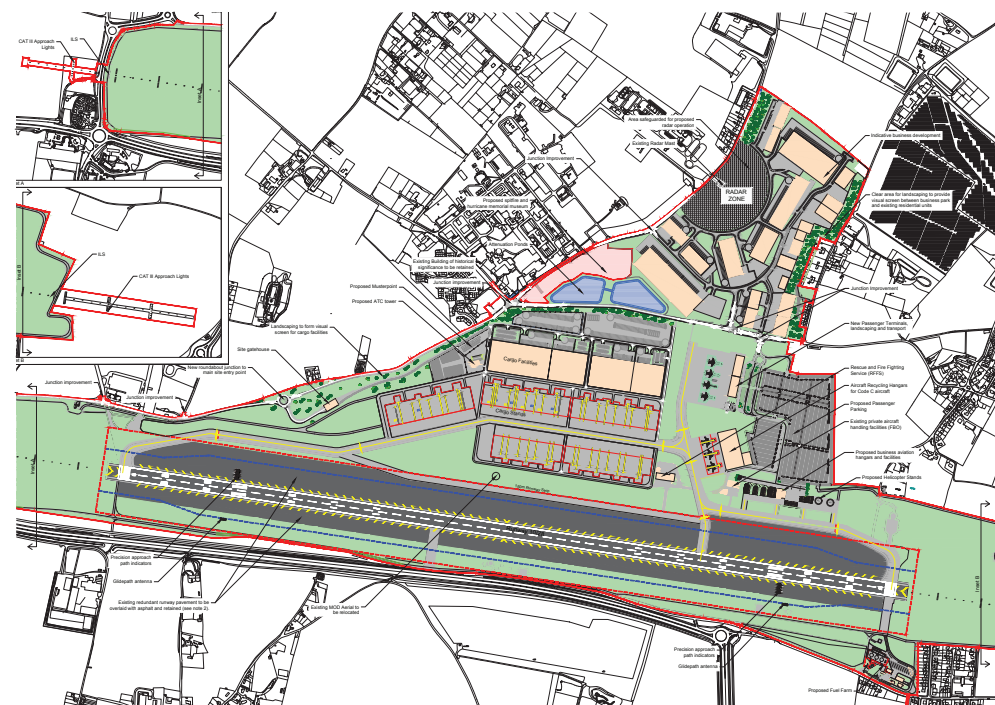
To a large degree, existing landscaping and infrastructure have served to define the developable area of the site and has set the logical boundaries for the proposals. This has also led to the definitions of the proposed zones and has set constraints for the development.

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3.05 Layout Strategy

The Proposed Development shall consist of the following principal components:

- Upgrade of Runways 10 & 28 to allow CAT II/III operations.
- Realignment of the parallel taxiway (Alpha) to provide EASA compliant clearances for to runway operations.
- Construction of 19 EASA compliant Code E stands for air freight aircraft with markings capable of handling Code D and F aircraft in different configurations.
- Installation of new high mast lighting for aprons and stands.
- Construction of 65,500m² of cargo facilities.
- Construction of a new ATC tower.
- Construction of a new airport fuel farm.
- Construction of a new airport fire station.
- Complete fit-out of airfield navigational aids (nav-aids).
- Construction of new aircraft maintenance/recycling hangars.
- Development of the 'Northern Grass Area' for airport related businesses.
- Demolition of the redundant 'old' ATC Tower.
- Safeguarding of existing facilities for museums on the site.
- Highway improvement works, both on and off site.
- Extension of passenger service facilities including an apron extension to accommodate an additional aircraft stand and increasing doubling of the current terminal size.



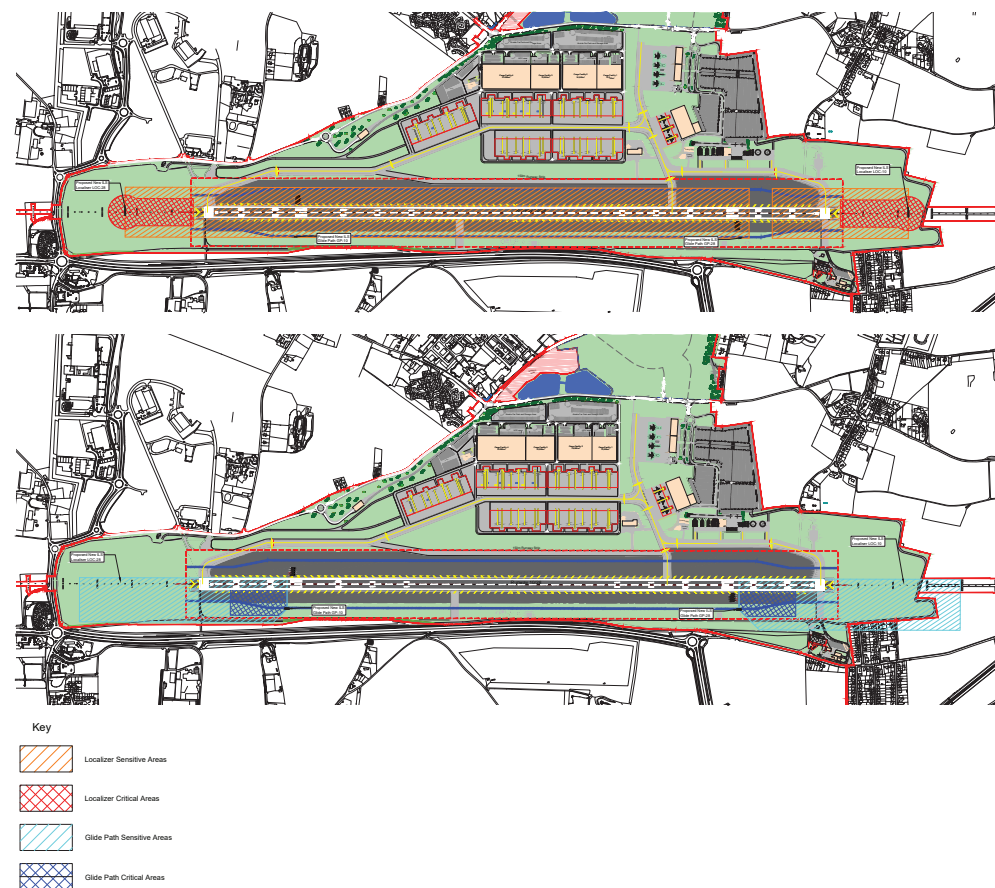
Site Layout Plan (RPS-MSE-XX-DR-C-2000)

