



RiverOak Strategic Partners

Updated 5.2-4 Environmental Statement Volume 4: Figures

TR020002/D1/5.2-4

Examination Document

Project Name:	Manston Airport Development Consent Order
Application Ref:	TR02002
Submission Deadline:	1
Date:	18 January 2019



Key

- Order Limits
- Buildings / Structures
- Grassed Area
- Landscaped Area
- Drainage Pond
- Museum Area
- Pavement & Aircraft Pavement

Notes

- OS Data obtained from emapsite™ May 2017:
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Ordnance Survey 0100031673
- Existing runway pavement to be retained at request of EA and Southern Water to protect adit. Strategic removal of pavement will be required to install runway and airport infrastructure, details to be agreed with EA and Southern Water.

Note:

Based on original drawing "RPS-MSE-XX-DR-C-2000_P13" supplied by RPS

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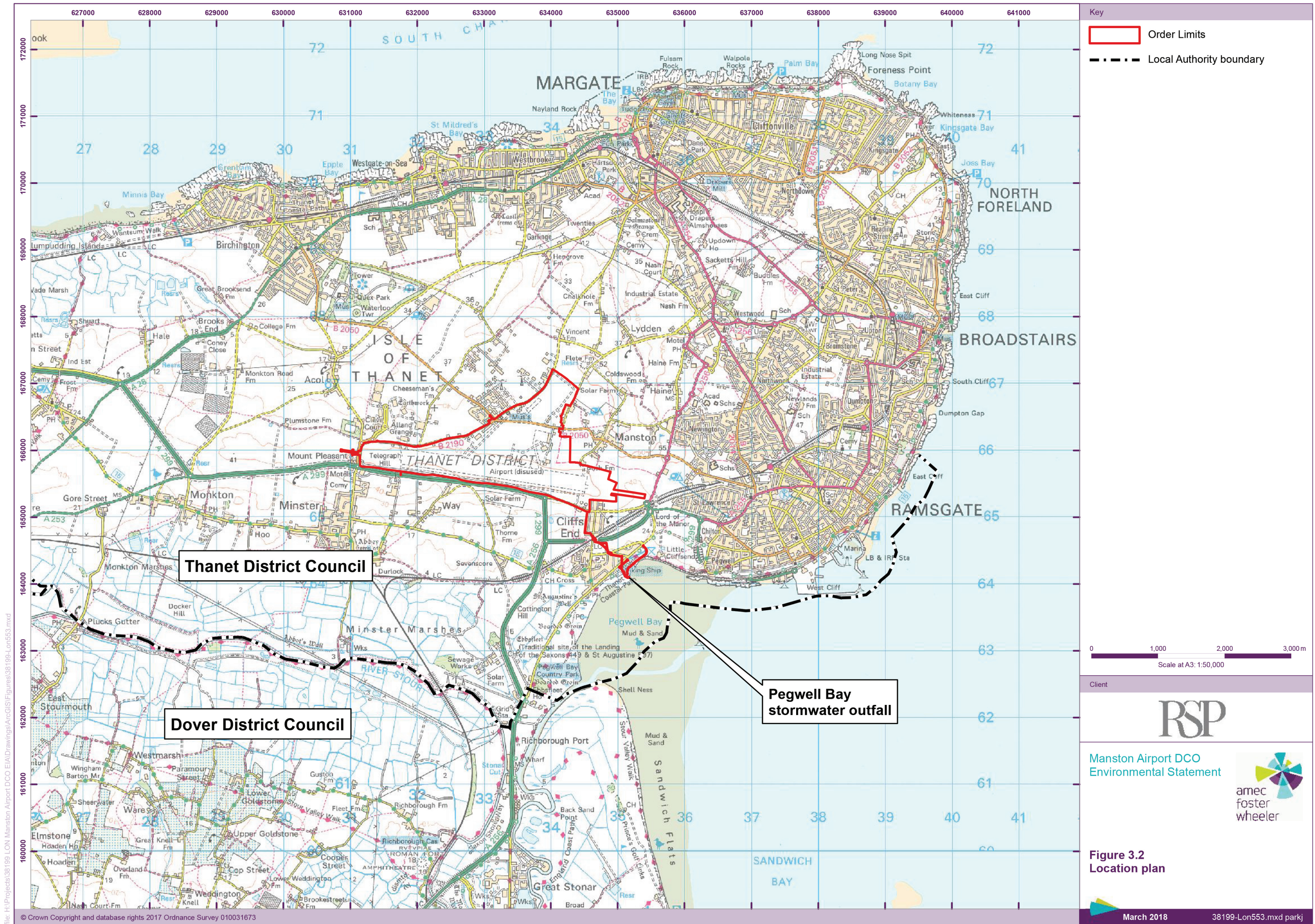
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amc
foster
wheeler

