

RSP

RiverOak Strategic Partners

5.2-4

Environmental Statement Volume 4: Figures

TR020002/APP/5.4

Project Name:	Manston Airport Development Consent Order
Regulation:	Regulation 5(2)(a) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended
Date:	July 2018



Key

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

- Notes**
- OS Data obtained from emapsitem May 2017:
© Crown copyright and database rights 2017
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.

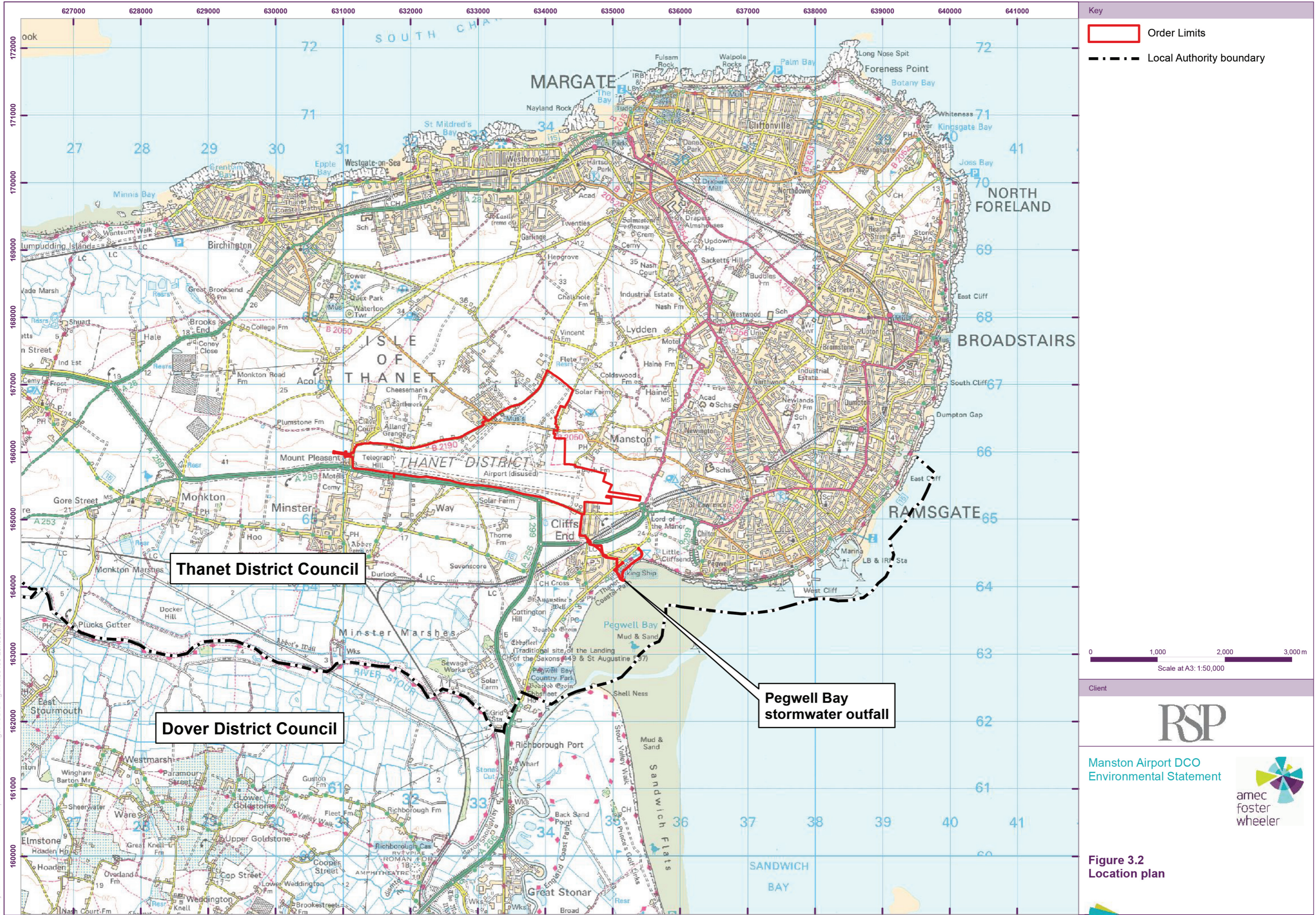
Note:
Based on original drawing "RPS-MSE-XX-DR-C-2000_P13" supplied by RPS