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3.06 Aerodrome Regulations and Standards

Operations at Manston Airport will have to be in accordance with the following regulations:

- Aerodrome Certificate - the grant of a EASA aerodrome certificate in accordance with ADR.AR.C.035 'Issuance of certificates' of Commission Regulation (EU) No 139/2014; and Article 212 of The Air Navigation Order 2016 (ANO) and Regulations.
- Airspace Change - permission for a change of airspace in accordance with the CAA's CAP 1616 (Airspace Design: Guidance on the Regulatory Process for changing airspace design including community engagement requirements).
- Air Traffic Service approval – where a certificated Air Traffic Service Provider intends to provide services in accordance with Article 8(1) of the European Commission Regulations (EC) No. 550/2004, the Service Provision Regulation, and Regulation 4 of the Single European Sky (Functions of the National Supervisory Authority) Regulations 2006.
- Air Navigation Service Approval - a certificate for the provision of Air Navigation Services in the UK in accordance with Article 7 of Commission Regulation (EC) No. 550/2004, The Service Provision Regulation, and Article 8b(2) of Commission Regulation (EC) No. 216/2008, the EASA Basic Regulation; and Article 180 of The Air Navigation Order 2016 (ANO) and Regulations.
- Air Traffic Control training approval - certification as a Training Organisation by demonstrating compliance with Commission Regulation (EU) No. 2015/340 The ATCO licensing Regulation.
- Provision of Aeronautical Information - provision of commercial aeronautical information service and meteorological information in accordance with Commission Implementing Regulation (EU) 1035/2011.
- Radio Spectrum approvals - aeronautical radio licences, fire licence, air traffic control / ground movement control, operations control licence, aeronautical navigation aid radio licence and an aeronautical radar licence in accordance with the Wireless Telegraphy Act 2006 and Article 205 of The Air Navigation Order 2016 (ANO) and Regulations.



ILS CRITICAL AND SENSITIVE AREAS LOCATION PLAN
(RPS-MSE-X-DR-C-2071)

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3.07 Consultation Introduction

Before the application for a Development Consent Order ('DCO') for the Proposed Development was made, RiverOak was 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 locally and 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.



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3.08 Public Consultation

The public were consulted on the evolving masterplan during 3 stages of consultation. Events were planned during each of these 3 stages at which local residents could ask questions regarding the masterplan design. More than 1,300 members of the East Kent community attended the seven daytime statutory consultation events and over 570 attended the parish council information evenings in Chislehurst, Birchington, Minster and Acol.

Stage 1- Non- statutory consultation carried out between the 30th June and 5th September

Stage 2- Statutory consultation carried out between 12th June and 23rd July

Stage 3- Statutory consultation carried out between 12th January and 16th February which included:

- Postcards advertising the consultation were sent to all properties within 3km of the airport boundary and also all properties in the towns of Ramsgate and Herne Bay.
- Emails were sent to those who have previously expressed an interest in the project or responded to either of the previous consultations and provided RiverOak with an email address.
- Letters and/or emails were sent to elected representatives in the area including MPs, MEPs, Thanet District and Kent County councillors.
- Letters and/or emails were also sent to local community groups and organisations who we are aware are active in the area and for whom we have contact details.
- Information about the Consultation was available on the RiverOak website at www.rsp.co.uk and updates were sent using Twitter (@RSPManston) and Facebook (www.facebook.com/RSPManston).
- Press releases were also issued to the local press at the start of the consultation and later in the process to encourage participation.

- RiverOak placed advertising in the East Kent Mercury, Dover Mercury, Canterbury Gazette, Herne Bay Gazette, Whitstable Gazette, Faversham News, and Thanet Gazette during the two weeks before and during the first week of the consultation.



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3.09 Design Evolution Based on Consultation Process

In response to feedback from the consultation process, the following elements have been incorporated into the scheme:

- Safeguarding added to museum and memorial garden areas.
- Removed from the application an existing access road to the rear of residential properties on Manston court road.
- Provided visual buffer zone for landscape screening to airport related business park.
- Added in extra mitigation to protect aquifer.
- Provided for relocation of an existing MoD aerial.
- Added in Fixed Based Operator Services.
- Developed recycling facilities.



