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RiverOak Strategic Partners

6.2 Consultation Report Appendices

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THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

CONSULTATION REPORT APPENDICES

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Appendix 37

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



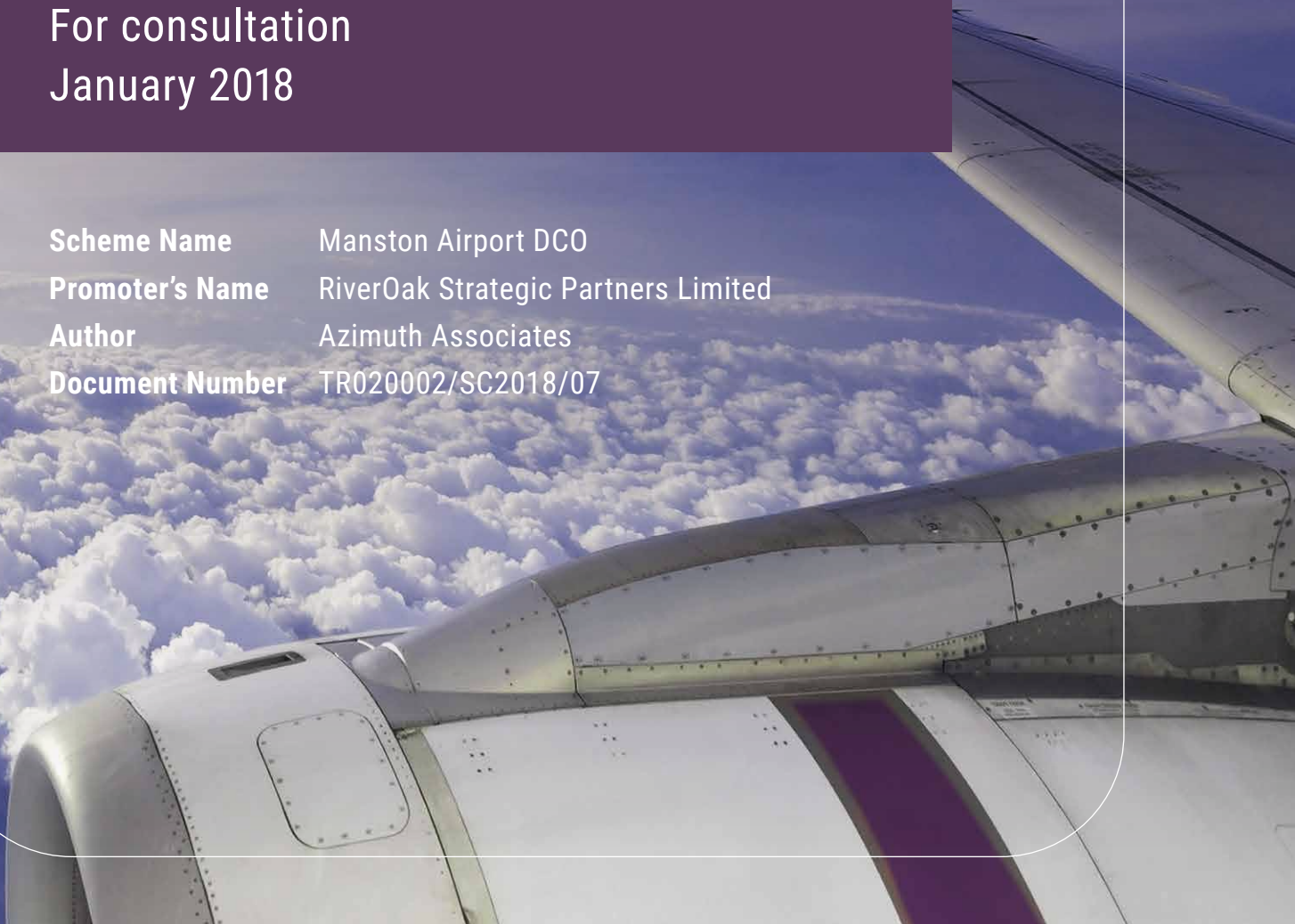
RiverOak Strategic Partners

Manston Airport Development Consent Order 2018 Consultation

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

For consultation
January 2018

Scheme Name	Manston Airport DCO
Promoter's Name	RiverOak Strategic Partners Limited
Author	Azimuth Associates
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Suite of Consultation Documents

1.1 As part of this second 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. The documents also provide further information about environmental considerations following further progression of environmental assessments, as well as a draft Noise Mitigation Plan that has been developed as part of the response to the 2,200 consultation responses that were received in response to the first statutory consultation held between 12 June and 23 July 2017 ('the 2017 consultation'). Further information is also provided on how the public can submit their feedback.

1.2 Similarly to the 2017 consultation, 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 a further 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:

- 1.3.1 an introduction to the consultation;
- 1.3.2 an updated preliminary environmental information report ('PEIR');
- 1.3.3 a non-technical summary of the PEIR;
- 1.3.4 an updated masterplan;
- 1.3.5 a Noise Mitigation Plan;
- 1.3.6 a Statement of Community Consultation;
- 1.3.7 an updated analysis of air freight and need; and**
- 1.3.8 a feedback form.



MANSTON AIRPORT:
A NATIONAL AND REGIONAL
AVIATION ASSET

VOLUME I
Demand in the south east of the UK

JANUARY 2018

Prepared for:

RiverOak Strategic Partners Ltd



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Disclaimer

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This report has been produced by Dr Sally Dixon, an independent aviation and business research consultant. The author wishes to thank all those who contributed to the research. However, the views expressed herein are those of the author only and are based upon independent research by her.

Executive Summary

This report aims to answer three key questions:

1. Does the UK require additional airport capacity to meet its political, economic, and social aims?
2. Should this capacity be located in the South East of England?
3. Can Manston Airport, with investment from RiverOak, relieve pressure on the UK airport network and meet the requirement of a nationally significant infrastructure project?

On the 24 October, Chris Grayling MP, Secretary of State for Transport, said the Government's recently updated aviation demand forecasts:

“show that the need for additional runway capacity is even greater than originally thought. They show that all 5 of London's main airports will be completely full by the mid-2030s, and 4 of them within a decade.” (HC Deb 24 October 2017, c 197WS)

A further consultation on the revised draft Airports National Policy Statement was launched on 24 October and will end on 19 December 2017. MPs are due to vote on the Government's decision to support the third Heathrow runway in 2018. As such, a new runway at Heathrow is not likely to be operational until at least 2030¹ and may be subject to further delays due to the complexity of such a project, its controversial nature, and potential legal challenges.

UK airport capacity

The aviation sector is of vital importance to the UK, contributing £52 billion (3.4%) to UK GDP and supporting 961,000 jobs (Oxford Economics, 2015, p. 4). In 2014, the total value of tradable goods carried through UK airports exceeded £140 billion (Airports Commission, 2015, p. 73). The importance of air travel is forecast to continue to grow, with 50% more flights in 2035 than there were in 2012, from around 9 million per year to 14.4 million (Eurocontrol, 2013). The freighter fleet is set to more than double over the next 20 years (Boeing, 2014).

However, airport capacity is a problem not just in the UK but also in Europe, where capacity is forecast to increase by 17% by 2035 leaving a shortfall of around nine runways' worth of capacity (Eurocontrol, 2013). By 2035, European airports will be unable to accommodate around two million flights due to capacity shortages leading to a loss of between 434,000 and 818,000 jobs and between €28 billion and €52 billion in EU GDP (EC, 2015). At the end of November 2017, airfreight in Europe reached capacity, which has led to an increase in prices and delays² Heathrow Airport also reported severe congestion, with trucks queuing and some being turned away³.

Whilst in Europe, around 56% of all air freight (measured in revenue tonne-kilometres (RTKs)) is carried in dedicated freighters (Budd and Ison, 2017, p. 34), the UK has seen a decline in the use of freighters. One commentator (see York Aviation's report for Stone Hill Park Ltd, November 2017) believes this is due to shippers' preference for belly

¹ 8 February 2016, The Transport Committee heard evidence from the Secretary of State for

² https://aircargoworld.com/allposts/freightos-warns-of-airfreight-rate-jump-as-europe-reaches-capacity/?goal=0_1711f92e66-42df020a11-39626945

³ <https://www.flexport.com/help/381-freight-market-update-november-8-2017>

freight. However, when the air freight market in the UK is considered against that of Europe, the lack of availability in the UK for freighter slots, airports' preference, in a constrained market, for passenger flights, and delays in loading and unloading freighter aircraft provide an equally plausible explanation for the reduced proportion of freighter to belly freight transport of goods in the UK.

In the UK, non-EU trade accounts for just under half of all trade and 35% of these goods are air freighted. Both figures could increase following the UK's withdrawal from the EU (Oxford Economics, 2013, p. 5). The Airports Commission forecast that, over a 60-year time frame without additional capacity, there would be a £21 to £23 billion cost to users and providers of UK airport infrastructure and £30 to £45 billion in costs to the wider economy (Airports Commission, 2015, p. 17).

Demand in the South East of England

It is clear that the aviation market prefers the South East, with forecasts showing that by 2050, the value of air cargo lost to London due to capacity constraints would equate to £106 billion per annum with net national losses of around £3.9 billion per annum (Oxford Economics, 2013, p. 5). The London airports facilitate 76% of the UK's air freight (Oxford Economics, 2013, p. 3) and all London airports will be at full capacity by 2030 (Airports Commission, 2013, p. 20).

The number of additional dedicated freighters movements required at London airports is forecast to be 53,954 with no additional runways (York Aviation, 2013, p. 7). Indeed, without extra capacity in the South East, 2.1 million tonnes of freight would have to be diverted elsewhere (York Aviation, 2015, p. 19), mainly to Northern European airports. This tonnage equates to some 100,000⁴ truckloads and could put huge pressure on the UK's road network and the Channel crossings.

Manston Airport

Manston Airport is located in the South East where aviation industry demand is highest and most constrained. The airport has a long runway, an ideal airspace location, benefits from easy surface access to London and the rest of the UK, is located close to mainland Europe, and, with RiverOak's proposed investment, can provide rapid handling and turnaround times for air freight. The airport would provide almost immediate relief to the pressing situation that is causing £2 billion in potential trade from being lost to the South East each year if it remains without additional runway capacity (Centre for Business Research, 2016).

The DCO process requires RiverOak to provide evidence that shows Manston Airport can relieve pressure on the UK's airport network by handling at least 10,000 freighter movements per year. York Aviation (a firm of air transport consultants), in an unpublished report for Transport for London (TfL) entitled *Note on Freight Connectivity*, specifically mention Manston, saying the airport⁵ can take 14,000 movements per annum, relieving other South East airports (York, 2013, p. 7). Whilst in the short to medium-term Manston will be vital as an operational airport, even in the longer term, after the proposed opening of Heathrow's third runway and to 2050, Manston provides the only airport infrastructure in the South East that can provide the capacity needed to support the overspill predicted within all timeframes.

⁴ See footnote 16 on page 12 for an explanation of this calculation

⁵ York Aviation say, "It is reasonable to assume that around 14,000 freighters a year could still be accommodated in the vicinity of London by using capacity at airports such as Manston". However, it should be noted that there are no other airport such as Manston in the London area in terms of runway length, airspace, slot availability, land available for warehousing, etc.

Conclusion

There can be little doubt that, in an increasingly competitive economic climate, the UK cannot afford to lose one of its long-serving and strategically significant airports. This report describes the unmet demand in the South East and shows that Manston Airport, with the level of investment proposed by RiverOak, its geographic location and airspace position, is capable of handling air freight in the volumes required by the DCO process. Indeed, this report demonstrates that Manston Airport is a valuable regional and national asset, capable of providing infrastructure badly needed by the UK in the short, medium and long-term, playing a role in helping Britain's connectedness and trade with the rest of the world, and of making a substantial contribution to the future economic and social well-being of the UK.

Definitions and abbreviations

ACI	Airports Council International
Air freight	The carriage of goods by aircraft
ATM	Air Transport Movement and/or Air Traffic Movement
BAA	Formally the British Airports Authority
Backload	The transportation of cargo on a return trip to the originating airport
Belly freight	Cargo stowed under the main deck of a passenger aircraft
CAA	Civil Aviation Authority
Cargo	The term cargo and freight are used interchangeably in this report and refer to goods carried by road, sea or air
Consolidator	A person or company that combines small volumes of commodities from different originators so they can be shipped together and who usually owns the aircraft used for transport
CPO	Compulsory Purchase Order
DCO	Development Consent Order
Dedicated carrier	An aircraft that transports only freight (not passengers)
DfT	Department for Transport
EASA	European Aviation Safety Agency
EIA	Environmental Impact Assessment
EU	European Union
EUROCONTROL	European Organisation for the Safety of Air Navigation
FAA	Federal Aviation Administration
Freight	The term freight and cargo are used interchangeably in this report and refer to goods carried by road, sea or air
Freight forwarder	A person or company that organises the shipment of commodities from an originator (manufacturer, producer, etc.) to a destination (customer, etc.) but generally does not own the aircraft used in the transport
FTK	Freight tonne kilometre
GVA	Gross Value Added
ICAO	International Civil Aviation Organisation
ICT	Information and communications technology
JIT	Just-in-time, a manufacturing system that allows materials or components to be delivered just as they are required in the manufacturing process, thereby minimising storage costs
LCC	Low cost carrier
LCY	London City Airport
LGW	London Gatwick Airport
LHR	London Heathrow Airport
Long haul	No generally agreed definition as 'long' or 'short' is subjective. In Europe, a flight taking more than four hours to complete and/or originating/destined outside Europe is considered long haul
Short haul	As above. Short haul in Europe generally indicates a flight within Europe so taking around four hours or less to complete
TfL	Transport for London
UK	United Kingdom
USA	United States of America
WTO	World Trade Organization

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1 Introduction

1.1 Background and rationale

1.1.1 This report is the first in a series of documents that make the case for Manston Airport to return to full operation. These reports cover:

- **Volume I: The need for airport capacity in the South East of the UK and the potential role of Manston Airport as part of the UK's airport network**
- Volume II: The findings from a qualitative study that identifies the push and pull attractors for Manston Airport and details the opportunities and the sectoral and geographical markets the research uncovered
- Volume III: The forecast for air freight and passenger traffic for Manston Airport over the first twenty years of operation
- Volume IV: A description of the socio-economic impacts of the operation of Manston Airport as described by the forecast in the third volume of this body of work

1.1.2 For many years the UK has struggled to resolve the issues surrounding airport capacity expansion. Indeed, over more than seven decades, successive governments have been unable to define a national framework for the UK's airport infrastructure. Privatisation of the Nation's airports, which followed the 1986 Airports Act, made this task more difficult, with both public and private sector issues now needing to be resolved. As a global trading nation, the UK relies on the ability to import and export goods. Our domestic and international transport infrastructure, including airports, railways, seaports and roads, must therefore be fit for purpose and with sufficient capacity if the UK is to continue to prosper in a highly connected world.

1.1.3 To help speed the process of approving major infrastructure projects including airports, the Government introduced the 2008 Planning Act. This was followed by the appointment of the Airports Commission under Sir Howard Davies who was tasked with recommending a solution to the UK's airport capacity issues. In July 2015 the Airports Commission report was published and on the 25 October 2016, in line with the Airports Commission's recommendation, the Government decided to support construction of a third runway at London's Heathrow Airport. However, the Government is not expecting extra capacity to be available until at least 2030⁶. This means the UK and the South East in particular, has some years to wait before airport congestion is relieved. Even when this is in place, there will be need for additional capacity particularly for freight. Without immediate capacity expansion, delivered responsibly, the forecasts described in this report show that the UK and particularly the South East of England will continue to miss out on the full social and economic benefits they could derive from aviation.

1.1.4 This document therefore makes the case for Manston Airport to be reinstated as a freight-focused airport. Its re-opening would ease the pressure on existing infrastructure in the South East of England and allow some of the currently unmet demand to be handled now and in the future. Although the Secretary of State for Transport, Chris Grayling, has confirmed his on-going support for Manston Airport (HC

⁶ 8 February 2016, The Transport Committee hears evidence from the Secretary of State for Transport on the Government's plans for airport expansion in the South East.
<http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/news-parliament-2015/airport-expansion-ev-session-15-16/> at 15.07.35

Deb 15 September 2016, c OA1020), the airport, with its 2,742-metre runway, has been closed since May 2014. Ann Gloag, co-founder of Stagecoach, purchased the Manston Airport site on 1 November 2013. Staff were given notice of Ms Gloag's intention to close the airport on 19 March 2014 and the airport closed on 15 May 2015. The intention of the current owner is to secure a change of use from airport to a mixed-use development called Stone Hill Park. This development would potentially include 4,000 homes, a business park, and sports facilities. Such change of use would forever lose the airport facility and the important role it can play in the success of the local, regional and national economies.

1.2 RiverOak's vision for Manston Airport

1.2.1 RiverOak has a clear vision for the future of Manston Airport: To revive Manston as a successful freight-focused airport with some passenger operations, aircraft maintenance and repair, and the creation of a hub for aviation-related commercial opportunities. RiverOak, who specialise in identifying profitable market opportunities, has identified the substantial need for additional and specialised airport capacity for dedicated freighters in the South East of England. The only cargo hubs in the UK are East Midlands and Stansted airports, both of which focus on the integrator market. The UK needs a new hub for dedicated freighters, providing them with rapid turnaround times and the specialist security clearing ability that is currently absent at other UK airports.

1.2.2 The ideal location for this is close to the main market in the South East. RiverOak's long-term plan is to integrate Manston into the UK's airport network, effectively providing Heathrow with its fourth runway primarily dedicated to freighter cargo. Mindful of Manston's long and distinguished history, RiverOak will maintain its heritage and enhance the economic benefits to the region by creating a wide range of aviation-related employment opportunities as well as training and education to meet the necessary skills requirements.

1.3 Aim and objectives of the report

1.3.1 The aim of this report is to consider whether there is a compelling case in the public interest to create a freight-focused facility at Manston Airport. The decision about whether Manston Airport should be returned to operational use hinges on three key questions:

1. Does the UK require additional airport capacity in order to meet its political, economic, and social aims?
2. Should this additional capacity be located in the South East of England?
3. Can Manston Airport, with investment from RiverOak, relieve pressure on the UK airport network and meet the requirement of a nationally significant infrastructure project?

This report demonstrates that the answer to each of the above questions is overwhelmingly yes.

1.3.2 The report summarises the available statistical data to underpin the proposal and support business planning and development at Manston Airport. There are a number of other objectives set out for this work and in particular the results will:

- Provide the information required to support the DCO application
- Inform the Manston Airport business case and master plans
- Inform Manston Airport's marketing strategy

- Initiate stakeholder consultation
- Continue to inform and gain support from key stakeholders
- Provide a platform for lobbying Government and industry organisations
- Play a key role in forming Government policy for air freight in the UK

1.4 The aims of the DCO

1.4.1 A Development Consent Order (**DCO**) will be sought by RiverOak to secure the rights and consents necessary for Manston’s re-development as an airport as required by the Planning Act 2008. This means that, at the end of a process overseen by the Government’s Planning Inspectorate, the Secretary of State for Transport will decide the future of Manston Airport.

1.4.2 The DCO process was established by the Planning Act 2008, as amended by the Localism Act of 2011 and the Infrastructure Acts of 2013 and 2015. This procedure was introduced to streamline the decision-making process for Nationally Significant Infrastructure Projects (**NSIPs**). One of the main aims of the DCO is to provide a one-stop shop for those promoting NSIPs⁷. There are two main pre-conditions for the inclusion of a Compulsory Purchase Order (**CPO**) within a DCO.

“The first criterion is that the land is required for the development to which the development consent relates. For this to be met, the promoter should be able to demonstrate to the satisfaction of the decision-maker that the land in question is needed for the development for which consent is sought. The decision-maker should be satisfied, in this regard, that the land to be acquired is no more than is reasonably required for the purposes of the development.”

(Guidance Related to Procedures for Compulsory Acquisition (DCLG), February 2010, issued under section 124 PA 2008, paragraph 24)

1.4.3 The second pre-condition is that there is a compelling case in the public interest for the land to be acquired compulsorily. Part 3 of the 2008 Act sets out thresholds for infrastructure development to be considered nationally significant. For airports:

“The construction of a new air passenger transport services for at least 10 million passengers per year, or air cargo transport services for at least 10,000 air transport movements of cargo aircraft per year (or if alteration to existing airports would increase passenger numbers or cargo aircraft movements by these number)” (Smith, 2015, p. 4).

1.5 Report structure

1.5.1 Following this introductory section, the report commences with an overview of the UK’s airport infrastructure, particularly considering national and South East capacity issues. This section is followed by a description of the UK’s airport capacity issues relating specifically to air freight. Next, the report considers the capacity of the main UK air freight airports as well as airfields in the South East that may provide the possibility of additional capacity in the short- to medium-term to help alleviate the unmet demand for air freight to and from the UK.

⁷ Neil Cameron QC, Landmark Chambers available from http://www.landmarkchambers.co.uk/userfiles/documents/resources/Development_Consent_Orders_-and-_Compulsory_Purchase_-_NC.pdf

1.5.2 These sections are followed by an outline of the political context in which decisions about airport capacity are made. This section also looks at the potential impact of BREXIT on UK aviation. The report then looks at Manston Airport specifically and describes its potential as a freight-focused airport. The penultimate section outlines the external issues and opportunities that may impact on the future of Manston Airport. The report concludes with a summary of the findings in relation to the three questions posed and recommends that the Planning Inspectorate, through the DCO process instigated by RiverOak, reinstate Manston as an operational airport.

2 UK airport capacity

2.0.1 The huge growth in aviation over the past eight decades has been at the focus of a wide range of contrasting arguments about when, where and if airports should be built or expanded. Since the 1920s and '30s, when aerodromes were owned privately or by local authorities or municipalities, airports have been nationalised, denationalised and privatised. A wide range of options for the expansion of existing airports and for the construction at sites mainly in the Thames Estuary have been driven by the 'predict and provide' approach to aviation of successive governments. However, on-going and often unresolved issues persist, providing politicians with a choice to make: Should they favour aviation's links to economic growth and job creation or should they preference concerns for the environmental well-being of local people and the planet generally.

2.1 Capacity in the South East

2.1.1 Figure 1 shows the location of the UK's airports, with the largest concentration being in the South East of the Country.

Figure 1 Map showing the location of UK airports



Source: www.gov.uk/government/uploads/system/uploads/attachment_data/file/450387/avi0109.pdf

2.1.2 The most recent and widely circulated documents that describe the UK's airport capacity situation are those used by the Airports Commission in its 2017 report. However, a number of other studies (see for example York Aviation, 2015; Oxford Economics, 2013, 2015) also point to the urgent need for airport capacity in the UK. Indeed, on the 24 October 2017, Chris Grayling MP, Secretary of State for Transport said that evidence from updated aviation demand forecasts, *"show that the need for additional runway capacity is even greater than originally thought. They show that all 5 of London's main airports will be completely full by the mid-2030s, and 4 of them within a decade."* (HC Deb 24 October 2017, c 197WS) The new government figures show that in 2016 Air Traffic Movements (ATMs) in the UK grew by 10%, *"despite average load factors being higher and airlines using bigger aircraft"* (Department for Transport, 2017, p. 9).

2.1.3 The Airports Commission reviewed all available information and consulted widely and arrived at the conclusion in 2015 that:

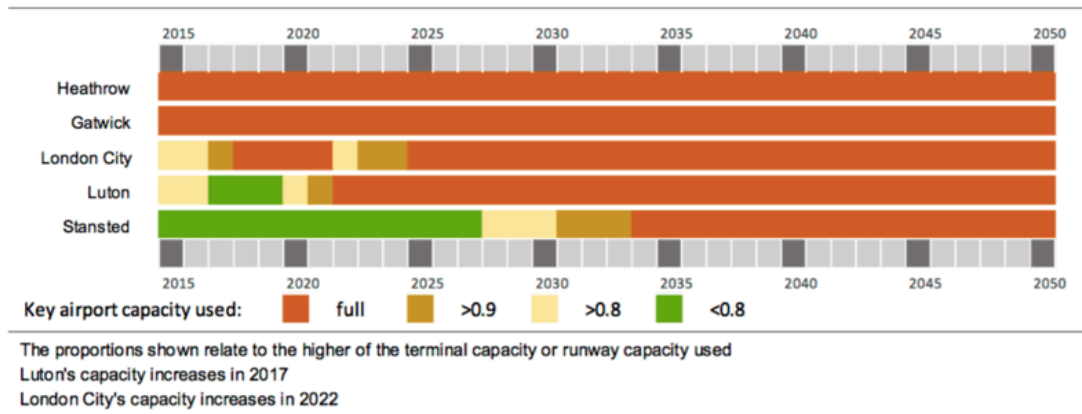
"While London remains a well-connected city its airports are showing unambiguous signs of strain. Heathrow is operating at capacity, and Gatwick is quickly approaching the same point. There is still spare capacity elsewhere in the South East for point-to-point and especially low-cost flights, but with no availability at its main hub airport London is beginning to find that new routes to important long-haul destinations are set up elsewhere in Europe rather than in the UK. Other UK airports are increasingly squeezed out of Heathrow, with passengers from the nations and regions obliged to transfer through other European airports, or Middle Eastern hubs. That costs them time and money, and is off-putting to inward investors. Without action soon the position will continue to deteriorate, and the entire London system will be full by 2040." (Airports Commission, 2015, p. 3)

2.1.4 By 2017, the Airports Commission's analysis of the capacity at the London airports shows that *"even in the low demand growth scenario all London airports are full by 2040. Under the high demand growth scenario, all the London airports are full by 2030"* (DfT, 2017, pp. 102-3). Figure 2 shows the central growth scenario for the London airports without new runways. The figure shows the timeline of capacity usage; where airports are full, or have less than 90% and 80% or more than 80%.

2.1.5 For the UK, DfT central demand figures show that all the main airports except Manchester (where an increase in capacity is expected) will be full by 2050 without additional capacity. This is shown in Table 1. However, it should be noted that the figures focus on passenger aircraft usage and may not reflect the need for freighter aircraft going forward.

2.1.6 This lack of airport capacity is losing the UK considerable potential trade, particularly with non-EU countries. Figures compiled by the Centre for Economics and Business Research (CEBR, 2016) for the Let Britain Fly campaign show that in 2015 the UK missed out on at least £9.5bn in potential trade. Without airport development, CEBR predicts that losses will continue to accumulate at the rate of £1.1 million every hour. For the South East, these losses due to lack of runway capacity amount to £2 billion in potential trade each year.

Figure 2 Central growth scenario, no new runways, London airports, timeline of capacity usage



Source: DfT, 2017, p. 103 section 7.23 figure 7.4

Table 1 Proportion of capacity used by airport, central demand, baseline capacity

	2016	2030	2040	2050
Heathrow	100%	100%	100%	100%
Gatwick	100%	100%	100%	100%
Stansted	70%	88%	100%	100%
Luton	81%	100%	100%	100%
London City	80%	100%	100%	100%
London	93%	98%	100%	100%
Manchester	89%	81%	70%	91%
Birmingham	50%	66%	95%	100%
Bristol	76%	95%	100%	100%
East Midlands	79%	63%	87%	100%
Southampton	82%	99%	100%	100%

2016 is modelled

The proportions shown relate to the higher of the terminal capacity or runway capacity used

The London total proportions relate to a weighted average by number of passengers

Runway capacity is assumed to increase at Manchester; so lower utilisation figures reflect an increase in capacity rather than a decrease in demand

Source: DfT, 2017, p. 102 section 7.20 Table 33

2.2 Aviation's contribution to the economy

2.2.1 Oxford Economics (2015, p. 4) calculate that the aviation sector contributes £52 billion or 3.4% to UK GDP and supports 961,000 jobs. In terms of the value of the UK air freight industry, Oxford Economics estimate that airlines earn around £3.1 billion from shippers annually, carrying 2.3 million tonnes to, from, and within the UK (*ibid*, p. 5). Indeed, the Airports Commission says that:

“[A]viation supports British manufacturing, carrying high value exports, particularly to emerging markets, and helping to secure the position of UK based manufacturers in complex global supply chains. Today around 40% of the UK's trade with economies outside the EU by value is transported by air and in 2014 alone, the total value of tradable goods carried through UK airports exceeded £140 billion.” (Airports Commission, 2015, p. 73)

2.2.2 Whilst the European aviation market is becoming more mature it is nonetheless predicted that there will be 50% more flights in 2035 than there were in 2012, from around 9 million per year to 14.4 million (Eurocontrol, 2013). However, across Europe, it is estimated that airport capacity will increase by just 17% by 2035, leaving a shortfall of around nine runways' worth of capacity (*ibid*, 2013). It is, as Eurocontrol say, essential therefore that we make the best possible use of existing infrastructure.

2.2.3 From the advent of commercial aviation, government policy has been to meet rather than to manage demand for airport capacity (Humphreys *et al*, 2007). This strategy is derived from the close link between a country's economic status in world rankings (including attracting inward investment and creating jobs) and their global connectivity. However, issues about where to locate new airport infrastructure are dogged by a political conundrum: Politicians want to win elections, a desire that may hinge on which side of the airport development debate they campaign. For most politicians with airports within their constituency, there are considerable anti-airport development lobbies. However, the people of Thanet, where Manston Airport is located, are largely in favour of the re-opening and development of the airport (see section 7.1 for further details).

2.2.4 One of the justifications for the privatisation of the UK's airports was a desire to increase competition between UK airports, particularly the London airports. This competition is seen as essential if customers, both passengers and freight, are to benefit in terms of service and pricing. However, capacity constraints defeat the free market ideal, putting upward pressure on fares and creating significant barriers to entry for new players who are unable to acquire landing and take-off slots at main airports (Airports Commission, 2015).

3 Air freight capacity

3.0.1 2014 marked 100 years since the birth of commercial aviation. This century of flight has transformed the way we live and how and with whom we conduct business⁸. The history of air freight has always been entwined with that of passenger aviation, with mail the first cargo transported by air. However, after the Second World War, airmail gave way to the age of air freight. The use of air freight was prompted by a general worldwide trend towards globalisation, a change in management practices including just-in-time (JIT) and made-to-order models, trade and economic liberalisation between countries, and other political changes (Ishutkina, 2009) including open skies agreements.

3.1 The air freight market

3.1.1 Aviation makes an enormous impact on our economy, creating jobs and contributing to GDP (Oxford Economics, 2013). Indeed, most studies conclude that world air freight traffic is strongly correlated to GDP (e.g. Boeing, 2014) and that world merchandise trade is a component of GDP, is an important measure of economic performance (Boeing, 2014, p. 2), and that transport infrastructure contributes to economic development (Ishutkina, 2009; Prud'homme, 2005).

“In 2014, airlines transported 51.3 million metric tons of goods, representing more than 35% of global trade by value . . . equivalent to USD6.8 trillion worth of goods annually, or USD18.6 billion worth of goods every day.” (IATA, 2015, p. 4)

3.1.2 Sales (2013) points to several major influences on the air freight business: Global recessions, which negatively affect the volume of goods being made, bought and shipped; and fuel prices, which affect transport costs. Fuel prices and volatility have led to the scrapping of many older uneconomical aircraft and to the acquisition of more fuel-efficient, widebody aircraft such as the B777, B747-8 and the A350. The use of these aircraft allows passenger carriers to transport large amounts of belly freight cargo and changed the face of the air freight market. As Sales says, *“Despite these difficulties, the air freight business manages to remain robust and is working harder to find better and more cost-efficient ways of overcoming these obstacles”* (Sales, 2013, p. 41).

3.1.3 Boeing’s traffic and market outlook describes an air cargo market recovery that began in 2014. Their market outlook 2016-2035 (Boeing, 2016a) forecasts air cargo traffic, measured in revenue tonne-kilometres (RTKs), at 4.2% although there are differences between the forecasts for regional pairs. For example, Asia-Europe is forecast to grow during the period to 2035 by 4.6% (Boeing, 2016b, p. 16). The Airbus forecast is for growth at 4% globally (Airbus, 2016). The Boeing and Airbus forecasts are based on the opinions of experts who summarise the world’s major air trade markets and identify key trends.

3.1.4 With demand for air cargo services set to more than double, the number of aircraft in the freighter fleet is expected to increase by more than half over the next 20 years. Whilst a large proportion of air freight is currently carried as belly freight in passenger aircraft, particularly in the UK, Boeing says that:

⁸ <http://www.flying100years.com>

“Dedicated freighter services nonetheless offer significant advantages, including more predictable and reliable volumes and schedules, greater control over timing and routing, and a variety of services for outsize cargo, hazardous materials, and other types of cargo that cannot be accommodated in passenger airplanes. In addition, range restrictions on fully loaded passenger flights and the limited number of passenger frequencies serving high-demand cargo markets make freighters essential where both long-range and frequent service are required.” (Boeing, 2014, p. 3)

3.1.5 Around 56% of all air cargo (measured in RTKs) is flown in dedicated freighter aircraft (Budd and Ison, 2017, p. 34). The remaining 44% is carried as belly freight on passenger aircraft, or on combi or quick change aircraft that can accommodate both passengers and freight. Boeing forecast that:

“Freighters will continue to carry more than half of the world’s air cargo for the next 20 years, as the majority of players in the industry continue to rely on and augment their cargo operations by flying freighters.” (Boeing, 2016b, p. 4).

3.1.6 The reasons for using dedicated freighters include:

“Range restrictions on fully loaded passenger flights and the limited number of passenger frequencies serving high-demand cargo markets make freighters essential where both long-range and frequent service are required.” (Boeing, 2016b, p. 4)

3.1.7 The EU predicts that by 2035, European airports will be unable to accommodate around two million flights due to capacity shortages. This will lead to a loss of between 434,000 and 818,000 EU jobs and between €28 billion and €52 billion in EU GDP (EC, 2015, p. 7). Air freight flights enable the flow of goods between economies. This mode of transport relieves surface infrastructure deficiencies (Gourdin, 2006) and enables access to markets for commodities where speed adds value, provides a different distribution mechanism (such as next day delivery), enables the use of efficient production methods such as JIT manufacturing, and ensures high value machinery and equipment maximise their capital value (Ishutkina, 2009, p. 114).

3.1.8 At the end of November 2017, airfreight in Europe reached its capacity for the first time in at least 10 years. This situation led to a rise in shipment costs, with the price reaching as high as US\$13 per kilogram for a trans-Atlantic route⁹. According to press reports, “major airports in Europe are experiencing delays of a week in uplift, particularly Milano Malpensa Airport”¹⁰. Heathrow Airport is also reported to be severely congested, with queuing trucks, truck wait fees, and trucks being turned away¹¹.

3.2 Air freight in the UK

3.2.1 By 2000, UK air freight had become constrained, particularly at the London airports (DfT, 2003; Oxford Economics, 2013). Whilst globally around 56% of air freight is carried on dedicated freighters, in the UK this proportion is nearer to 33% with the

⁹ https://aircargoworld.com/allposts/freightos-warns-of-airfreight-rate-jump-as-europe-reaches-capacity/?goal=0_1711f92e66-42df020a11-39626945

¹⁰ <https://www.flexport.com/help/381-freight-market-update-november-8-2017>

¹¹ <https://www.flexport.com/help/381-freight-market-update-november-8-2017>

remaining 67% being carried as belly freight (DfT, 2009, p. 14). It seems that capacity constraints are reducing competition and the desire to strive to provide the highest quality service and aviation infrastructure is critical to the air freight industry. An EU rating of the quality of air transport infrastructure rated the UK 5.52 and ranked 12th out of the 28 EU countries¹². This rating/ranking is based on a survey by the World Economic Forum using a scale where 1 is extremely underdeveloped and 7 is extensive and efficient. This renders the UK less attractive and competitive than other European airports. London's six airports, Heathrow, Gatwick, Stansted, Luton, London City and Southend facilitate 76% of the UK's air cargo. Providing sufficient aviation capacity to meet future air freight demand is, say Oxford Economics (2013, p. 8), the first step to encouraging future trade growth. This will become ever more critical as the UK commences its exit from the EU.

3.2.2 By weight, the UK imports (57% or around 1.3 million tonnes) more than it exports (43% or approximately 1 million tonnes) (DfT, 2009, p. 9). A large proportion of exports, by both weight and value, include machinery and transport equipment. Imports are more mixed across all types of commodities when measured by weight but by value, machinery and equipment dominate. The US and Asia are the primary markets for UK air freight for both imports and exports (*ibid*, p. 9).

3.2.3 York Aviation (2013, p. 4) points to the lack of correlation between freight tonnage handled and the number of scheduled departures. The main reason given by the authors of this work is the relative importance of belly freight and the presence of an active integrator. Their report also highlights the lack of a central means by which to calculate how much freight is uploaded or offloaded at any particular airport. The mix of belly freight and dedicated freighters makes the relationship between departures and air freight tonnage very difficult to approximate. This means that predicting freight movements and tonnage at an airport level is difficult and contentious. Having a common database of figures and an agreed method would help considerably.

3.2.4 A key point raised from the data analysed by York Aviation (2013, p. 5) for TfL's Thames Estuary airport proposal is that most freighters do not operate a point-to-point service (known in shipping as non-liner or tramp shipping). Instead they 'hop' from airport to airport, picking up and setting down cargo, as demand requires. Many freight operations move between more than one of the main European freight airports as well as a number of overseas airports. Whilst some freighters do operate simple round trips, the data shows that inbound patterns do not necessarily mirror outbound patterns, providing flexibility to add new pick up/drop off points as the market dictates.

3.2.5 The busiest UK airport for air freight is London's Heathrow, where most freight is carried in the hold of passenger aircraft. However, it seems that industry leaders have called for infrastructure changes at Heathrow as the airport has seen cargo volumes increase by 10% this year, leading to congestion, delays and an inability to reach the airport's cargo centre¹³.

3.2.6 For freight-only aircraft, Stansted and East Midlands currently dominate (DfT, 2009). Aircraft-to-aircraft movements account for around 15% of air freight traffic in

¹² http://ec.europa.eu/transport/facts-fundings/scoreboard/countries/united-kingdom/investments-infrastructure/index_en.htm

¹³ <http://news.moov.com.ng/london-heathrow-airport-struggles-with-increasing-cargo-congestion-delays/>

the UK, mainly through Heathrow (*ibid*). Three of the four largest integrators, DHL, UPS and TNT, have a strong presence at East Midlands with offices at Heathrow, Stansted and other airports. Fedex's UK base is Stansted. Table 2 shows the 2016 figures for passengers and freight at the London airports.

Table 2 2016 South East UK Airport operations

Airport	Passenger	%	Tonnes freight	%	ATM	%
Heathrow	75,671,863	46%	1,541,029	83%	474,963	41%
Stansted	24,318,395	15%	223,203	12%	180,430	15%
Gatwick	43,114,888	26%	79,588	4%	280,666	24%
Luton	14,642,282	9%	25,426	1%	128,519	11%
London City	4,538,735	3%	69		85,169	7%
Southend	874,411	1%	0		23,449	2%
Total	163,160,574	100%	1,869,315	100%	1,173,196	100%

Source: CAA Airport Data, 2016¹⁴

3.2.7 In terms of mail carried through UK airports, the Royal Mail dominates the market. Their strategy is to wet lease aircraft (hire aircraft with flight crew) and take space on other flights through integrators. In 2016, 185,000 tonnes of mail were carried through UK airports (down from 206,000 in 2015), mainly Heathrow (99,000 tonnes) on scheduled flights (CAA Table 02.2, 2016¹⁵).

3.3 The UK's competitive position

3.3.1 On the 25 October 2016, the Government decided their preferred option for the future direction of air freight and passenger travel in the UK. Several options were considered, including a new airport on the Isle of Grain or the Outer Estuary. This proposal was discounted, leaving only a third runway at Heathrow or a second at Gatwick on the table. Heathrow was the preference of the Airports Commission, now supported by Government under Theresa May. However, given the complexity of the project, its controversial nature and the potential for legal challenges, new infrastructure is unlikely to be operational within the next decade or more. This leaves the air freight industry and those who depend upon it, to operate under constrained conditions unless more use of existing infrastructure can be made. Moreover, even once a third runway is in place, and into the long-term there will still remain considerable capacity constraints in relation to freight. Since there is a clear case for additional freight capacity in the UK it seems undeniable that there is a compelling case, in the public interest, to consider a freight-focused facility at Manston Airport. A facility that already exists at Manston and, with appropriate investment, can be brought back into use relatively quickly.

3.3.2 The UK's airports operate in a global marketplace, competing against airports in northern Europe. Indeed, York Aviation describes their concerns over the role of Germany, The Netherlands and Belgium acting as the major freight centres in Western Europe. Their 2013 report says:

¹⁴ <http://caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-Airport-data/Airport-data-2016/>

¹⁵ As above

“These airports have developed major and specialist air freight roles, with freight being trucked from all over Europe to feed these freight hubs. The integration of trucking with air freight should not be overlooked, even within the UK.” (York Aviation, 2013, p. 3)

3.3.3 These concerns seem justified when the UK’s airports are compared to those in the rest of Europe. Table 3 shows the total air transport in freight tonnes and the number of freighter movements at the main European freight airports in 2015 and 2014. The figures highlight the reliance on belly freight at most of the UK’s airports. They also point to the importance of the relationship between freight handled and the presence of integrators located at the airport. For example, East Midlands Airport handles a relatively small tonnage of freight compared to Heathrow but much of this is carried on dedicated freighters. East Midlands is the UK’s hub for DHL and UPS and supports operations for TNT and Royal Mail. As the UK progresses with negotiations to exit the EU, the UK may find it advantageous to have sufficient capacity at airports that can handle dedicated freighters, without the need to truck to airports in mainland Europe.

Table 3 Freight movements at the main European airports

	Freight tonnes		Freight flights ('000s)	
	2015	2014	2015	2014
Leipzig	982,534	904,110	36	33
Paris CDG	2,175,838	1,475,817	30	31
Cologne	739,457	738,430	27	26
Liege	625,285	581,802	26	24
East Midlands	321,150	307,242	22	22
Frankfurt	2,075,657	2,131,585	22	21
Amsterdam	1,655,328	1,670,671	16	16
Brussels	483,121	408,045	13	12
Luxembourg	736,880	707,150	10	10
Milan MXP	511,192	469,658	10	9
Stansted	226,776	225,851	10	9
Madrid	382,628	376,827	9	9
Copenhagen	196,579	200,054	8	7
Helsinki	177,441	187,419	7	8
Vienna	209,053	210,277	5	5
Munich	336,030	309,148	4	4
Dublin	137,267	127,448	4	4
Heathrow	1,588,884	1,585,885	2	2
Luton	*28,008	*27,414	*2	*2
Rome	145,017	143,008	1	2
Manchester	*100,021	*93,466	*1	*1
Gatwick	*73,371	*88,508	*0	*0

Source: http://ec.europa.eu/eurostat/statistics-explained/index.php/Air_transport_statistics#Further_Eurostat_information

Except those marked * CAA statistics

3.4 The need for air freight capacity in the South East

3.4.1 Quantifying the cost of existing airport capacity constraints, the Airports Commission estimates that over a 60-year time frame and without additional capacity, there would be a £21 to £23 billion cost to users and providers of airport infrastructure and between £30 to £45 billion to the wider economy (Airports Commission, 2015, p. 17). In terms of cargo, Oxford Economics (2013) forecasts suggest that, “*by 2050, the value of air cargo lost to London due to capacity constraints would equate to £106 billion per annum*” (Oxford Economics, 2013, p. 5). They also calculate that in the same timeframe, “*net national losses due to airfreight capacity constraints could equate to £3.9 billion per annum.*” (*ibid*, p. 5)

3.4.2 These figures were calculated prior to the referendum on the UK’s exit from the EU. In 2012, non-EU trade accounted for just under half of all UK trade, with around 35% of these goods being air freighted (Oxford Economics, 2013, p. 5). If the proportion of trade changes, with a greater reliance on non-EU activity after the UK’s withdrawal from the EU, the demand for air freight would be likely to increase.

3.4.3 The London airports facilitate 76% of the UK’s air freight (Oxford Economics, 2013, p. 3). However, the Airports Commission shows that all London airports will be at capacity by 2030. London’s Heathrow and Gatwick airports are already constrained and London City Airport is expected to reach capacity by 2025 with Luton and Stansted airports following closely behind (Airports Commission, 2013, p. 20). What the Airports Commission makes clear is that, “*the demand for landing slots in London and the South East of England will continue to grow*” (2015, p. 54). Whilst some commentators criticised the Commission’s focus on capacity in London and the South East, the Commission believes the strength of the London aviation system is crucial to the UK as a whole.

3.4.4 Boris Johnson, the then Mayor of London, proposed construction of a new airport in the Thames Estuary, an idea originally mooted in the 1950s. Johnson believed that locating an airport to the east of London and away from the major conurbations of the capital would have significant benefits including reducing the environmental and security problems of aircraft over-flying London.

3.4.5 York Aviation predicts that by 2050 the London area could require an additional 80,000 freighter slots per year to meet demand if no additional airport infrastructure is provided (York Aviation, 2015, p. 19). If this capacity is not provided in the UK, 2.1 million tonnes of freight will be trucked elsewhere at a cost of more than £400 million in trucking and user time (*ibid*, p. 31). York Aviation calculates the GVA lost to the sector’s economy and to the wider economy at £637 million and £978 million respectively (*ibid*).

3.4.6 Indeed, York Aviation predicts that, even with the third runway at Heathrow, 45,000 freighter movements will be required (York Aviation, 2015, p. 19). Section 4 of this report considers where freighter aircraft could be handled, concluding that an operational Manston Airport is the only viable option. Furthermore, York Aviation’s earlier report for TfL states that, “*around 14,000 freighters a years could still be accommodated in the vicinity of London by using capacity at airports such as Manston, which already handles some long haul freighters*” (York Aviation, 2013, p. 7).

3.4.7 The 2.1 million tonnes of freight that would be diverted elsewhere by 2050 without additional capacity in the London area (York Aviation, 2015, p. 31) is equivalent

to around 100,000 truckloads per year in addition to current movements¹⁶. Even with additional runways at Heathrow or Gatwick the volume of freight to be diverted elsewhere would be around 1.2 million and 1.7 million tonnes respectively (*ibid*, p. 19). York Aviation says they derived these figures as follows:

“we have considered the potential air freight capacity that might exist in London under different the scenarios. In line with the structure of the market now, we have assumed that the majority of capacity will be provided via aircraft bellyhold freight. We have estimated this capacity based on the number of forecast international movements at the relevant airports in the London system multiplied by the expected average tonnage per international movement in 2050 at each airport. The latter has been derived by taking the tonnes per international movement now estimated from CAA Statistics and growing this by 0.5% per annum to 2050 to reflect increasing loads and larger aircraft. In relation to the 2nd Runway at Gatwick scenario, we have made a further adjustment to allow for the fact that we would expect the airport to attract more long haul services in such a scenario. We have assumed that tonnage per movement in this scenario would increase significantly to be around double that observed at Gatwick in the other scenarios in 2050. This reflects the Gatwick Airport long-term demand forecasts from its submissions to the Airports Commission, which suggest a doubling in the proportion of long haul traffic at the airport by 2050.” (York Aviation, 2015, p. 19)

3.4.8 Given that around half the goods that could be transported between Heathrow and continental Europe as air freight are already trucked by road (DfT, 2009, p. 50), an increase of 100,000 movements in each direction would potentially put huge strain on the road network. The movement of surface traffic has pinch points on the M25 and at Dover. Not only does this delay the movement of commodities, it puts extreme pressure on the road network in the South East. With South East airports at or near capacity, resilience of both the airport and road networks are key issues. It is clear from the figures presented here that the capacity available at Manston Airport is vital to the continued competitiveness of the UK.