Client

Manston Airport DCO
Environmental Statement

Figure 3.1
Masterplan - site layout



Key
 Order Limits
 - - - - Local Authority boundary

0 1,000 2,000 3,000 m
 Scale at A3: 1:50,000

Client
RSP

Manston Airport DCO
 Environmental Statement


Figure 3.2
 Location plan

file: H:\Projects\38199_LON_Manston Airport DCO EIA\Drawings\ArcGIS\Figures\38199_Lon553.mxd



Key

- Order Limits
- Asset location where relevant

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



Client

Manston Airport DCO
Environmental Statement

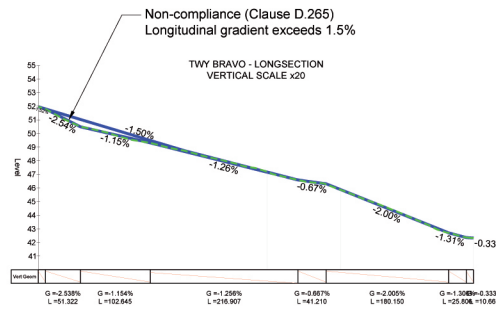
Figure 3.3
Masterplan - existing site



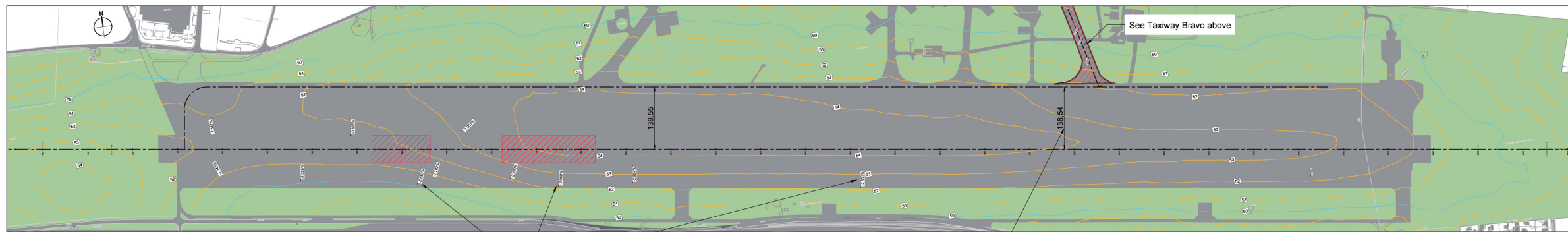
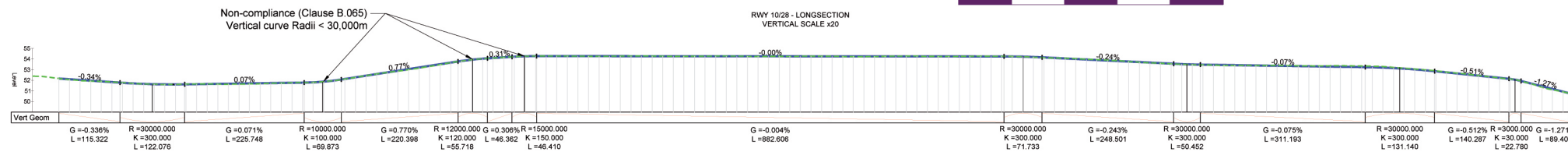
Passenger Terminal Apron - Non-compliance (clause E-360)
On an aircraft stand, the maximum slope should not exceed 1% in any direction