Figure 3.1
Masterplan - site layout

March 2018

38199-Lon552.indd panng





Order Limits

Asset location where relevant

Note:
Based on original drawing "RPS-MSE-XX-DR-
C-2002_P03" supplied by RPS



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Figure 3.3 Masterplan - existing site



Key

EASA Document CS-ADR-DSN: Issue 4 December 2017

The precision of the survey does not allow an exhaustive check of EASA compliance. However, some aspects can be highlighted.

The clauses of the Document CS-ADR-DSN checked are the following:

Runway 10/28 (Code Letter E)

CS-ADR-DSN.B.060 Longitudinal slopes of runways:
Not to exceed gradient 1.25% (0.80% in first and last quarter).

CS-ADR-DSN.B.065 Longitudinal slopes changes on runways:
Minimum radius of curvature 30,000m.

CS-ADR-DSN.B.185 Transverse slopes on runway strip:
Not to exceed 2.50% on the strip portion to be graded.

Taxiway Alpha (Code Letter E)

CS-ADR-DSN.D.260 Taxiway minimum separation distance:
Between taxiway and runway centerline: **172.5m**

Updated issue
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Taxiway Bravo (Code Letter E)

CS-ADR-DSN.D.265 Longitudinal slope on taxiways:
Not to exceed gradient 1.50%

Passenger Terminal Apron (Code Letter E)

CS-ADR-DSN.E.360 Slopes on aprons:
On an aircraft stand the maximum slope should not exceed 1% in any direction.

Note:

Based on original drawing "RPS-MSE-XX-DR-C-2004_P03" supplied by RPS

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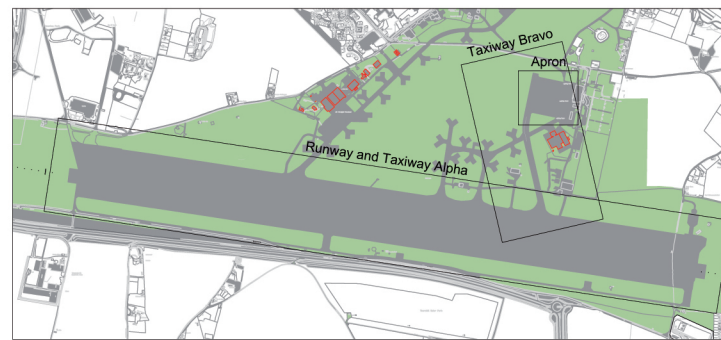


Figure 3.4
Existing layout in the context of EASA requirements

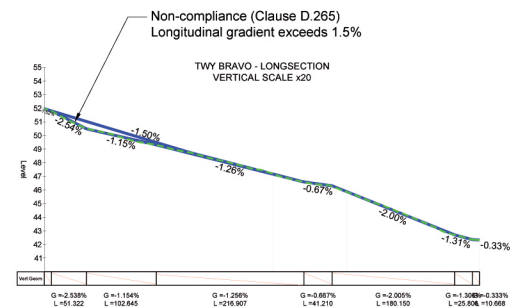


Passenger Terminal Apron - Non-compliance (clause E-360)
On an aircraft stand, the maximum slope should not exceed 1% in any direction