¹⁶ Maximum total truck weight (truck, fuel and load) is 44 tonnes for trucks with 6 axles. Maximum payload is 28.1 tonnes. For trucks with 5 axles, maximum payload is 20.3 tonnes. Average load used for this calculation is 21 tonnes to take account of smaller truck sizes and lighter or part loads.

4 Air freight capacity at UK airports

4.0.1 The previous sections have outlined some of the arguments that demonstrate the need for additional airport infrastructure in the UK. This section considers the South East of England particularly and focuses on the potential at existing airports. The DfT 2017 report shows that it is the South East that has the greatest difference between unconstrained and constrained passenger demand (defined as “*those passengers deterred from travelling to or from mainland UK*”), in excess of 7.5 million by 2050 (DfT, 2017, pp. 98-99).

4.0.2 Whilst little research on competition in the air cargo airport market has been undertaken (Kupfer *et al*, 2016), it is apparent that air freight operators have no enduring loyalty to specific airports, particularly in situations where there are other options located within a few hours trucking time. For this reason, East Midlands Airport, with its focus on freight has also been included in the review.

4.0.3 There are a number of factors that influence a cargo airline’s choice of airport including congestion, airport delays, custom clearance times, turnaround time and market access (Kupfer *et al*, 2016, p. 56). Kupfer and colleagues’ research on the drivers behind freight airlines’ choice of airport includes the presence of forwarders, night-time operations, airport charges, the airport’s experience with cargo, and demand for air freight services from the local region. These authors find that the presence of a major forwarder is the most important attribute for airlines when choosing an airport. The RiverOak vision is to encourage integrators and freight forwarders to locate in the Manston area, have a competitive pricing structure, and build on the previous excellent cargo handling service provided by the airport. Manston is well located, with easy surface access from throughout the South East. The proposed Lower Thames Crossing will improve access and the Thames Estuary 2050 project aims to stimulate business in the local area.

4.0.4 Freighter operators find competitive advantage by locating at an airport that minimises flying time. Gardiner (2006, p. 11) outlines these savings in fuel costs as well as potentially in ACMI costs (aircraft, crew, maintenance and insurance). Gardiner discusses how, when it was operational, carriers chose Manston Airport, which is 65 miles southeast of London, to avoid the London Air Traffic Control area when approaching from the south. Savings of up to 45 minutes flying time and 20 minutes taxiing can be made when compared to Heathrow or Stansted airports, a potential attraction for future users. Additionally, Manston was highly efficient in offloading aircraft and the time taken to get cargo onto trucks could be as little as 45 minutes. This compares to an average of 4 to 7 hours at Stansted Airport and far longer at Heathrow Airport. Gardiner quotes the Managing Director of MK Airlines as saying, “*Why bother flying a product at eight miles a minute when it sits in a warehouse for 7 hours?*” (Gardiner, 2006, p. 154)

4.0.5 The following sections consider the options for increasing air freight operations in the South East of the UK and at East Midlands Airport. These sections demonstrate that other South East airports cannot accommodate sufficient capacity for freighter aircraft to meet the forecasts for demand outlined in Section 3.4.

4.1 Stansted Airport

4.1.1 The Airports Commission ruled Stansted out of its preferred three options for airport expansion, focusing their shortlist on Gatwick Airport and two options at Heathrow. The Commission did not favour the construction of a four or five-runway hub airport at Stansted Airport since it may involve the closure of either Heathrow or Gatwick, be excessively costly, and require extensive improvements to surface transport. Neither did the Commission shortlist the construction of a second runway at Stansted although this may be reconsidered sometime between 2040 and 2050.

4.1.2 The Airports Commission noted that planning conditions prevent Stansted from operating to its maximum capacity and will reconsider lifting these during the next phase of its work if there is a case for optimising aviation capacity in the London system. Stansted Airport's owners, Manchester Airport Group (**MAG**), are seeking to raise the passenger cap from 35 million per year to 44.5 million and the number of aircraft movements from 274,000 to 285,000. However, the final report by the Airports Commission (2015, p. 332) recommends that the cap at Stansted (the G1 planning cargo-only cap was 20,500) be reviewed on the basis of extensive stakeholder consultation.

4.1.3 In October 2017 and following extensive consultation, Stansted Airport's CEO, Ken O'Toole, issued a statement explaining that whilst residents supported ongoing growth and investment in the airport, there are concerns about an increase in the current cap on the number of aircraft movements. Mr O'Toole's statement says this, *"means the airport's growth over the next ten years to serve 43 million passengers can be achieved without increasing the existing limits on aircraft movements and noise."*¹⁷

4.1.4 TfL is working to improve passengers' surface access to Stansted Airport and once in place, these improvements are likely to stimulate the demand at Stansted for passenger flights. Indeed, Ryanair has already increased the frequency and number of routes it provides from the airport. Ryanair's expansion will continue to increase pressure on slots, particularly at peak times such as early morning, Ryanair is the dominant carrier at Stansted Airport and, since the low cost carrier (**LCC**) model is based on fast turnarounds, the airline will not tolerate interference from cargo handling. Ryanair is increasing their offering to more distant destinations including Turkey, North Africa, Cyprus and the Middle East. For the airline to operate four rotations per day to maximise the profitability of each aircraft, late evening and potentially night time slots will be required.

4.1.5 It seems likely that MAG, will want to maximise the use of their infrastructure, in line with the DfT's desire to make full use of existing capacity (DfT, 2012). Given the statement by the CEO in October 2017, this is likely to focus on the passenger market. At present, Stansted Airport has capacity to accommodate a number of freighter flights. However, cargo-only flights account for only around 8% of ATMs at Stansted. Freight carriers have traditionally used night slots at the airport and these may become less available if the LCCs utilise them. This situation occurred at Schiphol Airport (see Section 7.5 for more details), where air traffic capacity constraints were announced in September 2017. These constraints particularly affected freight operators, as passenger flights were preferenced for a number of reasons. As such, it may be that moving freight

¹⁷ <http://mediacentre.stanstedairport.com/london-stansted-airport-targets-growth-within-current-environmental-and-aircraft-movement-limits/>

to Manston Airport could represent a significant opportunity for MAG should they want to free up slots for higher value passenger aircraft use.

4.2 London Heathrow Airport

4.2.1 Heathrow is the UK's only hub airport, handling around 475,000 ATMs per year (CAA 2016 figures), with average daily movements of nearly 1,300. Whilst Heathrow handles 63% of the UK's air freight, very few dedicated cargo aircraft use the airport (CAA, 2016). Indeed, more than 99% of air freight at Heathrow is carried in the hold of passenger aircraft as belly freight (CAA, 2013, p. 35). However, Heathrow does handle around 200 freighter movements per month (CAA, Table 6) including Cathay Pacific and Emirates (CAA, 2013, p. 36).

4.2.2 The proposed addition of a third runway at Heathrow is unlikely to resolve the capacity issues for dedicated freighters. Since Heathrow's passenger market has been constrained for some years, the new runway may be used to meet as yet unmet passenger demand. Should Low Cost Carriers, who do not carry belly freight for operational reasons, fill much of the additional runway capacity, Heathrow's freight handling, in terms of tonnes per year, is unlikely to increase substantially. Heathrow's focus on passenger and belly freight markets is also likely to continue to keep dedicated freighters out of the airport. This means that markets not served by passenger aircraft will remain unreachable for UK importers and exporters without a dedicated freighter operation.

4.2.3 However, in 2015, Heathrow Airport Limited (**HAL**) announced their blueprint for a £180 million overhaul to their cargo facilities. The plans include new underground access roads, improved air-to-air facilities and a specialist pharmaceutical storage area. HAL's aim is to reduce what they declare as their current processing time of eight to nine hours to around four hours¹⁸, still considerably longer than Manston's previous and proposed processing time. Even so and as York Aviation figures show, there will be a shortfall of slots for dedicated freighters, likely to be in the region of 45,000 by 2050 (York Aviation, 2015, p. 19).

4.2.4 Of interest to the Manston Airport freight forecast is that Delta Airlines reported to the CAA that whilst Heathrow is a good connecting airport for the US, it is not so well placed for Europe (*ibid*, p. 38). The CAA (2016, pp. 34-35) report a number of concerns expressed by cargo operators, including:

- *Problems with airfield access leading to bottlenecks at control posts and cargo access points viewed as a lower priority than passenger equivalents*
- *Limited space to hold cargo and empty equipment resulting in more vehicle movement*
- *Road congestion becoming increasingly an issue and impacting on already lengthy journey times*

4.2.5 As such, even with an operational third runway at Heathrow Airport, Manston Airport will still be vital to ensure the UK meets the needs, wherever possible, of the demand for air freight.

4.3 London Gatwick Airport

4.3.1 Whilst Gatwick Airport's submission to the Airports Commission did not include plans for freight, a subsequent statement says their plans are to make provision for ten

¹⁸ <http://your.heathrow.com/takingbritainfurther/trade-and-exports/improved-cargo-facilities/>

times the amount of freight the airport currently handles¹⁹. Gatwick Airport handles very few dedicated freighters, although it has increased its annual tonnage from only 3,000 in 2014 to 73,000 tonnes in 2015 (see Table 2). This lack of experience, which is a key element in the choice of a freight airport for operators (Kupfer *et al*, 2016), means that Gatwick is not a serious competitor in the freight market. Indeed, even with a second runway at Gatwick Airport there would be a need for around 65,000 additional freighter movements per year from 2050 (York Aviation, 2015, p. 19).

4.4 Luton Airport

4.4.1 Luton Airport is located close to the M1 and therefore well situated to access the UK's road network. Luton Airport handles around 28,000 tonnes of cargo each year with DHL, MNG Airlines and British Airways operating dedicated freighters from the airport. The current number of stands at Luton is unable to support significant growth²⁰. Luton Airport's business profile is similar to Stansted Airport's in terms of the dominance of LCCs, focusing the airport on passenger traffic. It would therefore be improbable for Luton Airport to provide a hub for dedicated freighters.

4.5 London City Airport

4.5.1 London City Airport has benefited from planning permission to build seven new aircraft stands, a parallel taxiway and to extend the passenger terminal. However, the airport is focused on the passenger market and handled only 24 tonnes of freight in 2015. London City Airport has a short and constrained runway, at 1,900 metres, and is therefore unable to support a large freighter operation.

4.6 Southend Airport

4.6.1 Southend Airport is focused on the LCC passenger market, handling only five tonnes of freight in 2015. Although extended in 2012, Southend's runway is unlikely to be suitable for long or mid-range freighter aircraft.

4.7 East Midlands Airport

4.7.1 East Midlands Airport is a major successful integrator hub, focused on handling packages and parcels. DHL has a purpose-built facility at the airport and is the major operator. UPS and TNT also use the airport as well as Royal Mail. As with Stansted, the airport is owned and operated by MAG. The airport has a 24-hour licence and imposes additional charges on aircraft using the airport between 23.30 and 06.00, dependent on the noise band of the aircraft. The airport also charges a shoulder supplement between the hours of 06.01 to 07.00 and 21.01 to 23.29.

4.7.2 In 2016, East Midlands Airport handled 257,151 freight aircraft movements. At present the airport serves a wide catchment area as shown in Figure 2. However, surface access to these geographically distant businesses, of which many are concentrated in the South East, is hampered by congestion on the UK's road network. Therefore, total time taken to deliver from origin to final destination increases, particularly around the bottlenecks on some of the major motorways. Figure 2 clearly shows the number of businesses located in the South East, within the Manston catchment area.

¹⁹ <http://www.aircargoweek.com/cargo-omitted-from-gatwicks-response/>

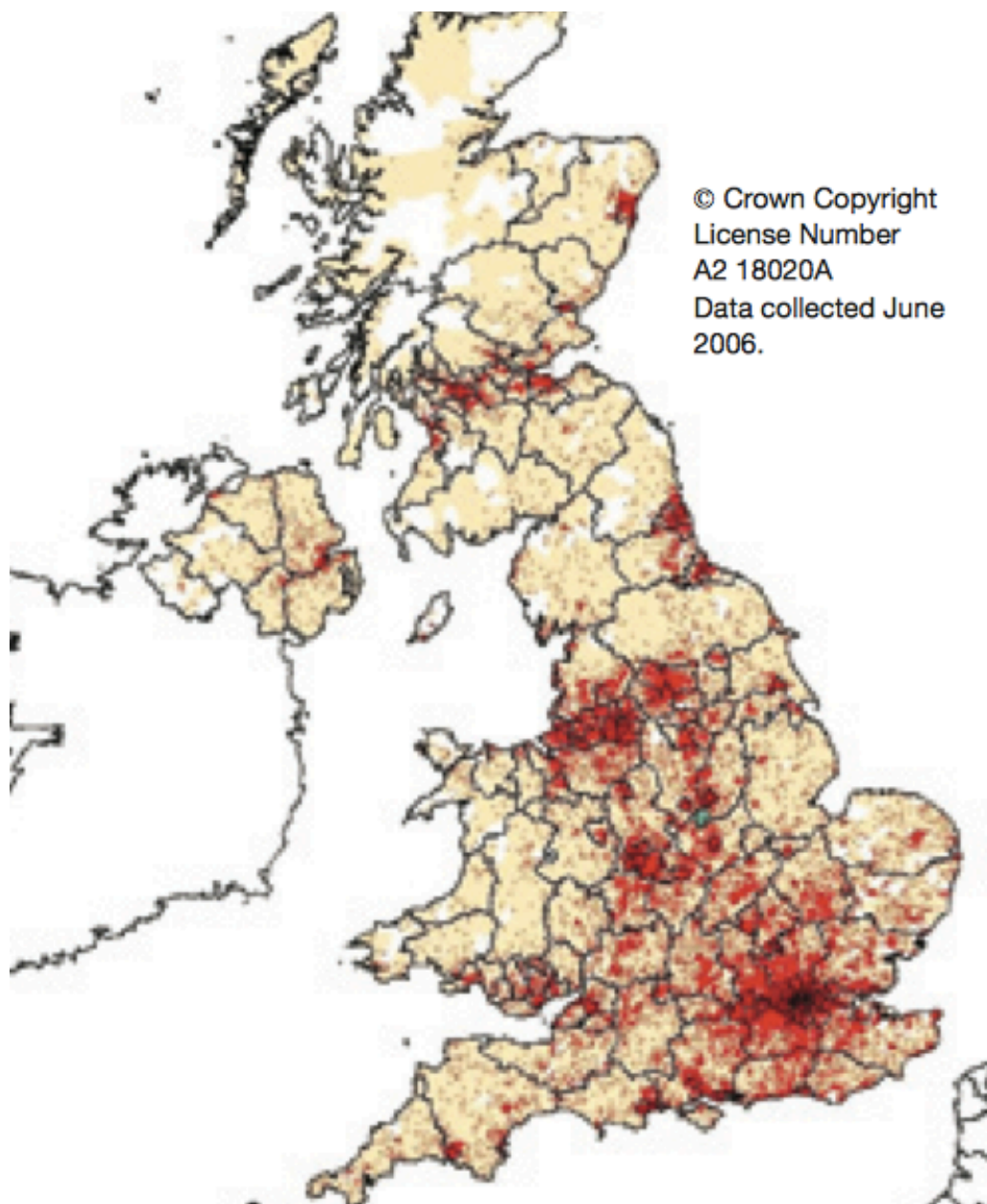
²⁰ <https://www.caa.co.uk/WorkArea/DownloadAsset.aspx?id=4294972551>

4.8 Other South East UK airfields

4.8.1 There are few other options for increasing air freight capacity in the South East. The Thames Estuary Airport proposed by Boris Johnson, the then Mayor of London, has been ruled out as an option, with the Airports Commission saying its substantial disadvantages outweighed its potential benefits. Other airports in the South East and the constraints on their development are shown in Table 3.

4.8.2 The final option in the South East is Manston Airport, which is described in detail in Section 6. Manston is the only real choice for the location of a freight-focused airport in the South East of England. Indeed, The 2003 White paper, *The Future of Air Transport*, states that Manston "could play a valuable role in meeting local demand and could contribute to regional economic development" (DfT, 2003, p. 132).

Figure 3 Location of businesses served by integrators at EMA



Source: DfT, 2009, page 26 (data collected in June 2006 by Manchester Airports Group)

Table 4 South East Airfields

Airfield	Constraints
Biggin Hill	Difficult road access to main M25 artery, restricted opening hours, short runway, runway direction and proximity to Gatwick Airport creates numerous airspace issues, residential location, experiences poor weather conditions due to elevated location.
Bournemouth	Handled 1,565 tonnes in 2015, down 17% from 2014. Has recently (2016) attracted £40 million of government investment. However, the airport is some 30 miles from the M3 and M27 on a route that passes through the New Forest National Park, not ideal for fleets of trucks.
Farnborough	Restricted number of movement particularly at weekends, only certain aircraft categories permitted, Business Aviation focus that would not fit with a cargo model
Lydd	Short runway with considerable approach issues (including MOD Hythe firing range and proximity of Dungeness Power Station), rural location with relatively poor surface transport connectivity
Northolt	RAF station, safety issues raised due to proximity to Heathrow, difficulties integrating with London airspace, short runway
Rochester	General aviation aerodrome with grass runways. A planning application was validated in September 2017 for a replacement paved lit runway and parallel grass runway. However, the runways are less than 1,000 metres and not suitable for cargo operations.
Shoreham	Short runway, light aircraft use only
Southampton	Handled 185,000 tonnes in 2015, an increase of 39% on the previous year. The airport is close to the M3 and M27 and has the benefit of an onsite railway.

4.8.3 There are, of course, a number of European airports that are able to take overflow air freight traffic from the UK. However, use of these airports involves considerable trucking of cargo to and from the UK incurring additional costs to the shipper and placing huge burdens on the UK's road and sea crossing infrastructure. Hauliers are experiencing considerable delays due to the ongoing migrant situation in Calais. Many report having to avoid Calais after dark, parking trucks in Belgium overnight and adding several hours to journey times.

4.8.4 These truck movements are lost economic opportunities for the UK. The reinstatement and redevelopment of Manston Airport will recapture much of this benefit for the UK. Flying freight from Manston Airport, negating the need to truck to and from European airports for air transportation, should help to ease congestion in the area. During Operation Stack, which has been used since 1996, the coast-bound side of the M20 in Kent has to be closed to traffic in order to park trucks waiting to cross the Channel. This is a costly exercise in terms of policing, delay for hauliers, and the effect on the local economy and quality of life. Indeed, the Freight Transport Association calculated the cost to the haulage companies of the three week delay in July 2015 to be £700,000 a day with costs of £250m to the UK economy as a whole²¹.

²¹ <http://www.bbc.co.uk/news/uk-england-kent-33688822>

5 The politics of aviation

5.0.1 Since the 1986 Airports Act, the UK government no longer builds airports or adds runways (DfT, 2003) and, “*can only encourage and incentivize airport operators to invest in new capacity, when it believes capacity would best benefit the national interest*” (Humphreys *et al*, 2007, p. 341). As such, it is vital that government makes, “*best use its regulatory, fiscal and planning levers to encourage the investment it wants*” (*ibid*, p. 343).

5.1 Political setting

5.1.1 The UK’s international transport networks are a key enabler to trade in goods and services (DfT, 2009). Therefore, continued procrastination about the location of additional airport infrastructure, particularly runways, has led to considerable frustration. Graham Brady, Conservative MP and Chair of the 1922 Committee²², tabled an Early Day Motion on 29 February 2016, which criticises the Government for procrastination over airport capacity in the South East. His motion reads:

"This house regrets the continuing delay in making a final decision on airport expansion in London and the South East; believes that a decision is vital for the prosperity of the nations and regions of the United Kingdom and urges Ministers to make sure that this delay is not repeated; notes that the Airports Commission spent three years and millions of taxpayers' money examining the evidence in a process that has been robust and rigorous; believes the government should get on with making a decision on airport expansion in the South East of England as swiftly as possible; further believes that every additional period of delay will cost the UK billions in lost trade and investment and damage the UK's competitiveness; therefore urges the government to use the coming months to make rapid progress and announce a final decision in parliament before the summer recess."

5.1.2 At present, neither the UK nor EU governments have specific policies for air freight. However, the UK Draft Aviation Policy Framework states that:

"In the short term, to around 2020, a key priority for us is to continue to work with the aviation industry and other stakeholders to make much better use of existing runways at all UK airports." (DfT, 2012, p. 19)

5.1.3 The 2013 Aviation Policy Framework makes clear the Government’s support for aviation infrastructure and highlights the benefits to the economy of providing transport and trade routes for imports and exports to the rest of the world (DfT, 2013, p. 16). Indeed, the policy framework states that:

"The UK's continued economic success depends on being able to connect with the countries and locations that are of most benefit to our economy. This is important in relation both to destinations that fall into that category today and those locations that will become crucial to our country's economic success in the future. While it remains vital for the UK to maintain its connectivity with established markets such as the USA and in Europe, it is also important that we take advantage of the growing opportunities presented in the

²² A body of Conservative Members of Parliament known formally as the Conservative Private Members’ Committee

emerging economies of the world to remain competitive in the global economy.” (DfT, 2013, p. 28)

5.1.4 The Aviation Policy Framework indicates the Government’s concerns over the falling number of destinations served by Heathrow Airport and the impact on connectivity. Profitable routes are operated at higher frequencies, reducing the number of destinations served (DfT, 2013, p. 28). This reduces the possibility of using belly freight to those destinations no longer served from Heathrow and indicates the need for dedicated freighters on those routes.

5.1.5 Indeed, in line with RiverOak’s desire to re-open and re-develop Manston Airport, the Framework describes Government’s key priorities to around 2020 (DfT, 2013, p. 30) as:

- *making best use of existing capacity to improve performance, resilience and the passenger experience;*
- *encouraging new routes and services;*
- *supporting airports outside the South East to grow and develop new routes; and*
- *better integrating airports into the wider transport network.*

5.2 The potential effect of BREXIT on UK aviation

5.2.1 At the Royal Aeronautical Society’s conference held in October 2016 on the effect on Britain’s aviation, aerospace and space sectors of the UK leaving the EU, David Jones MP, the then Minister of State at the Department for Exiting the EU, stressed the importance of the UK aerospace sector to the UK’s on-going prosperity. He said the UK’s aerospace sector would be the economic and trade spearhead for forging new links with the rest of the world. The MP stated that the sector is six times more productive than the rest of the UK’s economy and will be central to building a new outward-looking Britain and providing post-Brexit opportunities. As such, it seems counter-productive to allow a potentially viable airport such as Manston to be used for housing.

5.2.2 There are many unknowns at this stage - prior to the completion of negotiations – and building a future for the aviation sector will not be without risks. These risks include the ability to influence future EU aviation policy, access to Galileo’s precision satellite navigation signals, participation in the ATM SESAR initiative, collaboration in aviation and military R&D programmes, and aviation market access²³. Indeed, in principle, UK airlines may lose their rights to fly between European countries. This will adversely affect airlines such as EasyJet, where 24% of their seats are on flights between countries remaining in the EU²⁴.

5.2.3 One option for the UK will be to join the European Common Aviation Area (ECAA)²⁵. This is an agreement between the EU and partners from south-eastern and northern Europe (including Albania, Bosnia and Herzegovina, Croatia, the former Yugoslav Republic of Macedonia, Montenegro, Serbia, Kosovo under UNSCR 1244, Norway and Iceland). The objective of the ECAA was to integrate the EU’s neighbours in southeast Europe in the EU’s internal aviation market, which, at the time, consisted of

²³ <https://www.aerosociety.com/news/tailwind-or-turbulence-brexit-and-uk-aerospace/>

²⁴ https://peresuau.files.wordpress.com/2016/06/2016_06_28-brexit-suau-sanchez-la-vanguardia.pdf

²⁵ http://ec.europa.eu/transport/modes/air/international_aviation/country_index/ecaa_en.htm

25 EU Member States as well as Norway and Iceland. ECAA airlines have open access to the European single market in aviation.

5.2.4 The EU is currently the UK's most important trade partner, accounting for half of all UK exports and imports (Dhingra *et al*, 2015). Following the vote to exit the EU (so-called Brexit), Britain now has to negotiate Free Trade Agreements (**FTA**) with the EU. It is likely the UK and the EU will agree trade deals but higher tariffs and non-tariff barriers would make imports and exports more expensive, affecting trade between the UK and the EU. Friction at the borders between EU countries and the UK, particularly at the Channel ports, is likely to increase to meet the demands of security checks and ensuring tariffs are paid where necessary. This may serve to switch transport away from trucking to air freight, avoiding congestion at the Channel crossings. It is also likely that increased trade will occur between Britain and more geographically distant countries. Trucking of goods to these countries will not be an option thus increasing the need for air freight, making the capacity Manston Airport can provide nationally significant to the UK's airport infrastructure.

5.2.5 Backloading (the transportation of cargo on a return trip, using empty space paid for on the outward leg) from international airports is important as this helps airlines to maximise profit on their return journeys. However, this requires fourth or fifth freedom rights, depending if two non-UK countries are involved²⁶. Freedoms of the air are a set of commercial aviation rights that grant one country's airlines privileges to enter and land in another country's airspace. They result from the Chicago Convention, the Convention on International Civil Aviation of 1944²⁷. There are nine levels of freedoms, where the first provides rights to overfly a foreign country and the eighth and ninth provide full cabotage (rights to operate inside a foreign country). The fifth freedom provides the right to operate between two foreign (non-domicile) countries when the flight originates or terminates in the home country.

5.2.6 The events on the 22 March 2016 at Brussels Airport²⁸, the 28 June 2016 at Istanbul and the 18 March 2017 at Paris Orly have put airports around Europe on high alert. London airports increased their security and are under pressure to check everyone entering airport terminal buildings²⁹. Airports in the UK and Europe carry out security checks on passengers as they go airside. Once airside, some airlines scan hand luggage again at the departure gate. Airports are not designed to security check all visitors as they enter the airport. If required, it will cause huge delays and require passengers to arrive many hours (almost certainly at least three) before their flight. These delays impact belly freight, potentially making a switch to dedicated freighters more likely. This is particularly the case for perishable and high value goods. However, switching from belly freight to dedicated freighters requires slots to be available, particularly in the South East. An operational Manston Airport with a focus on freight would help to accommodate this potential increase, allowing the UK to maximise the economic benefits it derives from trade with the rest of the world.

²⁶ Freighters frequently 'hop' between countries rather than make point-to-point journeys to or from the UK and one other overseas country

²⁷ <http://www.aviationlaw.eu/wp/wp-content/uploads/2013/09/Freedoms-of-the-Air-Explained.pdf>

²⁸ <http://www.dailymail.co.uk/news/article-3504030/Europe-s-biggest-airports-step-security-armed-police-patrols-terror-attacks-Brussels.html>

²⁹ ITV news report, Good Morning Britain, 22nd March

5.3 The continuing impact of e-commerce

5.3.1 E-commerce is the fastest growing retail market in Europe and North America with online sales forecast to grow strongly year on year. In the UK, Germany, France, The Netherlands, Sweden, Italy, Poland and Spain, this market grew from £132.05 billion in 2014 to £156.67 billion in 2015, a growth of 18.6%³⁰. 2017 figures show around 19% growth for the year in Europe³¹. In the US, digital sales during Thanksgiving week (between 23 and 26 November, were at an all-time high of \$13 billion, and increase of 14.4% year-on-year³².

5.3.2 In the UK, the increasing use of smartphones for internet shopping has driven online spending with UK retailers to £133 billion in 2016, 16% higher than 2015³³. Retail is not the only market to migrate to e-commerce. The shift to consumer-driven healthcare is creating new e-commerce opportunities throughout the supply chain including retailers, manufacturers, and online merchants.

5.3.3 The International Air Transport Association (IATA) says that:

“E-commerce is a future growth driver for the air cargo industry, and therefore there's an increasing need for speed, visibility and easy returns, all of which will impact the logistics chain”³⁴.

5.3.4 IATA's figures for August 2017 show continued strong growth in the air freight sector. Global freight tonne kilometres (FTKs) grew at 12% for the year with demand increasing 2.5 times faster than capacity³⁵. This growth coincides with increasing world trade volumes, up 4.2% to end July 2017. IATA surveys also show increased confidence in the market, with 58% of respondents expecting further increases in freight volumes in the coming year and just 11% expecting a decrease³⁶. Indeed, IATA says:

“The results of our latest survey of airline CFOs and heads of cargo, conducted in early-July, suggest that the squeeze on industry profit margins peaked in the first quarter of the year. 77% of respondents reported that profitability increased in year-on-year terms in Q2 2017 – more than double the corresponding share in the previous survey and the highest proportion in almost seven years. Having been at or below the 50-mark for the past four surveys, the weighted-average score jumped to its highest level in more than two years.”

5.3.5 The impact of e-commerce on air freight has led to capacity issues and rate increases. The air freight press is reporting the difficulties felt by forwarders and shippers, with one commentator saying, “It's a carrier's market. Airlines are definitely becoming more selective with what they take and accept. E-commerce is a massive issue this year.”³⁷

³⁰ <http://www.retailresearch.org/onlinereetailing.php>

³¹ <https://ecommercenews.eu/ecommerce-europe-grows-19-percent-2017/>

³² Adobe figures reported in <https://aircargoworld.com/allposts/5-ways-that-this-years-cyber-monday-shook-up-logistics/3/>

³³ <https://www.imrg.org/media-and-comment/press-releases/uk-online-sales-in-2016/>

³⁴ <http://www.iata.org/whatwedo/cargo/Pages/e-commerce-logistics.aspx>

³⁵ <http://www.iata.org/whatwedo/Documents/economics/freight-analysis-aug-2017.pdf>

³⁶ <http://www.iata.org/whatwedo/Documents/economics/bcs-jul-17.pdf>

³⁷ <https://theloadstar.co.uk/forwarders-shippers-caught-updraught-air-cargo-perfect-storm/>

5.3.6 Since countries with 1% better air cargo connectivity engage in 6% more trade³⁸, it is imperative for the UK, particularly post-Brexit, to ensure our manufacturers, importers and exporters are fully globally connected, with unconstrained access to air freight transportation.

5.3.7 The potential for further dependence on air freight due to the impact of e-commerce is set against the freight capacity constraints at South East airports. Addressing these capacity constraints by bring Manston Airport back into the UK airport network seems to be vital for the continued and growing prosperity of the UK. Without rapid increases in freight capacity, the UK will suffer even greater economic losses than those currently described (see for example Centre for Business Research, 2016).

³⁸ <http://www.iata.org/whatwedo/cargo/Pages/index.aspx>

6 Manston Airport

6.0.1 Manston Airport is located on the Isle of Thanet in East Kent, 17 miles from the Port of Dover, 65 miles from Central London and 60 miles from the Port of Tilbury. Figure 4 shows the airport's location in the South East of the UK. The airport's runway has a length of 2,742-metres and a width of 61 metres, heading 10/28. It is capable of handling all types of aircraft. The airport has been closed to traffic since May 2014.

Figure 4 Map showing location of Manston Airport



6.1 History

6.1.1 Manston has been an airfield since the Great War. In 1915, aircraft began using farmland at Manston for emergency landings when unable to use their destination landing strip on top of the cliffs at Westgate. By the end of 1916, there were two units stationed at the Admiralty Aerodrome at Manston. By 1939 and the outbreak of World War II, Manston was still an all-grass airfield. It was from here that Barnes Wallace designed and tested his bouncing bombs in the sea near Reculver in preparation for the Dambusters raids. In the 1940s, the runway at Manston, the longest and widest in southern England at the time, was built to assist the safe landing of badly damaged aircraft returning from Europe.

6.1.2 In 1958, Manston became a joint RAF and civil airfield and played a key role in the early and developing years of charter air travel. From this time and during the 1960s, the airport was home to a fleet of five Hermes 4A aircraft, operating successful passenger services from Manston to Le Tourquet for Silver City Airways. In 1961, one of the directors of Silver City, Wing Commander Hugh Kennard, founded Air Ferry, which flew charter flights from Manston. When the company was taken over by Air Holdings Group, Kennard founded Invicta Airways, which operated passenger and cargo flights

from Manston. Indeed, during the summer of 1965, 120,143 passengers were flown from Manston to destinations including Basel, Dusseldorf, Luxembourg, Malaga, Palma, and Seville³⁹. The airline operated from Manston throughout its 18-year history.

6.1.3 In terms of passenger operations, several charter services have used the airport over the years of its operation. In the 1990s there were summer services to Jersey, Mallorca, Crete, Cyprus, and the former Yugoslavia. Operators such as Dan Air, the Yugoslavian carrier, Aviogenex, and Aspro Holidays operated successful services from Manston. For several years, Manston hosted seasonal charter flights connecting cruise line passengers from the USA to the Port of Dover. In 2001 this operation accounted for some 9,000 passengers. The airport arranged bonded transportation by coach between the airport and the port so that passengers cleared customs and immigration in Dover. Their baggage was not reclaimed at the airport but delivered to their cabin on the cruise ship.

6.1.4 In 1999, RAF Manston was closed and ownership of the airport passed to the private sector. The Wiggins Group plc/PlaneStation first purchased the civilian enclave from Seaborne Aviation in 1997, completing the purchase of the remainder of the Airport from the MOD in 1999. The Wiggins Group plc/PlaneStation owned the airport until 2005. Infratil, a New Zealand company who also operated Prestwick (Glasgow) airport, took control of Manston in 2005. The Airport has enjoyed a unique position in the hearts of local people. In 2005, the residents of Thanet expressed, "*broad support for the proposed expansion of the airport*" (MORI, 2005) with 85% in favour of expansion of the airport of which 63% were strongly in favour. More recently, many local people have campaigned vigorously to save the Airport from housing development and a number of action groups coordinate the continuing activities of Manston Airport's supporters.

6.1.5 The low cost carrier EUJet had a base at Manston between 2004 and 2005. The airline used a small fleet of Fokker 100 jets and had a schedule including 21 domestic and European destinations. Between 2010 and March 2012, Flybe operated a daily service from Manston to Edinburgh, Belfast and Manchester. In April 2013, KLM began a twice-daily service between Manston and Amsterdam, which ended when the airport's owners gave notice it was closing.

6.1.6 Helicopter search and rescue operations ran from Manston from the early 1960s until the closure of the RAF base in 1995 (with some small gaps). Manston was the preferred Search and Rescue airport for the area but the closure of the airport forced the contract to be re-awarded.

6.1.7 One of the questions raised by those who doubt Manston's ability to attract air traffic, is why other operators have been unsuccessful. Manston was first privatised in 1999. Sold to the Wiggins Group (later PlaneStation plc), the airport attracted a considerable amount of air freight traffic. However, in 2004/5, the company purchased the low cost airline, EUJet, without apparently completing satisfactory due diligence. In 2005, both PlaneStation and EUJet went into administration.

6.1.8 Ownership of the airport passed to Infratil, a New Zealand-based company. Under their management the airport continued to attract freight traffic and instigated a twice-daily rotation with KLM to Amsterdam. However, as Pauline Bradley, Director of

³⁹ Woodley, C. (2014) Flying to the Sun: A History of Britain's Holiday Airlines. Available from <https://books.google.com/books?isbn=0750968702>

Manston Skyport (owners of Manston from 2013), says, the airport suffered from the physical distance between its ownership and operation⁴⁰. Infratil’s management of Manston seemed to lack a business plan or strategic direction. Indeed, the airport’s management made little investment in their facilities, something airlines would expect to demonstrate a commitment to the medium and long term. Other competing facilities at Stansted, East Midlands, and Doncaster invested significantly and benefited in terms of traffic growth. The constraints imposed on prior operations by the airport’s infrastructure limited the potential for business development, particularly since Manston’s attraction to air freight customers was in its turnaround times. With increased numbers, these would be severely impeded without the major investment proposed by Riveroak.

6.1.9 In 2013, Infratil sold Manston Airport for £1 to Ann Gloag, co-founder of the Stagecoach Group. Sir Roger Gale, giving evidence at the Transport Select Committee’s smaller airports inquiry, said Ann Gloag “*had no intention of running this as an airport and every intention of seeking to turn this into an asset stripping property development*”⁴¹. Ms Gloag pledged to keep the airport open for two years but within months the airport was closed.

6.2 Previous operations

6.2.1 Before its closure, the operators of Manston Airport managed all airport activities including ATC, fire cover, security, ground handling, catering, duty-free and slot allocation. The airport focused on the cargo market whilst also providing passenger flights. In terms of cargo, Manston Airport established a reputation for speedy handling of perishable cargo, with unloading and throughput times much faster than competitor airports. By 2012, Manston was carrying around 31,000 tonnes of cargo per year. Table 5 shows the extent of the airport’s operation from 2004 until its closure in 2014.

Table 5 Manston Airport operations

Year	Tonnes of cargo	ATMs	Passengers
2004	26,626	3,460	100,592
2005	7,612	4,862	206,875
2006	20,841	913	9,845
2007	28,371	1,205	15,556
2008	25,673	798	11,625
2009	30,038	811	5,335
2010	28,103	1,469	25,692
2011	27,495	1,965	37,169
2012	31,078	1,004	8,262
2013	29,306	2,073	40,143
2014 (Airport closed in May)	12,696	778	12,385

Source: Department for Transport Statistics, Table 02.2 Summary of Activity at UK Airports, 2004 to 2014

⁴⁰ <http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/news/smaller-airports-ev2/> on 2nd February 2015

⁴¹ As above

6.2.2 Since Manston Airport suffered from a severe lack of investment, and constraints on the ground are likely to have resulted in capacity restrictions that prevented growth past the figures for cargo shown in Table 5. With only one cargo stand, aircraft were unable to exit to the runway if another aircraft taxied into the cargo area behind it. The airport had limited storage, had not invested in up-to-date handling equipment, and closed their Border Inspection Post. In spite of the lack of investment, there was considerable growth in Manston's cargo market from 2010 until 2013. This growth, as shown below⁴², indicates that Manston Airport, with the investment required could have a strong future.

- 2010: 4 weekly freighters
- 2012: 7 weekly freighters
- 2013: 9 weekly freighters
- 2014: 13 weekly freighters
- 2013: 5th busiest UK airport on tonnage handled
- 2013: Overtook Luton Airport to become 4th busiest airport in the South East
- 2013: 3rd busiest UK airport handling dedicated freighters

6.2.3 In 2011, York Aviation reviewed the then owner's forecasts for Manston in light of proposed night time operating. Referring to Boeing and Airbus world freight forecasts for 5.9% growth per annum, York Aviation stated that Manston Airport:

"stands to benefit from these levels of growth within the South East of England due to the likely growth of constraints in airport capacity in the region." (York Aviation, 2011, para 2.22, p. 13)

Since 2011, these constraints have increased considerably and a final Government decision on where to allow additional capacity has yet to be made.

6.3 Infrastructure

6.3.1 The Manston site extends to some 730 acres (296 hectares), 618 (250 hectares) on the main site and 114 (46 hectares) on the Northern Grass. Whilst the airport has been decommissioned, buildings that housed the passenger terminal and office facilities, Border Inspection Post (**BIP**) and cargo hangers still stand, as does the car parking area. The existing taxiway network requires modification in order to allow Manston Airport to attract the widest range of operators as well as being EASA compliant. Improvements would include a new taxiway parallel to the runway, new taxiways linking the aprons and stands, and modifications to existing taxiways to ensure gradients are EASA compliant.

6.3.2 Much of the equipment that was installed at the airport when it closed has now been removed. This, however, is not seen as a drawback as RiverOak plans to upgrade to state-of-the-art navigation and operational equipment. A new radar facility will be installed in its original position to the northwest of the site on what is known as the Northern Grass. Modifications to the airport site will match the forecast produced for Manston. In particular, construction work will allow for the parking of up to 11 aircraft (eight freighters and three passenger) including those classified as Codes E and F⁴³.

⁴² Provided by Alan McQuarrie, cargo manager at Manston Airport at time of closure

⁴³ Aircraft codes are defined by ICAO (Annex 14) and derive from the most restrictive of either the aircraft wingspan or the aircraft outer main gear wheel span. Codes E and F cover the largest

Access to the new cargo facility, which will cover approximately 66,000 m², is proposed from the B2190 (Spitfire Way) to the west of the existing access.

6.3.3 RiverOak Strategic Partners intend to redevelop the site, providing standing for eight freight aircraft and three stands for passenger use. Airport improvements will also include cargo storage and handling, and a new passenger terminal, within two years of taking ownership and before reopening Manston Airport. Construction and development will allow the airport to accommodate at least 10,000 freight movements and up to one million passengers per year within the first six years of operation. Further developments will be made in the medium-term to accommodate the predicted increase in both freight and passenger traffic.

6.3.4 Almost all air cargo is intermodal in that it has to be transferred from airport to final destination by surface transport, generally by road on trucks. Surface access is therefore vital to the success of a freight airport and Manston has good arterial road links. The completion of the East Kent Access Road (A299) means that Manston is now accessible directly from the national trunk road network. In terms of drive time, the airport is less than 60 minutes from the M25 London Orbital, significantly widening the passenger catchment area of the airport.

6.3.5 The proposed new Lower Thames Crossing, announced in April 2017, will improve access from Manston to Essex, Suffolk and Norfolk, reducing travel times from the M25 and onto the M11, A1, and M1. The new proposed crossing means that freight arriving and leaving Manston Airport from/to continental Europe avoids the need to further congest the M25. Manston Airport has excellent high-speed rail links from Ramsgate station, less than 10 minutes' drive from the airport, to Ashford International and Central London.

6.4 Airspace issues

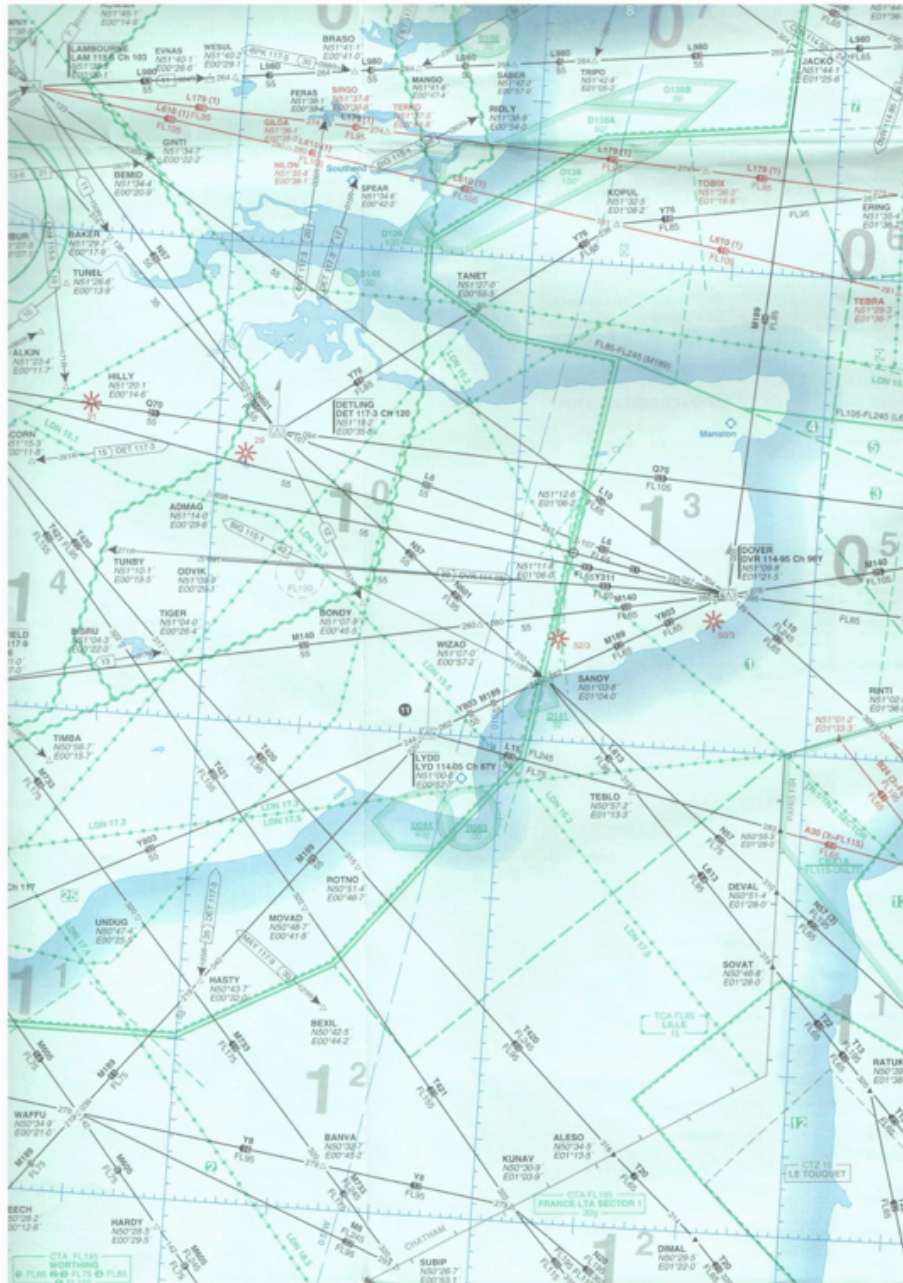
6.4.1 Airspace is an essential element in determining whether Manston is viable as an airport. Major airports must be able to integrate into the European Air Traffic Management Network, which considers air routes, airways and airports across Europe in a seamless and contiguous manner. Successful integration entails connectivity - identifying suitable entry and exit points to join and leave the network - as well as minimising impact by ensuring aircraft can climb to cruising altitude without blocking multiple levels. The South East of England, and the London area in particular, has amongst the busiest and most congested airspace in Europe. However, as Figure 5 shows, from an airspace perspective, Manston's location is ideal. The airport is sufficiently close to the confluence and convergence of major routes, such as those that converge on the Dover beacon, to be able to exploit them whilst sufficiently far away for aircraft to gain height safely before doing so. Aircraft departing from Manston can climb to 6,500 feet (and higher if routed to the north) before having any impact on the efficiency of the Air Traffic Management network.

6.4.2 From an airspace perspective, expansion of an airport also requires consideration of the impact on adjacent airfields and traffic patterns, the routing of civil and military aircraft operating in the area, and the impact on third parties on the ground in terms of safety and noise. The recent proposed airspace changes at airports in the London area highlight the considerable resistance from the broader aviation

aircraft. Code E includes B747 -100, 200, 400, B777, B787 and A330. Code F includes B747-8 and A380-800

community. Both civil and military stakeholders raised objections because of the potential impact on their operations as well concerns over noise.