Key Plan
NTS



Taxiway Bravo



Runway 10/28 and Taxiway Alpha

Non compliant clause B185
Transverse slope within the
graded strip should not exceed 2.5%

Non-compliance (Clause D.260)
separation between runway and
taxiway smaller than 182.5m

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**

Taxiway Bravo (Code Letter E)

Updated issue 4 EASA

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

Client



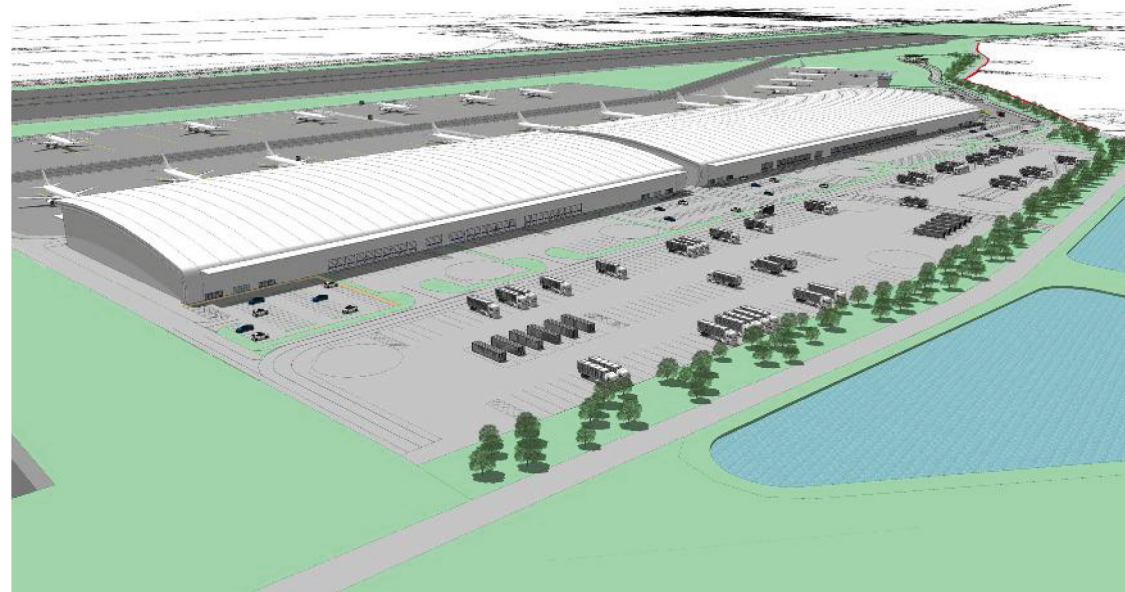
Manston Airport DCO
Environmental Statement



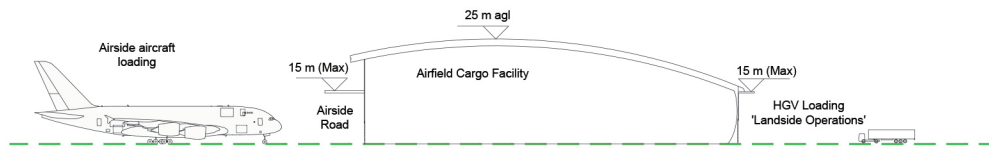
Figure 3.4
Existing layout in the context of EASA requirements