0m 100m

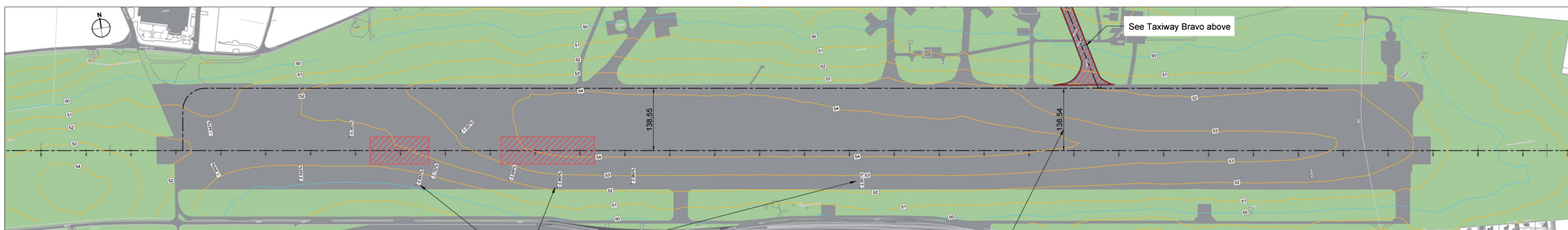
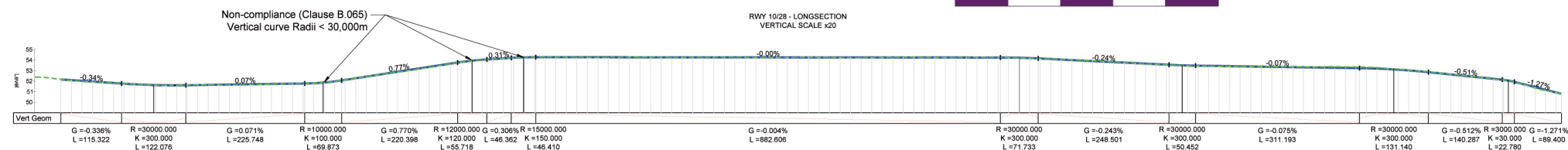