Figure 5 Aeronautical chart showing location of Manston Airport



Source: UK(L)1, No 1 AIDU, Flight Information Publication, En-route Low Altitude, Southern UK (for reference only)

6.4.3 Although any proposed changes to airspace would be subject to extensive public and aviation stakeholder consultation, development at Manston would have no adverse impact on either civil or military aviation in the area. Indeed, the infrastructure at Manston previously allowed the airport to be designated for emergency diversions for aircraft crossing the Channel. Manston is outside the London Terminal

Manoeuvring/Control Area (**TMA**) and can therefore provide landing facilities for emergency incidents without causing disruption to the London airports.

6.4.4 For aircraft approaching from the east, the vast majority of the flight path will be over the sea. Only the final 2.5 miles are over land, which includes 1.5 miles over-flight of part of Ramsgate. For aircraft approaching from the west, the area is comparatively lightly populated. Aircraft approaching in this direction may route over Herne Bay but will have an altitude of around 2,400 feet at this point. As part of the development of approach and departure flight paths and operating procedures for Manston Airport, population densities would be taken into account to minimise the number of people affected by aviation noise. Such proposals would be subject to close scrutiny by the CAA as part of their Airspace Change Process.

7 Future potential opportunities for Manston Airport

7.0.1 The previous sections have made a clear case for the reopening of Manston as a freight-focused airport with supplementary passenger operations. Capacity constraints in the South East have particularly affected freighter aircraft. Heathrow Airport lands very few freighter aircraft and with Stansted Airport reaching its current operating capacity, particularly at peak times, the situation is becoming increasingly critical, resulting in air freight being trucked to and from northern European airports.

7.0.2 Airports are both drivers of economic growth in a region as well as drawing on the success of the region to fuel their own growth. In March 2015, Kent County Council, in their brochure, 'Manston Airport under private ownership: The story to date and future prospects' say that, "For decades we have argued that Manston was a sleeping giant: a regional and national asset." (KCC, 2015, p. 2) Looking to the future, there are a number of pertinent developments that, whilst not critical to the viability of Manston, are likely to increase the success of the airport including:

- The extent of local support for Manston Airport
- Thames Estuary Growth Commission 2050
- The Lower Thames Crossing

7.0.3 The developments described in this section substantiate the claim that Manston Airport should be designated as nationally significant infrastructure and a valuable asset to Thanet, East Kent, the South East of England, and to the UK.

7.1 Support for Manston Airport

7.1.1 In terms of its political environment, at a local level, the debate about Manston Airport provided a focal point during the 2015 General Election. Both Thanet's Members of Parliament, Thanet North MP, Sir Roger Gale, and Thanet South MP, Craig Mackinlay, made an undertaking during the election campaign to make every effort to ensure Manston became a working airport again. Sir Roger Gale has been a staunch supporter of Manston airport as his website⁴⁴, makes clear. On the 8 February 2017 he made the point that Brexit will drive the need for additional capacity in the South East. He says:

"Last year air freight traffic grew by nearly seven per cent. With Brexit and the need to compensate for the loss of European business by developing new markets in Asia and the Far East we are going to need much more freight, as well as passenger, capacity in the South East. That capacity, without Manston Airport simply will not be available. The facility is going to be vital to service our Country's immediate and future needs." (Gale's View, 8 February 2017)

7.1.2 Thanet District Council was a long-time supporter of the Airport. In May 2015, UKIP (UK Independence Party) won control of Thanet District Council with 33 seats. Their campaign majored on their support for Manston Airport and their promise to instigate a CPO. The Conservatives, who won 18 seats, were also pro-Manston Airport.

7.1.3 There are a number of local action groups who support Manston Airport. These groups have been actively campaigning for the reinstatement of operations at the

⁴⁴ www.rogergale.co.uk

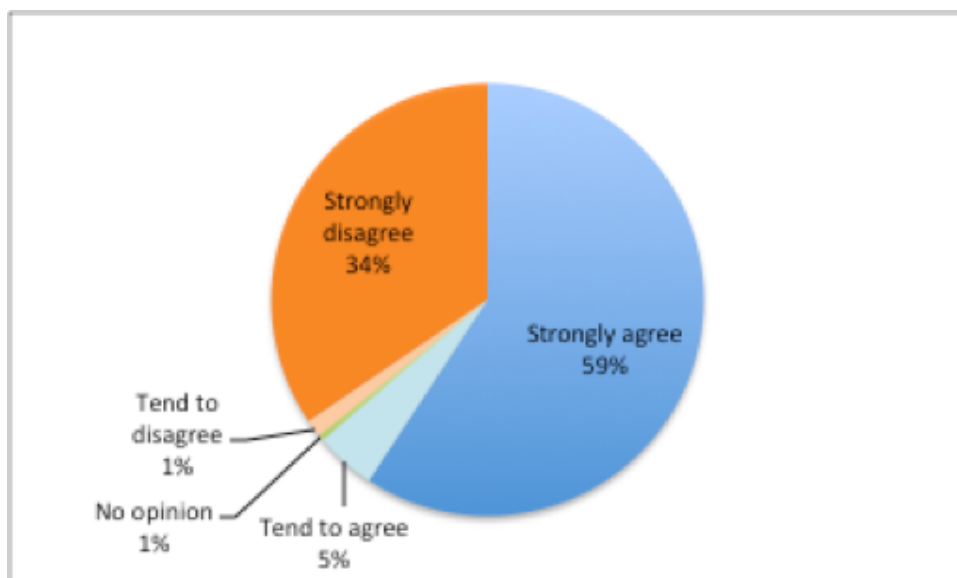
airport. Indeed, research by MORI in 2005⁴⁵ evidenced the local support. The study, which was conducted for Thanet District Council as part of the Section 106 Agreement consultation, was based on a representative telephone survey of 500 residents of Thanet, 2,340 postal and electronic questionnaires, and in depth interviews with 10 key stakeholders. When asked by MORI about local support for the expansion of Manston Airport, 85% were in support, of which 63% were strongly in support (MORI, 2005, p. 4). Only 8% of the population were in opposition, of which 5% were strongly opposed. The most frequently given reason for the local people's support of the airport was about the job creation an airport brings to the area.

7.1.4 In July 2014, a petition was presented to the Prime Minister by the local MPs, Sir Roger Gale and Laura Sandys, TG Aviation, and the Save Manston Airport group. The petition had 26,524 signatures in support of re-opening Manston as an operational airport.

7.1.5 In July 2016, RiverOak conducted a non-statutory consultation at six locations in Thanet and East Kent. Approximately 1,400 local residents attended the public consultation meetings, which were held in Broadstairs, Margate, Ramsgate, Sandwich, Canterbury, and Herne Bay. Analysis of the responses to the 2016 non-statutory consultation show that 90% of the 822 responses to the consultation were in support of the reopening of the Airport, with only 8% against and 2% undecided. Opposition to the Airport has remained constant at around 8% since the MORI study in 2005.

7.1.6 The findings from the statutory consultation held during the summer of 2017 are published separately. However, as with previous research, support for Manston Airport remains strong. Of those who answered the question "To what extent do you agree or disagree with our proposals for Manston Airport" (1,806 people), 64% strongly agree and tend to agree. Conversely, 35% strongly disagree and tend to disagree as shown in Figure 6.

Figure 6 Extent of agreement/disagreement with proposals for Manston Airport



⁴⁵ <http://hbm2015.com/wp-content/uploads/2016/08/2005-04-S106-Consultation-MORI-results.pdf>

7.1.7 The representative from No Night Flights (a campaign group set up to prevent the introduction of scheduled night flights at Manston), Ms Ros McIntyre, gave evidence to the Transport Select Committee on the 2 February 2015. When asked whether her views against the development of Manston Airport were representative of the local population, she responded, “*the most honest answer anybody can give you is that nobody knows*”. Thanet District Council engaging MORI to carry out a representative survey to gauge the feeling of local residents. Their findings suggest Ms McIntyre’s response was not correct. Also, whilst providing evidence to the Select Committee, her interpretation of the MORI study was that local people “*were two to one against night flights*”. This is not supported by the report, which states:

“The vast majority (96%) also say that their current quality of life is either not very much or not at all affected by passenger flights at night. There is little differentiation between night-time passenger and cargo flights, with 93% saying that their quality of life is affected not very much or not at all.” (MORI, 2005, p. 5)

7.1.8 Indeed, even for those living under the flight path, only a small percentage said their quality of life was affected either a great deal (8%) or a fair amount (11%) by night passenger flights and night cargo flights respectively. The proportions for those living in areas away from the flight path were 2% and 4% for night passenger and cargo flights respectively (MORI, 2005). Since this time, there have been a number of innovations in aviation and technological advancements are addressing key issues and redefining the sector. Reductions in aircraft weight, more efficient engines and aircraft, and sustainable aviation fuels are having radical impacts on some of the negative aspects of flying. These developments will impact all airports, making aviation quieter and cleaner, thereby reducing the negative impacts on those who live close to airports.

7.2 The Thames Estuary 2050 project

7.2.1 During his 2016 budget speech, the Chancellor of the Exchequer announced the extension of the Thames Gateway project. Lord Heseltine has been commissioned to develop and implement a plan to create high productivity clusters along the Thames Estuary. The development zone is a critical economic corridor, linking the Channel Tunnel and the seaports of Tilbury and Dover with London. This corridor includes Manston Airport, the only freight-viable airport within the Thames Estuary area. As part of the ambitious Thames Estuary 2050 project, a freight-focused airport at Manston will provide a considerable boost to the local and regional economies. In 2015, the UK missed out on at least £9.5bn in potential trade with emerging economies due to the lack of runway capacity (Centre for Business Research, 2016). The presence of a freight-focused airport in the Thames Gateway will provide businesses with the means to import and export high value, time-sensitive and perishable goods and alleviate some of the trade that is currently lost due to a lack of UK airport infrastructure.

7.3 The Lower Thames Crossing

7.3.1 The proposed new crossing, once complete, will allow surface traffic to access Manston Airport from the east of the Country without negotiating the M25 and the associated bottlenecks. This will be particularly important for freight since trucks would be able to operate between Manston and East London, the East of England, and onwards to the Midlands and the North. The improvement to road infrastructure in Kent is expected to negate the previous accessibility issues that were previously raised about the location of Manston Airport. Indeed, since Manston is located to the south east of London, closer to continental Europe, using the airport saves fuel (potentially around

\$2,000 to \$3,000 per movement⁴⁶) and crew time. This saving for airlines adds to the attractiveness of Manston as a London area airport.

7.4 Manston's role in the resilience of the UK airport network

7.4.1 In addition to benefit of having local support and the ability to harness the opportunities outlined above, an operational airport at Manston has the benefit of providing valuable resilience in the UK airport network. This is particularly vital at times when nearby airports such as Heathrow and Gatwick are closed or restricted. Manston Airport has a long and wide runway with hard standing available away from the runway, which makes the airport particularly important as an emergency diversion airport. Stansted, the current South East diversion airport, has to be closed during an emergency, causing major disruption to passenger flights, which can cause knock on effects such as missed connections.

7.5 Capacity restrictions at Schiphol Airport

7.5.1 Amsterdam's Schiphol Airport has an annual quota restricting its operation. The Alders Agreement of 2008 and the Aviation Policy Memorandum (Luchtvaartnota) set medium term (to 2020) limits on aircraft movements. The 2020 maximum was set at 510,000 movements of which 32,000 can take place at night or early morning. It was envisaged that regional airports, including Eindhoven and Lelystad, would be used to provide 70,000 movements in additional capacity.

7.5.2 Air traffic movements at Schiphol increased from 450,679 in 2015 to 478,864 in 2016⁴⁷. The year-to-date figure for August 2017 is 4.2% higher than the same period in 2016. For this reason, it is expected that the airport will exceed its agreed quota by the end of the year. Therefore, in September 2017, it was announced that air traffic capacity constraints will be introduced at Schiphol for the forthcoming winter season.

7.5.3 These constraints mean that slots may be de-allocated to airlines that have failed to use less than 80% of their requested flight schedules. Since air freight is less predictable than passenger transport, it is likely that freighter airlines will be most affected⁴⁸. Indeed, the airport estimates that full freighter movements could be reduced by 10.5% in 2018, approximately 1,900 ATMs. One of the operators affected is Russia's AirBridge Cargo. The Netherlands Trade Union Confederation (FNV) has said that hundreds of jobs are at stake with Menzies Aviation reportedly cutting 101 positions⁴⁹.

7.5.4 Schiphol currently handles around 1.7 million tonnes of freight. 2016 saw an increase of 2.5% and the January to August 2017 figure shows a 8.3% increase compared to the same period in 2016. Whilst the quota will be reviewed for the period from 2020, the airport is planning a new passenger terminal by 2023, which will increase Schiphol's capacity by 14 million passengers per year to more than 70 million. In terms of ATMs, any new agreement would need to be substantially higher to accommodate both increasing passenger and freighter movements.

⁴⁶ See comment by an interviewee detailed in Volume II

⁴⁷ Figures from <https://www.schiphol.nl/en/schiphol-group/page/transport-and-traffic-statistics/>

⁴⁸ <http://www.aircargonews.net/news/airport/single-view/news/schiphol-airport-braces-for-loss-of-105-of-freighter-slots.html>

⁴⁹ <https://www.ch-aviation.com/portal/news/59960-airbridge-cargo-loses-schiphol-slots-seeks-alternatives>

7.5.5 Manston Airport, focused on air freight, may benefit from the relocation of operations from Schiphol and the knock-on effect in northern Europe. As airports in the region become increasingly congested, many seem to preference passenger services, squeezing out freight, particularly dedicated freighters. Indeed, the ACI say that:

“With demand for air travel set to increase by 50% by 2035, airport capacity is one of the most pressing issues facing European mobility today. As competing global hubs in the Middle East and other emerging economies power ahead with their own infrastructure roll-outs, European air traffic is set to be heavily congested in 2035. EUROCONTROL estimates that 12% of demand will be unaccommodated, meaning 237 million passengers unable to fly.”⁵⁰

7.5.6 These constraints may have a significant impact on freighter operations and affect logistics centres based around airports such as Schiphol. Scarcity in capacity tends to increase air cargo rates (and passenger fares – see Burghouwt *et al*, 2017), which impacts businesses in the supply chain. As such, freighter operators and the distribution centres, logistic operations and other supporting businesses may choose to leave airports like Schiphol and locate elsewhere. Airports who focus on freight and understand the nature of the industry, which does not follow the more regular patterns of the passenger market, seem likely to benefit. A freight-focused operation at Manston Airport, in the South East of England but close to the rest of Europe, may provide an ideal option.

7.6 Enterprise Zones

7.7.1 In the 2011 Budget, the Government announced the creation of a number of Enterprise Zones across England. Enterprise Zones define a geographical area where fiscal incentives and simplified planning controls encourage businesses to flourish by reducing the barriers to growth. Enterprise Zones have been established to include or be based around a number of airports including Manchester, Luton, Newquay and Cardiff. The Government’s Draft Aviation Policy Framework (DfT, 2012, pp. 28-9) outlines the effect of Enterprise Zone Status on airports including transforming airports into international business destinations, creating jobs, and attracting investment to boost air connectivity and maximise economic impact. Should Manston Airport re-open, it may be possible to apply to the Government for Enterprise Zone status, providing incentives for businesses to locate to the area, bringing additional employment and economic benefits to Thanet. These businesses might include a Maintenance, Repair and Overhaul (**MRO**) facility, an aircraft recycling facility, the return of the flying school, and a business jet operation.

⁵⁰ <https://www.aci-europe.org/policy/position-papers.html?view=group&group=1&id=1>

8 Conclusions

This report set out to answer three key questions.

1. Does the UK require additional airport capacity to meet its political, economic, and social aims?

The forecasts discussed in this report highlight the need for additional airport capacity. These forecasts show that 80,000 (York Aviation, 2015) movements will be unmet by current capacity by 2050. Even with the third runway at Heathrow Airport, capacity for 45,000 movements will need to be found (York Aviation, 2015). The UK patently and urgently requires additional airport infrastructure. Without this, the UK is hemorrhaging potential trade, particularly with non-EU countries. In monetary terms, the UK missed out on at least £9.5 billion in potential trade in 2015 and is predicted to accumulate losses at the rate of £1.1 million every hour (CEBR, 2016).

2. Should this additional capacity be located in the South East of England?

The London airports facilitate 76% of the UK's air freight (Oxford Economics, 2013, p. 3) and all London airports will be at capacity by 2030 (Airports Commission, 2013, p. 20). The South East is particularly hard hit by the lack of airport capacity with losses in potential trade running at £2 billion each year (CEBR, 2016). Demand is driven by where airlines want to fly to and from and demand is highest in the South East. Dedicated freighters have been squeezed out of Heathrow Airport and potentially moved from Stansted Airport as they focus on passengers as their preferred market. The other airports in the South East either do not have the runway length or space for warehousing to accommodate a vibrant freight operation, which may be seen, particularly by LCCs who do not carry belly freight, to interfere with passengers operations.

3. Can Manston Airport, with investment from RiverOak, relieve pressure on the UK's airport network and meet the requirement of a nationally significant infrastructure project?

Manston Airport was operational for 100 years until its closure in May 2014. Due to its size, location and lack of airspace constraints, Manston has the potential to attract and accommodate at least 10,000 cargo movements per year. Manston Airport would seem to be the only viable option for a freight-based airport in the South East in the short, medium, and long-term. Moreover, the work in this report shows that the addition of a third runway at Heathrow Airport does not change the need for a freight-based airport at Manston.

It is clear from the data presented in this report that the answer to each of the questions posed is yes. Manston Airport can be operational in as little as two years from the transfer of its ownership to an airport operator. Its strategic location, runway length and potential to accommodate all necessary infrastructure together with the considerable local backing mean it is without comparison in the UK. No other airport in the South East is so well supported. As this report shows, Manston is the only airport in the South East that can provide airport infrastructure for freight cargo that is badly needed by the UK now and in the long term.

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**MANSTON AIRPORT:
A NATIONAL AND REGIONAL
AVIATION ASSET**

VOLUME II
A qualitative study of potential demand

JANUARY 2018

AZIMUTH
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Disclaimer

Whilst every effort has been made to ensure the accuracy of the material in this document, neither RiverOak Strategic Partners Ltd (**RiverOak**) nor the report's author will be liable for any loss or damages incurred through the use of the report.

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This report has been produced by Dr Sally Dixon, an independent aviation and business research consultant. The author wishes to thank all those who contributed to the research. However, the views expressed herein are those of the author only and are based upon independent research by her.

Executive Summary

The research detailed in this report seeks to examine the demand for Manston Airport as a freight hub for the South East of the UK with additional passenger and general aviation services. There is clear demand for additional airport capacity in the South East of England, with evidence that existing airports are increasingly focusing on the passenger market as they near capacity.

Manston Airport is located in the South East where aviation industry demand is highest and most constrained (DfT, 2017). The airport has an ideal airspace location; benefits from easy surface access to London and the rest of the UK; and can provide rapid handling and turnaround times for air freight. The airport would provide almost immediate relief to the pressing situation that is causing £2 billion in potential trade to be lost to the South East each year we remain without additional runway capacity (Centre for Business Research, 2016). Indeed, examples of unconstrained freight-focused airports in Europe, such as Frankfurt Main, show the difference between a true market, where capacity is available to attract freighter flights, and a constrained market such as that in London.

Assessing demand for freight is no easy matter, with forecasts usually calculated by extrapolating past trends for a region or country before allocating a proportion to individual airports. This approach may miss any currently unmet demand, which for the South East of the UK is calculated to be around 80,000 movements without new capacity and 45,000 with a third runway at Heathrow by 2050 (York Aviation, 2015, p. 19).

Evidence collected for this report suggests that vast amounts of freight are already trucked to and from northern European airports, losing revenue for UK airports and increasing costs for all those in the supply chain. Indeed, findings from the literature review suggest a lack of datasets for freight forecasting, the unreliability of using historic data to predict the future, the inability to infer forecasts for individual airports from national figures, and the volatility in the freight sector. Academic and industry experts contacted through this research process confirmed these findings, validating the qualitative approach taken.

The work detailed in this report therefore applies a qualitative method to identify demand for potential sectoral and geographic freight, passenger and other aviation markets. As such, the report provides qualitative demand data, derived from 24 interviews with industry experts, that underpins the proposal to retain Manston as an airport and redevelop the site as a nationally significant infrastructure project.

A number of issues have been identified through this research, which present opportunities for Manston Airport including:

- The lack of available slots at South East airports
- Bumping¹ of freight from passenger aircraft
- Security issues particularly with oversized cargo
- Speed of turnaround and bottlenecks for air freight

¹ Bumping in this context means air freight that has been booked onto a passenger flight is denied loading. Interviewees contacted for this research explain that this may happen numerous times before the goods are loaded into the belly-hold of a passenger flight.

Interviewees have provided insight into the potential markets for Manston Airport, which include:

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

The research has also identified opportunities for aircraft recycling, an on-site maintenance, repair and overhaul facility (**MRO**), a Fixed Base Operation (**FBO**), and a flying school. Additionally, there is the potential to attract an integrator to Manston Airport, which would dramatically increase the profitability of the airport.

In terms of passenger services, this research has identified opportunities including providing a base for a number of low cost carrier aircraft (**LCCs**), for charter and scheduled flights, and for a tie up with Dover Harbour Board to receive passengers destined for cruise ships. The proposed London Resort and Ebbsfleet Garden City developments are expected to increase demand for both in and outbound flights. The proposed Lower Thames Crossing will improve accessibility by road to Manston Airport and the Thames Estuary 2050 regeneration project will benefit from the presence of a freight-focused airport and will, in turn, stimulate demand for the airport.

This report concludes that Manston Airport is of strategic importance to the UK, having the ability to attract significant air traffic to meet the criteria of a national significant airport. In light of the findings described in this report, there can be little doubt that, in an increasingly competitive economic climate, the UK cannot afford to lose one of its long-serving airports. This report shows that Manston Airport is a valuable regional and national asset, capable of providing infrastructure badly needed by the UK and playing a role in helping Britain's connectedness and trade with the rest of the world.

Definitions and abbreviations

ACI	Airports Council International
Air freight	The carriage of goods by aircraft
ATM	Air Transport Movement and/or Air Traffic Movement
BAA	Formally the British Airports Authority
Backload	The transportation of cargo on a return trip to the originating airport
Belly freight	Cargo stowed under the main deck of a passenger aircraft
BTO	Build-to-Order
CAA	Civil Aviation Authority
Cargo	The term cargo and freight are used interchangeably in this report and refer to goods carried by road, sea or air
Consolidator	A person or company who combines small volumes of commodities from different originators so they can be shipped together and who usually owns the aircraft used for transport
CPO	Compulsory Purchase Order
DCO	Development Consent Order
Dedicated carrier	An aircraft that transports only freight (not passengers)
DfT	Department for Transport
EASA	European Aviation Safety Agency
EIA	Environmental Impact Assessment
EU	European Union
EUROCONTROL	European Organisation for the Safety of Air Navigation
FAA	Federal Aviation Administration
FBO	Fixed Base Operation
Freight	The term freight and cargo are used interchangeably in this report and refer to goods carried by road, sea or air
Freight forwarder	A person or company that organises the shipment of commodities from an originator (manufacturer, producer, etc.) to a destination (customer, etc.) but generally does not own the aircraft used in the transport
GVA	Gross Value Added
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
ICT	Information and communications technology
JIT	Just-in-time, a manufacturing system that allows materials or components to be delivered just as they are required in the manufacturing process, thereby minimising storage costs
LCC	Low cost carrier
LCY	London City Airport
LGW	London Gatwick Airport
LHR	London Heathrow Airport
Long haul	No generally agreed definition as 'long' or 'short' is subjective. In Europe, a flight taking more than four hours to complete and/or originating/destined outside Europe is considered long haul
MRO	Maintenance, repair and overhaul facility
NAPAM	National Air Passenger Allocation Model
Short haul	As above. Short haul in Europe generally indicates a flight within Europe so taking around four hours or less to complete
SIX	Standard Industrial Classification
STN	Stansted Airport
TfL	Transport for London
WTO	World Trade Organization

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1 Introduction

1.1 Background and rationale

1.1.1 This report is the second in a series of documents that make the case for Manston Airport to return to full operation. These reports cover:

- Volume I: The need for airport capacity in the South East of the UK and the potential role of Manston Airport as part of the UK's airport network
- **Volume II: The findings from a qualitative study that identifies the push and pull attractors for Manston Airport and details the opportunities and the sectoral and geographical markets the research uncovered**
- Volume III: The forecast for air freight and passenger traffic for Manston Airport over the first twenty years of operation
- Volume IV: A description of the socio-economic impacts of the operation of Manston Airport as described by the forecast in the third volume of this body of work

1.1.2 There is an urgent need for airport capacity in the South East of the UK as outlined in the first report in this series, *Manston Airport: A national and regional aviation asset: Volume I: Demand in the south east of the UK*. Whilst the Government have now decided to support the proposed construction of a third runway at Heathrow, it will take many years before the political, legal, environmental and development issues are resolved and a third runway is operational. In these intervening years, likely to be until at least 2030², the UK will suffer continued airport congestion and lose the economic benefits associated with meeting demand for air travel. Even with a third runway in place there will still be a need to accommodate additional freight.

1.1.3 Having noted the opportunity to reopen Manston Airport in 2014, RiverOak, a UK-registered investment company, began the process of negotiating with the owner of the airport, Ann Gloag, co-founder of the Stagecoach organisation. However, approaches to Ms Gloag have been unsuccessful and the airport was closed in May 2014. The re-opening of Manston is now subject to an application for a Development Consent Order (DCO), promoted by RiverOak, which entails the compulsory purchase the site.

1.1.43 The intention of the current owner is to secure a change of use from airport operations to a mixed use development called Stone Hill Park. This development would include 2,500 homes in the first instance, a business park, and sports facilities. Such change of use would remove the opportunity to increase airport capacity in the South East in the short term and the important role it can play in the success of the local, regional and national economies. This report describes the research carried out to understand the potential for Manston Airport.

1.2 Aim and objectives

1.2.1 The aim of this report is to investigate the demand for Manston as an operational airport. This investigation includes freight and passenger demand as well as other potential revenue generating activities the airport can support. The results of the investigation will be used to support the development of a 20-year demand forecast for

² 8 February 2016, The Transport Committee hears evidence from the Secretary of State for Transport on the Government's plans for airport expansion in the South East.
<http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/news-parliament-2015/airport-expansion-ev-session-15-16/> at 15.07.35

Manston Airport. This forecast will include the number of aircraft movements per year, an indication of the type and tonnage of freight moved, the number of passengers, the airlines' origin and destination, and the type of aircraft predicted to use Manston Airport. A review of the extant literature will be used to ensure a robust methodology is followed, particularly with regard to air freight demand forecasting.

1.2.2 There are a number of objectives set out for this work and in particular the results will:

- Provide the information required to support the DCO application
- Inform the Manston Airport business case and master plans
- Inform Manston Airport's marketing strategy
- Initiate stakeholder consultation
- Continue to inform key stakeholders
- Open dialogue with academic institutions from Higher and Further Education
- Stimulate innovation and the future business direction for the airport
- Provide a platform for lobbying Government and industry organisations
- Play a role in forming Government policy for air freight in the UK

1.3 Delimitations and limitations

1.3.1 The delimitations of a study are the boundaries the sponsor imposes during the selection of their research questions. This contrasts the limitations of the study, which refer to conditions or influences that cannot be controlled by the researcher. For this paper, the delimitation is the focus on Manston Airport and in particular its potential for air freight operations. An unconstrained approach, looking beyond Manston to develop a forecast for the UK or Europe, is outside the scope and resources of this project.

1.3.2 Research of this nature has its limitations. Indeed, transport models generally are at best "*imperfect representations of reality*" (DfT, 2014, p. 3). The limitations of this study, including the particulars of the research design and methodology, are not intended to be generalizable beyond Manston Airport. However, since there are no current UK government guidelines for assessing air freight demand at an airport level, it is hoped this study will provide a valuable resource to DfT policy makers.

1.3.3 Every effort has been made to ensure the robustness of this study. Decisions on the selection of the method used to assess demand, its design, and inputs are transparent and straightforward to audit. Key stakeholders have been invited to influence all aspects of the research and will continue to be able to monitor, assess and challenge the validity of the information produced. Air freight is subject to a wide range of external influences. These influences make the process of assessing demand for air freight complex. In mitigation, this study incorporates a process of triangulation, checking and re-checking with industry specialists to ensure the best assessment of quality possible in the circumstances.

1.4 Report structure

1.4.1 The report is structured such that an overview of the air freight market is first presented to provide a clear understanding of the sector and its key elements. This is followed by a review of air freight forecasting literature, which guides the choice of methodological approach for this study. Next, the method used is outlined. The following section describes the findings from the research, structuring them so that freight, passenger, and other potential revenue streams are reported separately. A discussion of

the information gathered follows the findings section. The report concludes with recommendations for government and RiverOak.

2 The air freight market

2.0.1 Air freight, goods carried between one point and another in an aircraft, is only one of the various means of transporting goods. However, air freight has played an important role in enabling the rapid delivery of goods between countries. Table 1 shows the characteristics of different modes of transport. Due to air freight's particular qualities, it is generally used to transport commodities with high value, high business impairment value or time critical (not having the item would incur considerable cost to business), low demand predictability, or that are perishable (Gourdin, 2006).

Table 1 Characteristics of different transportation modes

	Rail	Road	Pipeline	Air	Water
Door-to-door	Sometimes	Yes	Sometimes	No	Sometimes
Price	Low	High	Very Low	Very high	Very low
Speed	Slow	Fast	Slow	Very fast	Very slow
Reliability	Medium	Medium	Very high	Very high	Low
Packaging needs	High	Medium	Nil	Low	High
Risk of loss and damage	High	Medium	Very low	Low	Medium
Flexibility	Low	High	Very low	Very low	Low
Environmental impact	Low ⁱ	High ⁱⁱ	Low ⁱⁱⁱ	Medium ^{iv}	Low ^v

ⁱ Minimal air and noise pollution, low energy consumption per ton-kilometre travelled

ⁱⁱ Air and noise pollution, traffic congestion, high energy consumption per ton-kilometre travelled

ⁱⁱⁱ Pipeline rupture could result in catastrophic environmental damage

^{iv} Air and noise pollution, very high energy consumption per ton-kilometre travelled

^v Minimal air and noise pollution, low energy consumption per ton-kilometre travelled

Source: Gourdin, 2006, p. 88

2.0.2 Compared to passenger transport, air freight is more complex, “because the former [air freight] involves more players, more sophisticated processes, a combination of weight and volume, varied priority services, integration and consolidation strategies, and multiple itineraries of a network than the latter [passenger transport].” (Feng et al, 2015, p. 265)

2.1 Types of air freight

2.1.1 Boeing (2014) segment air freight into three main service sectors:

- **Scheduled freight**
 - Including general and express freight
 - Accounts for 88% of the world air freight market
 - Express freight continues to grow faster than the average world air cargo growth rate
- **Charter freight**
 - Made up of urgent and/or special handling requirements
 - 8% of the market
 - Almost entirely carried on dedicated cargo aircraft rather than as belly freight
- **Mail**
 - Forecast to grow at 1% per year
 - Risks to growth include express operators moving to mail, increasing internet communication, a move to express services by mail air freight operators, and more stringent security requirements

2.1.2 Gardiner and Ison (2007, p. 5) segment the air freight industry rather differently:

- **Belly freight**
 - Percentages vary by airport, from almost all at Heathrow to very little at East Midlands
- **Express freight**
 - Carriers operate dedicated freighter aircraft on a time-definite basis
 - Worldwide almost 50% of airport movements in this sector take place at night
- **Heavy freight**
 - Dedicated cargo either on a scheduled or charter basis

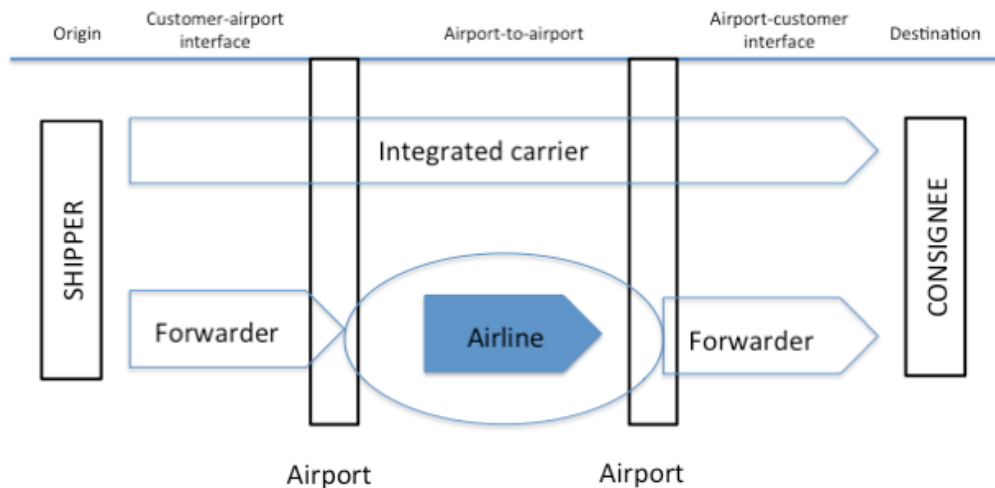
2.1.3 Other industry segmentations of the air freight market include:

- **General air cargo**
 - Includes individually planned and time-defined services suited to price-sensitive cargo with non-urgent transit times that are not hazardous or dangerous
- **Express freight/perishables**
 - The fastest growing market, including all urgent and time critical cargo
- **Specialist or niche cargo**
 - Including dangerous goods and live animals
- **Mail**

2.2 Air freight models

2.2.1 There are two models of air freight: the air freight forwarding model and the integrated air freight model. Figure 1 shows the door-to-door air freight value chain from its origin with the shipper to its destination with the consignee. The customer contracts with either an integrated carrier (such as FedEx, UPS, DHL, etc.) or a freight forwarder.

Figure 1 The door-to-door value chain



Source: Clancy *et al*, 2008 in Khan, 2010, p. 10

2.2.2 Air freight forwarders: These organisations provide a service to shippers and importers that has evolved over the last few decades. Originally freight forwarders received a consignment of freight from a shipper and arranged its routing, transportation handling and documentation to either the final receiver or to a foreign airport without owning the vehicles (trucks or aircraft) involved. In more recent years, the role of the forwarders has developed with the largest companies now describing themselves as logistics providers. Most air freight forwarders use belly freight on scheduled passenger services using wide bodied aircraft although there are a number of dedicated all-cargo freighter aircraft.

2.2.3 Integrators: These companies provide a door-to-door service, usually using their own road transport, handling, transit warehousing facilities and aircraft. Normally integrators contract directly with the shipper. Originally branded as express operators, they now compete more directly with freight forwarders and airlines. Integrators mainly use dedicated freighter aircraft although they may buy capacity on passenger aircraft.

2.2.4 The types of commodities transported by air include high value and generally low weight items; perishable goods such as fruit, vegetables, and flowers; and process critical items such as medical items (pharmaceuticals, etc.), and machinery parts where outages would be costly (such as for aircraft and telecommunications equipment). A significant proportion of the UK's total air freight flow consists of transshipments (DfT, 2009).

2.2.5 This section has defined and outlined the air freight market. However, one of the key issues for airports is how to derive an understanding of demand for this market. The following section describes the complexities of air freight when compared to passenger demand forecasting and reviews literature to identify the most suitable method to use for Manston Airport.

3 Review of air freight forecasting literature

3.0.1 There is a distinct lack of academic literature in the field of air cargo (Gardiner and Ison, 2007, p. 15). Forecasting air freight is quite different from forecasting passenger movements for a number of reasons. Firstly, passengers tend to make round trips whereas air freight moves in one direction only. Origin-destination (**O-D**) information is much harder to collect because passengers generally prefer direct routings whereas shippers are concerned only with ensuring cargo arrives within the agreed timescale. This may mean belly freight makes any number of aircraft changes (Khan, 2010). Secondly, air freight forecasting is complicated by the relative lack of statistics available and by the range of alternative options available to shippers. It is perhaps for these reasons the literature on air cargo volume forecasting has always been secondary to passenger forecasting (Khan, 2010, p. 70).

3.0.2 This section sets out the way in which the literature was interrogated to define a means by which to assess the demand for air freight movements at Manston Airport. Secondary research involves the collation and examination of existing information. A review of the extant literature helps build a robust case and make clear the premises on which subsequent work is based. The literature review method comprised three stages. The first stage was to clearly define the problem under investigation. In this case, the aim was to identify any useful and credible methods that had been used for forecasting air freight. These methods could originate in academia, government departments, or industry.

3.0.3 The second stage was to undertake a preliminary review of literature through Google and academic database searches. Known sources of credible information were accessed first. These included:

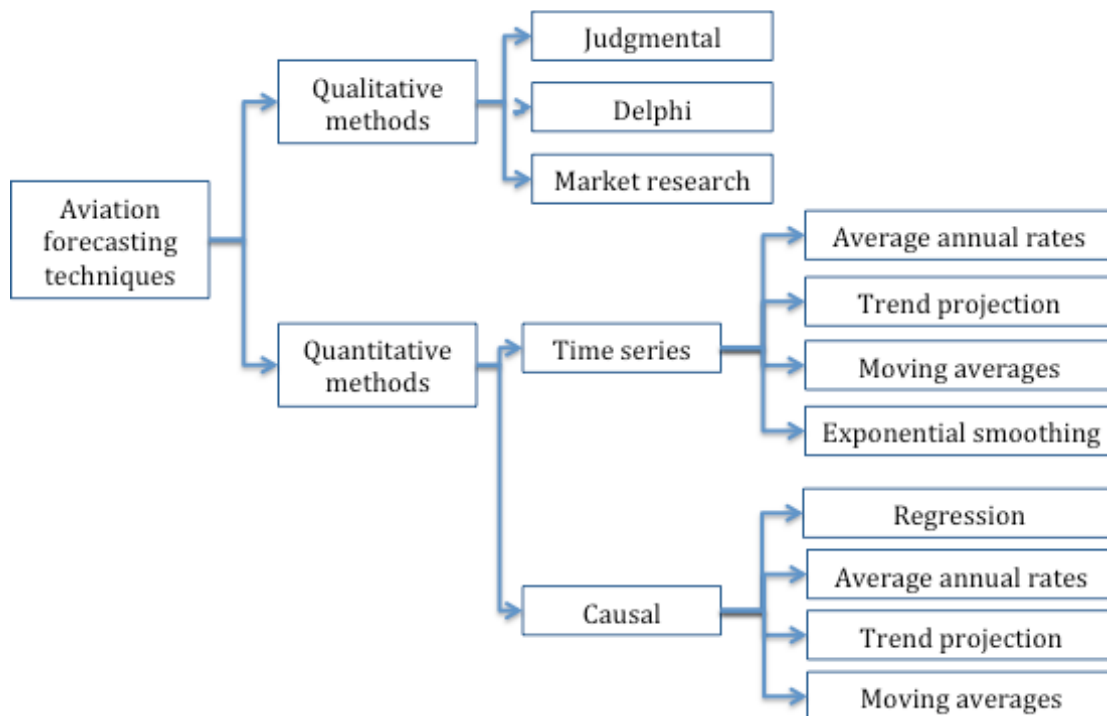
- The EU's Transport Research and Innovation Portal, an online database of research documents
- The EU's website, particularly the transport pages
- The UK Government's Department for Transport website
- The Airports Commission publications

3.0.4 The final stage was to follow citations found in the preliminary review. Information from these documents was then incorporated in the review. All literature has been referenced using the Harvard system, in text and in the list of references at the end of the report. Footnotes have been used where citations refer to opinions quoted in the press or on websites and do not form part of the literature review.

3.0.5 Broadly, aviation forecasting techniques can be divided into three main categories: qualitative methods; quantitative time series methods; and quantitative causal methods. Figure 2 shows the range of forecasting techniques available in aviation modelling.

3.0.6 Forecasts for freight are carried out on a 'demand pull' basis, where the importing country/region causes the demand for the commodity. This contrasts the LCC passenger model, where low prices cause 'demand push' to airports that may not usually 'pull' passenger traffic. However, there is evidence to suggest that an important driver in freight transport demand is the location of logistics centres with efficient service quality (Gardiner, 2006).

Figure 2 Range of aviation forecasting techniques



Source: Silva, 1994

3.0.7 The review of literature uncovered a number of forecasting techniques, which are described in the following sections.

3.1 Four-step models

3.1.1 The history of demand modelling for passenger travel has been dominated by an approach referred to as the 'four-step model' (**FSM**) (McNally, 2007). De Jong *et al* (2004, pp. 105-6) describe the four steps in freight forecasting as:

1. Production and attraction: Marginals of the O-D matrix (quantities of goods to be transported)
2. Distribution: Cells of the OD matrix (flows between origins and destinations)
3. Modal split: Allocation to modes of transport
4. Assignment: Convert tonnes of freight to transportation mode units (i.e. number of aircraft)

3.1.2 De jong *et al* review models for each of these steps:

1. Production and attraction
 - Trend and time series models that extrapolate historical data to provide a forecast into the future.
 - System dynamics models where growth in GDP is fed back into the model (for example the ASTRA - Assessment of Transport Strategies - system dynamics model). These models may not provide sufficient detail to show point-to-point flows.
 - Zonal trip rate models predict the number of trips originating in or destined for a particular traffic analysis zone. However, a 2012 paper produced for the

Association of European Transport by Holgiun-Veras and colleagues calls into question the accuracy of freight trip generation (**FTG**).

- Input-output and related models are macro-economic models that start from input-output tables. These tables describe the movement of goods (in units of currency), import and export, between sectors and consumers. These statistical tables are produced nationally.
2. Distribution
 - Gravity models
 - Input-output models
 3. Modal split
 - Elasticity-based models
 - Aggregate modal split models
 - Neoclassical economic models
 - Econometric direct demand models
 - Disaggregate modal split models (including inventory-based models and models on SP data)
 - Micro-simulation approach
 - Multi-modal network models
 4. Assignment
 - Separate assignment stage model
 - Multi-modal network model

3.1.3 Issues associated with freight modelling include the conversion between the value of goods being transported and their weight. Value/weight ratios need to be calculated by commodity groups to get an accurate as possible forecast. De Jong and colleagues also point out that shipment frequency, shipment size, return loads, and vehicle utilisation rates influence transport decisions.

3.2 Airports Council International (ACI)

3.2.1 Two documents have been reviewed in this section: The first is the 2011 ACI Airport Traffic Forecasting Manual; and the second is Chapter 3: Demand Forecasting Techniques from the ACI North America Air Cargo Compendium 2013.

3.2.2 ACI Airport Traffic Forecasts (ACI, 2011) use a blend of methods including data from a sample of around 250 airports, econometric variables, and estimates based on airline capacity considerations. Forecasts take account of capacity constraints as well as demand data. The 20-year timeframe includes short and medium-term forecasts. ACI data includes:

- Development of worldwide passenger traffic
- Traffic projections by region
- Individual forecasts for over 140 countries
- Forecast traffic growth between world regions
- Freight and aircraft movements

3.2.3 The ACI North America Air Cargo Compendium provides more specific information on forecasting techniques for air freight at individual airports. They recommend deriving customised inputs from a detailed market assessment informed by

carriers, their business partners and other supporting entities in the air freight community (ACI-NA, 2013, p. 3). Unlike their sister body, the ACI-NA propose forecasting unconstrained market-driven demand.

3.2.4 The ACI-NA also discusses how airports might stimulate local air freight activity. They suggest that in the US, airports have developed truck drop centres near major highways, *“to efficiently pull air traffic away from gateway airports”* (ACI-NA, 2013, p. 5). They also suggest that airport users find certain infrastructure and facilities desirable, including, *“newly built air cargo facilities, easier airport access, warehousing sorting and storage space, smoother customs policies, secure airside access, and shorter taxi-time”* (ACI-NA, 2013, p. 6).

3.2.5 The ACI-NA’s forecasting model separates air cargo demand from supply in the stages as described below (ACI-NA, 2013, pp. 7-13):

Air cargo demand

- Origin/destination
- Commodity (perishability, value, weight, and physical dimensions)
- Level of service (desired transit times)
- Shipment size
- Regional/local economic indicators (demographics, employment, production, industrial location)
- Demand side indicators (economic, industrial and demographic factors affecting destination/origin markets)

Air cargo services and other supply factors

- Integrated air cargo carriers
- Combined passenger/freight carriers
- Freight forwarders
- Customs brokers
- Trucking firms
- Warehousing, ground handling, and 3PL firms
- Current and future fleet trends
- Time through the airport (including security screening)
- Cost of using the airport
- Restrictions at the airport (night flying, noise, emissions, etc.)

3.2.6 In terms of supply considerations, ACI-NA believe the most important consideration is assessing whether existing patterns and trends are set or whether change can be expected and should be incorporated into air freight forecasts (ACI-NA, 2013, p. 12).

3.2.7 The activity measures the ACI-NA advise incorporating into forecasts are shipment weight and value; the number and capacity of aircraft operations by category, type and aircraft size; truck activity to and from the airport; and infrastructure at and near the airport (ACI-NA, 2013, pp. 12-13).

3.2.8 In terms of a specific forecasting method, ACI-NA recommends the following activities (ACI-NA, 2013, pp. 16-20):

- Collect and analyse data
 - Current aviation industry and cargo trends

- Catchment area socio-economic data
- Historical air service and cargo traffic trends
- Benchmarking against similar airport
- Competitor analysis
- Employ modelling technique
- Use a market share forecast (if using data for a region or country)

3.2.9 The ACI-NA recommend using both near-term and long-term forecasts, where the method for each can differ. Whilst the long-term forecast can be based on statistical regression analysis linked to projections for GDP, the near-term forecast should take account of judgements by industry specialists.

3.2.10 The ACI manual (2011) also provides information on constructing ultra-short-term forecasts to optimise operational performance (used to produce resource plans, avoid departure delays, etc.).

3.3 Airports Commission demand forecasting model

3.3.1 The Airports Commission based their forecasting model on the DfT's aviation forecasts. However, they also analysed how demand for air travel is likely to change in the future in response to national and global economic development, policy changes, and fuel price changes. Additionally, the Commission took account of national and international competition, particularly the effect of UK airport capacity constraints. However, the Airports Commission says they did not follow a mechanistic 'predict and provide' approach. Instead they developed new assessment methodologies including noise impacts, surface access, cost and deliverability.

3.3.2 The main details of the Airports Commission demand forecasting model is contained within their standalone report (Airports Commission, 2013). Very generally, the Airports Commission classify forecasts into one of three main categories (Airports Commission, 2013, pp. 6-7):

- Naïve – where tomorrow is forecast to be like today
- Causal – where dynamic links to economic, fiscal, and demographic drivers are modelled into demand forecasts
- Judgement based – where data is limited or simply not available, the Airports Commission recommend using expert witnesses to predict how demand might look in the future. Several methods are useful including executive judgement, the Delphi Method, and market research. Use of these methods requires transparency of assumptions and testing on different scenarios (see Section 13 of this report for a discussion of various scenarios).