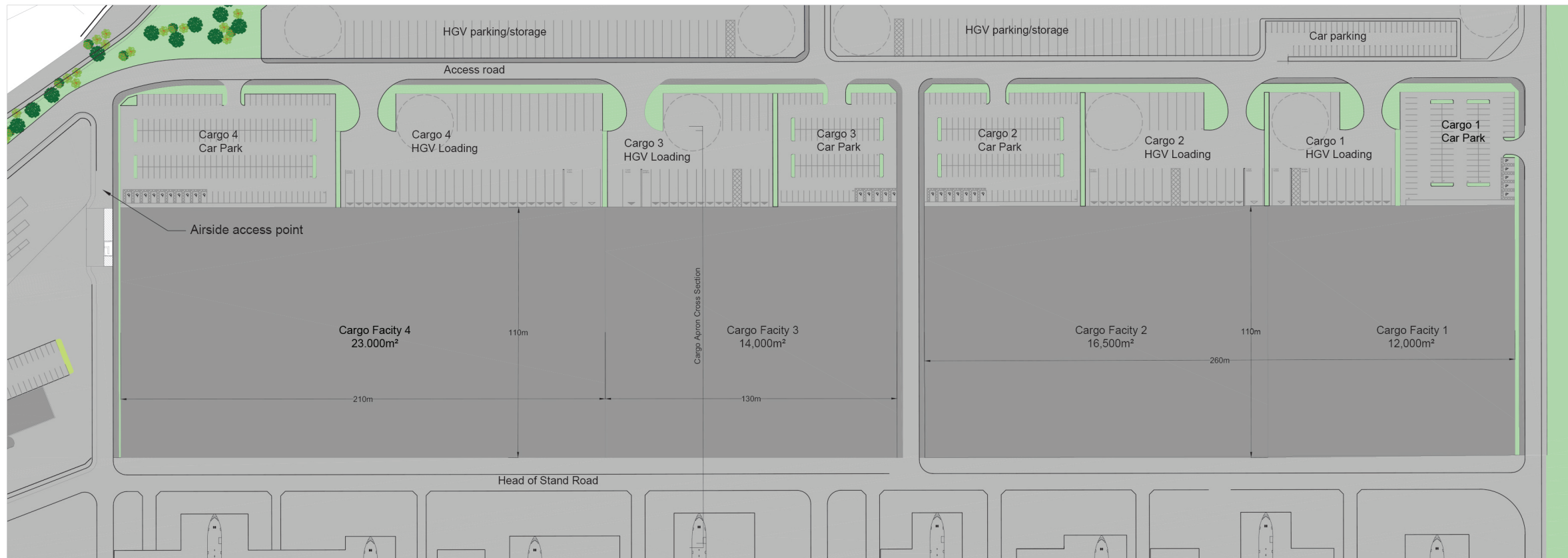
Typical landside Cargo Facility Elevation
NTS