Key Plan
NTS



Taxiway Bravo

0m 500m

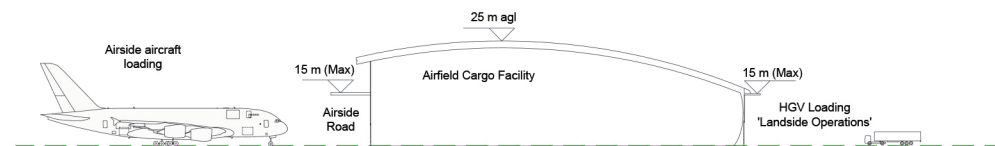


Runway 10/28 and Taxiway Alpha

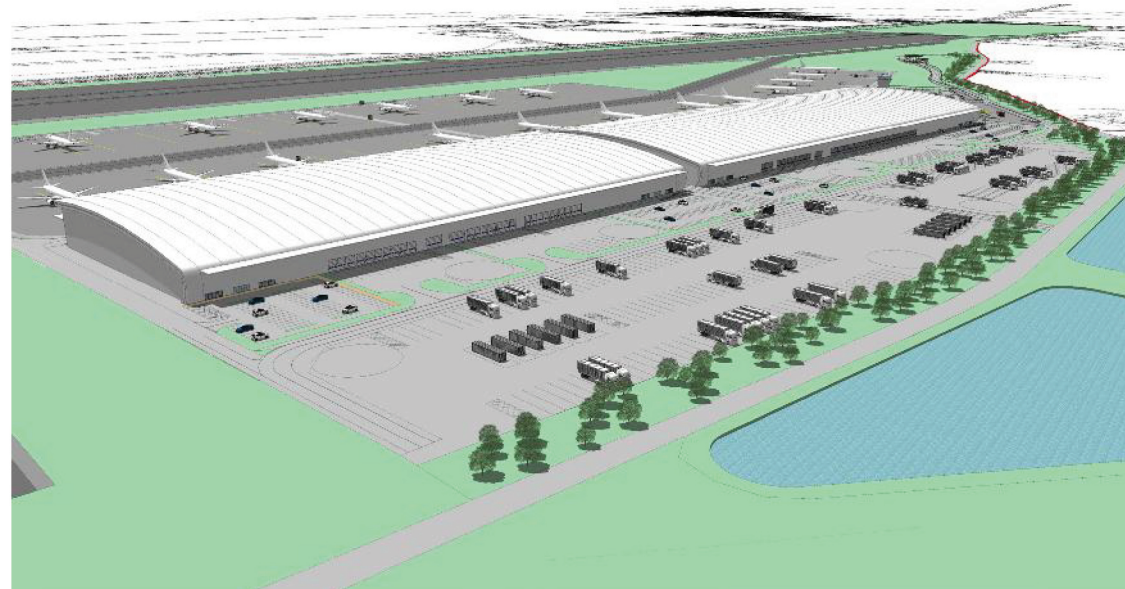
0m 500m



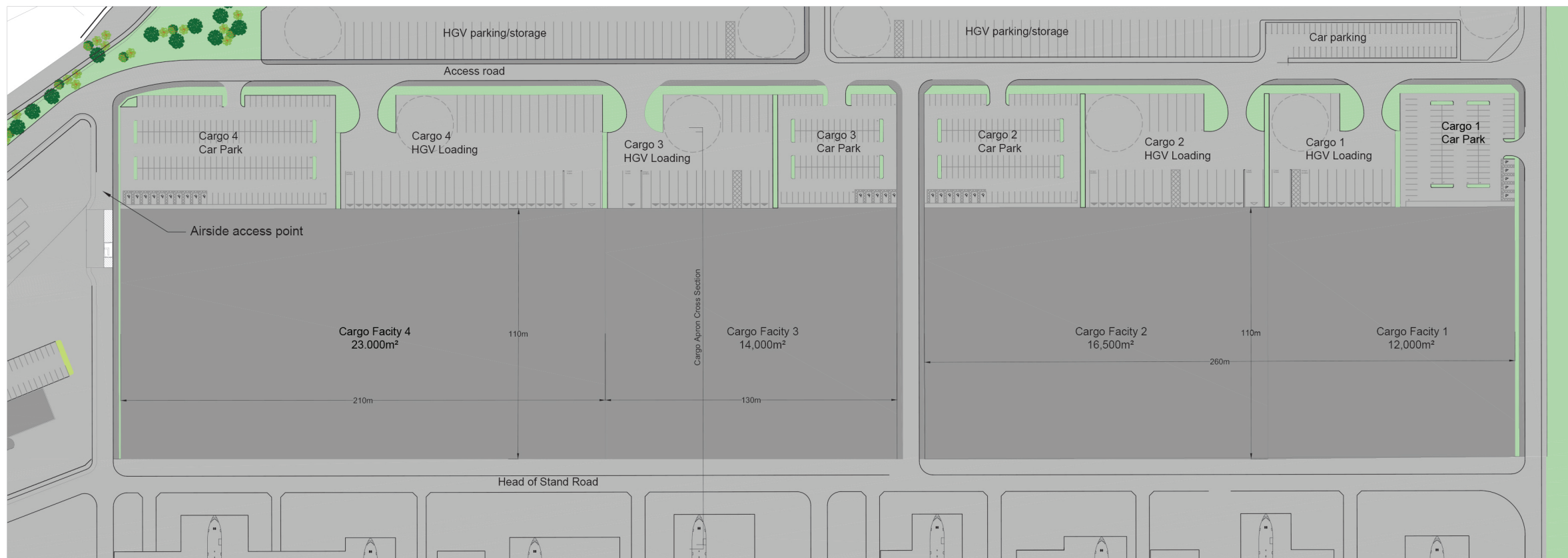
Typical landside Cargo Facility Elevation
NTS