3.3.3 The Airports Commission's forecasts focus heavily on passengers, with little description of how air freight was handled. The uncertainties and scenario testing carried out all involved passenger transport. Since the Commission declare their base forecast was provided by the DfT, it can be assumed, since no mention of a change to the air freight forecasts took place, that these stand.

3.4 ASTRA

3.4.1 ASTRA (Assessment of Transport Strategies) is a system dynamics model developed for the European Commission (ASTRA, 2000). With this type of system, changes to freight transported over time are fed back as an impact on the economy and GDP. This in turn affects freight figures. ASTRA has a macro-economic module that

allows regional growth in GDP to be predicted. However, system dynamics models do not usually contain sufficient detail to allow zone-to-zone forecast flows and link loadings to be made (de Jong *et al*, 2004).

3.5 Boeing

3.5.1 The Boeing (and Airbus etc.) forecasts are good references for macro-level information. These sources consider international volume growth but do not provide micro-level, airport-specific forecasts nor the methodology to do so. The next update to the World Air Cargo Forecast (**WACF**) is due in the fourth quarter of 2018.

3.5.2 Boeing (2014, p. 10) says four approaches provide useful forecasts. These are:

- Econometric modelling - useful for medium- and long-range forecasts in regional markets
- Evaluation based on judgment – used to account for predictable changes in non-econometric growth factors
- Trend analysis - useful in evaluating general changes in the market attributable to the combined effects of numerous factors
- Potential analysis - useful for forecasting markets in their early stages of development. This approach projects air freight from total freight using the value of the goods (Boeing suggest more than \$16 per kilogram) to estimate which will be moved by air.

3.5.3 The most recent Boeing air cargo forecast shows 4.2% world growth annually over the next 20 years, measured in Revenue Tonne Kilometres (**RTKs**) (Boeing, 2016, p. 2). For Europe the annual growth figures are:

Europe-Asia	4.6%
Europe-North America	2.4%
Latin America-Europe	3.8%
Africa-Europe	3.8%
South Asia-Europe	5,0%
Middle East-Europe	3.9%
Intra Europe	2.2%

3.5.4 Global e-commerce is expected to grow rapidly over the coming years and has the potential to bolster air cargo growth. China is the key growth trading bloc, with online retail sales growing at an average of 56% per year. Boeing expects that China's e-commerce market will be larger than the existing US, UK, Japanese, German and French markets (Boeing, 2016, p. 2).

3.6 Department for Transport national level forecasts

3.6.1 Despite an in depth literature search, the air freight forecasting method used by the DfT seems sparse when compared to the passenger information they provide. Their 2013 publication, UK Aviation Forecasts, says:

“This forecast assumes that demand for air freight, the share of freight carried on dedicated cargo flights and the average payload of these flights will follow the average trend over the period 1990 – 2011. This results in a future projection for air freight ATMs that grows from 2011 outturn at an average rate of 0.4% a year.” (DfT, 2013, p. 55)

3.6.2 Later in the same report, the DfT refer to the MDS Transmodal⁸ 2000 model, used by Halcrow in the earlier version of the freight model 97. This model links freight demand to GDP in the long-term, providing a much higher demand than the final DfT output. This is due to the DfT taking the view that the downturn in freighter ATMs from 2001 will continue. They therefore reduce their freight ATM forecasts between 2011 and 2050 from growth of around 2% to only around 0.5%. By 2030, this reduces their forecast ATMs from an unconstrained 120,000 to 60,000 (DfT, 2013, p. 103).

3.6.3 The 2001 report by MDS (a consultancy providing analysis and advice on issues related to freight transport and logistics) and others for the DfT, forecasts air freight between 2000 and 2010. Instead of GDP, MDS linked air cargo to international trade, applying an increasing share to UK trade projections (Morrell, 2011). Their assumptions of stimulated competition between airports resulted in an increased forecast for freighter cargo from 30% in 1998 to 57% by 2030. Indeed, under an alternative scenario, this move towards cargo being carried on dedicated freighters resulted in an increase to 74%.

3.6.4 The 2017 updated aviation demand forecasts (DfT, 2017, p. 33) confirms that freight is not modelled in detail. An assumption that the 2016 number of movements will remain unchanged has been used. Based on analysis of CAA figures, the DfT found that:

“Total freight carried at the UK airports in the department's model rose from 2.9 million tonnes in 2011 to 3.1 million tonnes in 2016, with a growth of 4% in cargo tonnage on freighter aircraft and 5% increase in bellyhold freight on passenger aircraft.” (DfT, 2017, p. 67)

3.6.4 To be complete, the methodology used by the DfT for forecasting passenger traffic has been included here. The model has two stages: The first is the National Air Passenger Demand Model (**NAPDM**), which forecasts national demand. This demand is disaggregated into sub-markets including origin-destination, country of residence, business/leisure, and final destination/transit. The second stage is to allocate demand to individual airports. This is carried out through the National Air Passenger Allocation Model (NAPAM). No such models exist for air freight traffic.

3.6.5 Time series regression analysis follows to identify the drivers for passenger air travel and to model these relationships. These drivers can be categorised as those that affect economic activity (such as consumer expenditure, GDP, and trade) and those that influence airfares (oil prices, carbon prices, and airline costs). Drivers are allocated elasticity of demand factors for each of the passenger segments (business/leisure, etc.). Following the two-stage process, Air Traffic Movements (**ATMs**) can be forecast for each airport. This data can then be used to produce forecasts for the aircraft fleet mix at each airport and by route.

3.7 DG-TREN projects

3.7.1 DG-TREN is the European Directorate General for Mobility and Transport. According to DG-TREN, the aviation sector is strategically important, making a vital contribution to the EU's overall economy and employment. Aviation supports almost five million jobs and contributes €300 billion, or 2.1%, to European GDP.

⁸ See DfT, 2013, p. 103 (UK Air Freight Study Stage 1, MDS Transmodal, August 2000; UK Air Freight Study Stage 2, MDS Transmodal, August 2001; and, SERAS Stage 2, Appraisal Findings Report – Supporting Documentation: Freight Forecasting, Halcrow, May 2002)

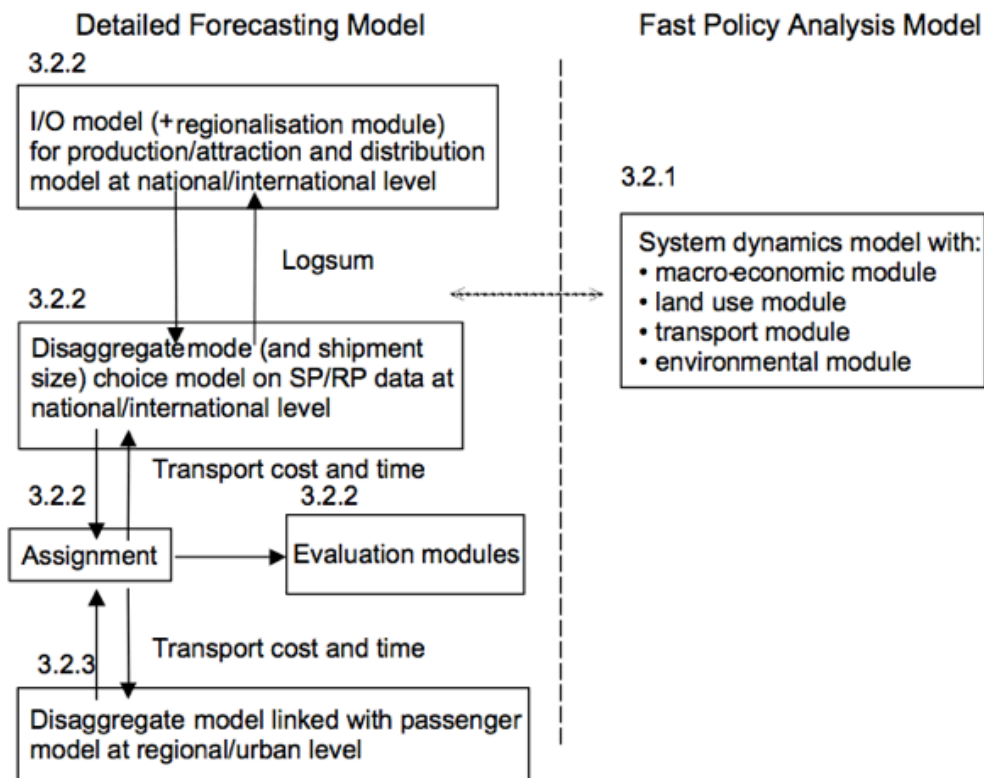
3.7.2 As part of their remit, DG-TREN has funded the development of a number of advanced tools for transport policy decision-making. Included in these are MDir, SCENES and STEMM, brief descriptions of which follow.

3.8 MDir

3.8.1 The European Commission, as part of a project for DG-TREN, established a European Transport Model Directory (**MDir**). This directory contains information on freight transport models and also on joint passenger and freight transport models (De Jong *et al*, 2004). The project does not include air freight specifically. The project lists a number of national freight models. For the UK, MDir lists the STEMM national freight transport forecast system (see below).

3.8.2 The project recommends development of a model with high and low-resolution levels for detailed and policy analysis respectively. Figure 3 shows the steps involved in the proposed model structure, which is based on a four steps process.

Figure 3 MDir proposed freight forecasting model



Source: De Jong *et al*, 2004, p. 12

3.9 SCENES

3.9.1 The SCENES Internet database is a databank of variables including 33 sectors and more than 200 European zones, covering passengers and freight. The objective of SCENES is to allow the production of transport demand scenarios for the EU. These scenarios are made up of external, socio economic scenarios, and sets of policy scenarios (ME&P (UK) *et al*, 2002).

3.10 STEMM

3.10.1 DG-TREN's STEMM project (Strategic European Multimodal Modelling) is a sophisticated passenger, multi-country passenger and freight transport model. Again,

this project failed to incorporate air freight, focusing on road, rail and sea. However, the project developed a methodology for modelling intermodal chains for passenger and freight transport. The project aimed to assist policy makers to reduce barriers to intermodality arising from institutional and regulatory measures⁹.

3.10.2 The researchers had problems with data collection for the freight transport aspect of the model, with the voluntary survey resulting in an inadequate sample size. The model was completed using data from other sources. A number of policy scenarios were built into the model including a strongly anti-road orientated strategy¹⁰.

3.11 Eurocontrol

3.11.1 The latest edition of the European Commission’s Eurocontrol Network Manager seven-year forecast was published in February 2016. Eurocontrol is the European Organisation for the Safety of Air Navigation. It provides Europe-wide impartial air traffic forecasts, market analysis, and statistics to the aviation community. Due to its focus on air navigation, only IFR (Instrument Flight Rules) flights are included.

3.11.2 Eurocontrol/STATFOR takes an econometric forecasting approach to provide impartial Europe-wide air traffic forecasts. Other Eurocontrol units use this high level forecast, shown in Table 2 for the UK, to provide forecasts at the level of individual airports. The forecast uses the most up-to-date input forecasts of economic growth, population, low-cost market share growth, load factors, future events, future high-speed rail network, and future airport capacities. It uses scenario-based inputs to describe the future combined with data-driven models (such as the development of high-speed rail).

Table 2 STATFOR IFR movement forecast for the UK

IFR Flight movements ('000s)	All IFR traffic			Cargo traffic @ 3.4% of total		
	High	Base	Low	High	Base	Low
2012		2,211			75.2	
2013		2,225			75.7	
2014		2,269			77.1	
2015		2,322			78.9	
2016	2,410	2,384	2,358	81.9	81.1	80.2
2017	2,480	2,435	2,382	84.3	82.8	81.0
2018	2,570	2,484	2,395	87.4	84.5	81.4
2019	2,641	2,531	2,416	89.8	86.1	82.1
2020	2,732	2,585	2,439	92.9	87.9	82.9
2021	2,799	2,622	2,445	95.2	89.1	83.1
2022	2,869	2,655	2,457	97.5	90.3	83.5

Source: European Commission, 2016, p. 70 (cargo traffic calculated by author)

3.11.3 The Eurocontrol forecast is based on the interaction between supply and demand. They find the three most influential inputs to be economic growth, regulation, and overflight patterns. The 2016 forecast has been revised upward for the UK, to 2.7%. The Spanish forecast was also revised upwards to 6.7% whilst Germany remains stable at 2.7% and France and Italy have been revised downwards to 2.2% and 1.8%

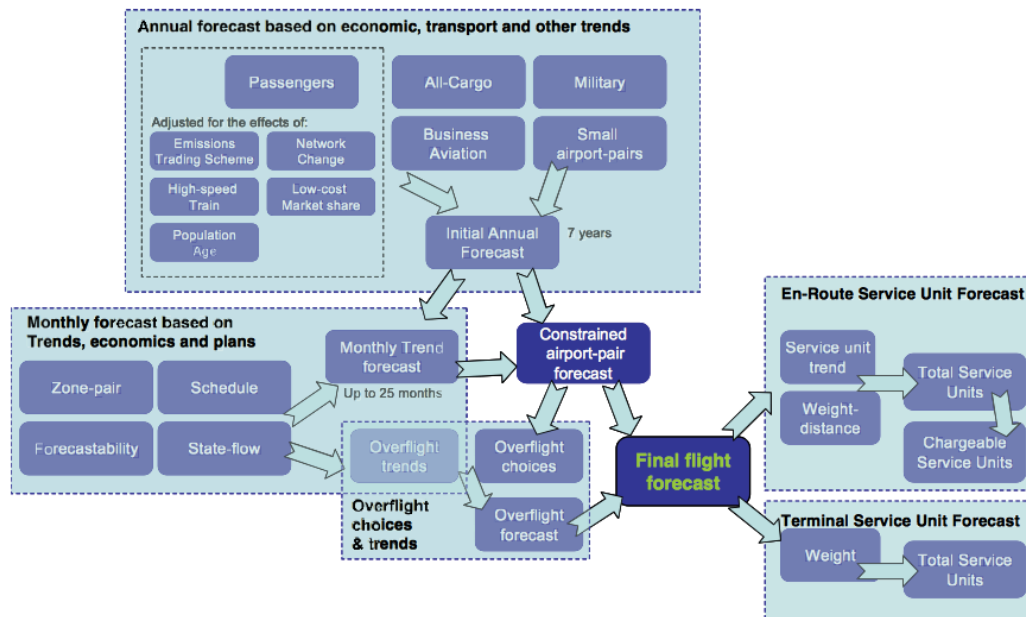
⁹ http://cordis.europa.eu/result/rcn/22642_en.html

¹⁰ <http://cordis.europa.eu/transport/src/stemmrep.htm>

respectively. In terms of air freight, the all-cargo segment grew by just below 1% for the second year running and makes up 3.4% of the total IFR traffic in Europe.

3.11.4 Figure 4 shows the components of the Eurocontrol/STATFOR seven-year forecast.

Figure 4 Components of the STATFOR seven-year forecast



Source: Eurocontrol, 2016, p. 14

3.12 GB Freight Model

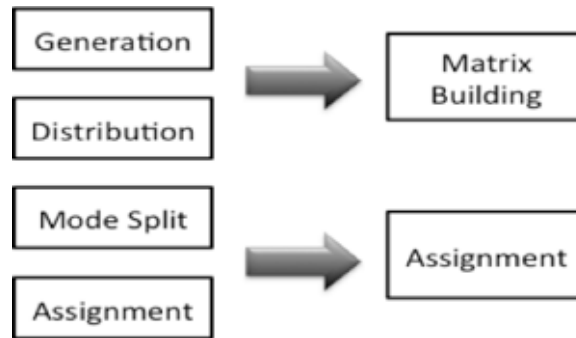
3.12.1 The DfT's GB Freight Model (**GBFM**) evolved from Kent County Council's ferry models of the early 1990s to an international and domestic multimodal national transport model. MDS-Transmodal documented the methodology used to forecast freight in 2004. In 2013, the DfT used external consultants to audit the model to assess its suitability and recommend improvements whilst a more refined freight modelling system is being developed¹¹. The Institute for Transport Studies at Leeds University led the freight modelling methodology.

3.12.2 One of the outcomes of the work on the GB Freight Model was the STEMM Freight Model. The model uses the four-step transport forecasting model as a basis. However, the GB model combines the first two steps and the last two steps as shown in Figure 5. The two resulting steps are then used to allocate traffic to freight services – international, domestic multimodal, and domestic road.

3.12.3 The two stages within the GBFM contain a number of processes as shown in Figure 5. The F-Logit specification, as shown in Figure 6, came from the STEMM project. The F-Logit calculates the probability that an alternative route will be chosen. The model contains a number of criteria that can be defined to show choices between pairs of alternatives. The assignment stage focuses on how multimodal systems are used. The model does not, however, forecast air freight traffic.

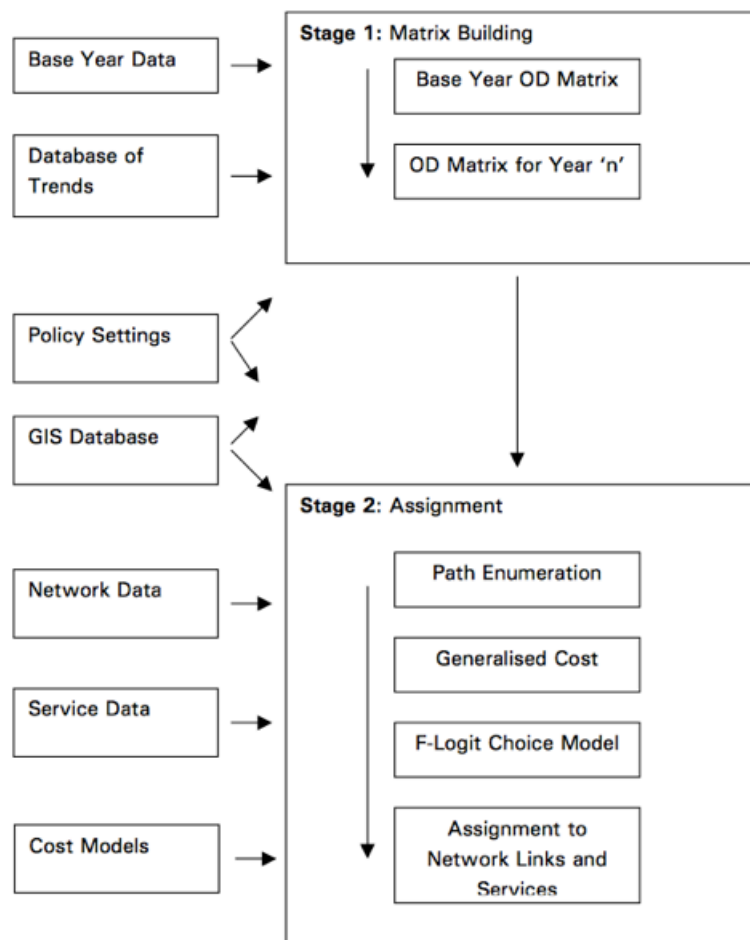
¹¹ <http://www.dft.gov.uk/rmd/project.asp?intProjectID=11780>

Figure 5 GBFM compared to the four-step model



Source: MDS-Transmodal, 2004, p. 18

Figure 6 GBFM processes



Source: MDS-Transmodal, 2004, p. 30

3.13 International Air Transport Association

3.13.1 The International Air Transport Association (IATA) January 2016 Air Freight Market Analysis shows a global recovery in freight volumes with forecast growth predicted to be solid but modest (IATA, 2016a, p. 1). IATA sells their Airline Industry

Forecast for around US \$1,500. The report provides detailed five-year traffic forecasts for more than 3,000 individual country-pairs, plus aggregate results at regional and global levels.

3.13.2 The forecast derives from the results of a survey of the industry's major airlines, civil aviation and airport authorities. 2013 freight tonnes and five-year forecasts for inbound and outbound freight are provided for over 1,000 international country pairs, including aggregated values for six world regions, 17 world sub regions, and more than 900 country to sub region forecasts¹².

3.14 International Civil Aviation Organisation

3.14.1 The International Civil Aviation Organisation (**ICAO**) produces short to medium-term forecasts for total world air cargo traffic (Morrell, 2011). These forecasts are available at global, regional and route-group levels. ICAO uses a judgement-based consensus approach to forecasting, which combines forecasts from a range of other organisations and discussion with experts. The objective of their forecasts is to support commercial aviation development. In particular, ICAO aim to support airports with their planning issues.

3.15 NEAC Model

3.15.1 The European model for freight transport (**NEAC**) is a tool for analysing and forecasting national and international transport flows. As a forecasting model, NEAC uses a database of information on transport flows between regions, based on the specialisation of countries or regions. In addition to the supply and demand elements (gravity model based on supply factors of the exporting country/region and the demand factors of the importing country/region), barriers to trade such as transport costs, tariffs (or conversely free-trade zones) and cultural differences are taken into account. More specific NEAC models can be coupled with the database including:

- A trade model for forecasting of future trade flows
- A modal-split model (estimation and forecasting of modal-split)
- An assignment model (assignment of traffic flows on transport networks)
- A container forecasting model (estimation of containerised transport)
- An environment model (calculation of emissions resulting from transport)
- The EcoNEAC model (estimation of the effect of transport and infrastructure on the economy)

3.16 OAG

3.16.1 The Official Airline Guide (**OAG**) produce medium-term air freight forecasts with a 10-year horizon. Their customised cargo flight data can be used to plan shipments, manage supply chain activities and monitor trends¹³. Prices available on application.

3.17 TRANSTOOLS

3.17.1 TRANSTOOLS, tools for transport forecasting and scenario testing, provides a European transport network model for passengers, freight, and intermodal transport. The TRANSTOOLS team say they have developed the most comprehensive European transport model available. The model is free although requires ARC-GIS (an information system for working with maps and geographic information) and TRAFFIC ANALYST to

¹² <http://www.iata.org/publications/Pages/airline-industry-forecast.aspx>

¹³ <http://www.oag.com/markets/cargo>

run. The TRIP website¹⁴ says the TRANSTOOLS Freight Demand Module consists of the following sub-modules:

- *The TRANSTOOLS Trade Module, which uses the ETIS O/D freight transport matrix. Its output is a forecast O/D matrix for freight including origin region, in-between trans-shipments and destination region, as well as transport mode at origin, in-between trans-shipments and at destination, commodity group and tonnes.*
- *The TRANSTOOLS Modal Split Module for freight transport based on the model in NEAC. It adjusts the stable modal split resulting from the Trade Model. Its output is the ETIS freight matrix (a forecast O/D matrix including forecast modal split).*
- *The TRANSTOOLS Logistics Module. Based on SLAM, which is a module appended to the SCENES model, it evaluates the impacts of changes in the logistic and transport systems within Europe on the spatial patterns of freight transport flows, through changes in the number and location of warehouses for the distribution of goods. Its outputs are unimodal transport matrices used by the Assignment Module, and generalised and monetary costs per origin, destination and commodity type used by the Economic Module.*

3.17.2 The contact for this model is Dr. Chen, at The Netherlands Organisation for Applied Scientific Research (**TNO**), who was emailed on 17 March 2016. The email was forwarded to Dr Mandel of MKmetric. His response to a request for further information was that, in principle the tool does not allow forecasts for a single airport. It is also unlikely that TRANSTOOLS includes Manston Airport although this was not specifically requested and would need to be checked. However, the air freight forecasting element of TRANSTOOLS is rudimentary, using fixed air networks, which, it seems, does not provide a realistic forecast.

3.18 WebTAG

3.18.1 The WebTAG modelling and forecasting guidance enables practitioners to produce adequate evidence to support the business case for major transport schemes (DfT, 2014, p. 1). The DfT propose a standard model structure for transport forecasting, consisting of a three step process:

1. Data collection
2. Modelling
3. Forecasting

3.18.2 This model is aimed at road traffic forecasting but has been included here for its standardisation and application in the UK by the DfT. The DfT prefer incremental models (2014, p. 7), where there is a more heavy reliance on observed data than on the mathematical specification of an absolute model. In the case of Manston Airport, it is impossible to base forecasts on current observable traffic since the airport closed in 2014. However, data is available for the years prior to its closure and this could be used as a proxy for observable data.

3.19 Game theory

3.19.1 Game theory aims to predict equilibrium outcomes, which lie at the intersection of the various players' strategies for winning the game. Essentially, a negotiated equilibrium is reached when there is no incentive, given the choices of the other parties, for any of the parties to change their strategy (Sebenius, 1992). Lenoir (1998) describes the air transportation system as chaotic, rendered so by the strategic behaviour of the

¹⁴ <http://www.transport-research.info/project/tools-transport-forecasting-and-scenario-testing>

actors in this oligopolistic sector. She says that game theory can be applied to try to make sense of what drives actors' decisions. Since the industry has a limited number of actors, the behaviour of one has consequences, in terms of pricing and total capacity, on the entire market. (Lenoir, 1998, p. 15)

3.19.2 In support of this premise, Balakrishnan (2008) describes the air transportation system as having multiple stakeholders with competing interests. Using game theory, she says, makes it, "*possible to develop algorithms for the scheduling (and rescheduling) of air transportation resources that address issues of equity and incentives for gaming among airlines.*" (Balakrishnan, 2008, p. 3)

3.19.3 A few academics have considered the use of game theory in air transportation. In 2009, the California Management Review, which serves as a vehicle of communication between those who study management and those who practice it, considered whether airports would expand or delay depending upon their competitor's actions. D'Alfonso and Nastasi (2012) investigated contracts between airports and airlines. They looked at two competing facilities and three types of agreements, developing a multistage game showing whether competing airports and their dominant airlines decide would enter a contractual arrangement.

3.19.4 Saraswati and Hanaoka (2014) also looked at airport-airline cooperation using game theory. These authors considered a contract where an airport shares a percentage of its commercial revenue with an airline for a fixed payment. The objective was to observe how the revenue share allocation maximised profit for the airport but was also acceptable to the airline. Saraswati and Hanaoka, drawing on Starkie (2008), Fu *et al.* (2011) and Hihara (2012), note that cooperation between airports and airlines takes a number of forms:

- Long-term terminal leases
- Long-term negotiated charges for the use of airport facilities
- Signatory airline status in airports (where airlines have certain rights over airport use and capital improvement projects)
- Concession revenue sharing
- Airline ownership of airports
- An airport making a contingent payment to/from the airline, "*based on the difference between the realized load factor and the target load factor set at the start of the contract period.*" (Saraswati and Hanaoka, 2014 p. 17)

3.19.5 Aside from the airport-airline 'game', Ordonez and Stier-Moses (2010) used network games to model the interaction between agents who select routes to go from their origins to their destinations. Saeed (2012) and Krajewska and Kopfer (2009) look at game theory in the context of vertical and horizontal cooperation between independent freight forwarders. Ting (2009) uses game theory to consider competitive pricing in logistics services and Theys *et al* (2008) use this method to analyse cooperative networks in intermodal transportation.

3.20 Gravity models

3.20.1 Gravity models derive from the literature on international trade and the transport economics literature. They take the concept of gravity as an attractor and apply it to the transport sector. Gravity models assume links between origin and destination nodes (such as cities) and use this gravity to calculate traffic volumes. A

friction factor is calibrated to show any impedance in the route¹⁵. The 'pull' between the two nodes (the origin and destination) is proportional to the size of the nodes (cities) and inversely proportional to a function of the distance between them.

3.20.2 York Aviation (2015) used a gravity model to forecast the airport destination of the excess air freight demand from the London system. Their premise is that if demand cannot be met in London, freight will be trucked to other airports. York Aviation forecast that a total excess tonnage of freight of 2.1 million that would have to go elsewhere by 2050 without airport expansion in the UK. This amounts to some 80,000 freighter movements (York Aviation, 2015, p. 15). They found that 34% would be trucked to Paris Charles de Gaulle, 19% to Amsterdam, and 18% to Frankfurt. The remainder would go to Birmingham (13%), East Midlands (8%) and Manchester (7%) (*ibid*, p. 23).

3.21 Conclusions from the literature review

3.21.1 Most modern transport planning is carried out by modelling demand and supply. Holguin-Veras and colleagues (2012) describe how poor understanding of freight transportation behaviours and a lack of data has ensured that few freight demand models are available to planners. A thorough understanding of how a freight system functions is necessary if a good model of that system is to be developed. Such an understanding comes from in depth discussions with both the users and providers of the system. As such, qualitative investigations with industry experts must form a key part of the development and population of a demand model.

3.21.2 Indeed, whilst focusing on airline traffic forecasting, Table 3 provides a good summary of the advantage and disadvantages of the qualitative and quantitative methods available. According to Khan (2010, p. 73) only econometric modelling, trend analysis, and the three qualitative methods have been used to forecast air freight demand. However, as Table 3 shows, none perform well in the short, medium and long-terms.

3.21.3 Therefore, instead of providing a mathematical forecasting model, this review of the literature suggests a qualitative approach that aims to predict human and organisational behaviour. Indeed, the DfT (2014, p. 3) place a heavy reliance on an understanding of human behaviour in achieving realistic outputs. A qualitative approach that gathers the opinions of industry experts would allow areas of potential demand for Manston Airport to be identified. It is this type of approach that has been selected in the case of Manston Airport.

3.21.4 Whilst econometric models have been the forecasting method of choice by the DfT, Airports Commission and the EU, these are generally used to forecast passenger air traffic for a country or region. As the ACI says, "Any airport wishing to apply an econometric forecasting approach is advised to begin by examining its historic traffic and survey data" (ACI, 2011, p. 25). This suffices at country level or for established airports where the past can be used to predict behaviour in the future. However, in the case of Manston Airport, closed for several years and lacking investment for many more, this approach is not appropriate. Any attempt to build an econometric model would have to establish criteria whereby a proportion of the total predicted UK air freight traffic was 'diverted' to Manston. However, deciding upon the proportion to divert to Manston raises significant problems.

¹⁵ <http://www.princeton.edu/~alaink/Orf467F08/The%20Gravity%20Model.pdf>

3.21.5 Therefore, instead of providing a mathematical forecasting model, this review of the literature suggests a qualitative approach that aims to predict human and organisational behaviour. Indeed, the DfT (2014, p. 3) place a heavy reliance on an understanding of human behaviour in achieving realistic outputs. A qualitative approach that gathers the opinions of industry experts would allow areas of potential demand for Manston Airport to be identified. It is this type of approach that has been selected in the case of Manston Airport.

Table 3 Attributes of aviation forecasting techniques

	Qualitative methods			Time-series				Causal
	Exec. Judg' ment	Market research	Delphi	Annual Ave. Growth	Expo. Smooth- ing	Linear Trends	Moving Ave	Regre- ssion
Accuracy:								
0-6 months	Good	Good	Fair/ good	Fair	Good	Fair	Fair	Good
6-24 months	Fair	Fair/ Fair/ poor	Fair/ good	Fair	Fair	Poor	Fair	Fair/ good
5 years	Poor	poor	Fair	Poor	Poor	Poor	Poor	Fair
Suitability for forecasting:								
Traffic growth	Good	Good	Good	Good	Good	Good	Good	Good
Traffic reaction	Poor	Fair	Poor	n/a	n/a	n/a	n/a	Good
New routes	Poor	Poor	Poor	n/a	n/a	n/a	n/a	Poor/ fair
Ability to identify turning points	Poor/ fair	Fair/ good	Fair/ good	Poor	Fair/ poor	Poor	Poor/ fair	Good
Ready availability of input data	Good	Fair/ poor	Poor	Good	Good	Good	Good	Poor/ fair
Days required to forecast	1-2	90+	30- 180	1-2	1-2	1-2	1-2	30-90
Cost	Very low	Very high	Mod.	Low	Low	Low	Low	High

Source: Adapted from Doganis, 2002, p. 234

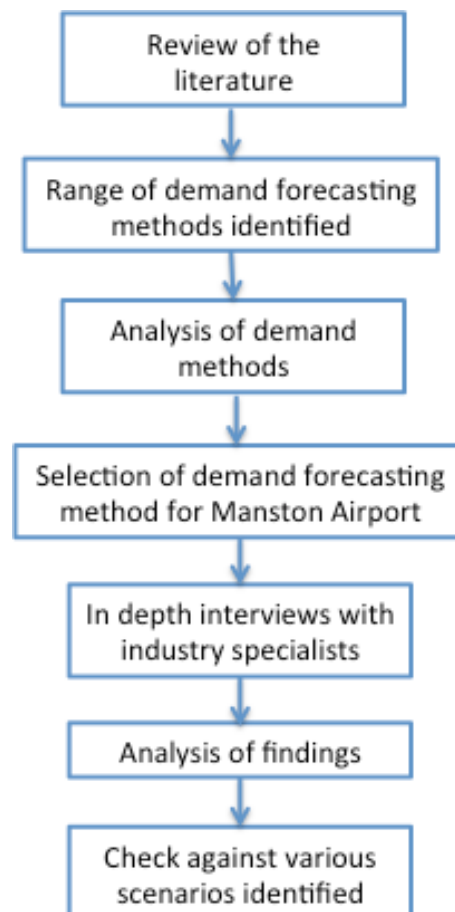
4 Research methodology

4.0.1 Forecasts are our best assessment of how the future will unfold. Whilst no forecast can guarantee to be fully accurate, we can make certain that our assumptions are unbiased, robust and clearly described so that interested parties can assess the resulting output. This section therefore describes the methodological approach taken to complete this research project so that the reader can understand the processes involved in compiling an assessment of demand for Manston Airport.

4.1 Research design

4.1.1 The aims of this research project were firstly to identify a suitable method by which to assess air freight demand for Manston Airport. This work is described in the review of literature shown in the previous section. The second aim was to use the qualitative approach identified through the review of the literature to demonstrate the potential demand for Manston Airport. As such, research was designed to meet these aims and was carried out using both primary and secondary data. Figure 7 shows the design of the research project. It should be noted that a comparative case study approach was not deemed possible, as no airports in sufficiently similar circumstances were identified.

Figure 7 Research design



4.2 Interviewee identification

4.2.1 This qualitative study necessitated discussion with experts in the field. This was essential if an overview of the potential demand for Manston Airport could be collated. The first step at this stage of the research process was therefore to identify potential interviewees.

4.2.2 The Mint UK database, which is a comprehensive database of company information, was then interrogated to identify potential interviewees. Standard Industrial Classification (SIC) code 52290 ('other transportation support activities') produced 245 results for Kent. Further analysis identified the air freight agents and brokers, freight forwarders, and hauliers. These potential interviewees were added to a contacts database compiled by the RiverOak consultancy team. A total of 94 potential interviewees resulted, covering:

- Kent transport infrastructure
- Government and public sector
- Industry associations
- Freight forwarders and consolidators/integrators
- Local import/export businesses
- Cargo airlines

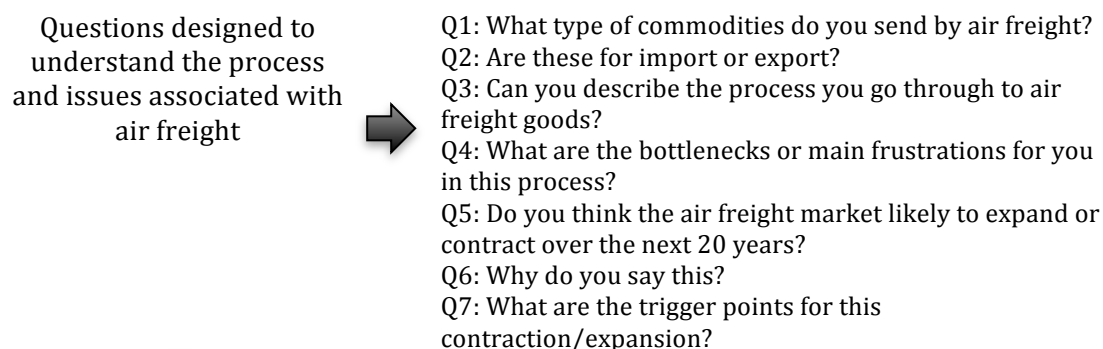
4.2.3 A full list of interviewees is shown in Section 4.4. These prospective interviewees were contacted by email in the first instance to arrange face-to-face interviews wherever possible. If not, telephone or email communication was used. The objectives for the primary data collection phases of this work were to:

- Understand the processes and issues associated with air freight
- Investigate the likely trends in air freight in the future
- Identify what might motivate airlines and other organisations to use Manston Airport
- Provide information to use in preparing the forecast for Manston Airport

4.3 Semi-structured interview schedule design

4.3.1 A semi-structured approach was used to collect rich data from the interviewees whilst keeping the interviews on track to ensure all objectives were met. Questions were devised under each of the objective headings detailed in Figure 8. The interview schedule was used as a guide and depending on their expertise, not all questions were asked of all categories of interviewees.

Figure 8 Categories of interview questions



Questions that investigate the likely trends in air freight in the future



Q8: Are e-freight and security the main issues for air freight at the moment?
Q9: Are there any other current issues or trends in the sector?
Q10: What do you think will be the likely issues and trends in air freight in the future?
Q11: Thinking about why you use a belly freight service, why do you do this rather than use a dedicated freighter (e.g. convenience, price, habit, etc.)?

Questions that identify the motivations for organisations to use Manston Airport



Q12: How are capacity constraints at UK airports affecting you?
Q13: How do you think these constraints will affect you over the next 20 years?
Q14: What drives your business decisions about which air freight route to use (cost, speed, etc.)?
Q15: Can you rank these issues by their importance to your business?
Reduced flying time
Congestion in London airspace leading to delays in take off/landing
Speed from aircraft to road haulage
Access to road networks including Northern Europe
Landing costs
Refueling
Availability of land for development of storage/processing facilities
Q16: Is it essential for you to be located at LHR,STN,EMA, etc.?
Q17: Have you ever considered using Manston Airport?
Q18: What could the airport offer that would encourage you to seriously consider using Manston?

Questions that help define the demand forecasting model for Manston Airport



Q19: Do you forecast air freight traffic?
Q20: If so, how do you do that (use of a model, etc.)?
Q21: Do you think the government/Airports Commission model is accurate?
Q22: How do you think they could have improved the air freight element of their forecasts?

Questions that elicit information for the Manston demand model



Q23: What volume of freight are you currently having to truck or ship by sea that you would prefer to air freight?
Q24: Where is this freight coming from/going to?
Q25: What are the main markets for imports/exports handled as air freight?
Q26: What are the main types of commodities that are being imported/exported that you would prefer to air freight?
Q27: If you were to use Manston Airport, how would you get freight to and from the airport?

4.4 Interview data collection

4.4.1 The data collection phase of this work commenced in mid-April 2016. Both primary and secondary data were collected using a variety of methods. Primary data involved interviewing key industry experts by means of face-to-face, telephone or email interviews. In line with the qualitative method chosen, the collation of primary data was the focus of the research. Some 93 primary contacts from an in-house database were initially emailed and interview appointments were made with the 24 participants who responded, as shown in Table 4. On some occasions, interviewees were contacted more than once. In these instances, the date of the first discussion is shown in the table.

Table 4 List of interviewees

Name of Organisation	Contact	Date	Method
ACC Shipping Ltd	Managing Director	27 April 2016	Telephone
Active Transport Ltd	Managing Director	26 April 2016	Telephone
Aeroconsult	Axel Grossmann	13 October 2016	Email
AvMan Engineering (Modern Jet Support)	Chairman	20 May 2016	F2F*
Baltic Air Charter Association	Past member	13 May 2016	F2F
British International Freight Association (BIFA)	Policy & Compliance Advisor	26 April 2016	Email
Chartered Institute of Logistics and Transport (CILT)	Chairman, Aviation Policy Forum	28 April 2016	Telephone
Coyne Airways	Sales & Development Project Manager	28 April 2016	Telephone
Department for Transport, Department for Aviation Statistics	Aviation and Ports Analyst	27 April 2016	Email
DHL	Director DHL Air Ltd	23 May 2016	Telephone
Equinus Transport Consultancy	Bob Parsons	7 October 2016	Email
Eurotunnel	Public Affairs Director	21 April 2016	Telephone
FedEx Express	Senior International Legal Advisor	3 June 2016	Telephone
Freight Transport Association	Head of Global Policy	22 April 2016	Telephone
Infratil Airports Europe	Former Chief Executive	27 April 2016	F2F
Locate in Kent	Chief Executive	20 April 2016	F2F
Polar Helicopters	Operations Manager	27 October 2016	F2F
Securitas	Operations Manager - Aviation	8 June 2016	F2F
SmartLynx	Vice President - Technical	27 November 2016	Telephone
Taft International	Owner	6 October 2016	F2F
TG Aviation	Manager	23 October	F2F

2016			
Transport for London	Principal Transport Planner - Aviation	8 June 2016	F2F
Visit Kent	Chief Executive	26 April 2016	Telephone
White's Transport Ltd	Operations Director	28 April 2016	F2F

*Note that F2F indicates that the interview was conducted face-to-face

4.4.2 Transcripts have not been made available as part of this report due to the confidentiality of the interviews and the commercial sensitivity of the data collected. Responses have been incorporated into the findings presented in Section 5.

5 Findings

5.0.1 The following sections outline the key findings from the research undertaken. The section commences with a summary of the categories of questions posed to interviewees as shown in Figure 8. A section that details the freight findings that will help define the demand for Manston Airport follows this initial summary. The findings relating to freight commence with a section on trucking issues before detailing the findings relating to perishable goods, fish and live animals, other import and export markets, integrator demand, and military and humanitarian flights. The freight findings conclude with an analysis of freight at Frankfurt Main Airport.

5.0.2 The freight findings section is followed by findings relating to demand for passenger travel, with sub-sections presenting specific types of passenger airline covering KLM, low cost carriers, resident carriers, charter flights, and Dover cruise terminal related findings. The section concludes with more general findings relating to other potential income streams for Manston Airport.

5.1 Findings by category of interview question

5.1.1 This section provides a summary of the responses to each of the interview schedule questions by the category allocated to these questions. These categories cover the process and issues associated with air freight, likely trends in the sector, motivations to use Manston Airport, and demand data for Manston.

The process and issues associated with air freight

Q1: What type of commodities do you send by air freight?

5.1.2 Interviewees were involved with a range of commodities including oil and gas equipment, hazardous goods, commercial goods such as clothing and electronics, urgent aircraft parts, pharmaceuticals, and electronics. In terms of markets, one interviewee said, *“The USA is our strongest market with the main hubs in Atlanta, New York, Chicago and Houston. We fly from Heathrow and Manchester”* (ACC Shipping). Another interviewee said, *“Most aircraft parts come from the US, Asia, and Russia. They currently come into Heathrow, Stansted, Luton and also East Midlands. For example, the Iron Maiden plane went tech at Stansted and required a new engine.”* (Active Transport) Another interviewee said their main markets, *“are Afghanistan, Azerbaijan, Iraq, and Georgia. Services to Baku in Azerbaijan are growing. Iraq is the next big market but already rates look very cheap. Africa is the place to look at with limitless opportunities. People will start ordering phones and electronics, etc.”* (Coyne Airways) Another interviewee said, *“Nigeria is a growing market.”* (White Transport)

5.1.3 For the integrators, their main market is high value, low weight cargo. In terms of pricing, one interviewee said, *“Charges are around 80 pence per kilo from Amsterdam or £1.20 from Heathrow so it works out the same if you have to truck to Amsterdam”* (ACC Shipping). In terms of tonnage, there was a wide range between 90 tonnes and 20,000 tonnes per year for the smaller shippers to vast amounts for the integrators.

Q2: Are these for import or export?

5.1.4 Answers to this question varied from 99.9% export (Coyne Airways) to almost all import (White Transport).

Q3: Can you describe the process you go through to air freight goods?

5.1.5 The process used to air freight goods varied depending on the type of shipper. For airlines, they tend to pick up bookings from a freight forwarder. One respondent said, *“freight is tendered through a handling agent who trucks to Amsterdam”* (Coyne Airways).

Q4: What are the bottlenecks or main frustrations for you in this process?

5.1.6 Most of the interviewees who answered this question talked about problems at Heathrow and at the Channel crossings. Many also discussed getting bumped from belly freight. This means that freight booked onto a passenger flight to be carried in the hold is left at the departure airport without uploading onto the aircraft and has to wait for a later flight. Of Heathrow, some examples of interviewee comments include:

“Delays happen at Heathrow where trucks are queuing for at least three hours. Drivers get very frustrated. It is not going to get better – I just can’t see how it will.” (Coyne Airways)

“Heathrow is the worst as it is the busiest. There is at least a two or three hour wait at all airports.” (Active Transport)

“It is nigh on impossible to get a dedicated freighter into Heathrow and you would have to go to Prestwick or Stansted” (Active Transport)

“The biggest problem is congestion and the impact in terms of delays with customs and getting equipment/cargo in and out of airports and moving the schedule. It can take more than four hours with BA, with drivers sitting around for that time. It is expected to get worse in the next 20 years as there will still be growth before any new infrastructure comes on line.” (ACC Shipping)

5.1.7 Compounding the delays at Heathrow is the issue of security clearing huge amounts of outsized freight. One interviewee (Securitas) reported that at present there are no UK facilities for clearing outsized air freight so items arriving in the UK are loaded onto trucks and transported by road to northern Europe, including Brussels, Liege, Amsterdam and Rotterdam, for security clearing. In Europe, sniffer dogs and air samples from containers are used to check for a variety of illegal goods including explosives, drugs and money. There are currently no canine units in the UK but Securitas is in negotiation with the UK Government to approve the use of dogs in security checking outsized freight.

5.1.8 Talking about the Channel crossings, interviewees said:

“We were trucking freight to Amsterdam but have been experiencing increasing delays using the Channel crossings. We now use Harwich to ship freight to Holland. Bottlenecks and main frustrations are that there is a lot of trucking to the continent and getting out of the UK through Calais is a nightmare. We have lost a lot of cargo stuck in Dover.” (Coyne Airways)

“Calais is a nightmare. We won’t go near after dark, which often means parking up early in Belgium, losing three hours as the driver has to park up early and wait until morning.” (Active Transport)

5.1.9 Discussing getting bumped from belly freight, interviewees said:

“As there are no slots in the UK, flights are often bumped for two or three flights. If this is likely then parts for aircraft gone tech will be airfreighted to Europe [mostly Luxembourg, Amsterdam, Frankfurt, Frankfurt Hahn, Brussels and Leipzig] and trucked to wherever the aircraft is in the UK.” (Active Transport)

“We want the best service for the cheapest price and you have to go with what your customer wants even though we get bumped from belly-freight and the customer moans.”
“Insuring that traffic does not get bumped off is a big problem, particularly to Dubai. Dubai is not really an export country – purely import. It is really a price priority so anyone who pays a higher price gets on the flight. Sometimes cargo will get changed from London to Amsterdam, which will go by rail or truck.” (ACC Shipping)

Q5: Do you think the air freight market likely to expand or contract over the next 20 years? Q6: Why do you say this? Q7: What are the trigger points for this contraction/expansion?