Indicative Cargo Facility Visualisation
NTS



Cargo Facility Typical Cross Section
Scale 1:1000



Cargo Facility - Plan View
Scale 1:1000

Key

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



Client



Manston Airport DCO
Environmental Statement

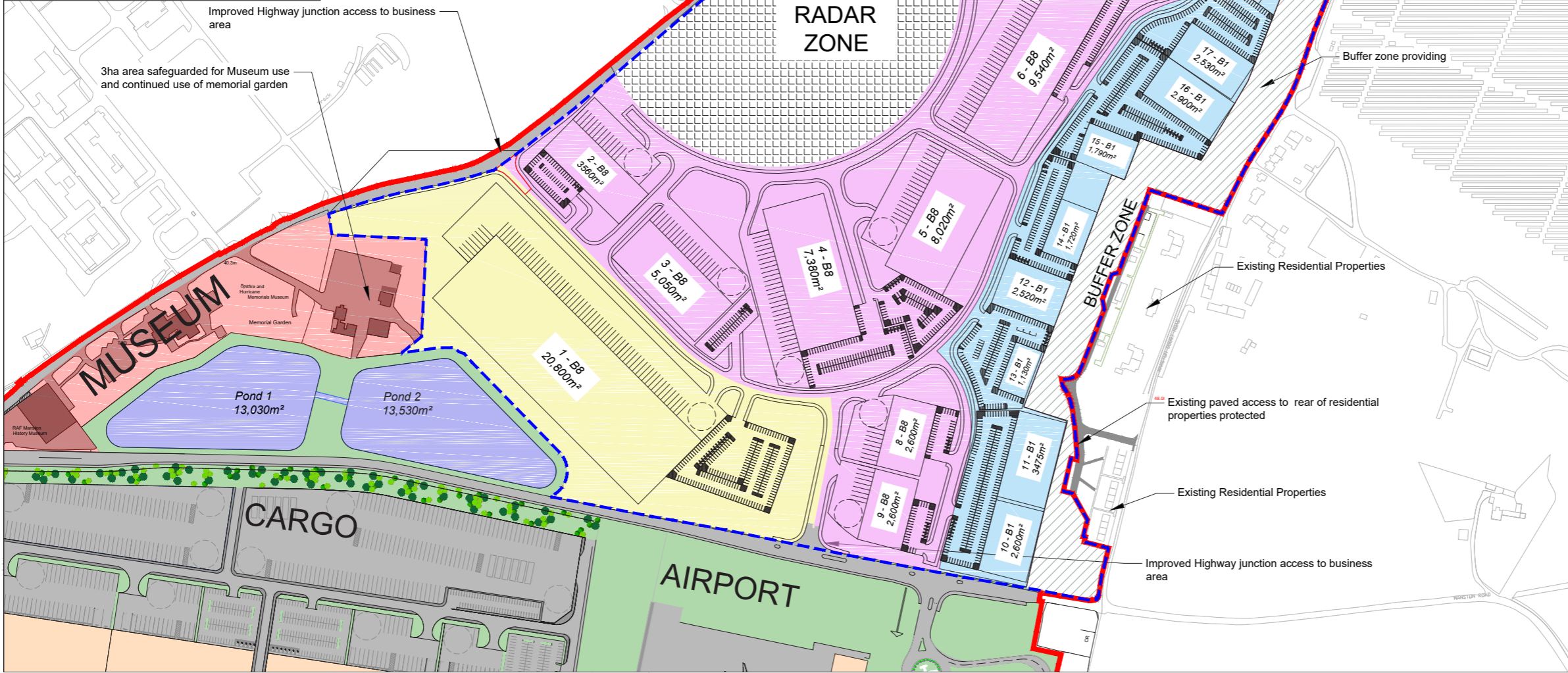


Figure 3.5
Proposed cargo facility



Table shows an indicative layout only

Building	Allowed Use Class	Max. GFA (m ²)	GFA (m ²)	
10	B1		2600	
11	B1		3475	
12	B1		2520	
13	B1		1130	
14	B1		1720	
15	B1	≤ 30,000	1790	
16	B1		2900	
17	B1		2530	
18	B1		3330	
19	B1		2600	
20	B1		2400	
Total	B1	≤ 30,000	26995	
2	B8/B1		3560	
3	B8/B1		5050	
4	B8/B1		7380	
5	B8/B1		8020	
6	B8/B1	≤ 60,000	9540	
7	B8/B1		18520	
8	B8/B1		2600	
9	B8/B1		2600	
Total	B8	≤ 60,000	57270	
ZONE 3	1	B8	26,000	20800
Total	B8	≤ 26,000	20800	
Grand Total		≤ 105,100	105065	
		B8 = 74% / B1 = 26%		



- Key**
- 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 ≤16m above finished ground level height
 - Building use limited to offices
 - Σ Building GFA - ≤30,000m² of B1 development
 - Zone 2
Area of moderate sensitivity
 - Buildings limited to ≤18m above finished ground level height
 - Σ Building GFA - ≤60,000m² of B1/B8 development
 - Zone 3
Area of minimal sensitivity
 - Building limited to ≤18m above finished ground level height
 - Σ Building GFA - ≤28,000m² of B8 development
 - Aviation related business development
 - Σ Building GFA - ≤105,100m² of development complying with zone requirement above

Note:
Based on original drawing "RPS-MSE-XX-DR-C-2089_P07" supplied by RPS



Figure 3.6
Northern business park area