Cargo Facility Typical Cross Section
Scale 1:1000



Indicative Cargo Facility Visualisation
NTS



Cargo Facility - Plan View
Scale 1:1000

Key

Note:
Based on original drawing "RPS-MSE-XX-DR-C-2085_P02" supplied by RPS



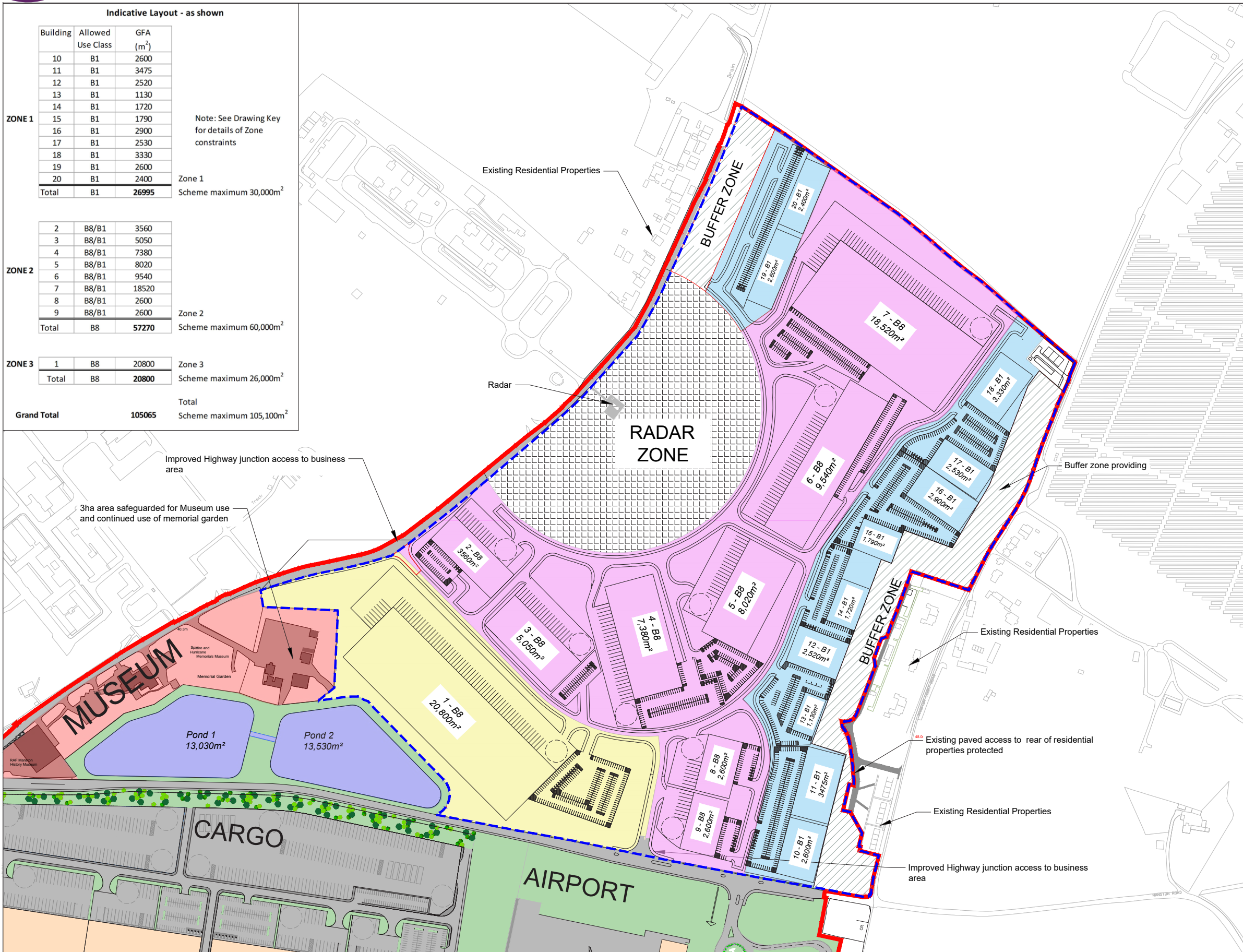
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Figure 3.5
Proposed cargo facility



Order Limit

Radar Zone
Area safeguarded for radar operation.

Buffer Zone
45m clearance to first building from site boundary in sensitive areas

Zone 1
Area of most sensitivity

- Building height limited to $\leq 16\text{m}$ above finished ground level height
- Building use limited to offices
- Σ Building GFA - $\leq 30,000\text{m}^2$ of B1 development

Zone 2
Area of moderate sensitivity

- Buildings limited to $\leq 18\text{m}$ above finished ground level height
- Σ Building GFA - $\leq 60,000\text{m}^2$ of B1/B8 development

Zone 3
Area of minimal sensitivity

- Building limited to $\leq 18\text{m}$ above finished ground level height
- Σ Building GFA - $\leq 26,000\text{m}^2$ of B8 development

— — — — — Aviation related business development

- Σ Building GFA - $\leq 105,100\text{m}^2$ of development complying with zone requirement above

Note:
Based on original drawing "RPS-MSE-XX-DR-
C-2089 P10" supplied by RPS



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Figure 3.6
Northern business park area