5.1.10 Most of the interviewees who answered this question thought the market would expand although there is considerable pressure on price for air freight carriers. Interviewees mentioned the potential effect of Brexit and also change in fuel price as trigger points for contraction/expansion. One interviewee said, *“We expect general growth in movement of freight. There is the referendum but most of our work is from outside the EU.”* (Active Transport) Another said, *“The market is likely to expand but it doesn’t feel like that at the moment. There was a respite with the fuel price being lower but people will go out of business and start parking freighters if the price goes back up. This is except for the Middle East. They are ordering planes and flying to more and more places.”* (Coyne Airways)

Likely trends in air freight

Q8: Are e-freight and security the main issues for air freight at the moment?

5.1.11 Most interviewees agreed that security was an issue for the sector. One said, *“It all comes down to security – preventing smuggling and terrorism.”* (Active Transport) Another said, *“The main issues are around physical load security, particularly around the issues with Calais”* (White Transport). The interviewee from Securitas explained that having a dedicated canine detection unit at a UK freight specialist airport would make a considerable difference to the security issues that are currently being experienced. At the moment, it is estimated that between 30 and 120 trucks are dispatched from Swissport Manchester and Heathrow each day for security checking outsized freight. If this situation is repeated at other airports, the number of truck movements per year involved is substantial, potentially in the region of 50,000 per year.

5.1.12 Whilst e-freight was considered an issue, it did not seem to be a major problem for interviewees although one interviewee said, *“E-freight is a topic. There are difficult deadlines for implementation and they get missed. IATA e-freight makes it difficult to get documentation up to standard. However, it will cut down paperwork eventually.”* (Coyne Airways)

Q9: Are there any other current issues or trends in the sector?

5.1.13 Some interviewees reiterated the problems with getting bumped from belly freight (as shown in Q4). Other issues mentioned were safety, particularly with the carriage of lithium batteries, and reducing yields. One interviewee said, *“They [lithium batteries] need to be transported but there are moves to ban them from passenger flights.”*

The US is pushing ahead with this. Cargo airlines are not too keen either. There are more and more things palletised with batteries included. (Coyne Airways)

Q10: What do you think will be the likely issues and trends in air freight in the future?

5.1.14 Interviewees generally think there will be a continuation of the current situation; not imagining improvements or major changes in the way the sector operates. Some interviewees mentioned the reduced capacity for freight on the A380 passenger aircraft. One interviewee was concerned that the industry would concentrate in the hands of fewer operators, particularly those from the Middle East (Coyne Airways).

Q11: Thinking about why you use a belly freight service, why do you do this rather than use a dedicated freighter (e.g. convenience, price, habit, etc.)?

5.1.15 The feeling was generally that the use of belly freight was due to availability. One interviewee said, *“Not many freighter routes operate now apart from FedEx and UPS. There are less and less - maybe only a handful per week to and from the US to UK whereas there are hundreds of passenger flights.”* (Coyne Airways) This interviewee also said that, *“Most intra-Europe passenger flights are narrow bodied so can’t take much weight. The market has sprung up flying around Europe. Few routes are flown by wide-bodied aircraft so there are freighter hops around Europe every night.”*

Motivation to use Manston Airport

Q12: How are capacity constraints at UK airports affecting you?

5.1.16 The issues with Heathrow and a general lack of slots in the South East for freighters were affecting interviewees, as shown in Q4.

Q13: How do you think these constraints will affect you over the next 20 years?

5.1.17 Interviewees found it difficult to respond to this question apart from to express a concern that the situation was unlikely to improve for some decades.

Q14: What drives your business decisions about which air freight route to use (cost, speed, etc.)?

5.1.18 For those freight airlines, business decisions are driven by where they can make money. One said, *“If we can fill an aircraft at a good enough rate to make money we will fly”* (Coyne Airways).

Q15: Can you rank these issues by their importance to your business?

- **Reduced flying time**
- **Congestion in London airspace leading to delays in take-off/landing**
- **Speed from aircraft to road haulage**
- **Access to road networks including Northern Europe**
- **Landing costs**
- **Refuelling**
- **Availability of land for development of storage/processing facilities**

5.1.19 Generally cost, speed and access to road networks were considered important. One interviewee said, *“Speed is very important to business. The speed at which we get*

cargo from LHR onto a plane and to a destination is a combination of a number of things including queuing times.” (Coyne Airways) Another said, “Cost is always the most important.” (ACC Shipping) One interviewee talked about the potential cost saving of using Manston Airport, saying, “If heading south, there is a saving to be made on time and fuel. The saving on fuel burn from Manston is likely to be, depending on aircraft type, compared to EMA headed south-east, 45 minutes to one hour and therefore USD 2,000 to 3,000 per flight and more as fuel prices increase. Total cost of a flight is generally 75% fuel.” (Coyne Airways)

Q16: Is it essential for you to be located at Heathrow, Stansted, East Midlands, etc.?

5.1.20 Most interviewees felt that it was not too important for sales departments particularly to be located at these airports. Some interviewees have their offices in Central London.

Q17: Have you ever considered using Manston Airport?

5.1.21 Some interviewees had previously used Manston Airport and their experiences had been good. These people generally expressed the opinion that it would be a benefit to reopen Manston Airport. One interviewee said, *“I speak to people all this time who say it would be useful to have Manston operating.”* (White Transport) Another said, *“we miss Manston Airport and hope it will return”* (Active Transport). Others had not previously considered using the airport, with one interviewee saying, *“we have never seen any publicity advertising the airport.”* (ACC Shipping)

5.1.22 An email received from the Manager of Charter Sales at National Airlines based in Orlando, Florida, dated 26th January 2017 reads:

“Having worked for the Manston regulars such as Das Air, African International (Intavia) and MK Airlines along with many other carriers while I worked for Chapman Freeborn in the UK, MSE was always our first choice for freighter charters.

When it closed it was a great loss!”

I’m sure you could also reach out to the likes of Magma, Cargo Logic Air and ANA as they would be keen to bring the African flowers back in to MSE.”

Q18: What could the airport offer that would encourage you to seriously consider using Manston?

5.1.23 Some interviewees said that the road links were excellent and could not be improved. Others talked about airport operating hours with one interviewee saying, *“it’s not going to work if you can only fly between 10.00 and 21.00”* (Active Transport). Others talked about competitive landing fees. Some talked about the airport needing to be easy to use and well equipped with the latest technology including scanning equipment. Some mentioned having warehousing of all sizes available. One airline felt that Manston Airport should find a niche such as becoming well-known perishables centre (Coyne Airways).

Demand model and data for Manston Airport

5.1.24 Generally, interviewees were either unaware of airport demand forecasting models for air freight or felt that they were too difficult to construct. The findings gathered from the interviewees and other research that help to define the demand for Manston Airport are detailed in the following sections.

5.2 Freight-focused findings

5.2.1 Many interviewees talked about the potential effect of Brexit on the freight market with a general feeling that with a decline in the value of sterling, export markets will be stimulated. At present, Eurotunnel, for example, carry more imports than exports and 45% of trade is with Europe where goods include those destined for the automotive and high tech sectors (Eurotunnel). However, continued uncertainty after the referendum over the terms of the UK's exit from the UK may negatively affect trade.

5.2.2 The main issues for interviewees were security, smuggling and terrorism (Active Transport, ACC Shipping). Several interviewees mentioned escalating problems with the carriage of lithium batteries. Scanning oversized items was also cited as a problem for all airports. Locating a canine detection unit at Manston Airport would alleviate many of the delays associated with security clearing air freight (Securitas). One interviewee believed Manston Airport must have, *"all the mod cons and equipment including warehousing of all shapes and sizes, and security screening for all sizes of cargo"* (Coyne Airways).

5.2.3 One interviewee (Coyne Airways) felt that success at Manston Airport depended upon identifying a niche market and becoming known for excellence. In particular, suggestions included a perishables centre, handling of live animals, easy access for charter flights, and handling cargo that is not necessarily straightforward (Coyne Airways).

5.2.4 Several interviewees said that it is almost impossible to get a dedicated freighter into Heathrow due to slot restrictions. Delays and queuing to off load and upload freight at Heathrow was reported by many interviewees to be considerable. One interviewee said, *"It is not going to get any better. I can't see how it will"* (Coyne Airways). It is perhaps because of these frustrations that one interviewee reported feeling that life will continue to be difficult for air freighters, with Air France, for example, ceasing to use freighters (Coyne Airways).

5.2.5 However, freight is frequently bumped from passenger aircraft, often up to three times, before goods are uploaded onto a flight. If it is impossible to wait, if items are needed urgently such as parts for aircraft, then they are loaded onto a flight to Europe and trucked back to the UK (Active Transport, ACC Shipping). One interviewee (ACC Shipping) found that bumping from passenger aircraft was particularly problematic on flights from Dubai. He felt this was because Dubai is not generally an export market and so anyone who is prepared to pay a premium price would get priority.

5.2.6 One interviewee felt there had been a respite due to lower fuel prices making operations more cost effective (Coyne Airways). He also felt that Middle Eastern carriers would gain advantage over European based operators because of the difference in fuel price. Operators from the Middle East, *"are ordering planes and flying to more and more places"* (Coyne Airways). The interviewee felt that the industry is worried about the expansion of Middle Eastern carriers but that, since it is a free market, nothing can be done. He felt that, *"full liberalisation of flying rights would be good but would benefit those with the money"* (Coyne Airways).

5.2.7 If freight was banned from Heathrow or conditions for freight operators was made more difficult, then other airports that could handle freight would benefit (Coyne Airways). Manston Airport could benefit. Transport links to Manston Airport are considered to be good with one interviewee (Active Transport) saying that even with

road diversions access was “*brilliant*”. One key issue reported by an air freight operator is easy airport access for cargo. He said, “*that would be a big thing*” (Coyne Airways). Another interviewee talked about Manston’s location close to mainland Europe as an advantage (DHL). One interviewee (Taft) who has been in road haulage in Thanet for thirty years, stated that his view has always been that Manston is perfectly located to become northern Europe’s premier hub for air freight.

5.2.8 The interviewee from Transport for London (TfL) discussed the expected increasing pressure on Stansted Airport for passenger flights. TfL are working hard to provide surface links for passengers from London to Stansted, which is predicted to increase demand. In this case, freight may be squeezed out of the airport as slots and handling become more focused on the passenger market. TfL undertook an extensive exercise as part of the work to define the need for the proposed Estuary Airport. This work by York Aviation shows that almost 54,000 additional freight movements per year would be required in the South East by 2050 with current infrastructure operating at maximum use (York Aviation, 2013, p. 7).

5.2.9 The DfT’s 2017 report shows that with no new runways and under a central growth scenario, all London airports will be at capacity by 2030. Heathrow and Gatwick airports are considered to be full or almost full. London City Airport is deemed full between 2017 and 2021 with some additional capacity¹⁶ relieving their situation until 2025. Luton Airport will be at capacity by 2021 and Stansted constrained by 2030 and at capacity by 2034 (DfT, 2017, p. 103). Under a high growth scenario (based on the Airports Commission’s global growth and low-cost is king scenarios)¹⁷, Stansted would be constrained by 2026 and full by 2029 (*ibid*, p. 139)

5.2.10 The TfL report by York Aviation specifically mention Manston in their 2013 report, stating that, “***around 14,000 freighters a year could still be accommodated in the vicinity of London by using capacity at airports such as Manston***” (York Aviation, 2013, p. 7). Without sufficient air freight capacity in the South East, cargo is trucked to and from northern European airports, putting pressure on the Channel crossings and on the surrounding road network, particularly when delays occur and trucks have to be parked in Operation Stack. The following section discusses the trucking activity and the implications for Manston Airport.

Trucking activity

5.2.11 Manston is ideally located for airport-to-truck and truck-to-airport consolidation for cargo destined for or originating from continental Europe. Due to its location if heading south and quick turnaround times, the location of Manston is considered to save time and money by many interviewees. Fuel savings compared to East Midlands were likely to be in the region of \$2,000 to \$3,000 and more as fuel prices increase (Coyne Airways). Total costs are generally around 75% fuel so this is a considerable saving. As well as fuel savings, there are savings to be made in terms of crew flight time limitations (Baltic Exchange). Indeed, one interviewee believes that, “*Manston could be one of the best cargo airports in Europe if not further afield*” (Taft).

5.2.12 Almost all interviewees talked about the delays at the Channel crossings and the frustrations this causes. The interviewee from Eurotunnel felt there had been a move towards air freight during 2016 due to the migrant crisis in Calais. During the crisis, it

¹⁶ The City Airport Development Programme (CADP), which received planning permission in July 2016, includes seven new aircraft stands, a parallel taxiway and passenger terminal extension.

¹⁷ For definitions of the high and low growth scenarios see DfT, 2017, pp. 83-4

was impossible to enter Calais after dark because of attempts to board trucks. Drivers were forced to park overnight in Belgium, losing around three hours at night and several in the morning (Active Transport). The frustration experienced by hauliers struggling with border controls and transport security is likely to drive them to consider air transport but pricing is key to remodelling the freight market (Eurotunnel and Active Transport). Nonetheless, Eurotunnel have three shuttle trains on order that will all be in service by 2018.

5.2.13 There are significantly marked seasons within the Channel crossing freight market with the end of the year being substantially busier to meet the Christmas demand (Eurotunnel). Conversely, the summer period, especially August, is much quieter as factories shut down production. Generally Eurotunnel find freight traffic busier mid-week; weekends are busier for passenger traffic. However, one of the hauliers (White's Transport) stated that there were no large seasonal variations since organisations are now mainly using JIT.

5.2.14 One interviewee (Baltic Exchange) felt that the UK trucking industry would benefit from the reopening of Manston Airport. The sector would see a reduction in costs, less congestion at the Channel crossings and also fewer security risks, uplift of freight would be in the UK, and the ability to offer livestock delivery from the airport as was the case in the 1980s, rather than on long pan-European road transport. Indeed, one of the haulier interviewees (Taft) observed that capacity issues at Heathrow have resulted in the Lufthansa Cargo operation shrinking over the years to a fraction of its former size.

5.2.15 There is a considerable volume of business for road hauliers willing to take goods from the UK to Europe for air freighting, mainly from Frankfurt (Taft). There is also a large amount of return business. However, according to this interviewee, there is very little business for hauliers picking up large loads from freighters landing in the UK for delivery within the UK. There is also very little business for hauliers transporting goods within the UK from a manufacturer to an airport (Taft).

5.2.16 Turnaround times and delay at airports are crucial for airlines and hauliers. The journey by road from Manston to Heathrow takes two hours on average. The time taken to load at Heathrow Airport can vary from two hours to 10 hours, depending on workload at the airport. The journey from Manston to Frankfurt takes eight hours, which is just within a driver's permitted 10 hours. However, because of historic problems at Calais, the return journey can often be subject to delays due to border and police controls. This means drivers who have exceeded their permitted driving hours have to wait around until they are legally able to drive again. One interviewee said that, *"the advantage of Manston is that it might well remove quite a lot of HGVs carrying air cargo from getting caught up in French industrial action or perhaps in the future by UK/EEA customs checks after Brexit, and would bring quite a lot of cargo into a single UK airport from which domestic distribution can take place - whether that is by smaller cargo flights, rail freight or continuing movement by HGVs."* (Equinus)

5.2.17 Taft International provided the three-hour trucking times from Manston. As Figure 9 shows, trucks can reach Basingstoke to the west, Northampton to the northwest, and Ipswich to the northeast within three hours. The proposed Lower Thames Crossing, when it opens, will increase this area, particularly to the northeast.

Figure 9 Three hour trucking times from Manston

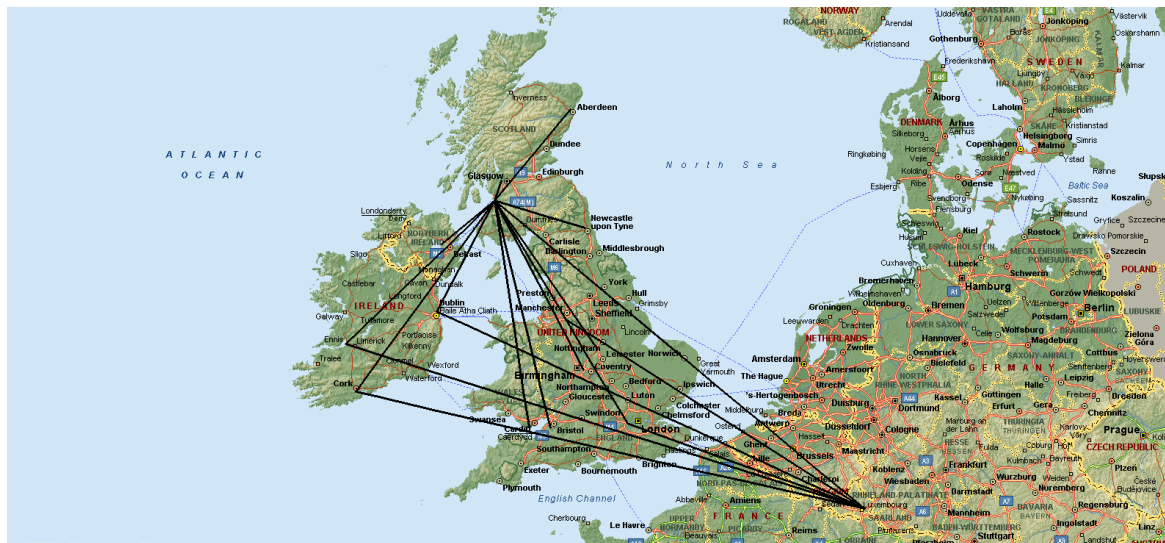


Source: Taft International

5.2.18 One interviewee provided details of the trucking activities of Cargolux, Cathay Pacific and Lufthansa. The following maps show the origins/destinations of freight. These origins and destinations are shown as a direct line on the maps although, of course, all truck movements involve either a ferry or tunnel crossing thus passing very close to the Manston Airport site. About two-thirds of the HGVs use ferries rather than Eurotunnel (Equinus). He also said, “I suggest that because of Manston’s position with sea on three sides that any use of rail might benefit by considering how marine intermodal freight is distributed.” (Equinus)

5.2.19 Cargolux has hubs at Prestwick and Luxembourg and Figure 10 shows the destinations to where this freight is trucked.

Figure 10 Cargolux trucking



Source: Bob Parsons

5.2.20 Cathay Pacific has hubs at Heathrow and Manchester airports and Figure 11 shows the trucking movements from these two hubs.

Figure 11 Cathay Pacific trucking



Source: Bob Parsons

5.2.21 Figure 12 shows Lufthansa’s trucking from its hub in Frankfurt.

Figure 12 Lufthansa trucking



Source: Bob Parsons

5.2.22 In terms of mail, Figure 13 shows rail movements between mail centres in dark red and air movements in blue.

Figure 13 Royal mail air and rail



Source: Bob Parsons

Perishable goods

5.2.23 East Kent is served by the port at Dover and by the Channel Tunnel. The Channel Tunnel does not publish or generally collect data on the type of goods being carried in the 1.5 million trucks per annum who currently use their services. They predict the number of truck movements through the tunnel will rise to two million by 2020. However, the company believes that goods transported through the Tunnel include food and other perishable goods. The Port of Dover carry larger numbers of trucks that also carry perishables.

5.2.24 In the short and medium-term, there is clear demand for perishable goods particularly fruit, vegetables, and flowers with many respondents mentioned this category of air freight. The perishable market was a staple for Manston, and the airport, with reduced flying time compared with other airports, has a reputation for the speed at which cargo can be offloaded and onto the road. One interviewee, who had operated successfully from Manston hauling mainly perishables, confirmed that the unloading operation was the quickest he knew (Taft). However, underinvestment by previous owners had caused constant problems because equipment was old and unreliable.

5.2.25 Whilst the current UK air freight model is for shippers to preference belly freight, this can take up to a week to arrive and dispatch from some of the UK's airports. This research shows how the frustrations associated with this model are impacting all levels of the supply chain. It seems likely, therefore, that the model is set to change, much as the model for passenger flights changed some decades ago. The low cost carriers now dominate many airports, operating point-to-point to offer competitive prices to their customers. As Sales says:

“In today's aviation world, airports have become the economic drivers of business and industry and the service on the ground for both passengers and freight has become very competitive, especially when customers have alternative choices.

For air cargo, it is the minimum time spent on the ground before and after the flight that can make a particular airport attractive and will play a role in the ultimate selection by the forwarders and consolidators, who will mostly determine how much cargo is directed to and from a particular airport.”
(Sales, 2013, p.43)

5.2.26 In terms of business support, written evidence submitted by David Brown, Group Supply Chain Director Finlays Horticulture, part of Finlays Horticulture Investments Ltd dated 16 January 2015 says the following:

“As a previous large customer to the services of Manston airport, we felt it important that Finlays wrote to explain their previous business and ongoing support for Manston as an infrastructure hub for UK airfreight importation.

Finlays had been a customer of Manston airport through its various ownerships for a period of approx 17 years up to its closure a few months ago. Finlays brought in a large quantity of freight (approx 400t) on various carriers weekly through the airport, as they had become specialists in handling perishable cargo. Since Manston's closure this Finlays cargo (and other importers cargo) has been transferred to other London airports increasing their traffic, and placing strain on their resources to deal with an

additional 1000 tonnes each week. Cargo capacity constraints continue to mount at airports in the south east of England, which has adversely affected our business. The main factors we see specific to Manston are as follows:

- Manston were unique in being able to offer such a quick turnaround of getting airfreight onto lorries, with suitable perishable handling facilities, and flexibility in dealing with freight day or night. The freight that we now have arriving at Stansted (approx 2 hours closer to Finlays sites by lorry than Manston) is regularly arriving 6 hours later than the equivalent Manston vehicles.*
- Manston is one of only 5 UK airports to have a BIP (EU Border Inspection Post) facility. Trade has moved and is still moving to Europe as a consequence of the shutdown.*
- The overall limits of air freight capacity and restricted handling services in the South East continue to increase, and for the perishable air freight business, other airports are struggling to match the quality and speed of service for which Manston was renowned.*
- Manston's location to major roads and ports meant that the development of more trade was a distinct possibility and its unique air freight handling service makes it very desirable to the cargo business. In addition Customs, Port Health, FERA and other agencies were all in place to facilitate the airport's operation.*

In our dealings with Manston over the last decade or more we have been very satisfied and actively supportive by putting our cargo business there. It was with deep regret that Manston management took the decision to close the airport. It is noted that other interested airport operators have shown serious interest about taking on Manston as an airport, we strongly hope that a future for Manston can be found. "

5.2.27 As with past operations at Manston Airport, the main target markets for imports will include Africa, particularly East Africa. East Africa has a population of some 125 million and, since the 1980s, has undergone considerable economic reforms to stimulate growth in the private sector. Agriculture is the leading sector and the area exports flowers, fruit, and vegetables. East Africa has eight international airports:

- Bujumbura International Airport (BJM) in Burundi
- Jomo Kenyatta International Airport (JKIA), Mombasa International Airport (MIA) and Eldoret International Airport in Kenya
- Dar es Salaam International Airport (DIA), Kilimanjaro International Airport (KIA) and Zanzibar International Airport (ZIA) in Tanzania
- Entebbe International Airport in Uganda

5.2.28 Discussions by one interviewee (Securitas) with the Algerian Embassy indicate the intention of the Country to export perishable items including fruit and vegetables to the UK. Whilst Algerian airlines are currently experiencing issues with air freight, these problems are expected to be resolved soon.

5.2.29 Fresh flowers also originate in South America with Colombia being the second largest flower exporter in the world after the Netherlands. Other South American countries exporting flowers include Ecuador, Chile and Peru. This area also exports berry and stone fruits as well as salmon, particularly from Chile, and asparagus from

Peru. Additionally, pineapples are imported from Ghana, with green beans and flowers originating in Kenya.

Fish and live animals

5.2.30 By weight, fresh salmon is the top export from Heathrow Airport. During Operation Stack, a considerable amount of Scottish salmon was transported through the Channel Tunnel, a situation that is not ideal for the quality and therefore the price that can be achieved for this fresh fish. According to a number of interviewees, Manston Airport is expected to pick up a proportion of this air freight, particularly perishable goods such as fish and shellfish. One interviewee reported that, in the season, 14 pallets of fish are air freighted to Dubai per fortnight as well as twice-daily flights for spider crabs (Securitas).

There is a considerable market in live animal transportation by air, particularly for racehorses and breeding stock. According to an interviewee, around 260 Arab racehorse flights take place between Dubai and the UK per year (Securitas). One of the interviewees reported problems flying pet animals into Heathrow Airport, as they tend to cause delays to operations (Securitas).

Other imports and exports

5.2.31 In the UK, imports exceed exports (in June 2016 the difference was £48,928 million compared with £43,844 respectively¹⁸). However, the research undertaken to compile the demand forecast for Manston identified a considerable export market for airlines that operate in developing markets. For example, Kent has a substantial biotech sector, with a hub located at Discovery Park in Sandwich, very close to Manston Airport. One interviewee mentioned the advantage for the pharmaceutical and biotechnology companies in East Kent using a local airport (Locate in Kent). Another interviewee talked about transporting medicines for clinical trials (DHL). As such, particularly in the early years, exports are expected to exceed imports, facilitating the opportunities for UK businesses (see Section entitled 'Onshoring of manufacturing in the UK' at paragraph 6.3.9 onwards for more details).

5.2.32 Exports from the UK are increasing, reaching what was an all-time high of £44.9 billion in April 2016¹⁹ to £49.63 billion in July 2017²⁰. The top five export commodities from London's Heathrow include precious metals (£26 billion), aircraft turbojets (£3.3 billion), jewellery (£3 billion), pharmaceuticals and medicines (£2.8 billion), and art (£2.4 billion)²¹. By weight, next to fresh salmon, the top exports from Heathrow are books and other printed material. The continued growth of the British fashion industry is also a notable export market for the UK. One interviewee mentioned that increasing volumes of high-end fashion items are being air freighted by companies such as Jimmy Choo (DHL).

5.2.33 Several interviewees discussed the large Russian market, which comprises over 140 million consumers with an emerging middle class with a taste for luxury goods. Russia has huge infrastructure needs and exports from the EU to Russia include machinery and transport equipment, chemicals, medicines and agricultural products.

¹⁸ <http://www.tradingeconomics.com/united-kingdom/exports>

¹⁹ <http://www.tradingeconomics.com/united-kingdom/exports>

²⁰ <https://tradingeconomics.com/united-kingdom/exports>

²¹ <http://www.lloydsloadinglist.com/freight-directory/news/UK-exports-via-Heathrow-rise-9.7/64745.htm#.V7nmwWXmugQ>

The UK exports more products to Russia than it imports and the majority of imports include non-air freightable items such as oil and gas.

5.2.34 One of the freight airlines interviewed (Coyne Airways) said they carried mostly oil and gas extraction equipment and commercial consumer goods including clothing and electronics. They carry almost entirely exports from the UK and fly to places where demand for passenger flights is low including Baku in Azerbaijan, Iraq, Georgia, etc. Iraq is likely to be the next big market but rates to the Country are already quite low (Coyne Airways). Africa is also the continent to consider as the opportunities are limitless – *“people will start ordering mobile phones and electronics”* (Coyne Airways).

5.2.35 The Middle East is a growing market to and from Europe and imports include live animals, particularly race horses, breeding stock, and luxury cars during the summer months. Exports include a variety of products including high value cargo such as electronics and machine parts as well as fresh fish and seafood.

5.2.36 The Indian subcontinent is also a potential exporter and importer of goods to the UK. One interviewee mentioned the potential for airlines from Pakistan to use Manston Airport (Securitas). Pakistan mainly exports clothing and imports consumer goods.

5.2.37 Trade with the US is mature and includes electronics and machine parts including spares for aircraft and oilrigs and Manston Airport is in an ideal location to act as a hub between the USA and the rest of Europe, Russia, Africa and the Middle East. One of the interviewees, a shipper (ACC), said that the US is their strongest market with main hubs in Atlanta, New York, Chicago and Houston. Their air freight includes commercial and hazardous goods. Shipping problems for ACC include delays at Customs and getting goods out of the airport, usually Heathrow or Manchester, which can take many hours and is getting worse.

5.2.38 Aircraft parts are frequently carried by air (Active Transport). Formula One cars (DHL) are also shipped by air, as are luxury cars from the Middle East countries. August is known as Supercar Season with around 300 vehicles per year being flown into London, (Securitas). The press report that fleets of gold covered vehicles including Bentley, Rolls Royce and Lamborghinis frequent the streets of West London. This niche market could potentially be attracted to Manston Airport.

5.2.39 Other types of air freight mentioned included specialist one-off and rather unpredictable opportunities such as transporting the equipment for bands playing at concerts all over the world. Indeed, the Rolling Stones used Manston Airport on a number of occasions. Outsized items (i.e. more than 1.6 metres high) will not generally fit into the belly of a passenger aircraft so air freighters are used to fly these goods. Indeed, other evidence collected during the statutory consultation indicates that this niche market is poorly served by UK airports.

5.2.40 One interviewee mentioned specialist freight carriers such as Harrods Aviation, which has FBOs at Luton and Stansted airports with an engine shop at Farnborough.

5.2.41 Since most intra-European passenger flights use narrow-bodied aircraft that cannot hold much freight, a market has sprung up for freighters flying around Europe (Coyne Airways). Indeed, wide-bodied freighters fly a few routes around Europe every night (Coyne Airways). At present, most of the UK freight is trucked to Amsterdam, Frankfurt or Milan to join these intra-European flights (Coyne Airways).

Integrator services

5.2.42 Increasingly, success in business depends on getting the right goods to the right place at the right time and without holding expensive stocks of either inbound parts and materials or stock ready for distribution but as yet unsold. The use of Just-in-Time (JIT) and Build-to-Order (BTO) approaches aim to eliminate both inbound and outbound inventories. However, these means of controlling inventory places increasing reliance on rapidly response and reliable transportation from suppliers, distributors and customers around the world. Indeed, around 10% of manufacturers' costs are associated with organising the supply of incoming parts and materials and the distribution of outgoing products²². Parcel delivery is therefore a hotly contested business with UPS, FedEx, DHL and TNT vying for position as market leaders.

5.2.43 One interviewee noted how e-commerce has greatly helped SMEs (small and medium sized enterprises), driving the trend for their increasing use of the services of integrators (FedEx). Whilst most integrator business has been business-to-business, the business-to-consumer market, probably linked to the growth in e-commerce, is growing and integrators are trying to adapt (Fedex). It would seem that the industry generally is migrating to express cargo with increasing demand for rapid delivery of freight (DHL). One interviewee talked about the high operational costs of 'last mile' delivery, which are key to ensuring profitability for the company (FedEx).

5.2.44 Integrators monopolise the freight-friendly airports such as East Midlands (DHL) and are reluctant to change their operations, preferring to cope with slot restrictions at Heathrow rather than moving to other more cost effective airports (DHL, FedEx). The explanation for this is the focus on associated fixed costs and the resources involved to make a move to another airport (FedEx). This reluctance has perhaps been exacerbated because the large integrators do not tend to get bumped from belly-hold on passenger flights and are given preference over smaller organisations (DHL).

5.2.45 The benefits integrators (FedEx) look for from an airport include:

- Excellent transport links by road and rail with connections to London and the rest of the UK
- A location close to London, particularly to the east of London and the Canary Wharf commercial and business districts and with the ability to access the whole of London quickly so companies can compete globally
- Sufficient runway length for larger cargo-only aircraft with available slots
- Situated at the centre of a key UK regional economy

5.2.46 The big issue for integrators at Heathrow Airport is the lack of storage and land availability generally (DHL). Many leases come up for renewal in 2019 (DHL). Slot availability is also a problem and one interviewee mentioned that Chinese freight airlines would like to fly direct to the south east of the UK but cannot get slots (DHL). Security is a big issue for freight integrators and shippers and one of the interviewees said his company was so concerned that they had written to both the French and UK governments on the subject (FedEx). This interviewee also mentioned inconsistencies across Europe, which leads to administrative burdens for the integrators.

5.2.47 One of the integrators (FedEx) discussed the growth markets around the world. His analysis was that:

²² <http://www.economist.com/node/1477544>

- India is not growing at the moment. The big difficulty is infrastructure on the ground and that many people are without an address.
- Africa could be a growing market if the infrastructure problems could be resolved. As with India, many consumers do not have an address. For both India and Africa, 'last mile' delivery is expensive as there are few domestic players in the market and the countries are plagued by road accidents.
- The Middle East, Far East, and the US are growing markets
- China and Europe have reached saturation
- Russia and the Balkans are big importers of luxury goods although changes to regulations can impact this market (such as restrictions on imports per person per month, which the carrier has a responsibility to report)

Military and humanitarian operations

5.2.48 Outbound flights from Manston Airport are likely to include military movements and humanitarian operations. With the absence of any information to the contrary, it is reasonable to predict both military and humanitarian operations will be similar in terms of numbers to those previously handled at Manston Airport. According to previous Air Traffic Controllers, these numbers are in the region of 30 movements per year for military operations and 20 per year for humanitarian and medevac flights. One interviewee also talked about the need for slots for deportation flights (Securitas).

Comparison to Frankfurt Main Airport

5.2.49 An analysis of freight movements at Frankfurt Main Airport provides an interesting example of a successful European freight operation. Frankfurt has restricted operating hours, which do not permit night flights. All services, including night airmail, now operate between 0500 and 2300. The airport handled more than two million tonnes of cargo in 2015, a reduction from 2010, due mainly to night-time restrictions, of around 193,000 tonnes, some 8%. Whilst there was no doubt a downturn in tonnes handled, these figures contradict the generally held assumption that successful cargo operations need to operate with 24-hour licenses.

5.2.50 In contrast to the operation at Leipzig, Frankfurt has little integrator traffic with the exception of FedEx movements. Leipzig Airport is only able to function as an almost 100% integrator operation because it does not have a curfew. Leipzig handles around one million tonnes of freight per year, a huge increase from 101,000 tonnes in 2007²³ when DHL moved its European hub to the airport.

5.2.51 The Frankfurt and Leipzig figures show the difference between a true market, where capacity is available to attract any number of freighter flights, and a constrained market such as that in London. This example underpins the findings outlined in previous sections, providing support for the rationale behind the forecasting method chosen. Projections based on the constrained London markets do not provide an accurate picture of the potential in the South East. The unconstrained operations at Leipzig and Frankfurt provide a much more accurate estimation of the feasibility of Manston Airport. Another point of interest from the data from Frankfurt Main is the limited types of freight aircraft that use the airport.

²³ <https://www.leipzig-halle-airport.de/en/company/about-us/facts-and-figures/traffic-statistics-158.html>

5.2.52 The Frankfurt Main data shows that cargo-only airlines seem content to operate during the day, if suitable slots are available and off load and turnaround times are expedient. Frankfurt handles a large number of freighters. Examples of those arriving and departing the airport on the 9 and 10 October 2016 are shown in Table 5. For Manston, focusing on the freighter market, and providing slots without the need to preference large numbers of passenger flights, can be key to a successful UK operation.

Table 5 Frankfurt freighter schedule

Airline		Example origin-destination
Aerologic	Worldwide	Bangkok, Chicago, Delhi, East Midlands, Hong Kong, Leipzig, Los Angeles, Mumbai, Taschkent
Air Algerie	North Africa	Algiers
Air Bridge Cargo	Europe	Helsinki, Leipzig, Moscow (multiple times per day)
Air China	Far East/US	Beijing, Chicago, Shanghai
Asiana Airlines	Far East	Seoul
Cargo Logic Air	Eurasia	Moscow
Cathay Pacific	Far East	Hong Kong
China Airlines	Far East	Taipei
China Southern	Far East	Guangzhou and Shanghai (multiple times per day)
European Air Transport (EAT)	Europe	East Midlands, Heathrow, Leipzig
Egypt Air	North Africa	Cairo
Emirates	Worldwide	Amsterdam, Atlanta, Dubai (multiple times per day), Mexico City
Etihad	Middle East	Abu Dhabi
Fedex	Worldwide	Cologne, Memphis, Milan, Paris
Korean Airlines	Eurasia, Far East	Navoi (Uzb.), Seoul
LAN Cargo	US	Miami
Lufthansa Cargo	Worldwide	Almaty (Kaz.), Atlanta, Bangalore, Cairo, Chicago, Curitiba (Brazil), Dakar, Guangzhou, Hong Kong, Istanbul, Johannesburg, Mexico City, Miami, Moscow, Mumbai, Nairobi, New York, Riyadh, Sao Paulo, Shanghai, Tokyo
MNG Airlines	Eurasia	Tekirdag (Turkey)
Night Express	Europe	Birmingham
Qatar Airways	Middle East	Doha
Saudia	Middle East	Dammam, Riyadh
Turkish Airlines	Eurasia	Istanbul
United Airlines	Europe	Frankfurt Hahn
Uzbekistan Airways	Eurasia	Navoi (Uzb)

Source: Fraport website <http://www.frankfurt-airport.com/en/b2b/cargo-hub.overview.flights.html#flightschedules/type=departure/page=1/time=2016-10-19T17%3A00%3A00>

5.2.53 With Manston envisioned as primarily an air freighter hub, the Frankfurt Main data leads to two powerful implications. The first is that dedicated cargo carriers do not require night movements. Frankfurt averages over 60 movements per day of dedicated

cargo carriers with a full night time restriction between 23:00 and 05:00. With its dedicated runway for cargo and the ability to service its customers quickly, cargo carriers are clearly able and willing to carry out their business within an 18-hour daily window. The second implication is that the high level of activity at Frankfurt can only mean that a significant amount of cargo landing at Frankfurt is destined for locations other than Germany. With London being a major economy and with scant landing slots available for cargo, a portion of Frankfurt cargo is likely being transported from Frankfurt to London by truck. Manston Airport could readily handle this business in a more cost effective and timely manner, with less environmental impact than trucking from Frankfurt to the UK.

5.3 Channel Crossings market share

5.3.1 One interviewee (Equinus) provided historic data that details the passenger, tourist vehicle, coach, and HGV traffic using the Port of Dover and Eurotunnel between 1995 and 2014. This data is shown in Table 6 and Table 7, which detail the number of movements and percentage change, year-on-year. Colour coding is used to show where movements have increased (green cells) or decreased (red cells), and indicate the peak years for traffic volumes. Table 6 shows an increase in HGV traffic to almost 2.6 million movements per year in 2016. This represents an increase in HGV movements over the past five years of some 33%.

Table 6 Port of Dover historic traffic figures

Year	Passengers		Tourist Cars		Coaches		HGV	
1995	17,872,712		2,893,835		158,167		1,075,965	
1996	18,979,719	6%	3,054,781	6%	153,642	-3%	1,071,602	0%
1997	21,463,570	13%	3,558,355	16%	165,002	7%	1,602,863	50%
1998	19,441,608	-9%	3,300,283	-7%	153,700	-7%	1,522,948	-5%
1999	18,276,988	-6%	3,003,364	-9%	156,725	2%	1,667,942	10%
2000	16,232,191	-11%	2,594,824	-14%	148,285	-5%	1,618,184	-3%
2001	16,002,464	-1%	2,554,931	-2%	136,702	-8%	1,771,826	9%
2002	16,442,680	3%	2,632,182	3%	147,549	8%	1,854,234	5%
2003	14,681,003	-11%	2,581,573	-2%	125,224	-15%	1,782,857	-4%
2004	14,333,663	-2%	2,506,667	-3%	128,464	3%	1,980,662	11%
2005	13,348,829	-7%	2,554,772	2%	107,541	-16%	2,045,867	3%
2006	13,797,874	3%	2,647,060	4%	105,774	-2%	2,324,598	14%
2007	14,287,318	4%	2,837,559	7%	105,336	0%	2,363,583	2%
2008	13,893,118	-3%	2,830,238	0%	97,851	-7%	2,307,821	-2%
2009	13,090,309	-6%	2,775,174	-2%	81,209	-17%	2,300,468	0%
2010	13,154,638	0%	2,818,380	2%	86,035	6%	2,091,516	-9%
2011	12,764,699	-3%	2,653,127	-6%	84,938	-1%	2,069,945	-1%
2012	11,921,671	-7%	2,400,471	-10%	84,246	-1%	1,952,138	-6%
2013	12,753,343	7%	2,471,193	3%	90,478	7%	2,206,728	13%
2014	13,295,492	4%	2,456,817	-1%	96,576	7%	2,421,537	10%
2015	13,008,400	-2%	2,335,531	-5%	96,592	0%	2,539,918	5%
2016	12,059,538	-7%	2,179,331	-7%	87,023	-10%	2,591,286	2%
Last 10 Years		-16%		-23%		-17%		10%
Last 5 Years		1%		-9%		3%		33%

Source: Compiled from Port of Dover reports

5.3.2 The Eurotunnel figures shown in Table 7 shows huge growth in HGV movements - around 33% in the five years to 2016. Total HGV movements Channel crossings from Dover and using Eurotunnel are more than 4.2 million per year. Eurotunnel estimates an equivalent in tonnes of freight carried at 21.3 million in 2016.

Table 7 Eurotunnel historic traffic figures

Year	Passengers		Tourist Cars		Coaches		HGV	
	Passengers	%	Tourist Cars	%	Coaches	%	HGV	%
1995	4,081,000				1,246,000		391,000	
1996	7,909,000	94%			2,136,000		519,000	33%
1997	8,653,000	9%			2,383,000		268,000	-48%
1998	12,901,000	49%			3,448,000		705,000	163%
1999	11,898,000	-8%			3,342,000		839,000	19%
2000	11,198,000	-6%			2,865,000		1,133,000	35%
2001	10,717,000	-4%			2,605,000		1,198,000	6%
2002	10,043,000	-6%	2,335,625		71,911		1,231,100	3%
2003	9,857,205	-2%	2,278,999	-2%	71,942	0%	1,284,822	4%
2004	9,266,325	-6%	2,101,323	-8%	63,467	-12%	1,281,207	0%
2005	9,550,503	3%	2,047,166	-3%	77,267	22%	1,308,786	2%
2006	9,109,663	-5%	2,021,543	-1%	67,202	-13%	1,296,269	-1%
2007	8,260,980	NA	2,141,573	6%	65,331	-3%	1,414,709	9%
2008	9,113,371	10%	1,907,484	-11%	55,751	-15%	1,254,282	-11%
2009	9,220,233	1%	1,916,647	0%	54,547	-2%	769,261	-39%
2010	9,528,558	3%	2,125,259	11%	56,507	4%	1,089,051	42%
2011	9,679,764	2%	2,262,811	6%	56,095	-1%	1,263,327	16%
2012	9,911,649	2%	2,424,342	7%	58,966	5%	1,464,880	16%
2013	10,132,691	2%	2,481,167	2%	64,907	10%	1,362,849	-7%
2014	10,397,894	3%	2,572,263	4%	63,059	-3%	1,440,214	6%
2015	10,399,267	0%	2,556,585	-1%	58,387	-7%	1,483,741	3%
2016	10,011,337	-4%	2,610,242		53,623		1,641,638	
Last 10 Years		21%		22%		-18%		16%
Last 5 Years		1%		8%		-9%		12%

Source: Compiled from Eurotunnel Group. Note that passenger figures from 2007 only include Eurostar passengers, excluding coach passengers and journeys between Paris and Calais and Brussels and Lille. Figures prior to 2007 provided by Bob Parsons

5.3.3 With the UK's exit from the EU, more stringent border control procedures can be expected. The Eurotunnel and Dover figures highlight the potential impact of delays and increased transit times on the more than four million annual HGV movements across the Channel. The figures shown above are consistent with the accounts of other interviewees that attest to freight being trucked to airports in northern Europe. Given increased friction at the border crossings, this market is more likely to consider moving to airfreight.

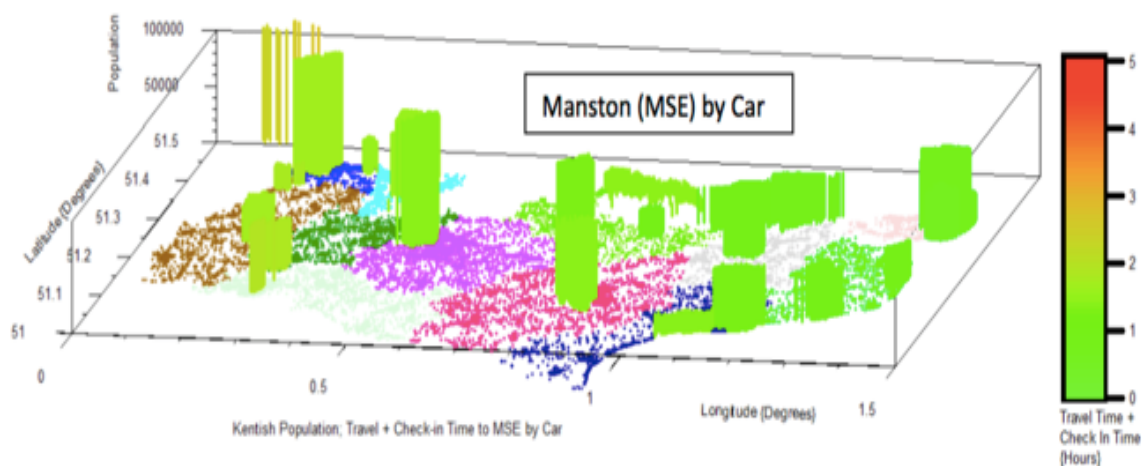
5.4 Passenger-focused findings

5.4.1 This section outlines the main findings related to passenger flights. There are currently estimated to be just in excess of 1.5 million people living in Kent²⁴. In 2008, 11,000 local residents completed a survey run by Kent International Airport and KOS Media²⁵. 86% of respondents said they were very likely to use scheduled commercial passenger flights from Manston Airport. A further 11% said they were somewhat likely to use flights from the airport. Time saving and locational benefits were given by the majority of respondents as their reasons for wanting to use Manston.

5.4.2 It seems that Manston Airport, with its easy access to both the passenger terminal and from the terminal to the aircraft, may be a huge attraction to older travellers. The Association of British Travel Agents (**ABTA**) recently found that elderly people are missing flights because of the long walk they face at airports. If assistance is not pre-booked, these less able people are required to walk up to a mile between the check-in desk and the departure gate²⁶.

5.4.3 In terms of time taken for travel and check-in, research shows that many people should find it quicker to access Manston Airport than either Gatwick or Heathrow airports. Indeed, the proposed opening of the Lower Thames Crossing widens Manston's catchment area to include Essex and North London. The drive and rail times from the main towns in Kent to Manston Airport are shown in Figure 14 and Figure 15.

Figure 14 Drive times to Manston Airport



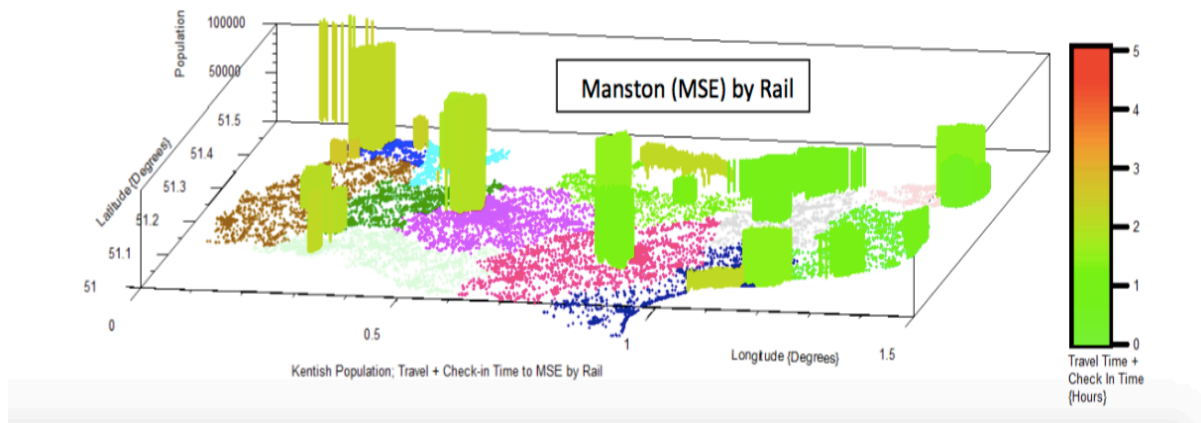
Source: Lab-Tools Ltd.

²⁴ <http://www.kent.gov.uk/about-the-council/information-and-data/Facts-and-figures-about-Kent/population-and-census>

²⁵ <http://www.uk-airport-news.info/kent-airport-news-310708.htm>

²⁶ Daily Telegraph, 27 September 2016, "Older travellers miss flights due to airport walks of almost a mile"

Figure 15 Rail travel times to Manston Airport



Source: Lab-Tools Ltd.

5.4.4 These figures were compiled from population-postcode data for the 12 Kent districts derived from the 2011 census. Travel times for both road and rail were measured at the middle of the day²⁷ and include all aspects of the journey to the queue for the check-in or bag-drop desk. The times assume a 30-minute check-in at Manston, two hours at Gatwick for European flights and three hours at Heathrow for long haul. Even with shorter check-in times at Gatwick and Heathrow for passengers who use online services, travel times remain competitive.

5.4.5 Manston’s location means that flights to and from ‘sunshine’ destinations such as Alicante and Malaga have a reduced flying time compared to other UK airports. For airports in the north of England and Scotland, this can be as much as one hour less in the air for each sector. Less flying time means less fuel and crew time, reducing the cost of each flight for the operator and allowing more rotations per day.

KLM

5.4.6 Between 2013 and 2014, KLM operated twice daily flights (four movements per day) between Manston and Schiphol in Holland. This operation connected passengers from East Kent and from the wider Kent and South East area. In 2013, KLM handled over 40,000 passengers. Tourism in both directions (inbound and outbound) was *“just getting going and had a huge amount of support from all the tourism agencies”* (Visit Kent).

5.4.7 Unfortunately, the company was forced to pull out of the airport before the more lucrative summer season. As such, it is difficult to estimate what passenger numbers would have been if KLM had been able to continue operating from Manston. Emails between the Managing Director of KLM Cityhopper, Boet Kreiken and one of Manston Airport’s former Air Traffic Controllers, Andy Wilby, show how KLM felt about their operation from Manston Airport:

²⁷<http://www.lab-tools.com/SMA/Manton%20Airport%20Kent%20has%20major%20travel%20advantages%20-%20v2b.pdf>

“Every time we hear about Manston we feel the lost opportunity for the UK, the Kent region, local employment and our lost venture which did not get the time to materialise with a full summer season. . . . The UK has to come to grips soon with her policy for regional airports and these airports (and e.g. amongst others our Klc operations) and airline connections are a vital lifeline for a modern economy and society as yours is. . . . we are convinced that definitively destructing such a runway and location as Manston is in the long run not such a wise decision as understatement in the greater and continuously expanding London area as well as of a relatively booming South East England. Many regional airports now vie for our connections to Europe and the world.”

5.4.8 Given the current capacity issues at other South East airports, RiverOak have a reasonable expectation that a carrier such as KLM will operate a twice-daily schedule from Manston. Indeed, KLM have reiterated their desire to recommence operations from Manston. Their schedule is likely to resume as before, with a twice-daily service from Manston to Schiphol Airport, Amsterdam. KLM previously used Fokker 70 aircraft, which have a capacity of 80 passengers. Four movements per day, seven days per week equates to around 1,460 movements per year. This type of service provides local people with access to a major hub from where they can fly to destinations around the world.

Low cost carriers

5.4.9 In addition to the KLM flights, RiverOak expect at least one low cost carrier to operate from Manston, basing two aircraft at the airport. Indeed, in 2005, when EUJet, a low cost carrier, was operating from the airport, Manston handled around 207,000 passengers. A new theme park is planned for construction in Kent on the Swanscombe peninsular between Dartford and Gravesend. The proposed 872-acre London Resort entertainment complex includes a large indoor water park, theatres, live music venues, cinemas, rides, restaurants, and 5,000 hotel rooms. The park is expecting 50,000 visitors per day. Visit Kent, the County’s tourism organisation, believes Manston would provide a gateway for visitors to the theme park. Accessing Kent from the east would encourage visitors to see more of the County rather than venturing no further than London. It is expected that this attraction will help drive demand for the services of KLM and low cost carriers.

5.4.10 Ryanair have given RiverOak an indication that they will base two aircraft at Manston in the first three years of operation. These aircraft would be likely to operate a timetable serving 12 to 14 destinations throughout the year, including domestic and leisure routes, offering five rotations in the summer months and four in winter. From the fourth year of operation, Ryanair would consider basing three aircraft at the airport.

5.4.11 With the arrival of EasyJet, Southend Airport has developed a successful passenger operation, increasing from around 4,000 passengers per year prior to 2012 to 900,000 in 2015. However, the 2015 figure is 18% down on 2014 traffic. The short runway and restricted land available for development may mean that some airlines could look to Manston to expand their operations. In particular, should EasyJet, who operates to 16 destinations from Southend, around 10,000 movements per year, consider entering the long haul market, Manston would make an ideal choice, given its location. However, this service has yet to be announced and so no low cost carrier long haul flights can be included in the demand forecast for Manston Airport.

Resident passenger carriers

5.4.12 The CAA calculates that 1.9 million passengers are carried by marginal airlines at Heathrow (CAA, 2013, p. 22). Marginal airlines are defined as, “those most likely to switch away from the airport in light of a 10 per cent price increase” (*ibid*, p. 20). These airlines are shown in Table 8. Whilst the CAA describe these airlines as marginal, they note their analysis may be an overestimation since airlines may incur significant switching costs or they may consider their operations at Heathrow to be of strategic significance and would therefore be prepared to bear any increase in costs. This is particularly pertinent if the carrier is part of a strategic alliance or has an interlining agreement in place. For example, Vueling is an unaligned LCC airline, with only 5% connecting passengers. However, it has signed an interlining agreement with BA whereby passengers landing in Barcelona with BA will be able to connect directly to Vueling’s 74 destinations offered from its hub in Barcelona’s El Prat Airport²⁸.

Table 8 Marginal airlines at Heathrow Airport

Airline	Surface passengers	Connecting passengers	Total passengers	% connecting passengers	Unaligned
Biman Bangladesh Airlines	73,920	8,101	82,021	9.9	X
Air France	608,646	66,361	675,007	9.8	
Arik Air	109,537	11,723	121,260	9.7	X
Turkish Airlines	509,287	49,815	559,102	8.9	
KLM	701,117	66,320	767,437	8.6	
Etihad Airways	462,823	43,234	506,057	8.5	X
Aegean Airlines	381,479	33,993	415,472	8.2	
Delta	1,101,098	97,573	1,198,671	8.1	
Air Astana	17,438	1,491	18,929	7.9	X
Alitalia	773,475	58,643	832,118	7.0	
Contact Air	91,928	6,749	98,677	6.8	
Vueling	246,477	14,036	260,513	5.4	X
Royal Brunei Airlines	164,500	8,243	172,743	4.8	X
Air Botnia (Blue 1)	91,085	4,288	95,373	4.5	X
Air Seychelles	13,135	545	13,680	4.0	X
Aeroflot	237,340	7,788	245,128	3.2	
Tunis Air	43,523	1,267	44,790	2.8	X
Pakistan International Airlines	287,051	8,220	295,271	2.8	X
Uzbekistan Airways	22,743	501	23,244	2.2	X
All charters	53,800	747	54,547	1.4	X
Air China	144,653	-	144,653	0.0	
Azerbaijan Airlines	16,673	-	16,673	0.0	X
EVA Airways	188,837	-	188,837	0.0	X
Syrian Arab Airlines	14,757	-	14,757	0.0	X
Total (Italics)			1,908,695		

Source: CAA Passenger survey 2011

Note: EVA Airways to join Star Alliance in 2013.

Source: CAA, 2013, p. 21

²⁸ <http://www.vueling.com/en/we-are-vueling/press-room/press-releases/corporate/vueling-flights-from-el-prat-barcelona-to-connect-with-british-airways-broad-network>

5.4.13 However, the CAA says that:

“24 out of 85 airlines at Heathrow (in 2011) carried less than 10 per cent connecting passengers on their services. For these airlines, it is unlikely that the loss of connecting passengers would be a significant switching cost. These airlines accounted for approximately 6.8 million (10 per cent) of the passengers at Heathrow. Of these, airlines accounting for approximately 1.9 million passengers do not belong to an alliance.” (CAA, 2013, p. 35)

5.4.14 Since there is no indication that Heathrow will exercise its market power, no demand for the movement of any of these airlines to Manston has been made as part of the outcome of this research.

5.4.15 However, since capacity at Heathrow and Gatwick is constrained, with Luton and Stansted set to follow, RiverOak would expect to attract other carriers in the medium term. It is also expected that Manston will become the base for one or more regional carriers with three 30 to 50-seater aircraft. These aircraft will serve six to eight business-orientated and niche leisure routes.

5.4.16 In October 2016, the UK and China signed an agreement that increases the current limit of 40 direct flights per week between the countries to 100 in both directions. The new agreement also lifts the restriction on the number of airports that were covered by the previous deal. Previously only six airports in each country could offer direct flights between the UK and China. This means that not only can flights take off and land from other UK airports but will provide direct access to destinations throughout China. One of the interviewees (Visit Kent) in particular felt the Chinese market into Kent is a particular opportunity. Indeed, this interviewee mentioned the announcement of two services into Gatwick and two into Birmingham from China with operators looking for additional slots. This, coupled with the government’s strategy to move tourism to the regions, means, *“there is lots of energy to spread the benefit of inbound tourism”* with funding available (Visit Kent).

Charter flights

5.4.17 As well as daily scheduled flights and regular low cost carrier flights, Manston was previously served by a number of holiday companies including Newmarket Holidays and a Saturday service operated to Jersey. It is expected that Manston would attract at least one holiday company offering flights as part of a package during the season.

5.4.18 According to one interviewee, prior to its closure, the airport was approached by a Romanian airline that wanted to operate two flights per day during the season. The target market for these flights would be agricultural and other workers from Romania and Poland, many of whom come to work within 50 miles of Manston Airport. Therefore, due to the capacity available and constraints at other South East airports, demand at Manson is likely to include a number of charter passenger services, expected to operate at peak times across the year.

5.4.19 There are a number of infrastructure projects that, once complete, will reduce even further the travel times to Manston Airport and widen its catchment area (Visit Kent). These include the proposed Lower Thames Crossing and improved rail travel times to a London terminus. Additionally, the construction of London Resort and Ebbsfleet Garden City will provide additional passengers for Manston Airport.

5.4.20 An email of support for Manston Airport from the Manager of Passenger Sales at National Airlines based in Orlando, Florida dated 23 January 2017 reads:

“Just as a follow up to our conversation on the Manston Airport. Having used it as an alternative to LGW, LHR and STN when we did the State Farm incentive flying from 12 U.S Cities, I can say with experience, that our customers were absolutely blown away with the service offered by the Manston Airport staff, and were equally impressed with the ease of getting into downtown London. We even tested and timed coaches to and from LGW and STN to downtown and Manston always came out as a shorter total commute both coming and going.

National has looked at, and continues to evaluate niche scheduled service city pairs, and should Manston decide to reopen, it would probably enter into our overall evaluation as an alternative to the congested airports that presently serve the greater London area.”

5.4.21 As such, a forecast for charter flights has been included in the Manston demand for passenger flights.

Cruise passengers

5.4.22 In the past, Manston Airport has worked with The Port of Dover, bringing cruise passengers from the USA to join ships departing from Kent. Indeed, *“Renaissance Cruises were very successful with overwhelmingly positive passenger feedback”* (Visit Kent). The Port of Dover has huge expansion plans for cruise ships (Visit Kent) and *“nowadays cruise passengers are looking for faster transit from the US”* (Visit Kent). Indeed, on their website²⁹, the Port say that:

“Joint initiatives between airports and ports have become more important in recent years. The inter-operability and inter-connections between the two has led to an increase in visitor numbers to countries and regions, and can be a very attractive element in, for example, developing cruise services, linking air and sea in ways that cruise ship operators demand when looking to new services from certain countries and ports.”

5.4.23 Manston Airport is located only 17 miles from the cruise terminal at Dover Harbour, the second busiest in the UK. In previous years, a well-received service operated between the US and Dover via Manston Airport. Passengers left the aircraft at Manston on bonded coaches, which allowed them to use the immigration services at Dover and portage, which reconciled them with their luggage when they reached their cabin on the cruise ship. This service saved passengers the time and inconvenience of travelling through a more distant London airport, and handling luggage between the airport and the coach transfer. Therefore, demand for one return flight per week during peak cruise times is predicted. These services are expected to originate in the US.

5.5 Other potential revenue streams

5.5.1 In addition to the air freight and passenger operations, interviewees mentioned a range of other potential revenue streams for Manston Airport. These include a maintenance, repair and overhaul facility (MRO), aircraft recycling, establishing an Enterprise Zone, re-establishing a flying school, and a business jet fixed base operation.

²⁹ <http://www.doverport.co.uk/consultancy/airport-port-connectivity/>

Interviewees were also keen to mention Manston's role in the resilience of the UK's airport network.

Maintenance, Repair and Overhaul (MRO) facility

5.5.2 Aircraft MRO includes scheduled maintenance to aircraft and unscheduled maintenance due to damage, component and engine failure, mandatory modifications, and upgrades to the cabin interiors, systems or other components.

5.5.3 Several interviewees mentioned the importance of a maintenance base at Manston Airport and indeed it seemed almost taken-for-granted that the airport operator would ensure an MRO facility was available. Not only does an MRO encourage airlines to use an airport but also generates revenue for the operator and creates employment in the region. A study undertaken by the Department for Business, Innovation and Skills (BIS) in 2016 shows the impact of the MRO sector on the UK economy:

"The UK has a 17 percent global market share in aerospace industry revenues, which is the largest in Europe and second only to the US in worldwide terms. In terms of MROL we find that there are over 1,300 companies supporting the UK Maintenance, Repair, Overhaul and Logistics (MROL) sector. Together these companies have a turnover of around £15 billion, and they employ around 57,000 people in the UK." (BIS, 2016, p. 7)

5.5.4 The report by BIS concludes that:

- *There is some consensus that the UK MROL sector is highly regarded throughout the world for: the quality of its work; its aerospace heritage; having a highly skilled, knowledgeable and flexible work force; and the presence of an effective regulator with good excellent regulatory compliance.*
- *The majority of the larger MROs endorse the need for on-going training through apprenticeship schemes*
- *In an international market place, the UK MROL sector is thought to have a particular strength in the provision of high value, sophisticated and advanced MROL services. Building on this capability, the UK MROL industry has the potential to make a significant contribution to the UK Government's intention to double UK exports to £1 trillion by 2020.*

5.5.5 AvMan Engineering has been operating a facility from the Hangar One at the airport since 2009. The company focus on the maintenance of BAE 146/RJ aircraft, as well as the repair and maintenance of Honeywell ALF 502/LF 507 Series engines. The interviewee from AvMan mentioned advances in MRO practices including the use of drones for inspection of aircraft, currently being used by EasyJet.

Aircraft recycling facility

5.5.6 There are an estimated 12,000 aircraft due for retirement in the next two decades³⁰. With a focus on environmentally sound practices, the aircraft recycling industry offers many opportunities for jobs creation and training opportunities. A key part of the RiverOak strategy and discussed by interviewees, movements are likely to be in the region of 10 per year. It should be noted that these are inbound-only movements.

³⁰ <https://afraassociation.org>

5.5.7 One interviewee was particularly keen to return to Manston Airport as his company see huge potential from operating in Thanet (SmartLynx). When asked why they prefer Manston as a location, they report that the location, close to Heathrow and Gatwick but without slot restrictions, is the main reason. The company previously employed around 80 people onsite, most of who were from Thanet. He said that the location of Manston Airport for aircraft recycling is, “*absolutely ideal*”. The following is a letter of support from Thorir Kristinsson of SmartLynx Airlines.

**“To: The Managing Director, Manston Airport
From: Thorir Kristinsson, SmartLynx Airlines**

Date: 28 November 2016

I am writing to support retaining Manston as an operational airport. I have over forty years’ experience of working in aircraft engineering and my accreditation details are as follows:

Aircraft Technician Licence: ICAA, FAA A&P, Licence number: 3566

From 2001 to 2004 I was the Accountable Manager for Aviaservices Ltd and the five JAR 145 workshops owned and operated by the company in the Manston area. I was also the responsible manager for Air Atlanta Icelandic’s stores depot and the line maintenance station at Manston in several buildings occupying a total of 70,000 sq.ft. Then from 2004 to 2006 I was Senior Director Maintenance at Air Atlanta Icelandic.

As far as I remember we had 70-80 permanent staff but I might be able to connect you with our former HR manager Mrs. Dianne Potter who would have this in much better details as she did an excellent job of pushing for training and hiring the locals with an apprentice program for the workshops.

Most of the work performed was related to a fleet of B747’s B767’s B757’s and in the beginning L1011’s aircraft which flew in to Manston for all kind of maintenance works, limited of course as in those days we never had access to a hangar. In busy seasons, usually between contracts of the aircraft, we employed with contractors and mechanics coming with the aircraft - often 100 + people. We maintained around 50 aircraft per year and also salvaged around 5 or 6 aircraft each year. We handled wheels and brakes, battery equipment, catering and cargo equipment, safety equipment, and avionics such as communication and lighting. Our company had CAA approval.

The operation was gradually scaled down because the people who bought the airport in 2005 never really understood the potential of the aircraft maintenance and re-cycling business and without a hangar we were facing all sorts of operational and environmental challenges. Looking back I see it as a lost opportunity because, for a time, the operation was successful and profitable, as well as offering employment opportunities to local people.

In recent weeks I have had conversations with colleagues with many years’ experience in aircraft engineering and re-cycling and I can say that there is a real interest in setting up a new business when Manston re-opens.

It’s also clear to anyone who understands the air freight business that Manston has huge potential as a cargo hub. It can free up slots in LHR and

STN, it's close to the Channel Tunnel and it now has much better rail connections with London. Actually the location is absolutely ideal and I look forward to being able to use Manston Airport again soon."

Enterprise Zone

5.5.8 The Manston Airport site provides the opportunity to derive income from activities other than freight and passenger flights. For example, in the 2011 Budget, the Government announced the creation of a number of Enterprise Zones across England. Enterprise Zones define a geographical area where fiscal incentives and simplified planning controls encourage businesses to flourish by reducing the barriers to growth. Enterprise Zones have been established to include or be based around a number of airports including Manchester, Luton, Newquay and Cardiff.

5.5.9 The Government's Draft Aviation Policy Framework (DfT, 2012, pp. 28-9) outlines the effect of Enterprise Zone Status on airports including transforming airports into international business destinations, creating jobs, and attracting investment to boost air connectivity and maximise economic impact. Should Manston Airport re-open, it may be possible to apply to the Government for Enterprise Zone status, providing incentives for businesses to locate to the area, bringing additional employment and economic benefits to Thanet.

Flying School

5.5.10 Manston was home to TG Aviation flying school for over 30 years. When Manston closed, the school moved to Lydd Airport. For many years prior to Manston's closure, TG Aviation operated a popular and highly regarded flying school founded by the late Ted Girdler. The company has since temporarily re-located to Lydd Airport and has expressed a strong desire to return to Manston when the airport re-opens for business.

5.5.11 TG Aviation's former premises comprise a hangar, offices, and a reception area. In discussions with the TG Directors, RiverOak have agreed that, with suitable investment in the buildings, the business should be re-opened but this time as a FBO for executive jets as well as a flying school.

Business jet operation

5.5.12 In addition to the planned FBO, Polar Helicopters operate a fleet of three helicopters, which is due to increase to four. Their core business is in training and helicopter charter and a helicopter connection to Battersea for a client landing at Manston in an executive jet would take around 35 minutes. The interviewee from Polar Helicopters reported that she would be very interested in working in tandem with an FBO operation on the site.

5.5.13 Polar have been at Manston for 10 years, and in Hangar 10 for seven years. Although a well-established business at Manston, Polar Helicopters have not found it easy to operate from a non-operational airport. Indeed, this interviewee expressed the opinion that very little investment was made to improve the cargo operation or any other aspect of Manston as an operational airport except for the equestrian centre.

Diversion airport

5.5.14 Several interviewees mentioned the importance of Manston to the resilience of the UK's airport network (AvMan, Baltic Exchange, Securitas). Manston had previously provided a diversion airport for aircraft either in difficulties or because of conditions

(such as fog, snow or problems on the runway) at the original destination airport. According to one interviewee, Manston was the diversion airport for BA, KLM and Virgin Airways (AvMan). Since the closure of the airport, airlines have great difficulty providing an en-route diversion airport in their flight plan and this impacts on them commercially. In particular it was reported that BA has a problem on the A380 transatlantic routes.

6 Discussion

6.0.1 The aim of this section is to consider the findings from the research, as detailed in the previous section, and to discuss their influence on the likely demand for Manston Airport. The sections first consider the air freight findings, looking at the reasons why Manston Airport will prove attractive to freight operators, before looking at the market opportunities and demand sectorally and geographically. The potential freight demand is then considered against a range of potential scenarios that may impact the sector. Next, the likely demand for passenger flights is discussed before summarising the discussion section.

6.1 Attracting air freight to Manston Airport

6.1.1 The findings have provided a rich variety of information about what might attract air freight to Manston Airport. These include both 'push' and 'pull' factors. 'Push' factors cover those that may lead customers away from other airports or change current transport models and include the issues at Heathrow and the Channel crossings, increasing problems with security, and potential changes to the current dominance of belly freight in the UK. 'Pull' factors work to attract customers due to the offering made by the airport and include speed of turnaround achieved by Manston, cutting edge security clearing, and the location of the airport.

6.1.2 The analysis of Frankfurt Main Airport demonstrates how an unconstrained airport can attract considerable air freight movements. This airport handled more than two million tonnes of cargo in 2015 without operating at night. Contrary to the view that cargo-only airlines prefer to operate at night, Frankfurt shows that if suitable slots are available during the day and turnaround times are expedient, a daytime operation can be successful.

Issues at London Heathrow Airport

6.1.3 Many interviewees discussed the problems they face using Heathrow Airport. These problems include being bumped from belly freight, sometimes up to four times before freight is transported. This causes uncertainty and considerable stress when the items are required urgently, such as parts for aircraft, oil rigs, or valuable machinery. Delays in delivery cause lost revenue for the parties involved. Indeed, delays are common at the airport, with trucks queuing to on- and off-load their cargo. These problems are likely to get worse once work on upgrading and realigning the M25 motorway to meet the demands of the new runway commences.

6.1.4 There seems to be a considerable problem with security screening oversized air freight in the UK. This results in the trucking goods to northern Europe for screening. Securitas, one of the larger organisations involved in security clearing air freight, estimates substantial numbers of truck loads per year are having to undertake this journey. For example, Swissport sends a minimum of 11 trucks daily from all over England and Scotland. This figure can rise as high as 40 in peak seasons, with an estimate of an average of 16 daily over a year, seven days a week from just one handler (Securitas). Together with the bottlenecks at Heathrow, these issues are having a substantial impact on the air freight market. Overcoming these problems provides Manston Airport with an opportunity to attract a considerable market, particularly perishable and time-sensitive items.

6.1.5 There seem to be very limited slots for freighters available at Heathrow. Many interviewees pressed this point, which is a considerable advantage for Manston until

capacity is increased at Heathrow. By the time the third runway becomes available, not likely to be before 2025, Manston is likely to be well established. It is also possible that demand for passenger traffic will be sufficient to fill the third runway at Heathrow, continuing to create a push effect for Manston.

6.1.6 The situation at Stansted seems set to continue to preference passenger traffic, particularly in the period before the third runway at Heathrow is open for business. This is a concern for organisations such as TfL, who are working to improve surface transit to Stansted for passengers.

Channel crossings and trucking

6.1.7 There are more than four million truck movements across the Channel every year. Haulage companies and freight airlines report severe delays, mainly associated with the situation in Calais, now largely resolved. These delays impact profitability and particularly affect the carriage of perishable items that lose their value the longer they remain in transit. Post Brexit, it may be that delays are inevitable as increased customs and immigration checks have to take place at border crossings. Many interviewees talked about the security issues they face when trucking through the Channel crossings.

6.1.8 Any increase in delays may precipitate a move away from trucking to the continent, particularly for high-value time-sensitive goods. Indeed, if trade restrictions are such that the UK has increasingly to look to markets outside the EU, trucking will not be an option. Air freight would then be in competition with shipping, a much slower albeit cheaper form of transit. Even without the impact of Brexit negotiations, York Aviation are forecasting a shortfall equivalent to 2.1 million tonnes of air freight capacity in the UK by 2050 (York Aviation, 2015, p. 19). TfL predict that the South East will be short of capacity for around 54,000 air freight movements (TfL, 2013). The implications for Manston therefore look very positive, with considerable demand potential for air freight movements.

Security issues

6.1.9 Security was a key issue for many interviewees with concerns that the problems currently being experienced will worsen in the future. The carriage of lithium batteries is becoming increasingly problematic, with moves to impose a ban on passenger aircraft. This would affect the ability to use belly-hold space and may have implication for Manston as a specialist freight airport.

6.1.10 Aside from the impact on security from threats of terrorism, other issues included problems with oversized cargo screening. Some airport's inability to screen oversized items can cause delays and frustration. If Manston Airport were equipped to handle and screen these niche items that are often high-value and time-sensitive, the airport would be able to attract specialist freight carriers.

6.1.11 RiverOak are in negotiations with Securitas to operate a canine freight screening operation from the site. Securitas currently truck in the region of 50,000 HGV loads of air freight from UK airports to Rotterdam or a European airport equipped with screening for freight. Given the volume of air freight involved and the considerable advantages of using a UK airport with the specialist equipment required to security clear freight, Manston is likely attract a considerable amount of these movements.

Changes to preference for belly freight

6.1.12 Whilst the UK air freight market is currently dominated by belly-hold rather than dedicated freighters, this is the reverse of the situation in the rest of Europe. Several factors may contribute to a change to this dominant model. These include reduced capacity on aircraft such as the A380, the LCC model, which generally focuses on rapid turnarounds, which preclude the carriage of freight. In addition, many interviewees talked of freight being bumped from passenger aircraft and the negative impact this has on their business. If the market was to move away from belly freight and towards the use of more dedicated freighters, Manston would be well placed to attract this growing market.

Speed of turnaround

6.1.13 Speed of turnaround was mentioned as a key attraction for a freight airport. Manston has a history of rapid turnarounds, often cited as the best in the industry. There can be little doubt that the future operators of Manston would want to focus on providing this excellence of service, which, if well publicised, should attract those involved in time-sensitive markets.

6.1.14 Manston's location means that aircraft heading south make a saving in time and fuel. This saving is in the region of 45 minutes to one hour in terms of time and between \$2,000 and \$3,000 per flight. There are also savings to be made in crew time. These savings increase the benefits of using Manston and may act as a powerful marketing opportunity for the airport.

6.2 Market opportunities for Manston Airport

6.2.1 Many of the interviewees mentioned the markets they believe exist for Manston Airport. These include both sectoral and geographical markets.

Sectoral markets

6.2.2 The niche market opportunities that interviewees identified for Manston include perishables such as fruit, vegetables and flowers, the traditional focus for the airport and fish and shellfish. Timely delivery of fresh produce is vital to supermarkets, which require the maximum shelf life to reduce wastage and increase profit margins. Imports are likely to originate particularly from Africa and South America. The export markets for fish and shellfish, including oysters, and spider crabs that are plentiful in the waters around the south of the UK, include Spain, France, and the Middle East.

6.2.3 It seems Manston would be well placed to dominate niche markets such as Formula One cars, luxury cars from the Middle East, rock band stage sets, live animals such as breeding stock and racehorses, oil and gas equipment, and outsized cargo. These markets should provide considerable business for the airport. Additionally, Manston Airport has a history of handling military and humanitarian operations and these can be expected to return to Manston when the airport is operational.

6.2.4 There seems to be strong interest in aircraft recycling market and, although this would provide only a limited number of movements per year, would provide Manston with many opportunities to increase revenue and to create jobs and increase skills in the region.

Geographic markets

6.2.5 Interviewees identified a number of geographic markets they believe have growth potential. These include both import and export markets with a focus on the sectoral markets identified and described in the section entitled 'Sectoral markets' at paragraph 6.2.2 onwards above. These markets include:

- Africa particularly for the import of flowers, fruit and vegetables
- Algeria for the import of fruit and vegetables
- China for the import of consumer goods and export of luxury items
- Middle East particularly for export markets
- Pakistan including the export of clothing and the import of consumer goods
- Russia for gas and oil equipment and the export of luxury items
- US for a range of import and exports

Attracting integrators and freight forwarders

6.2.6 Whilst integrators, like many businesses, are generally averse to change, there are a number of potential benefits that may make Manston Airport attractive to this market. In addition to the benefits described previously such as rapid turnaround of aircraft and the availability of slots at Manston, the airport offers other attractions. These include the availability of warehousing and office space either onsite or close to the airport. The connectivity of the airport is also excellent, with a number of interviewees talking about this benefit. The presence of an integrator at Manston would dramatically increase the number of freighter movements from the airport. This scenario is discussed further in the section entitled 'Integrator/forwarder base' at paragraph 6.3.21 onwards.

6.3 External environment scenarios

6.3.1 The external environment in which any airport operates is dynamic and change inevitable. These changes may affect the behaviour of potential users and therefore, in order to enhance the assessment of demand, a range of alternative scenarios has been considered. These scenarios detail key triggers that may impact the air freight industry and Manston's ability to attract air freight. Research from both secondary sources and from the interviews undertaken has been used to identify these triggers. Nine potential scenarios specific to the air freight market for Manston Airport have been identified. These scenarios are:

1. The UK's position in Europe
2. Changes to fuel prices
3. The availability of more efficient aircraft
4. Onshoring of manufacturing in the UK
5. Changes to logistics and transport systems in Kent
6. Dramatic changes to economic performance
7. Manston becomes a major integrator/forwarder base
8. Manston becomes an Amazon base
9. Manston becomes a hub for drone activity

6.3.2 The following sections discuss the potential impact of these scenarios on the demand for air freight at Manston Airport identified through the research undertaken for this report.

The UK's position in Europe

6.3.3 The UK has made one of the most momentous decisions in its history – to exit the EU. It now seems that a swift exit from the EU is unlikely and that negotiations will take the maximum two years permitted to conclude. Until these negotiations are complete, it is difficult to predict the impact on air freight to and from the UK. The British Government has identified three potential options for relationships between the UK and the EU post Brexit. These are:

- Membership of the European Economic Area (**EEA**). This model is used by Norway and ensures full access to the Single Market. In terms of aviation, membership of the EEA would provide membership of the European Common Aviation Area (**ECAA**) and continued access to the Single Aviation Market.
- Bespoke bilateral arrangements, such as those between the EU and Switzerland. For aviation, a UK-EU comprehensive agreement would entail a bespoke arrangement such as the EU-US and EU-Canada agreements.
- A World Trade Organization (**WTO**) relationship, which would mean no special arrangement with the EU is negotiated. For aviation, whilst this would provide the UK with maximum policy freedom with only ICAO's Chicago Convention framework in place, it would exclude the UK from European initiatives such as the Single European Sky.

6.3.4 Table 9 highlights the characteristics of these various options. It is highly likely the airline industry will lobby the Government to retain the Single Aviation Market. Without the freedoms of the air currently in place, air freight operators are likely to experience added costs, more restrictions and increased bureaucracy.

Table 9 Key characteristics of post-Brexit UK-EU models

	Access to Single Aviation Market	Validity of EU horizontal agreements	Influence on EU policy	Policy freedom
Continued EU membership	Full access	Full validity	High	Very limited
ECAA membership	Full access	Would likely remain valid	Very limited	Limited
UK-EU comprehensive agreement	Access	May need to be renegotiated	None	Potentially limited
No formal agreement	Would need to be negotiated	Would need to be renegotiated	None	High

Source: IATA, 2016b, p. 6

6.3.5 A complete exit from the EU would force the UK to negotiate aviation and trade accords with many countries that have to date been covered by EU treaties. However, a “hard” Brexit solution for other policy areas may make a “soft” Brexit for aviation more difficult to negotiate. All commentators have in common the opinion that it is far too early to predict what the outcome of Brexit will be. In terms of Manston Airport and the demand for freight and passengers, no changes to the current findings are proposed until the result of negotiations is clearer. The current demand picture does not contain any intra-EU traffic, although, most cargo airlines do not fly point-to-point, picking up and dropping off on non-direct routes to their final destination. Without this ability, if no formal agreement is reached, freight forecasts may well have to be adjusted, not just for Manston but also for the whole UK and European airport network.

Changes to fuel prices

6.3.6 Fuel costs are one of the largest expenses for the airline industry, around one third of operating costs. Oil prices have been relatively low since mid 2014 but have not necessarily helped air freight carriers because of the effect of hedging³¹. This effect should start to drop away and both freight and passenger carriers may tend to be more aggressive with their pricing. Lower fuel costs have allowed some operators to open up new routes, particularly long haul, that were previously unaffordable. However, since fuel is priced in US Dollars, the value of Sterling against the US Dollar is critical.

6.3.7 Since airlines use hedging to protect them from fuel price fluctuations, price hikes are unlikely in the short-term. Indeed, the general trend has been for prices to reduce over time and more efficient aircraft and operating practices seem set to ensure this trend continues. As such, an increase in the choice of air freight over other means of transportation may arise. However, given the uncertainty around the value of Sterling against the US Dollar, the demand identified for Manston has not been changed.

Availability of more efficient aircraft

6.3.8 Aircraft continue to become more efficient, improving fuel consumption and reducing emissions through new engine, aerodynamic devices and aircraft design, and through lighter weight on-board equipment. The Boeing 787 Dreamliner and the forthcoming Airbus A350 are much more efficient than previous generation aircraft. Instead of metal, these aircraft are constructed almost entirely from composite materials, reducing their weight considerably. Whilst these economies should be passed on to the customer, reducing the cost of air freighting, no increases to the demand identified for Manston have been included over the period of the study.

Onshoring of manufacturing in the UK

6.3.9 One of the effects of the referendum vote to leave the EU has been a weakening of Sterling. This makes British goods cheaper for overseas customers relative to foreign competitors. Since the end of the 1970s, the number of jobs in manufacturing has declined from 25% of the UK workforce to around 8%. Less than three million people now work in UK manufacturing compared with more than three times that number 40 years ago.

6.3.10 However, technological changes such as robotics are eroding the comparative advantage of low labour cost countries such as China. Aside from cost issues, many companies are concerned with the cost-quality balance of their production and the challenge of protecting intellectual property. Manufacturing overseas makes it easier for ideas to be stolen and products to be copied, crowding the market and diluting brand names.

6.3.11 Onshoring is therefore predicted to bring manufacturing back to the UK in industries such as vehicles, clothing, and high tech products. Agility is key to competitive advantage, with speed to market and more flexibility required from suppliers. Locating production so far from the market does not allow for agile responses. Whilst the UK looks set to return to some manufacturing, not the mass production of the past but as part of a leaner, more efficient value chain.

³¹ Hedging is a risk-management strategy that is used to reduce possible loss incurred due to adverse price movements, in this case in fuel prices

6.3.12 Since Just-in-Time practices are likely to be required in these manufacturing processes, the use of air freight may well increase. However, the impact on the manufacturing sector from the UK's exit from the EU is uncertain and therefore it is too early to precisely predict the potential increase to the demand for Manston at this time. However, demand seems to show that exports will exceed imports and this is, in part, a reflection of this expected increase in the UK's manufacturing and exporting ability.

Changes to logistics and transport systems in Kent

6.3.13 Whilst it is too soon to predict the impact of the UK's withdrawal from the EU and its effect on Foreign Direct Investment (**FDI**), recent FDI figures for 2015 to 2016 show the UK had a record number of inward investment projects, created the second highest number of jobs ever, and is the top European destination for investment from emerging markets³². Given that property costs in Kent are around 60% cheaper than in London³³ and that Kent benefits from good transport links including the Channel Tunnel and the Port of Dover, the County makes a good location for logistics and transportation companies. Indeed, plans for a Lower Thames Crossing will make Kent even more accessible to the east of the Country.

6.3.14 The presence of a vibrant freight-focused airport is likely to stimulate demand for warehousing and office space in the East Kent area, creating a transport and logistics hub around the airport. Under the direction of RiverOak, Manston will play a key role in the supply chain at local, regional and national levels. This objective is in line with the vision IATA has for the air cargo industry. They say:

“To address the competitive pressures facing air cargo, the industry challenged itself in 2014 to meet an important objective by 2020: seeking to optimize the air cargo supply chain for every commodity type transported by air to provide shippers with greater transparency, reliability and predictability. Such industry optimization will help to not just protect the value proposition of air cargo, but will enhance it.

One goal of supply chain optimization could be the reduction of the average end-to-end shipping time by 48 hours, where the customer so demands. To meet this goal, air cargo must modernize its processes, improving quality and reliability, and widen the range of services offered. Key factors of success are data integration, process integration and supply chain partnerships based on common and mutually beneficial scenarios.” (IATA, 2015, p. 8)

6.3.15 Figures are difficult to predict but in the medium- to long-term increased demand due to improvements to transportation and logistics in Kent should be taken into account in forecasting demand for Manston Airport.

6.3.16 Recent issues at Calais have highlighted the pressures on Kent's current infrastructure. Kent Channel crossings have suffered on-going delays over the past few years. These have centred on ferry worker strikes on the French side and the situation with migrants and refugees trying to enter the UK through the Channel Tunnel. These delays have had a huge impact on industry and local people. Operation Stack parks freight traffic on the M20, causing chaos on local roads as traffic attempts to use other ways to navigate the area.

³² <https://www.gov.uk/government/news/uk-remains-number-one-investment-destination-in-europe>

³³ Locate in Kent

6.3.17 Last year, the Fresh Produce Consortium estimated that, due to Operation Stack, £10m of fresh fruit and vegetables was thrown away during the first six months of 2015³⁴. Eurotunnel has estimated their costs and lost revenue of the refugee crisis at Calais in 2015 at €29m (£23m), sending a bill for this amount to the British and French Governments³⁵. Exact estimates of the impact on UK industry are hard to find but commentators generally talk of costs to the UK economy in millions of pounds.

6.3.18 These delays may well prompt shippers to switch to air freight, particularly if a local freight-focused airport was available. In terms of an increase to the demand for Manston, this may well represent an increase in the short to medium-term if capacity allowed. These movements would be in addition to the previously discussed (see section entitled 'Channel crossings and trucking' at paragraph 6.1.7 onwards) estimates for the FTA and TfL that show around 2.1 million tonnes of freight would be diverted from UK airports due to lack of capacity by 2050 (York Aviation, 2015, p. 19).

Dramatic changes to economic performance

6.3.19 One of the most important influences on air freight is economic performance at global, European and national levels. Whilst air traffic tends to fall faster than world trade at the start of an economic downturn and increase quicker on the up-cycle, it seems that each 1% increase in world economy gives rise to a 2% increase in air traffic activity (Morrell, 2011). Since air transportation usage and economic activity are interdependent, any dramatic change would impact both passengers and freight flights.

6.3.20 Regulatory frameworks, such as changes to taxation and environmental mitigation strategies, also affect air transportation. However, it is always difficult to predict changes to economic performance but the UK's situation is particularly uncertain following the decision to exit the EU. How the UK decides to conduct its future relationship with Europe will affect how much freedom the UK has to decide its own policies. For example, the ICAO Assembly has agreed to develop and apply a global market-based mechanism to address international aviation emissions by 2020. The EU's Emissions Trading Scheme (ETS) application and its impact are currently reduced and carbon prices are low. It is therefore expected that impact on flight demand will be relatively small in the short to medium-term³⁶. No changes from this scenario to the demand identified for Manston are therefore proposed.

Integrator/forwarder base

6.3.21 An analysis of the origin-destination airport choice of freight operators shows that the presence of forwarding facilities at an airport is the primary deciding factor (Kupfer *et al*, 2016). Freight forwarders act as third party agents to arrange the carriage of goods often without owning or managing transportation assets. By contrast, integrators such as FedEx, DHL and TNT, arrange cargo movements like a forwarder but also own the transportation assets.

³⁴ C. Johnston, The Guardian, 4 July 2015 available from <http://www.theguardian.com/world/2015/jul/04/migrants-try-to-storm-channel-tunnel-sparking-further-delays>

³⁵ <http://www.independent.co.uk/news/business/news/refugee-crisis-eurotunnel-sends-29m-claim-to-british-and-french-governments-to-cover-calais-costs-a6882801.html>

³⁶ <https://www.eurocontrol.int/sites/default/files/content/documents/official-documents/forecasts/seven-year-flights-service-units-forecast-2014-2020-feb2014.pdf>

6.3.22 Manston Airport and the Thanet area offer a range of opportunities for the development of warehousing and office space³⁷. It therefore seems feasible that forwarders and particularly integrators, who would be able to base aircraft at the airport, may choose to locate to Manston. The demand for the airport could therefore include the presence of one integrator basing two aircraft at Manston from the second year of operation and four from the fourth year. If this scenario is correct, integrator movements would be likely to increase from year 10 of operation due to the pressure predicted to be on Stansted for passenger flights by this time.

6.3.23 However, if Manston became an integrator base for more than one airline or if one integrator based a larger number of aircraft at the airport, this would rapidly increase the number of movements at the airport. This, of course, would have to be in line with capacity available at the airport and acquisition and development permissions for nearby land. Subject to these arrangements, demand could potentially increase considerably from year five or six of operation.

Amazon base

6.3.24 Amazon, the online retailer, now has a fleet of some 40 freighters. The Air Transport Services Group began operating ten 767 freighters for Amazon around the middle of 2015, initially as a test network. It has now leased twenty aircraft to Amazon for a period of five to seven years. Atlas Air is also phasing in twenty 767-300s, which they will operate for Amazon. On the 4 August 2016, Amazon unveiled their first liveried freighter, a 767-300ER, which bears the Prime Air logo and is operated by Atlas. Most of the 40 767 freighters in the Amazon Prime Air fleet will operate on a hub-and-spoke basis from Ohio's Wilmington Airport. Given the support for Manston Airport Atlas Air has put on record (see email from Rob Buda, Senior Director at Atlas Air dated 7 March 2017 at 5.1.23, which says, "*I can certainly say with confidence that Atlas Air would consider recommending MSE to our customers as a viable regional option should the airport ever reopen for business.*").

6.3.25 Whilst there is still no news about Prime Air's operation in Europe, Amazon is tailoring its route network to meet the needs of the company and to improve delivery times for customers. The company states that it is creating an air transportation network, as evidenced by the \$1.4 billion investment in Cincinnati Airport, and it seems likely this will include Europe. Amazon began posting vacancies for roles with Prime Air based in Cambridge in mid 2016. Cambridge is the UK home of Amazon's drone development (see Section entitled 'Drone hub' at paragraph 6.3.26 onwards for further detail). Whilst Amazon has not taken part in this research, this scenario suggests consideration of Amazon basing for one aircraft from the second year of operation, increasing to two aircraft from year 4. If Amazon based more aircraft in the UK at Manston, the number of movements could increase considerably if capacity allowed.

Drone hub

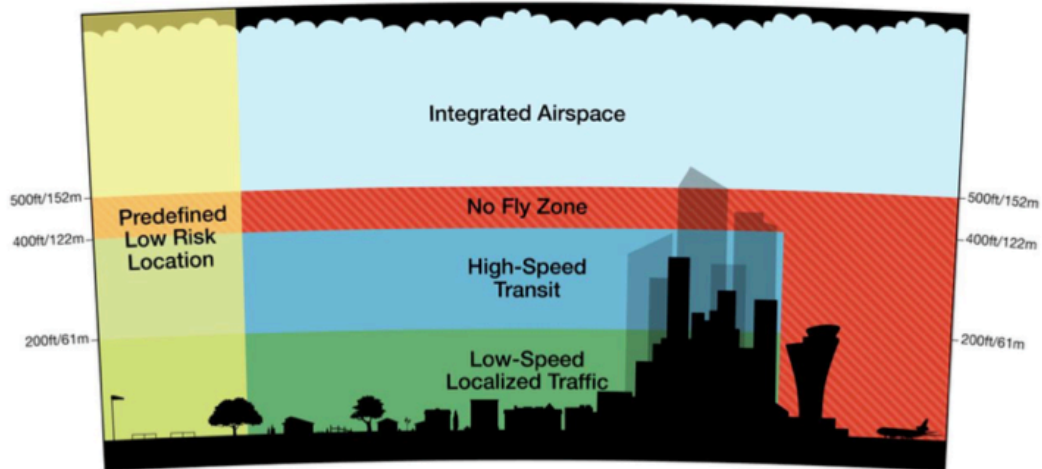
6.3.26 Amazon Prime Air is the company's vision of its future delivery system, using small, unmanned aerial vehicles or drones to get packages to customers. The Amazon drones will carry packages up to five pounds in weight using "sense and avoid" technology to operate beyond the line of sight up to distances of around 10 miles. Amazon proposes the development of an air traffic system that allows drones to operate in civil airspace without interference with other aircraft. They have put forward a design, as shown in Figure 16, that segregates civil airspace below 500 feet. Airspace up

³⁷ Locate in Kent provides a database of opportunities

to 200 feet would be designated for low-speed traffic, between 200 and 400 feet for high-speed transit, with a no fly zone between 400 and 500 feet.

6.3.27 The CAA has granted Amazon permission to test its drones in the UK. The company's UK operation is currently based in Cambridge with testing reported to be at a location outside the City. An integrated drone/airport operation, whilst fraught with safety problems and many years from CAA certification, could potentially reduce the number of trucks on the UK's roads. Using Manston Airport and its location close to the Thames Estuary may provide an exciting future for Thanet, putting the Island at the heart of the UK's distribution network. However, because the use of this technology is some way from implementation, no change to the demand for Manston has been made to reflect this possibility.

Figure 16 *Airspace design for small drone operation*



Source: Amazon, Revising the Airspace Model for the Safe Integration of Small Unmanned Aircraft Systems. Available from https://images-na.ssl-images-amazon.com/images/G/01/112715/download/Amazon_Revising_the_Airspace_Model_f_or_the_Safe_Integration_of_sUAS.pdf, page 2.

Summary of scenario impacts

6.3.28 Table 10 summarises the impact of each of the identified scenarios on the Manston air traffic forecast.

Table 10 *Impact of scenarios on the Manston forecast*

Scenario	Impact
The UK's position in Europe	Unknown therefore demand unchanged
Changes to fuel prices	Unchanged demand
The availability of more efficient aircraft	No increase over period of investigation made
Onshoring of manufacturing in the UK	Taken into account where possible
Changes to logistics and transport systems in Kent	Taken into account where possible
Dramatic changes to economic performance	No change proposed
Manston becomes a major integrator/forwarder base	Part incorporated but demand likely to increase further
Manston becomes an Amazon base	Considered a possibility for Manston
Manston becomes a hub for drone activity	No change proposed

6.4 Manston Airport passenger demand

6.4.1 Whilst RiverOak will be focusing on the development of Manston as an air freight airport, passenger services will be encouraged to provide an amenity for the local area. The airport could provide landing slots at convenient times that are not available at other airports in the South East. Infrastructure is planned to handle both passenger and air freight traffic.

6.4.2 This research highlighted what the CAA considers to be the marginal airlines at Heathrow (see Table 8 on page 53). However, since there is no particular intelligence that suggests these airlines might move to Manston if the airport was operational, no demand from these airlines has been taken into account. Issues concerning passenger flights that have been considered include:

- Reduced sector length making operations more cost effective
- Access to a major passenger hub through KLM
- Base for a number of low cost carrier aircraft
- Seasonal flights to and from Eastern Europe
- The forecast doubling of flights between the UK and China
- Cruise ship flights
- Paramount theme park and Ebbsfleet Garden City development

6.4.3 Specific demand refers directly to the findings shown in section 5.4. This demand includes:

- KLM resuming operations twice daily to Amsterdam
- A LCC base two aircraft at Manston
- The charter market resuming with services to European and potentially US destinations
- A scheduled service by an airline struggling to find slots at other airports
- Flights from the US that tie up with cruise ships leaving from Dover

7 Conclusions

7.0.1 This report demonstrates the potential demand for Manston Airport, indicating its viability and clearly showing that Manston Airport is a valuable local, regional and national asset, providing airport infrastructure badly needed by the UK. Without additional runway capacity, the UK is missing out on potential trade, particularly with non-EU countries. More than four million HGV movements are currently made on Eurotunnel and through the Port of Dover. The advent of Brexit and potential restrictions and delays at the Channel crossings will be a cause of concern for those freight shippers reliant on this form of transport. As such, and with Manston Airport reopened, there may be a change in the model used, away from trucking to Europe and onto aircraft.

7.0.2 Manston Airport, operational for 100 years until its closure in May 2014, has the potential to attract and accommodate considerable cargo movements and to handle a number of passenger flights, connecting Kent to the rest of the world. Indeed, due to its size, location and lack of airspace constraints, Manston is the only viable option in the South East.

7.1 Recommendations

7.1.1 A number of issues have been identified through this research. These provide opportunities for Manston Airport to attract aircraft movements and include:

- Lack of available slots at other South East airports
- Bumping of freight from passenger aircraft
- Security issues particularly with oversized cargo
- Speed of turnaround

7.1.2 A number of markets for Manston Airport have been identified through this research. These include:

- Parcels and packages through an integrator
- Perishables including fruit, vegetables, flowers, fish, and shellfish
- Oversized freight
- Formula One and luxury cars
- Live animals
- Time sensitive items such as aircraft and the oil and gas industry
- Humanitarian and military flights

7.1.3 Additionally, there are opportunities in aircraft recycling and other revenue generating operations including MRO, a FBO, and a flying school. If warehousing and office space can be made available locally, there is potential to attract an integrator to the airport. Manston is well located to play a vital role in the supply chain activity that will be stimulated by initiatives such as the proposed Lower Thames Crossing and the Thames Estuary 2050 Growth Commission. It is therefore recommended that the airport operator incorporate these opportunities into their future development and marketing plans.

7.2 Implications for policy

7.2.1 The UK needs a robust policy for aviation with more attention paid to air freight than has been the case in the past. Whilst UK governments no longer operate airports or build runways, they play a key role in ensuring capacity is built or retained where it

most benefits the national interest. Government must therefore use its powers to make sure a framework for aviation is always in place, seamlessly migrating between changes of administration. This will, as Philip Hammond said (DfT, 2011, p. 5), rely on moving beyond the sterile debate of many years and working towards a broad consensus on the UK's long-term view of the significance of aviation to the Country.

7.2.2 Issues of global environmental impact, such as aircraft emissions, cannot be dealt with by airport managers alone but must be the province of national government in partnership with other world leaders. These issues are frequently raised during public consultations but innovative solutions are most likely to result from industry-wide efforts. Noise is a ubiquitous concern around airports, particularly from night flights, and the government must make clear their policy and the mitigations they deem appropriate and achievable so that airport managers can implement best practice across the UK. Repeating the same debate time after time does nothing to improve dynamism in the airport sector.

7.2.3 There can be no doubt that the UK needs a National Air Freight Demand Model just as it has a passenger equivalent in the National Air Passenger Demand Model (NAPDM). It is hoped this document will support the development of such a national model, which, as with the passenger version, would have a sister allocation model to allow forecasts to be made at airport level. Indeed, one of the recurrent questions raised during this research was around freight traffic forecasting and there seems to be wide confusion about demand in the UK. Some stakeholders quote a stagnation of air freight in the UK, failing to grasp the correlation between demand and a lack of capacity. Improved demand models would help all parties understand the true air freight picture in the UK.

7.3 Implications for RiverOak

7.3.1 The extensive research that informed this report have been a costly and time-consuming exercise and are only a part of the work being undertaken to secure the future of Manston as an operational airport. This report confirms RiverOak's faith in Manston Airport, providing evidence that the airport has the location, airspace, capacity potential and demand required to persuade the Secretary of State to make the decision to grant a DCO that would allow the redevelopment and reopening of the airport.

7.3.2 The findings from this research can play a key role in informing government policy on air freight in the UK. It also provides a platform for lobbying government and industry organisations and RiverOak will no doubt continue to press for a political environment that is conducive to the vitality of the aviation sector. Such an environment will allow airport management to focus on resolving local concerns and harnessing opportunities for innovation.

7.3.3 This research shows that there is widespread support, and often passion, for Manston Airport, from people in all types of organisation. Manston Airport is in a unique position in the UK, having support from the local community and from a number of airlines and other organisations. It is essential for RiverOak to continue to harness the interest of the local community and to work with them to ensure the area gains the maximum benefit from a vibrant operational airport. In a time of cynicism towards participation, RiverOak is fortunate that the local community is willing and able to engage in the multiple debates that surround airport operations. Providing rewarding business and employment opportunities, and working with local providers to ensure high quality education and training for local people will be a fitting acknowledgment of their continued commitment to Manston Airport.

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MANSTON AIRPORT:
A NATIONAL AND REGIONAL
AVIATION ASSET

VOLUME III
The forecast

JANUARY 2018

Prepared for:

RiverOak Strategic Partners Ltd

The logo for RiverOak Strategic Partners Ltd, consisting of the letters 'RSP' in a large, bold, serif font.

Prepared by:

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Disclaimer

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Executive Summary

This report sets out the forecasts for Manston Airport, for freight and passengers for the first 20 years of operation (currently projected to be 2020 to 2039), and detailing the infrastructure required to deliver the forecast. The report provides the necessary data to underpin the proposal to retain Manston as an airport and re-develop the site as a Nationally Significant Infrastructure Project (NSIP).

Manston Airport is located in the South East of the UK where aviation industry demand is highest and most constrained. The airport has a long runway; an ideal airspace location; benefits from easy surface access to London and the rest of the UK; and can provide rapid handling and turnaround times for air freight. The airport would provide almost immediate relief to the pressing situation that is causing considerable loss of potential trade to the South East each year the UK remains without additional runway capacity.

Table 1 Summary 20 year freight and passenger forecast

	Freight moves	Pax moves	Total moves	Inbound tonnage	Outbound tonnage	Total tonnage	Passenger numbers
Y1	0	0	0	0	0	0	0
Y2	5,252	0	5,252	39,865	56,687	96,553	0
Y3	5,804	4,932	10,736	47,335	61,218	108,553	662,768
Y4	9,700	5,024	14,724	76,326	90,765	167,092	679,868
Y5	9,936	5,064	15,000	81,455	92,286	173,741	686,672
Y6	10,144	6,702	16,846	85,832	95,604	181,436	965,295
Y7	10,872	6,754	17,626	92,357	100,551	192,908	975,591
Y8	11,184	6,754	17,938	96,979	103,694	200,673	975,591
Y9	11,392	6,754	18,146	98,585	104,660	203,245	975,591
Y10	11,600	6,754	18,354	102,609	109,742	212,351	975,591
Y11	12,064	6,966	19,030	107,592	114,785	222,377	1,011,587
Y12	12,547	7,186	19,733	114,034	120,473	234,508	1,049,022
Y13	13,048	7,416	20,464	118,691	125,999	244,690	1,087,954
Y14	13,570	7,654	21,224	125,949	131,039	256,989	1,128,444
Y15	14,113	7,902	22,015	133,064	137,515	270,579	1,170,553
Y16	14,678	8,160	22,837	140,889	143,015	283,904	1,214,347
Y17	15,265	8,428	23,693	146,524	150,070	296,594	1,259,892
Y18	15,875	8,707	24,582	156,271	156,073	312,344	1,307,259
Y19	16,510	8,997	25,507	162,522	162,316	324,838	1,356,521
Y20	17,171	9,298	26,469	171,949	168,809	340,758	1,407,753

Table 1 shows a summary of the freight and passenger forecasts for the first twenty years of operation, from 2020 to 2039, following the reopening of Manston Airport. It should be noted that these forecasts are considerably more conservative than those derived by a macro level, 'top down' method. These forecast have been compiled using a 'bottom up' approach and refer to specific types of traffic. Nonetheless, the forecast shows the airport exceeding the NSIP criteria for 10,000 air freight movements by Year

6. Exports are forecast to slightly exceed imports, particularly in the early years of operation.

Manston Airport is also strategically well located to play a vital role in the supply chain that will be stimulated by initiatives such as the proposed Lower Thames Crossing and the Thames Estuary 2050 Growth Commission. What is clear from this report and the others that make up the series of reports is that Manston Airport is capable, in terms of its geographic and airspace position, of making a substantial contribution to the future economic and social well-being of the UK. The research conducted to derive the forecasts shown in this report show that the opening of Heathrow's proposed third runway will not hamper Manston Airport's viability, whenever the additional capacity at Heathrow becomes operational.

Whilst the RiverOak focus is on the air freight market, the airport is also forecast to handle a considerable number of passengers. Driven by the lack of capacity at southeast airports, passenger numbers at Manston Airport are forecast to commence at around 660,000 per year, rising to 1.4 million by Year 20 of operation. Manston Airport can provide a base for a number of low cost carrier aircraft, host seasonal charter flights, and work with Dover Harbour Board to receive passengers destined for cruise ships. The proposed London Resort and Ebbsfleet Garden City developments are also expected to increase demand for both in and outbound flights.

Infrastructure requirements are scheduled to match forecast demand and construction will take place in four phases. These will be prior to operations commencing, in Year 4, Year 10, and Year 15. Operations will commence with eight stands for freighters (where it previously operated with one) and three stands for passenger aircraft. The number of freighter stands will rise to 14 in Year 4, 16 stands in Year 10 and 19 stands in Year 15. Passenger aircraft stands will increase from three to four in Year 15. Warehousing and fuel storage will be provided to meet the demand forecasts.

This report concludes that Manston Airport is of strategic importance to the UK, having the ability to attract in excess of 10,000 air freight movements by Year 6 of operation. In light of the business case described in this report, there can be little doubt that, in an increasingly competitive economic climate, the UK simply cannot afford to lose one of its long-serving airports. Indeed, this report shows that Manston Airport is a very valuable local, regional and national asset, capable of providing infrastructure badly needed by the UK and playing a role in helping Britain's connectedness and trade with the rest of the world. In short, Manston comprises critical national infrastructure, important for the economic well-being of the UK.

Definitions and abbreviations

ACI	Airports Council International
Air freight	The carriage of goods by aircraft
ATM	Air Transport Movement and/or Air Traffic Movement
Backload	The transportation of cargo on a return trip to the originating airport
Belly-freight	Cargo stowed under the main deck of a passenger aircraft
CAA	Civil Aviation Authority
Cargo	The term cargo and freight are used interchangeably in this report and refer to goods carried by road, sea or air
Consolidator	A person or company who combines small volumes of commodities from different originators so they can be shipped together and who usually owns the aircraft used for transport
DCO	Development Consent Order
Dedicated carrier	An aircraft that transports only freight (not passengers)
DfT	Department for Transport
EU	European Union
Eurostat	A Directorate-General of the European Commission that provides statistical information to EU institutions and promotes the harmonisation of statistical methods across member states
FBO	Fixed Base Operation
Freight	The term freight and cargo are used interchangeably in this report and refer to goods carried by road, sea or air
Freight forwarder	A person or company that organises the shipment of commodities from an originator (manufacturer, producer, etc.) to a destination (customer, etc.) but generally does not own the aircraft used in the transport
LCC	Low cost carrier
Long haul	No generally agreed definition as 'long' or 'short' is subjective. In Europe, a flight taking more than four hours to complete and/or originating/destined outside Europe is considered long haul
MRO	Maintenance, repair and overhaul facility
NSIP	Nationally Significant Infrastructure Project
Pax	Passengers
Short haul	As per long haul above. Short haul in Europe generally indicates a flight within Europe so taking around four hours or less to complete
TfL	Transport for London
UK	United Kingdom
USA	United States of America

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1 Introduction

- 1.0.1 This report presents the air traffic forecasts that have been made for Manston Airport. These forecasts include freight and passenger movements for the first 20 years of operation of the airport, from 2020 to 2040. The report also outlines the infrastructure requirements the airport would require in order to deliver the forecast demand.
- 1.0.2 This report is the third in a series of documents that make the case for Manston Airport to return to full operation. These reports cover:
- Volume I: The need for airport capacity in the South East of the UK and the potential role of Manston Airport as part of the UK's airport network
 - Volume II: The findings from a qualitative study that identifies the push and pull attractors for Manston Airport and details the opportunities and the sectoral and geographical markets the research uncovered
 - **Volume III: The forecast for air freight and passenger traffic for Manston Airport over the first twenty years of operation**
 - Volume IV: A description of the socio-economic impacts of the operation of Manston Airport as described by the forecast in the third volume of this body of work

1.1 Background

1.1.1 Unmet demand for freight carrier slots in the South East makes forecasts based on extrapolation of past activity potentially inaccurate. Rather than merely extrapolating past activity, studies that have focused on the 'lost' or suppressed demand include York Aviation's work (2015, p. 19). Their report, prepared for the Freight Transport Association and Transport for London, considers the potential long-term effects on the UK economy of changes in the UK air freight industry resulting from different potential development scenarios for runway capacity in London. York Aviation's significant report calculates that by 2050 with no additional airport capacity, 2.1 million tonnes of freight, equating to 80,000 freighter movements, may have to be trucked to northern Europe to find airport slots.

1.1.2 Examples of unconstrained freight-focused airports in Europe show the difference between a true market, where capacity is available to attract freighter flights, and a constrained market such as that in London. However, forecasts are usually calculated for a region or country before allocating a proportion to individual airports, missing any currently unmet demand. The work detailed in this report takes a different approach by using a qualitative method, identified from the literature review as a more reliable means of forecasting. The approach identifies potential users of Manston Airport and builds a forecast from this intelligence.

1.2 Aim and objectives

1.2.1 The RiverOak vision is to establish Manston Airport as a successful freight-focused airport with supplementary passenger operations. The aim of this report is to provide the forecast figures that underpin the proposal and supports business planning and development at Manston Airport.

1.2.2 There are a number of objectives set out for this work and in particular the results will:

- Provide the information required to support the Development Consent Order (**DCO**) application
- Inform stakeholders during consultation
- Provide information for Government and industry organisations

1.3 Report structure

1.3.1 The report commences by providing the background to the forecasting method chosen to assess the air freight and passenger demand for Manston Airport. Having established the background, the forecasts are presented, shown by freight movements and tonnage, and by passenger movements and numbers. Next, details of the infrastructure required to deliver the forecast are shown. The report concludes with a summary of the case for Manston Airport.

2 Forecasting methods

2.0.1 This section describes the way in which both air freight and passenger forecasting methods were derived and details the models used in the short, medium, and long term.

2.1 Air freight forecasting method

2.1.1 Whilst methodologies for passenger air travel forecasting are well developed, freight markets are much more problematic. As Ishutkina, MIT International Center for Air Transportation (ICAT), says:

“freight markets are generally more liberalized when compared to the passenger markets. Therefore, national carrier data do not accurately depict the cargo flows taking place to and from a particular country due to the dominance of only a few major international cargo carriers such as DHL, FedEx and UPS. In addition, aggregate freight data may misrepresent the traffic flows for a particular country because they do not capture the asymmetry, which is often present in cargo flows between economies. In other words, the national cargo carrier data are not representative of the freight flows to and from a particular country.” (Ishutkina, 2009, p. 55)

2.1.2 A detailed review of air freight forecasting literature is presented in the report, ‘Manston Airport: A National and Regional Aviation Asset, Volume II: A qualitative study of potential demand’. This review showed that a qualitative approach was the most appropriate method through which to gather data on the potential demand for an individual airport. The data collected is also shown in Volume II of this series of reports.

2.1.3 However, in order to provide a detailed picture of the potential air freight and passenger demand for Manston Airport, it was necessary to convert this information into a quantitative forecast. This type of forecasting can, of course, be handled in a number of ways and there is unlikely ever to be consensus on either the approach or the data used. There were two main options for forecasting freight at Manston Airport. The first was to use forecasts from one or more sources (such as Eurostat, the Department for Transport (DfT), etc.) and ‘divert’ a proportion of national and international (Northern Europe including France, Belgium, Holland) traffic to Manston. The issue with this approach is the difficulty in identifying a realistic formula by which to divert air freight to Manston.

2.1.4 The second option was to take a qualitative approach focused on collecting market data. This allows base data to be derived from a method that takes account of how commodities are currently transported and how they are likely to be transported in the near future. This approach is particularly applicable in the Manston case since the airport is not currently operational. Indeed, in the short-term, any useful forecast needs to be built from the likely behaviour of potential airport users.

2.1.5 This method is confirmed by the ACI-North America, who represents local, regional and state governing bodies that own and operate commercial airports in the United States and Canada, and recommends deriving customised inputs from a detailed market assessment. This assessment should be informed by carriers, their business partners and other supporting entities in the air freight community (ACI-NA, 2013, p. 3).

The Airports Commission also recommends using the Delphi Method¹, pointing out that relying on, “*a single, central-point forecast would be a risky approach*” (Airports Commission, 2013, p. 8).

2.1.6 Thanet District Council, in their response to the 2017 Manston Airport statutory consultation raised the issue of optimism bias. They say, “*No optimism bias has been allowed for in these estimates*” (p. 2). Optimism bias is defined as, “*the difference between a person’s expectation and the outcome that follows*” (Sharot, 2011, p. 941). There is little research on the subject, particularly as it pertains to air traffic forecasting. However, in order to avoid any bias (optimism or pessimism), efforts to quality assure the analysis should be made. For this study, the methodology used to forecast air freight traffic has been peer reviewed by Loughborough University and by the RiverOak consultancy team. The methodology used was also subject to consultation and only the Thanet District Council comment shown above was received. It should also be noted that the Council’s own forecast by AviaSolutions made no mention of either optimism or pessimism bias.

Primary data collection

2.1.7 As such, a qualitative approach forms the basis for the short and medium-term (years one to ten, 2020 to 2029) air freight forecast at Manston Airport. The collection and analysis of this data is described in Volume II of this series of reports and consisted of face-to-face interviews with representatives from key stakeholder groups including:

- Kent transport infrastructure
- Government and public sector
- Industry associations
- Freight forwarders and consolidators
- Local businesses who import/export
- Cargo airlines

2.1.8 The freight forecast for Manston Airport is split by:

- Air Traffic Movements
- Aircraft type (wide and narrow-bodied)
- Number of tonnes or passengers
- Imports and exports by tonnage

Secondary data

2.1.9 Secondary data was used to provide an overview of the industry, which allowed the primary data to be put into a global and national context. Secondary data was also used to provide information on macro-level growth in the industry, which allowed a percentage increase, year-on-year in the long-term (from Years 11 to 20) to project growth from the short- and medium-term market data forecasts.

2.1.10 IATA’s August 2017 data² shows global freight volume up 11.4% compared to the previous year and annual growth in industry-wide passenger volumes grew to 6.8%. In terms of capacity, IATA data shows that to July 2017, freight capacity grew by 3.7% from the previous year.

¹ A forecasting method based on gathering opinions from a panel of experts

² <http://www.iata.org/whatwedo/Documents/economics/Airlines-Financial-Monitor-Aug-17.pdf>

2.1.11 Boeing's traffic and market outlook describes an air cargo market recovery that began in 2014. Their market outlook 2016-2035 (Boeing, 2016a) forecasts air cargo traffic, measured in revenue tonne-kilometres, at 4.2% although there are differences between the forecasts for regional pairs. For example, Asia-Europe is forecast to show growth of 4.6% (Boeing, 2016b, p. 16). Airbus forecast growth at 4% globally (Airbus, 2016). The Boeing and Airbus forecasts are based on the opinions of experts who summarise the world's major air trade markets and identify key trends. These organisations present comprehensive forecasts between and within each of the air freight markets as well as for the world freighter airplane fleet.

2.1.12 Of interest to the forecast for Manston Airport is an observation made by Boeing, who refer to the continued requirement for dedicated air freight operations:

“dedicated freight services offer shippers a combination of reliability, predictability, and control over timing and routing that is often superior to that of passenger operators. As a result, freighters are expected to continue carrying more than half of global air cargo traffic to satisfy the demanding requirements of that market.” (Boeing, 2014)

2.1.13 The CAA produces airport statistics by month and by year. Their 2016 statistics show that around 332,000 tonnes of freight was carried on dedicated freighters at the London airports during the year, an increase of 6% over the previous year. Freight carried on passenger aircraft, which fell by 1% during 2015, increased by 3% in the London area in 2016.

2.1.14 Freight airlines do not publish timetables, with only some scheduled freighter operations being shown in OAG (an air travel intelligence company based in the UK) information. This makes gathering base data difficult and forces a number of assumptions to be made by those who forecast air freight using a 'top down' quantitative approach. It is perhaps for this reason that the DfT do not model freight in detail (DfT, 2017, para 2.56). Their aviation model now assumes that, at individual airport level, the number of freighter movements will remain unchanged from 2016 across the system (*ibid*).

2.2 Short- and medium-term freight forecasting model

2.2.1 For this project, short-term is defined as years one to five and medium-term as years six to ten of operation. For Manston, these years are 2020 to 2024 for short-term and 2025 to 2029 for medium-term. 2030 to 2039 are defined as long-term for the purposes of this forecast.

2.2.2 The qualitative data collected for this research and discussed in Volume II of this series of reports, highlights the 'push' and 'pull' factors that are likely to drive demand for Manston Airport. 'Push' factors are those that may lead customers away from other airports or prompt a change to current models. These factors include the bumping of belly-freight at Heathrow, issues with the Channel crossings, increasing problems with security, and potential changes to the current dominance of belly-freight in the UK. 'Pull' factors work to attract customers to the airport. These may include the speed of turnaround achieved by Manston, cutting edge security clearing, and the geographic location of the airport and its airspace.

2.2.3 Whilst one of the key drivers for demand at Manston is a lack of capacity at other airports in the South East, there are a number of push and pull attraction factors to take into account. Indeed, the current UK air freight model is for shippers to preference belly-

freight, which can take up to a week to arrive and dispatch from some of the Country's airports. The qualitative research detailed in Volume II of this research describes the frustrations associated with this model and the impact at all levels of the supply chain. It seems likely, therefore, that the model will change, much as the model for passenger flights changed some decades ago with low cost carriers now dominating many airports, operating point-to-point at competitive prices.

2.2.4 In addition, the qualitative findings indicated several issues that present opportunities for Manston Airport. These include:

- The sufficiency of slots at South East airports
- Bumping of freight from passenger aircraft
- Security issues particularly with oversized cargo
- Speed of turnaround and bottlenecks for air freight a particular concern due to, "*longer processing time because of security*" (ACI-NA, 2013, p. 5)
- Review of current regulatory controls on the charges and services Heathrow offers to airlines, due to expire at the end of 2018

2.2.5 Interviews undertaken as part of the qualitative research also indicated a number of potential markets for Manston Airport. These include:

- Perishables including fruit, vegetables, flowers, fish, and shellfish
- Oversized freight
- Formula One and luxury cars
- Live animals
- Time sensitive items such as aircraft parts and the oil and gas industry
- Humanitarian and military flights

2.2.6 As such, and also based on market knowledge and confidential discussions with airlines, airports, and organisations involved in the freight forward and integrator markets, a short and medium-term forecast was produced. The freight movements shown in the forecast relate, where possible, to particular carriers identified through the qualitative research. The identity of these carriers is necessarily confidential for commercial reasons. The forecast includes ten aircraft of various types that will be recycled at Manston Airport. These aircraft will arrive without cargo.

2.2.7 Outputs for the freight forecast show the number of movements and the tonnage by year for imports and exports. Tonnage figures have been calculated from the maximum payload for each aircraft type and multiplying by 65% to give an indication of tonnage for the main route (either import or export). 65% is an average figure that intends to cover both full loads and out-of-gauge (cargo that exceeds the internal dimensions of a container by length, width or height) rush parts (such as critical parts for oil rigs, aircraft, etc.).

2.2.8 Backloads (tonnes carried on the return flight) have been calculated by applying a small percentage, sometimes zero in the early years, increasing over time dependent on the potential in that market in the longer-term. An indication of origin/destination pairs is also provided. The freighter fleet mix is shown using the ICAO aircraft design code, which are:

- Code C – (ATR-72, B727, B737, A310, A320, etc.)
- Code D – Heavy transport (B757, B767, etc.)

- Code E - (B747, L-1011, MD-11, DC-10, A330, etc.)
- Code F- (B747-8, A380-800F - when available)

2.2.9 Additionally, the costs of switching airports have been taken into account when considering the likelihood of integrators and freight forwarders moving to Manston Airport. These include (CAA, 2013, p. 26):

- The cost of physical relocation
- Cancellation of long-term contracts
- Loss of economies of scale, although if an entire operation is switched, economies of scale would be gained at the new airport
- Market effects such as marketing new routes and a potential loss of custom in the early years following the switch
- Network effects lost by switching to a smaller airport
- Capacity constraints at other airports, particularly in slot allocations
- Sunk costs such as an airline's investment in the airport from which they are switching

2.3 Long-term freight forecasting model

2.3.1 For this project, long-term is defined as in excess of ten years of operation (from 2030). Whilst the proposed third runway at Heathrow may become operational during this timeframe, capacity constraints are predicted to continue in the South East during the forecasting period. These constraints will make operating from the hub airports increasingly difficult and potentially more expensive. Recent research by SEO Amsterdam Economics and Cranfield University shows that every 10% increase in airport congestion leads to an aggregate 1.4% to 2.2% increase in airfares³. Additionally and as Ishutkina says:

“secondary airports have several other advantages over the major airports. These include lower-cost facilities and less congestion which allows rapid turnaround times and hence more efficient aircraft operations” (Ishutkina, 2009, p. 91).

2.3.2 In the long-term, forecasts generally have less reliance on qualitative methods. Any trends flagged during the interviews with specialists have been taken into account by adjusting the forecasts in the short and medium-term. Therefore, from Years 11 to 20 an annual percentage growth has been applied to the figures derived for Year 10.

2.3.3 During the period January to August 2017, the all-cargo segment had an 8% average growth rate compared with the same period in 2016⁴. Europe has performed particularly well, with year-on-year growth at 11% in July 2017, with the UK showing 12.5% growth⁵. The all-cargo segment of the market is quite sensitive to economic cycles and the global economic slowdown led to a period of stagnation in the market. Boeing describe this as a *“temporary situation”*, saying:

“As global GDP and world-trade growth accelerate, air cargo traffic, as measured in revenue tonne-kilometers, is projected to grow an average 4.2

³ <http://www.airport-world.com/news/general-news/6028-the-cost-of-congestion-at-europe-s-busiest-airports-sky-high-air-fares.html>

⁴ <http://www.eurocontrol.int/news/ins-and-outs-all-cargo-flights>

⁵ <http://www.aci.aero/News/Releases/Most-Recent/2017/09/22/Growth-in-airport-traffic-reaches-new-highs-in-july-with-freight-volumes-recording-robust-increases>

percent per year over the next 20 years. World air-cargo volume, in spite of exogenous shocks arising from economic and political events and natural disasters, grew an average of 5.2 percent per year over the last three decades.” (Boeing, 2016b, p. 16)

2.3.4 Airfreight is measured by both actual cargo moved and by capacity available, as well as by revenues. These measures are:

- Freight Tonne Kilometres (**FTK**) measures actual freight traffic where one FTK is one metric tonne of revenue load carried one kilometre (note that Cargo Tonne Kilometres (**CTK**) includes unaccompanied baggage and mail)
- Available Tonne Kilometres (**ATK**), the number of tonnes of capacity available for the carriage of cargo multiplied by the distance flown, is a measure of capacity
- Revenue Tonne Kilometres (**RTK**) shows the revenue load in tonnes multiplied by the distance flown

2.3.5 Industry standard load factors are usually expressed as freight capacity used, in tonnes, typically dividing FTKs by ATKs. However, focusing on tonnes carried rather than on capacity as a volume (in cubic metres) may be understating how full an aircraft is. Aircraft are constrained by both the maximum weight they can carry and by their maximum volume. A small but heavy load might reach maximum payload but with little volume, whereas a light load may fill an aircraft by volume. Some commentators⁶ believe that combining the volume and weight load factors would result in a considerably different, more successful, picture of the airfreight industry.

2.3.6 The most recent DfT figures show that:

“Total freight carried at the UK airports in the department's model rose from 2.9 million tonnes in 2011 to 3.1 million tonnes in 2016, with a growth of 4% in cargo tonnage on freighter aircraft and 5% increase in bellyhold freight on passenger aircraft” (DfT, 2017, p. 67).

Whilst there was an 8% growth rate in the dedicated freighter segment between January and August 2017 and 12.5% growth year-on-year to July in the UK, coupled with the potential for current reporting to underestimate the success of the airfreight industry, the DfT figure of 4% has been used to uplift on the Year 10 figures to extrapolate the long-term forecast for Manston Airport.

2.3.7 The potential for an airline to upgrade the aircraft in their fleet has been taken into account in the forecast. Aircraft are becoming more efficient and quieter, achieved by increasing engine efficiency, reducing airframe weight, and potentially switching to fuel sources other than kerosene. For the purposes of this forecast, a migration from one aircraft type to the upgrade has been factored into the model. For example, humanitarian and medevac flights are initially forecast to use 747-400s but will upgrade around Year 13 (notionally 2033) to 747-8s. However, it should be noted that only known aircraft types have been used in the model – no aircraft currently proposed or in development have been incorporated.

⁶ See for example <https://theloadstar.co.uk/open-letter-iata-lies-damned-lies-loadfactor-statistics/>

2.4 Passenger forecasting method

2.4.1 As with the air freight forecast, the short to medium-term passenger model is built from market information, which allows specific airline movements and associated aircraft to be used in the forecast. Instead of attempting to either extrapolate from past movements or to allocate overspill from capacity-constrained airports in the South East, intelligence was sought from airlines and experts on the potential markets Manston Airport could attract. Interviews were carried out to establish these potential markets for the airport, which include:

- Resumption of scheduled service twice daily to a hub airport
- A LCC base for two aircraft at Manston rising to three
- The charter market resuming, stimulated by regional developments such as the proposed London Resort and Ebbsfleet Garden City developments, which are expected to increase demand for both in- and outbound flights
- Flights from the US that tie up with cruise ships leaving from Dover

2.4.2 Further information can be found in the document “Manston Airport: A National and Regional Aviation Asset, Volume II: A qualitative study of potential demand. Following this qualitative step, a quantitative assessment of the likely movements per annum was estimated through discussion with the airlines involved or by examination of previous schedules and potential demand.

2.5 Passenger forecasting model

2.5.1 The passenger forecast for Manston has been calculated from specific airline movements except for the charter market, which is derived from an estimate of the number of movements Manston is likely to handle. As described above, market intelligence has been used to calculate the short to medium-term forecasts.

2.5.2 The latest IATA figures show that to November 2016, the annual growth in passenger volumes was 7.8%⁷. Boeing forecast passenger traffic grow to 2035 at 4.8%⁸ annually. The DfT figures released in October 2017 show that the underlying demand for passenger traffic to increase by 84% (75% low/99% high) between 2016 and 2050 (DfT, 2017, p. 90). Between 2030 and 2040, the long-term range in this forecast, the DfT figure is 1.8% per year.

2.5.3 However, the DfT figure reflects national demand and may not apply locally to Manston. The demand for Manston Airport is expected to increase in response to continuing capacity constraints at other airports in the South East. As such an increase of 4% has been applied to the Year 10 forecast to derive the forecasts in Years 11 to 20.

2.5.4 The calculation used to forecast the number of passengers per movement takes the capacity of each aircraft type and applies an average load factor of 65% for the scheduled KLM flight (gauged from previous Manston figures) and 90% for all other services, an industry norm. These load factors are applied on inbound and outbound movements.

⁷ <http://www.iata.org/whatwedo/Documents/economics/Airlines-Financial-Monitor-Dec-16.pdf>

⁸ <http://www.boeing.com/commercial/market/long-term-market/traffic-and-market-outlook/>

3 Manston Airport freight forecast

3.0.1 The previous sections have described the work carried out to determine a forecast for Manston Airport. RiverOak plan to focus on freight, where demand is demonstrable and considerable. There is clear demand for perishable goods, particularly fruit, vegetables, flowers, fish and shellfish. The perishable market has been a staple for Manston in the past, and the airport, with reduced flying time compared with other airports, has a reputation for the speed at which cargo can be offloaded onto trucks. Timely delivery of fresh produce is vital to supermarkets, which require the maximum shelf life to reduce wastage and increase profit margins.

3.0.2 Manston Airport is also well placed to be active in niche markets such as the movement of luxury cars from the Middle East and Formula One cars globally. Manston Airport is also capable of handling live animals such as breeding stock and racehorses. The airport will be able to security screen outsized cargo including oil and gas equipment, which cannot currently be scanned at other airports. These niche markets can provide considerable business for the Airport.

3.0.3 Manston has a history of handling military and humanitarian operations and these are expected to return to Manston when the airport is operational. A forecast that matches past operations has therefore been included. There is strong interest in aircraft recycling at Manston and, although this provides only a limited number of movements per year (around ten), would provide the airport operator with many opportunities to derive revenue, create jobs and increase skills in the region.

3.0.4 The forecasts shown in this section commence in the second year of operation for freight and the third for passengers. This delay in commencing operations is to allow time for extensive development to take place at the airport, as detailed in Section 5.

3.1 Freight forecast by movements

3.1.1 The freight movements shown in the forecast relate to particular carriers where possible although this level of detail is not possible in all cases. These findings have been used to calculate the short and medium-term forecasts. From Year 11, an incremental growth rate of 4% per annum has been applied (see Section 2.3 for full details). Table 2 shows the number of freighter movement by year from the first to 20th year of operation by ICAO aircraft design code. These codes are⁹:

Code C: Medium range aircraft such as the ATR-72, B727, B737, A310, A320

Code D: Heavy transport such as the B757, B767

Code E: B747, L-1011, MD-11, DC-10, A330, etc.

Code F: B747-8, A380-800F (when available), etc.

3.1.2 It should be noted that one movement is either one landing or one take off. A 'flight' often refers to two movements – one take off and one landing or vice versa. The forecast includes 10 aircraft of various types that will be recycled at Manston Airport. These aircraft will arrive without cargo.

⁹ Dr. A. Trani, Virginia Tech, "Aircraft Classifications" (undated). Available from http://128.173.204.63/courses/cee5614/cee5614_pub/acft_classifications.pdf

Table 2 Freighter movements by year by ICAO design code

Freight movements	Code C	Code D	Code E	Code F	Various (recycling)	Total
Y1	0	0	0	0	0	0
Y2	1,872	2,174	1,144	52	10	5,252
Y3	2,184	2,252	1,280	78	10	5,804
Y4	3,640	4,514	1,432	104	10	9,700
Y5	3,744	4,514	1,564	104	10	9,936
Y6	3,848	4,592	1,564	130	10	10,144
Y7	4,472	4,670	1,564	156	10	10,872
Y8	4,680	4,748	1,564	182	10	11,184
Y9	4,888	4,748	1,564	182	10	11,392
Y10	4,992	4,826	1,564	208	10	11,600
Y11	5,192	5,019	1,627	216	10	12,064
Y12	5,399	5,220	1,692	225	11	12,547
Y13	5,615	5,429	1,759	234	11	13,048
Y14	5,840	5,646	1,830	243	12	13,570
Y15	6,074	5,872	1,903	253	12	14,113
Y16	6,316	6,106	1,979	263	13	14,678
Y17	6,569	6,351	2,058	274	13	15,265
Y18	6,832	6,605	2,140	285	14	15,875
Y19	7,105	6,869	2,226	296	14	16,510
Y20	7,389	7,144	2,315	308	15	17,171

3.1.3 York Aviation’s work for TfL (York, 2013) talks of diverting 14,000 movements to airports outside the London airspace such as Manston. However, there are no other airports such as Manston in the South East. This forecast shows the NSIP threshold for 10,000 freight movements per annum being achieved in Year 6 and the 14,000 movements discussed by York by Year 15.

3.2 Freight forecast by tonnage

3.2.1 Further information on how these markets were identified can be found in Volume II of this series of reports. Markets include:

- Global import and export for parcels and packages
- Africa particularly for the import of flowers, fruit and vegetables
- China for the import of consumer goods and export of luxury items (included under niche freight operations but, due to a lack of concrete evidence the forecast is extremely conservative)
- Middle East particularly for export markets including fish and shellfish
- Pakistan including the import of clothing and the export of consumer goods
- Russia for gas and oil equipment and the export of luxury items
- South America for the import of perishable fresh produce
- US for a range of import and exports

3.2.2 The freight forecast by number of tonnes and ICAO design code for exports from Manston Airport is shown in Table 3. The method used to calculate tonnage from

movements is shown in Section 2.2. Tonnage figures have been calculated from the maximum payload for each aircraft type and multiplying by 65% to give an indication of tonnage for the main route (either import or export). Air freight carriers generally calculate the price of the main route to cover their costs. Backloads therefore generate additional profit for the airline but are not essential to the operation of the route since the cost has been covered by the main journey.

Table 3 Export tonnage by year and ICAO design code

	Class C	Class D	Class E	Class F	Total freight outbound
Y1	0	0	0	0	0
Y2	2,474	21,700	30,485	2,028	56,687
Y3	3,961	22,841	31,374	3,042	61,218
Y4	4,340	39,192	43,178	4,056	90,765
Y5	4,543	39,192	44,495	4,056	92,286
Y6	5,056	40,333	45,145	5,070	95,604
Y7	6,206	42,487	45,774	6,084	100,551
Y8	6,544	43,628	46,424	7,098	103,694
Y9	6,882	43,628	47,053	7,098	104,660
Y10	7,936	45,783	47,911	8,112	109,742
Y11	8,254	47,614	50,481	8,436	114,785
Y12	8,584	50,615	52,500	8,774	120,473
Y13	8,927	52,640	55,307	9,125	125,999
Y14	9,284	54,746	57,520	9,490	131,039
Y15	9,656	58,169	59,820	9,869	137,515
Y16	10,042	60,496	62,213	10,264	143,015
Y17	10,444	64,250	64,702	10,675	150,070
Y18	10,861	66,820	67,290	11,102	156,073
Y19	11,296	69,493	69,982	11,546	162,316
Y20	11,748	72,273	72,781	12,008	168,809

3.2.3 In terms of imports/exports and backloads, the following conservative assumptions and calculations have been used:

- Dedicated freight airlines (US) – 80% import/20% export
- Dedicated freight airlines (Africa) – 100% import with a 5% backload from Year 3, rising to 10% in Years 5 and 6, with an additional 5% increase added every two years
- Integrator movements – 100% outbound with a backload (import) calculation of 20% included in Years 2 and 3, rising by an additional 5% every two years
- Integrator feeders – 100% inbound (import) traffic with 10% backload possibility added to Year 5, 15% to Year 9, and 20% thereafter
- Fresh fish and spider crabs – 100% export with a backload potential of 5% from Year 3 with an additional 5% added every two years thereafter
- Middle East airlines – both import and export with backload possibilities
- Live animal operations – both in and outbound to show return journeys for most animals

- Pakistani airlines – export from Manston with backloads starting at 10% rising slowly to 30%
- Postal Services – export with a possibility of small backloads starting at 5% and rising gradually to 20%
- Russian airlines – all export from Manston with strong backload possibilities starting at 50%, rising to 70%
- Niche freight operations – generally imports with backload potential commencing at 10% rising to 30% over time
- Military movements – outbound only
- Humanitarian and medevac – outbound only

3.2.4 The freight forecast by number of tonnes and ICAO design code for imports from Manston Airport is shown in Table 4. These figures have been calculated using the same principles as for exports shown above.

Table 4 Import tonnage by year and ICAO design code

	Class C	Class D	Class E	Class F	Total freight inbound
Y1	0	0	0	0	0
Y2	4,462	12,269	22,121	1,014	39,865
Y3	5,138	13,010	27,515	1,673	47,335
Y4	9,092	28,932	36,071	2,231	76,326
Y5	9,768	28,932	40,524	2,231	81,455
Y6	10,444	30,943	41,402	3,042	85,832
Y7	14,669	31,628	42,410	3,650	92,357
Y8	16,021	33,411	43,289	4,259	96,979
Y9	17,542	33,411	43,373	4,259	98,585
Y10	18,218	35,194	44,330	4,867	102,609
Y11	18,947	36,601	46,982	5,062	107,592
Y12	19,705	39,254	49,812	5,264	114,034
Y13	20,493	40,824	51,899	5,475	118,691
Y14	21,510	43,742	55,003	5,694	125,949
Y15	22,371	46,047	58,232	6,415	133,064
Y16	23,266	49,278	61,673	6,672	140,889
Y17	24,196	51,249	64,140	6,939	146,524
Y18	25,164	55,427	67,908	7,771	156,271
Y19	26,171	57,644	70,624	8,082	162,522
Y20	27,218	61,576	74,750	8,405	171,949

4 Manston Airport passenger forecast

4.0.1 Whilst RiverOak will be focusing on the development of Manston as a freight-focused airport, passenger services will be encouraged to increase revenue potential and to provide a service to local people. The airport could provide landing slots at convenient times that are not available at other airports in the South East. Infrastructure will be developed to handle both passenger and air freight traffic, as shown in Section 5. As with Southend Airport, which grew quickly from just over 4,000 passengers per year in 2010 to over one million by 2014. Since 2014, passenger numbers have dropped to around 700,000 following the removal of one of EasyJet's four aircraft that were based at the airport¹⁰. This highlights the importance for a regional airport of an airline basing aircraft at the airport.

4.0.2 The passenger forecast for Manston has been calculated from specific airline movements and, for the charter market, an estimate of the number of movements Manston is likely to handle. Market intelligence has been used to calculate the short to medium-term forecasts, with a 4% increase, year-on-year from Years 11 to 20. The calculation used to forecast the number of passengers to be handled takes the capacity of each aircraft type and applies an average load factor of 65% for the scheduled KLM flight (gauged from previous Manston figures) and 90% for all other services, an average industry norm.

4.0.3 Specifically, the forecast shown in Table 5 includes:

- Scheduled carrier (such as KLM) operating a twice-daily service to a major hub. This equates to four movements per day, seven days per week totalling 1,456 movements per year in Years 3 to 20.
- A LCC basing two aircraft at Manston during Years 3 to 5 and three aircraft thereafter. These aircraft are forecast to operate with five daily movements during the summer months and four during the winter. LCCs account for 3,276 movements per year from Years 3 to 5 and 4,914 thereafter to Year 10. An incremental increase of 4% has been applied from Year 11 to Year 20.
- Charter flights include for one flight per day (two movements) for 12 weeks of the year and others operating five flights (10 movements) per day for five days of the week and for twenty weeks of the year. This totals 200 movements in Year 3, 240 in Year 4, and 280 from Year 5 to Year 10 with an incremental increase of 4% thereafter.
- Cruise ship flights for 26 weeks of the year commencing with one flight (two movements) per week, increasing to two flights from Year 7. This totals 52 annual movements from Years 4 to 6 and 104 from Years 7 to 10 with a 4% increase thereafter.

Table 5 shows the 20-year passenger forecast by movements and numbers for each ICAO design code of aircraft.

¹⁰ <http://www.southendairport.com/images/annualreports/LSA-AR-2016-Web.pdf>

Table 5 Manston Airport 20-year passenger forecast

	Class C Moves	Class C Numbers	Class D Moves	Class D Numbers	Total passenger movements	Total passenger numbers
Y1	0	0	0	0	0	0
Y2	0	0	0	0	0	0
Y3	4,932	662,768	0	0	4,932	662,768
Y4	4,972	669,572	52	10,296	5,024	679,868
Y5	5,012	676,376	52	10,296	5,064	686,672
Y6	6,650	954,999	52	10,296	6,702	965,295
Y7	6,650	954,999	104	20,592	6,754	975,591
Y8	6,650	954,999	104	20,592	6,754	975,591
Y9	6,650	954,999	104	20,592	6,754	975,591
Y10	6,650	954,999	104	20,592	6,754	975,591
Y11	6,858	990,171	108	21,416	6,966	1,011,587
Y12	7,074	1,026,749	112	22,272	7,186	1,049,022
Y13	7,299	1,064,791	117	23,163	7,416	1,087,954
Y14	7,532	1,104,354	122	24,090	7,654	1,128,444
Y15	7,775	1,145,500	127	25,053	7,902	1,170,553
Y16	8,028	1,188,291	132	26,055	8,160	1,214,347
Y17	8,291	1,232,794	137	27,098	8,428	1,259,892
Y18	8,564	1,279,078	142	28,182	8,707	1,307,259
Y19	8,849	1,327,212	148	29,309	8,997	1,356,521
Y20	9,144	1,377,272	154	30,481	9,298	1,407,753

5 Infrastructure requirements

5.0.1 This section presents the infrastructure forecasts that have been made by Viscount Aviation, Osprey Consulting Services and the RPS Group. The section considers the infrastructure requirements for freight, passengers, and for aviation fuel. A series of assumptions have been made in order to produce the schedule of infrastructure requirements. For example, it is assumed that the airport operator will provide direct handling services for all operations except in the case of integrators. For integrators, it is assumed that the integrator will provide handling either directly or through a contracted third party, with the integrator renting premises from the airport. It is also assumed that the airport will operate an aviation fuel farm, directly buying fuel on the open market.

5.1 Air freight infrastructure requirements

5.1.1 Infrastructure requirements at the airport for freight include stands for aircraft, warehouse space, and parking for trucks. These requirements are linked to the forecasts shown in the previous section and are detailed by year of operation in Table 6.

Table 6 Freight infrastructure requirements

	Freight stands	Warehouse space m ²	Truck parking
Y1	0	0	0
Y2	7	9,903	16
Y3	8	11,427	18
Y4	12	18,064	28
Y5	13	29,305	29
Y6	13	20,736	30
Y7	14	22,695	32
Y8	14	24,324	33
Y9	14	27,096	46
Y10	14	27,400	35
Y11	15	29,650	37
Y12	15	32,346	39
Y13	16	34,956	41
Y14	16	38,072	43
Y15	16	41,628	45
Y16	17	45,425	47
Y17	17	49,432	49
Y18	18	54,321	52
Y19	18	59,061	54
Y20	19	64,906	57

5.1.2 These infrastructure developments will be carried out in four building phases, which will ensure Manston Airport is prepared to meet the forecast demand. These building phases are:

- Prior to opening the airport;
- Year 4;
- Year 10; and
- Year 15.

5.1.3 There will be no traffic in Year 1, as effort will be focused on accelerated redevelopment of the airport. This traffic-free environment will allow construction to take place without the disruption from an operational airport schedule. The number of stands for freighter aircraft will increase from 8 at commencement of operations, increasing to 14, then 16, and to 19 in Year 10. Warehousing will be increased in line with these building phases.

5.1.4 The forecast shown has been annualised but mapping a daily schedule requires assumptions to be made to reflect likely arrival and departure schedules. Aircraft are unlikely to arrive and depart evenly throughout the day but tend to coincide at busy times. This means that infrastructure plans must take account of the need to handle higher than average numbers of aircraft at peak times.

5.2 Passenger infrastructure requirements

5.2.1 Passenger traffic infrastructure requirements include aircraft stands, terminal capacity for departures, arrivals and landside activities, and car parking. These requirements are shown by year of operation in Table 7.

Table 7 Passenger infrastructure requirements

	Stands	Terminal capacity (pax per hour)			Car parking
		Departures	Arrivals	Landside	
Y1	0	0	0	0	0
Y2	0	0	0	0	0
Y3	3	124	31	62	1,069
Y4	3	171	43	85	1,097
Y5	3	171	43	85	1,108
Y6	3	171	43	85	1,557
Y7	3	171	43	85	1,574
Y8	3	171	43	85	1,574
Y9	3	171	43	85	1,574
Y10	3	171	43	85	1,574
Y11	3	171	43	85	1,632
Y12	3	171	43	85	1,692
Y13	3	171	43	85	1,755
Y14	3	171	43	85	1,820
Y15	4	171	43	85	1,888
Y16	4	171	43	85	1,959
Y17	4	171	43	85	2,032
Y18	4	171	43	85	2,108
Y19	4	171	43	85	2,188
Y20	4	171	43	85	2,271

5.2.2 As the forecast shows, passenger infrastructure will not be in place for the first two years of operation. This is to allow the operator to focus on air freight markets and to ensure passenger infrastructure, particularly a new terminal building, is in place before the commencement of passenger operations. Table 7 shows that operations will start with three stands for passenger aircraft, with a fourth being added in Year 15.

5.2.3 In terms of the passenger terminal, which is separated into departure, arrival and landside areas, Table 7 shows the forecast requirement for the number of

passengers per hour that will need to be accommodated. The car-parking requirement is also shown in Table 7.

5.2.4 The current parking for passenger aircraft is sufficient to allow space for three stands, which will be sufficient for operations until Year 15 when a further stand will be required. Terminal capacity provided from commencement of operations is forecast to be sufficient until at least Year 20.

5.3 Fuel storage and transport

5.3.1 The airport also requires fuel storage so that aircraft can refuel before departure. The volume of fuel required is calculated on the number of movements, type of aircraft, and their forecast destination. Table 8 shows the volume of fuel required to be stored at Manston Airport by year. The table also shows the forecast for delivery of fuel to the airport by road and rail, by year and per day. The forecast uses an average truckload of 38,000 litres whilst the rail forecast averages 19 containers per train carrying 43,000 litres per container. It is assumed that road transportation will be used in the early years with RiverOak investigating other options including rail and sea transportation in the longer term.

Table 8 Fuel storage requirement

	Volume (KLitres)	Storage (Litres)	Road delivery (38,000 litres)	Road delivery per day	Rail delivery (19x43,000 litres)	Rail delivery per day
Y1	0	0	0	0	0	0
Y2	98,457	600,000	2,591	7.10	121	0.33
Y3	118,904	700,000	3,129	8.57	146	0.40
Y4	176,859	1,000,000	4,654	12.75	216	0.59
Y5	181,305	1,000,000	4,771	13.07	222	0.61
Y6	198,072	1,100,000	5,212	14.28	242	0.66
Y7	189,271	1,000,000	4,981	13.65	232	0.63
Y8	192,141	1,000,000	5,056	13.85	235	0.64
Y9	192,513	1,100,000	5,066	13.88	236	0.65
Y10	195,197	1,100,000	5,137	14.07	239	0.65
Y11	201,215	1,200,000	5,295	14.51	246	0.67
Y12	209,209	1,200,000	5,506	15.08	256	0.70
Y13	217,383	1,200,000	5,721	15.67	266	0.73
Y14	226,024	1,300,000	5,948	16.30	277	0.76
Y15	235,010	1,300,000	6,184	16.94	288	0.79
Y16	244,356	1,400,000	6,430	17.62	299	0.82
Y17	254,076	1,400,000	6,686	18.32	311	0.85
Y18	264,185	1,500,000	6,952	19.05	323	0.89
Y19	274,698	1,600,000	7,229	19.81	336	0.92
Y20	285,620	1,600,000	7,516	20.59	350	0.96

The reduction in requirement for fuel between Years 6 and 7 reflects forecast upgrades to more efficient aircraft, including swaps from the Boeing 767 to the Airbus 330.

6 Conclusion

6.0.1 This report presents the forecasts for Manston Airport and establishes the rationale for retaining Manston as an airport that is essential to the UK's national airport network. Manston Airport can be operational in as little as two years from the transfer of its ownership to RiverOak. Its location, its 100 previous years of operation, and the considerable local backing mean it is without comparison in the UK. No other airport in the South East is so well supported. Although there will always be those who are against aviation and airport development, Manston receives the on-going support of a large number of the residents of Thanet as demonstrated in Volume I of this series of reports.

6.0.2 This report and the others in the series, show that Manston Airport is a valuable local, regional and national asset, providing airport capacity badly needed by the UK. Without additional runway capacity, the UK is losing potential trade, particularly with non-EU countries. Due to its size, location and lack of airspace constraints, Manston Airport is the only viable option in the South East.

6.0.3 The forecasts presented in this report show that Manston Airport, in excess of the requirement for a NSIP, has the potential to attract and accommodate at least 10,000 freight movements per year from the sixth year of its operation. Freight movements will increase gradually, in line with capacity, to a forecast 17,000 by Year 20. In addition, the airport will be able to handle a number of passenger flights, connecting Kent to the rest of the world. Passenger flights are expected to start in Year 3 of operation with the airport handling around 660,000 passengers, increasing to around 1.4 million by Year 20 of operation. Infrastructure requirements include stands for freighter and passenger aircraft, warehousing, a passenger terminal, and fuel storage. Construction will be undertaken in four phases to meet the forecast demand.

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**MANSTON AIRPORT:
A NATIONAL AND REGIONAL
AVIATION ASSET**

VOLUME IV
The economic and social impacts
of airport operations

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Disclaimer

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Executive Summary

This report has been produced in conjunction with three other volumes that provide an overview of why the redevelopment of Manston Airport is a nationally significant infrastructure project. This fourth volume looks at the economic and social impacts of Manston Airport and the forecasts for air freight and passenger traffic that are provided in Volume III. As such, the forecast level of freight and passenger movements has been used as a base from which to predict the impacts on the economy.

The local economy

Kent, known as the Garden of England, performs below the South East average. However, economic performance varies across the County, with some areas, particularly West Kent much more affluent than others, skewing the overall picture. The socio-economic gap between East Kent and Medway (both part of the Thames Estuary region) and the more affluent mid- and West Kent is increasing. Thanet, in particular, has many issues associated with deprivation and ranks as the most deprived area of Kent and one of its wards, Cliftonville West, is ranked 4th out of 32,844 Lower Super Output Areas (LSOAs) in England (2015 figures). Thanet performs consistently behind the rest of Kent with lower wages, lower productivity, higher unemployment and low participation in Higher Education.

Kent County Council wants to address this disadvantage and aim to deliver critical infrastructure that will instigate and create the conditions for economic growth across Kent, particularly in East Kent and Medway. Kent County Council aim to raise aspirations, and encourage businesses to invest in the County. The creation of the Thames Estuary 2050 Commission and the inclusion of Thanet should serve to boost productivity, attract and retain skilled workers, and capitalise on major infrastructure improvement works.

Thanet District Council is also working to transform the local economy and has an ambitious vision for the future of Thanet. This includes increasing participation in work, workforce skills, productivity, wages, and ultimately GVA and GPD in Thanet. Most modern economies rely on the economic benefits delivered by airport operations and no other proposal is likely to be able to provide the volume and quality of jobs and other economic benefits that a fully operational Manston Airport could bring to Thanet. In addition to job creation, there are numerous other social and economic benefits that a successful airport operation could provide, including:

- **Connectivity:** Increased connectivity improves the GDP of a region and Manston Airport would dramatically improve the connectivity of the area, which is even more essential with the advent of the UK's exit from the EU.
- **Attracting inward investment:** The presence of an airport supports inward investment and business location decisions.
- **Generating wealth:** GDP figures based on the airport's impact have been calculated together with the tax revenues the projected job creation it is likely to produce.

In terms of aviation, Kent County Council's strategy for airports was to oppose the construction of a new Thames Estuary Airport and also the second runway at Gatwick, preferring to maximise use of existing airport infrastructure. The reopening of Manston Airport fits with Kent's strategy. Operations at Manston Airport can provide the impetus for the improved internationalisation of Kent businesses, particularly if an enterprise zone is linked to the airport to leverage the benefits of exporting.

Job creation

The importance of air freight operations to the creation of jobs and to increasing economic and social prosperity has been demonstrated frequently around the world. The socio-economic impacts of an airport's operations include direct, indirect, induced and catalytic effects and there are a number of formulae that can be used to calculate these impacts.

This report describes how the number of jobs created by airport operations at Manston has been forecast. Direct on-site jobs are predicted to be 2,150 by year 5, of which the airport operator will create 697 posts. The direct employment figure will rise with increasing freight tonnage and passenger numbers. By year 5, the indirect and catalytic jobs forecast to result from the operation at Manston Airport are 4,500 and 8,600 respectively, and 9,000 and 17,000 by year 20. These figures represent a wide range of long-term, aspirational career opportunities.

Construction jobs required in the redevelopment of Manston Airport are shown separately since these are impermanent positions. Before RiverOak reopens Manston Airport, a total of eight freight stands and three passenger stands for aircraft will be constructed as well as warehousing and fuel storage to meet the forecast demand. Further construction will take place in years 4, 10, and 15 (see Volume III for details). The numbers of construction workers required is forecast to be between 600 and 700. There are also likely to be additional jobs created for off-site work by local construction companies.

Education and training

Education and training will be vital to maximise the employment opportunities for local people from the redevelopment and operation of Manston Airport. To ensure local providers are engaged, RiverOak is working with Higher and Further Education representatives to leverage opportunities associated with the Manston Airport's future potential operation.

Raising the aspirations of young people will be essential, particularly in areas of deprivation like Thanet. It is hoped that Manston Airport can stimulate the desire to continue in education and training, encouraging young people to improve their life chances and realise their full potential.

Tourism

This report considers the effect on tourism of airport operations at Southend, Southampton and Bournemouth and draws the conclusion that an operational airport at Manston is likely to support tourism in Thanet.

Conclusion

This report shows that the reopening of Manston Airport is likely to be in the public interest. In addition to the considerable number of direct, indirect, induced and catalytic jobs created, other socio-economic impacts that can only accrue from an airport's operation will benefit the area. The extent of these benefits adds further weight to the assertion that the reopening of Manston Airport is a nationally significant infrastructure project.

Definitions and abbreviations

ACI	Airports Council International
Air freight	The carriage of goods by aircraft
Cargo	The term cargo and freight are used interchangeably in this report and refer to goods carried by road, sea or air
CPO	Compulsory Purchase Order
DCO	Development Consent Order
EU	European Union
FDI	Foreign Direct Investment
FE	Further Education
Freight	The term freight and cargo are used interchangeably in this report and refer to goods carried by road, sea or air
FTA	Free Trade Agreement
GDP	Gross Domestic Product
GVA	Gross Value Added
HE	Higher Education
HGV	Heavy Good Vehicle
ICT	Information and communications technology
IMD	Index of Multiple Deprivation
JIT	Just-in-time, a manufacturing system that allows materials or components to be delivered just as they are required in the manufacturing process, thereby minimising storage costs
KCC	Kent County Council
MRO	Maintenance, Repair and Overhaul of aircraft and aircraft parts
NEET	Not in education, employment or training
NVQ	National Vocational Qualification – work-based qualifications
SME	Small and Medium-sized Enterprise
STEM	Science, technology, engineering and mathematics
TDC	Thanet District Council
UK	United Kingdom

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1 Introduction

1.1 Background and rationale

1.1.1 RiverOak has a vision to revive Manston Airport as a successful freight-focused airport with supplementary passenger operations. A Development Consent Order (**DCO**) will be sought by RiverOak to secure the rights and consents necessary for the airport's development as required by the Planning Act 2008. This means that, at the end of a process overseen by HM Government's Planning Inspectorate, the Secretary of State at the Department for Transport will decide the future of Manston Airport.

1.1.2 This report is the fourth in a series of documents that make the case for Manston Airport to return to full operation. These reports cover:

- Volume I: The need for airport capacity in the South East of the UK and the potential role of Manston Airport as part of the UK's airport network
- Volume II: The findings from a qualitative study that identifies the push and pull attractors for Manston Airport and details the opportunities and the sectoral and geographical markets the research uncovered
- Volume III: The forecast for air freight and passenger traffic for Manston Airport over the first twenty years of operation
- Volume IV: A description of the socio-economic impacts of the operation of Manston Airport as described by the forecast in the third volume of this body of work

1.1.3 It should be noted that this report is not intended to replicate a government/public sector appraisal of a transport project. The reopening of Manston Airport is a privately funded endeavour. Therefore this report does not assess the social welfare benefits and costs of the operation of the airport relative to the 'do nothing' option. The forecast of socio-economic impacts shown here are not estimates of the 'wider economic benefits' including impacts from the presence of imperfect competition (see DfT, 2005 for definitions) of this transport project.

1.2 Aim and objectives of the report

1.2.1 As a key part of the process of gaining the necessary permissions to acquire and reopen Manston as an airport, the aim of this report is to define the impact on the local and regional economies of Thanet, East Kent, and the wider Thames Estuary area. There are a number of objectives set out for this work and in particular the results will:

- Provide a forecast for the jobs created on the airport site and in the wider economy
- Set out the total jobs that are expected to be created by the airport operator
- Describe the potential economic and social impacts of Manston Airport
- Inform the statutory consultation by ensuring stakeholders have the necessary information to assess the public benefit of an operational Manston
- Continue to gain support from industry stakeholders
- Open dialogue with academic institutions from Higher and Further Education
- Provide the information required to support the DCO application

1.3 Report structure

1.3.1 The report is structured as follows: First the local economies of Thanet and East Kent are described. Next, the socio-economic impacts of an airport's operations are detailed together with a description of how these impacts are forecast. The employment

forecasts for Manston follow and include direct, indirect/induced and catalytic jobs as well as those created by the airport operator. The training and education opportunities associated with the airport's operation are next discussed. The potential impact on tourism in Thanet is next discussed before the penultimate section describes the other socio-economic impacts of the airport. The report concludes with a summary of the impacts of the airport that are in the public interest.

2 The local economy

2.0.1 This section describes the economies of Kent, in particular East Kent and Thanet, providing a context by which to envision the potential impacts of the redevelopment at Manston Airport. Estimates of the possible impacts are set against the forecasts for freight and passenger traffic provided in Volume III of this series of reports.

2.1 The Kent economy

2.1.1 Kent, the ‘Garden of England’, has a land area of 1,368 square miles with 85% classed as green space, and over 350 miles of coastline. Figure 1 shows outline of the County, which extends from just inside the M25 to the north, Margate to the east, the Romney Marshes in the south, and Tunbridge Wells and Sevenoaks to the west. Including the unitary authority of Medway, Kent has a total population of 1,801,200 (KCC, 2016) and a workforce of around 951,000 (Oxford Economics, 2016).

Figure 1 Map of the County of Kent



Source: Google Maps

2.1.2 The County ranks 100 out of 152 county and unitary authorities in the English Indices of Deprivation 2015 (ID2015). This puts Kent towards the bottom third of the counties in England. Kent’s economy is based around small and medium-sized businesses. Table 1 illustrates Kent’s relative economic performance in the UK. It should be noted that some areas of Kent, particularly the west of the County including towns such as Tunbridge Wells and Sevenoaks, are much more affluent than East Kent, skewing the overall picture.

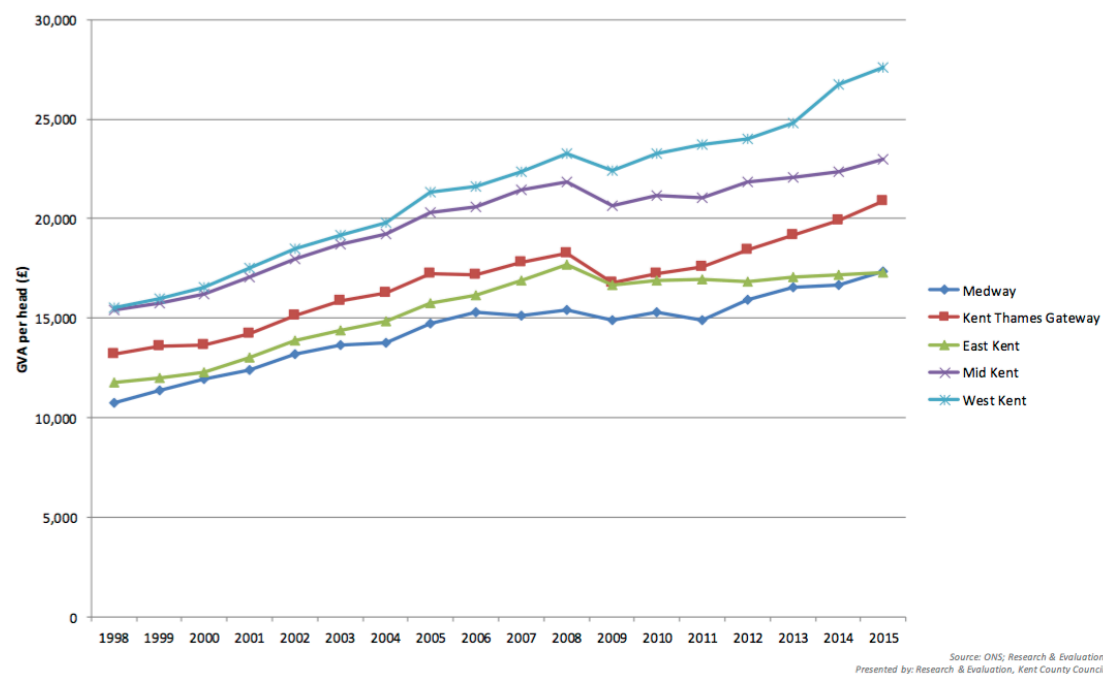
Table 1 Kent competitiveness indicators

Performance Indicator	Kent	UK	Date
Gross Value Added per head	£18,994	£24,091	2013
Gross median weekly earnings	£541.50	£520.80	2014
Economic activity	78.6%	77.4%	2015
NVQ 4 or above – working age	32.4%	36.0%	2014
Claimant unemployment rate	1.3%	1.7%	2015

Source: Kent County Council *et al*, 2015, p. 5

Figure 2 compares the GVA per head of population for the Kent areas including Medway, East, Mid, and West Kent and the Kent Thames Gateway areas. The figure clearly shows that Medway and East Kent lag behind the rest of the County with the gap between East Kent and Mid and West Kent widening over time.

Figure 2 GVA per head in Kent and Medway by area to 2015



Source: KCC, 2017b, p. 5

Kent’s vision for the future

2.1.3 The ‘Vision for Kent 2012-2022’ (Kent Forum, 2012) outlines three main ambitions for the County:

1. To grow the economy: For Kent to be open for business with a growing and successful economy and jobs for all.
2. To tackle disadvantage: For Kent to be a county of opportunity, where aspiration rather than dependency is supported and quality of life is high for everyone.
3. To put citizens in control: For power and influence to be in the hands of local people so they are able to take responsibility for themselves, their families and their communities.

2.1.4 These ambitions match with the operation of a successful airport in the County. Indeed, within the first of these visions - growing the economy - the Kent Forum identified their top three commitments. At this level of detail it is clear that a fully operational Manston Airport is entirely consistent with the commitments made by the leaders of the 14 Local Authorities in Kent who make up the Kent Forum. These commitments are:

1. To deliver the critical infrastructure that will create the conditions for economic growth across Kent. This means:
 - Providing access to high speed broadband that encourages economic growth in our rural areas

- Improving the strategic road networks within the county, and also those linking Kent to the rest of the UK
 - Maximising the opportunities of high speed rail and Kent's airports and ports that will reduce journey times to London and improve Kent's connectivity with London, UK and Europe
 - Improvements in integrated public transport that gives access to employment and improved workforce mobility without burdening our road networks
2. To raise the career aspirations of Kent's residents, from early years through to adulthood, and to meet those increased aspirations with a range of learning opportunities, apprenticeships and internships that meet future business need.
3. To be business friendly and the county of choice for inward investment and expansion by:
- Providing sector-specific support for business, particularly in areas of potential growth
 - Sell Kent as the place to do business, emphasising and enhancing its gateway location and natural assets
 - Offer inducements (financial and other) for inward investment and expansion
 - Maximise the amount that public sector partners procure from Kent companies and that use Kent workforce
 - Minimising the bureaucracy placed on business and champion the removal of unnecessary regulation (Kent Forum, 2012, pp. 4-5)

Kent's strategy for airports

2.1.5 Several documents outline Kent's strategy for airports. As detailed above, the 'Vision for Kent 2012-2022' (Kent Forum, 2012) includes maximising the opportunities of Kent's airports to improve Kent's connectivity. In their response to the Airports Commission consultation, Kent County Council declared the following:

*"We have engaged with the work of the Airports Commission and robustly oppose proposals for a new airport in the Thames Estuary and a second runway at Gatwick. As an alternative, Kent County Council supports better use of existing airports, including regional airports, improved surface access to airports by rail, and expansion of existing airport infrastructure (with the exception of a second runway at Gatwick, which it opposes) in order to meet the UK's aviation needs."*¹

2.1.6 Kent has two main airports within the County; Manston and Lydd. Rochester Airport with its grass runways is located in the Unitary Authority of Medway, and Biggin Hill resides within the London Borough of Bromley. Kent has a number of airfields including Headcorn, Maypole, and Farthing Corner. Only Manston and Lydd airports are capable of commercial services. Unlike Manston, Lydd is constrained by a short runway (1505 metres), considerable approach issues (including MOD Hythe firing range and proximity of Dungeness Power Station), a rural location and relatively poor surface transport connectivity. Also, whilst the majority support for Manston Airport continues, expansion at Lydd attracted considerable criticism from stakeholders including Natural England, the RSPB, the Campaign to Protect Rural England, and local residents.

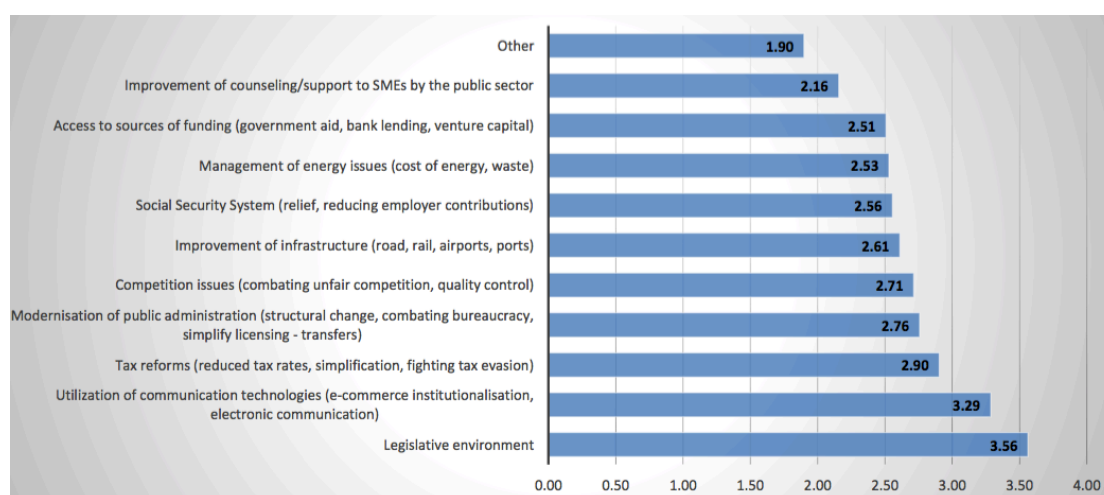
¹ <http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/aviation/aviation-strategy>

Internationalisation of Kent businesses

2.1.8 A study by Dr Fragkiskos Filippaios (2017), Reader in International Business at Kent Business School, commissioned by Kent County Council, provides useful insights into the internationalisation of Kent businesses. 35% of Kent businesses export with manufacturing, professional sciences, and information technology sectors having a significant number of firms that rely heavily on exports.

2.1.9 Dr Filippaios' study found that of those who export, 85% export to the EU, 43% to the US and 21% to the UAE. 25% of the businesses in the study import, most of whom also export with only 14% importing only. Key import markets are the EU at 72%, the US at 42% and China at 36%. The dominance of the EU for both imports and exports and uncertainty of the post Brexit regulatory environment are a cause for concern for Kent businesses.

Figure 3 External factors influencing company development



Source: Filippaios, 2017, p. 15

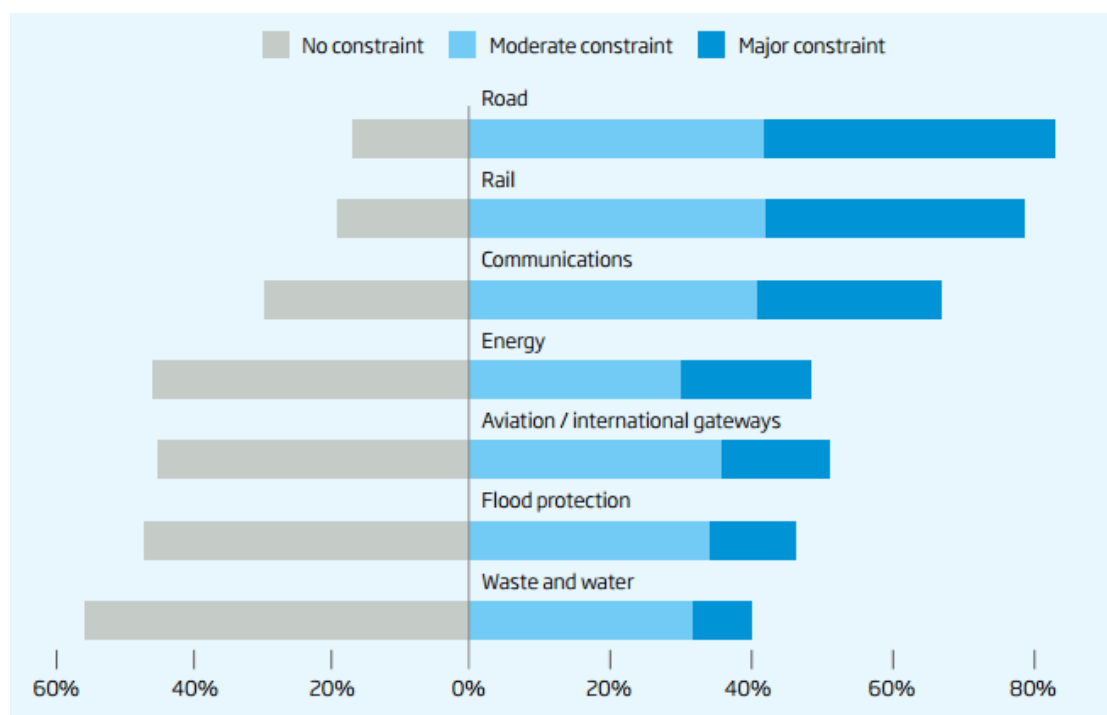
2.1.10 Key external factors that facilitate international trade include the legislative environment and reduction of bureaucracy. However, Dr. Filippaios' research showed that companies would prefer the government to take the role of facilitator rather than supporter as they make efforts to internationalise. Of particular note is that Kent businesses mentioned the need to improve infrastructure including airports, as shown in Figure 3 (where the x-axis shows relative influence based on the output of factor analysis). In terms of business support mechanisms, the research found that:

- A substantial number of support mechanisms exist, often without any significant coordination. The Federation of Small Businesses, Institute of Directors and Kent Invicta Chamber of Commerce are the most recognisable ones by Kent SMEs (small and medium sized enterprises) but UK Trade and Investment (Department for International trade) and Gov.UK emerge also as significant support mechanisms specifically for exporters.
- Despite the relatively high awareness of their existence, there is little use of these support mechanisms. The diversity of mechanisms creates confusion for SMEs that do not wish to spend substantial time searching for the most appropriate support.

- In terms of effectiveness the general support mechanisms tend to score high in the wider population but for exporters more specialised mechanisms, such as UK Export Finance, Export Britain and Federation of Small Businesses are considered very effective. (Kent SME Internationalisation Study 2016/2017, Summary of Findings)

2.1.11 A study by the Royal Academy of Engineering in 2017 asked 38 professional engineering organisations, supporting 450,000 engineers, a series of questions. Their findings show that aviation and international gateways are seen as a crucial constraint to the economic growth of regions, behind only road, rail, and communications. Around half of those questioned found aviation/international gateways to be either a moderate or major constraint. Figure 4 shows the range of constraints and how the engineering organisations ranked them as constraints to economic growth.

Figure 4 *The extent to which infrastructure constrains economic growth*



Source: Royal Academy of Engineering, 2017, p. 39

2.1.12 Whilst businesses in the region need to take responsibility for their excellence and ability to compete internationally, it is important to develop an international profile of the region as an attractive place for businesses and people to locate. Resumed and vastly improved operations at Manston Airport can provide the impetus for internationalisation, particularly if an enterprise zone is linked to the airport to leverage the benefits of exporting.

2.2 The East Kent economy

2.2.1 The term 'East Kent' is frequently used to describe the area to the southeast of the UK. However, there seems to be no formal definition of the area, with some including the Medway towns and the Isle of Sheppey. Recently, there have been moves to merge the local authorities in East Kent into a single district authority. These authorities included Canterbury, Thanet, Dover, Shepway and Ashford, corresponding approximately to the Diocese of Canterbury. However, Ashford pulled out of the plan in January 2017 and Shepway voted to reject the plan in March 2017.

2.2.2 For the purposes of this study, East Kent includes the city of Canterbury, the Isle of Thanet, and the towns of Deal, Dover, Faversham, Herne Bay, Sandwich and Whitstable as shown in Figure 5. The area includes numerous historic sites including Canterbury Cathedral.

Figure 5 Map of East Kent



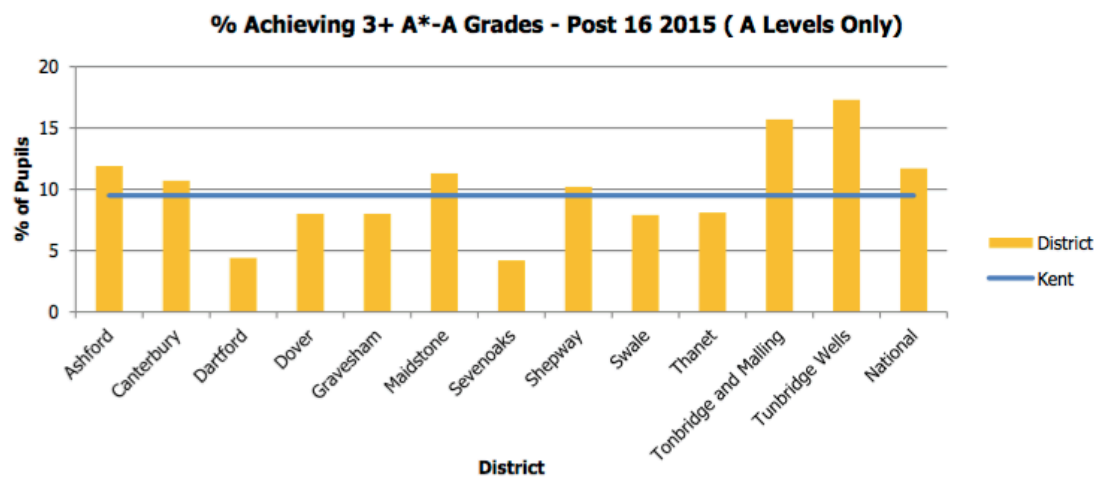
2.2.3 The 2011 Census from the Office for National Statistics (ONS) shows that Local Authorities in the east of Kent have a total population as follows:

- Ashford 117,956
- Canterbury 151,145
- Dover 111,674
- Shepway 107,969
- Swale 135,835
- Thanet 134,186

2.2.4 Whilst Kent’s average unemployment rate (March 2017) is 1.7%, East Kent and specifically Dover, Shepway, Swale and Thanet have higher rates at 2.3%, 2.3%, 2.4% and 3.6% respectively. Rates are particularly high for young people between the ages of 18 and 24. Kent ranks within the 50% least deprived of all counties and unitary authorities in England but East Kent fairs worse. Indeed, Thanet continues to rank as the most deprived local authority in Kent, and Ashford and Swale have experienced the largest increase in deprivation relative to other areas in Kent (KCC, 2015).

2.2.5 In terms of post-16 educational attainment, specifically the percentage achieving three or more A*- A grades at A Level, whilst Canterbury ranks above the Kent average, Dover, Swale and Thanet are considerably below the average. All East Kent areas except Ashford are below the national average. The post-16 attainment for 2015 is shown by area and district in Figure 6. It should be noted that the Sevenoaks figure would exclude those students who took the International Baccalaureate.

Figure 6 Post-16 attainment by area and district for 2015



Source: http://www.kelsi.org.uk/_data/assets/pdf_file/0005/57911/Final-Booklet-2016.pdf

2.3 The Thanet economy

2.3.1 Thanet, the most easterly part of Kent and includes the towns of Broadstairs, Margate and Ramsgate as shown in Figure 7.

2.3.2 Thanet has good rail and road connections. The high-speed rail link, HS1, runs from Ramsgate, passing close to the Manston Airport site and on through Canterbury and Ashford en route to London St Pancras, taking about one hour and 15 minutes. There is also a route via the coastal and Medway towns to London St Pancras taking about one hour and 40 minutes. There is also a service from Thanet via the coastal towns, Chatham and north Kent to London Victoria. Road access to the M2 is via the Thanet Way, which is a dual carriageway.

2.3.3 Thanet benefits from a number of blue flag beaches and historic landmarks. The area is noted for its connections to Charles Dickens and JMW Turner. Thanet has an out-of-town shopping and entertainment centre at Westwood Cross near Broadstairs.

2.3.4 The 2011 Census shows that Thanet has a population of 134,186. By 2020, this figure is predicted to be around 140,000 with a workforce of 79,100 (Oxford Economics, 2016).

Figure 7 Map of Thanet



Source: Google Maps

Deprivation and unemployment

2.3.5 The Isle of Thanet has particular problems associated with deprivation including relatively high unemployment, low wages and low participation in higher education. As described previously, Thanet continues to rank as the most deprived local authority in Kent (KCC, 2015). Indeed, figures published by the Department of Communities and Local Government ranked Thanet as the 28th (out of 326) most deprived area in England in 2015, the second poorest local authority area in the South East, and the poorest in Kent.

2.3.6 Thanet's ranking has deteriorated from 49th to 28th since 2010, showing a worsening of its deprivation relative to other areas in England. These figures are based on the Index of Multiple Deprivation (**IMD**), which include income; employment; health and disability; education, skills and training; barriers to housing and services; living environment; and crime. Within Thanet, the Cliftonville West ward is ranked 4th out of 32,844 LSOAs in England placing it within England's most deprived 1%. In terms of LSOAs, Margate Central ranks 21st.

2.3.7 Unemployment in Thanet is higher than the other East Kent districts, Kent as a whole and Great Britain, as shown in Table 2. The employment rate is lower in Thanet than in the South East and Great Britain, although the employment figure has increased year-on-year to March 2016 as shown in Table 3.

Table 2 Comparative unemployment in Thanet

	March 2017		Since Feb 2017	Since March 2016
	Unemployed	% of workforce	%	%
Thanet District	2,920	3.6%	+1.6%	+4.1%
Dover District	1,555	2.3%	+4.4%	+13.5%
Canterbury	1,350	1.3%	+0.4%	+8.4%
Shepway	1,480	2.3%	+2.4%	+6.1%
Kent	16,085	1.7%	+2.6%	+6.9%
Great Britain	789,470	2.0%	+2.2%	+3.3%

Source: KCC, 2017a

Table 3 Employment rate among the population aged 16+

	Thanet	South East	Great Britain
April 2011-March 2012	48.1%	61.1%	57.6%
April 2012-March 2013	47.4%	60.6%	58.0%
April 2013-March 2014	49.0%	61.5%	58.5%
April 2014-March 2015	52.0%	62.1%	59.3%
April 2015-March 2016	54.5%	62.4%	60.0%

Source: Annual Population Survey

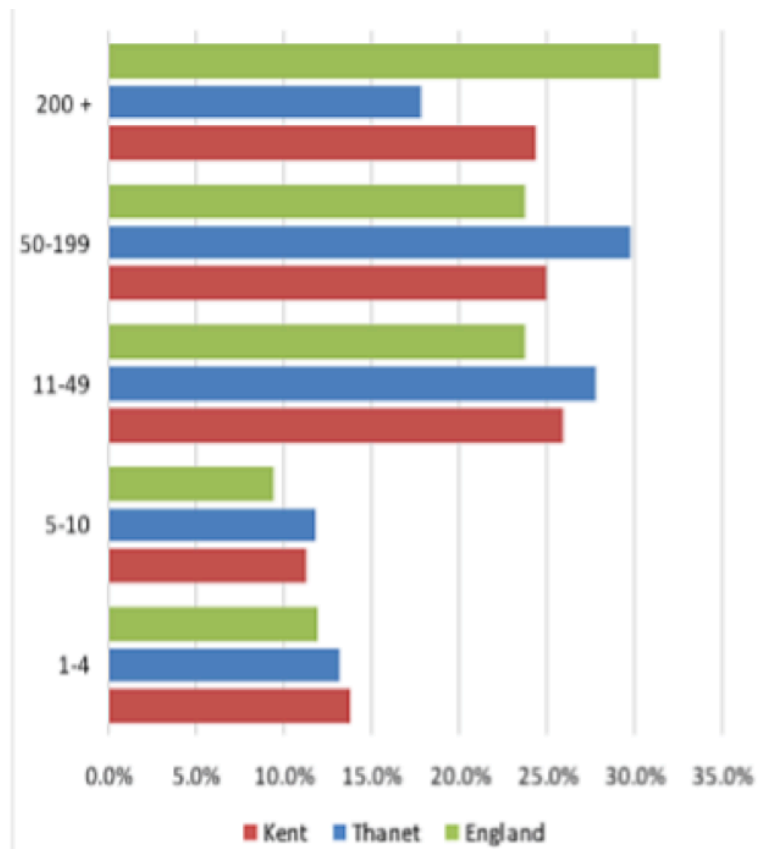
Employment and productivity

2.3.8 Thanet has fewer large firms (employing more than 200 people) than Kent and England. Indeed, the Thanet economy is dominated by small firms (TDC, 2016, p. 8) as shown in Figure 8.

2.3.9 Productivity in Thanet is around 80% that of the Kent average and will need to grow at 3.5% per annum until 2031 to reach this county average (TDC, 2016, p. 16). The link between productivity and wages means that organisations will have to step up their productivity if wage levels are to rise sufficiently to increase the quality of life within the District. Indeed, in 2016, GVA per capita in Thanet was only 63% of the County average and closing this gap will necessitate growth at a rate of 5.2% per annum to 2031 (TDC, 2016, p. 16).

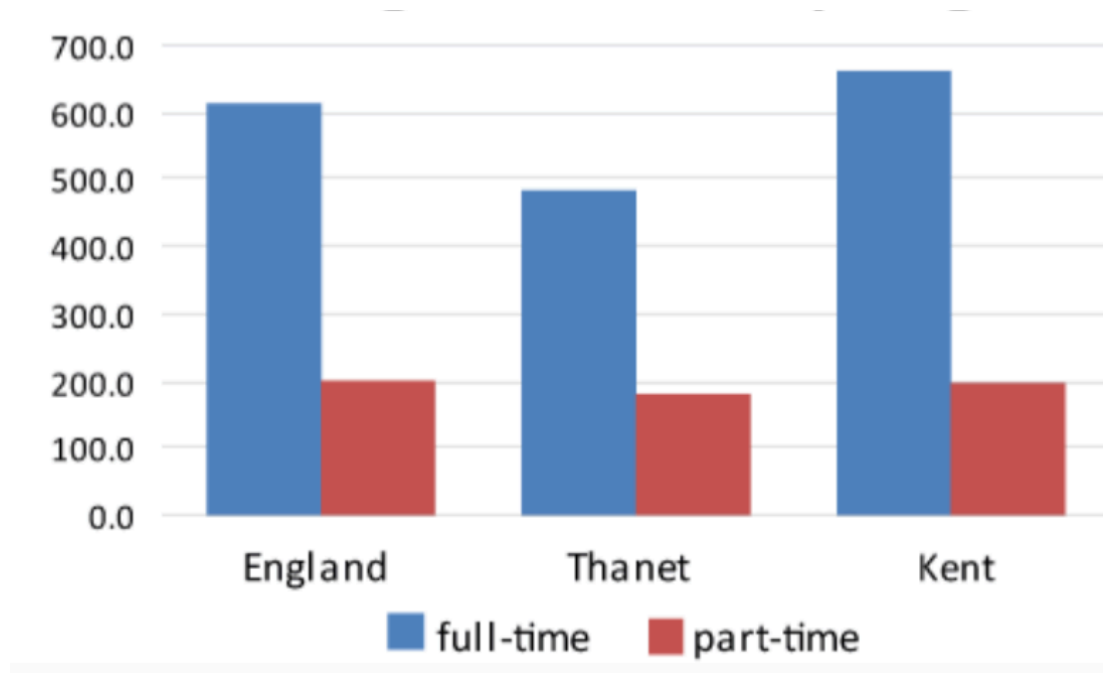
2.3.10 Wages in Thanet are lower than both the England and Kent averages for both full-time and part-time workers as shown in Figure 9.

Figure 8 Employment by size of firm



Source: Thanet District Council, undated, p. 7

Figure 9 Average gross weekly wage in Kent and Thanet



Source: Thanet District Council, undated, p. 6

Economic growth strategy for Thanet

2.3.11 The Draft Economic Growth Strategy for Thanet (TDC, 2016) describes the local economy:

“Thanet has a distinctive local economy with substantial opportunities for sustainable and high quality economic growth. Particularly with HS1 in place, Thanet now has significant locational advantages deriving from its proximity to both London and continental Europe. It has outstanding cultural assets, epitomised particularly through the Turner Contemporary. It has a very high quality natural environment, especially its coastline.

Looking ahead, there is real potential linked to the port and historic marina at Ramsgate and emerging opportunities in the fields of advanced manufacturing, agri-tech and the creative sector. While there are some challenges – relating particularly to the creation of jobs locally and workforce skills – the opportunities are real ones, particularly in the wider context of significant planned housing and population growth.” (TDC, 2016, p. 1)

2.3.12 However, Thanet continues to face many challenges and the Economic Growth Strategy (TDC, 2016) as the Council says:

“The skills profile could be strengthened; too many jobs are “low wage” and part time in character; and the number of jobs within the District needs to grow. There is also a need to diversify the business base so it is less reliant on ‘public sector’ type roles (36% in health, education and public administration).

However, Thanet is full of ambition and confidence. A great deal has been achieved over recent years and much more can be accomplished through the delivery of a forward looking and focused Economic Growth Strategy.”

2.3.13 Thanet has benefited from EU funding under a number of programmes including the European Regional Development Fund. Access to this funding for deprived areas will be lost when the UK exits the EU, rendering Thanet more reliant on private sector investment to ensure the creation of high quality jobs. The reopening of Manston Airport would provide economic growth for Thanet and the UK, by providing the opportunity for activities that are currently and increasingly being diverted to airports in mainland Europe, to be diverted to Manston Airport instead. An operational Manston Airport will provide jobs in an area of high unemployment, with knock-on educational, training, and social benefits.

The Thames Estuary Growth Commission

2.3.14 In the 2016 budget, the Chancellor of Exchequer announced a new Thames Estuary 2050 Growth Commission. Unlike its predecessor, which excluded East Kent, this initiative includes 40-miles of the Thames Estuary from Canary Wharf to Southend on the north side and Thanet on the south as shown in Figure 10. The Thames Estuary region has a population of more than three million people and in Kent covers the areas of Canterbury, Dartford, Gravesham, Medway, Swale and Thanet.

Figure 10 Map of the Thames Estuary area



Source: <https://www.gov.uk/government/news/lord-heseltine-thames-estuary-plan-to-unleash-growth-for-decades-to-come>

2.3.15 The aim of the Commission is to boost productivity, attract and retain skilled workers, and capitalise on major infrastructure works. In his budget statement, The Chancellor of the Exchequer said:

“The Commission will develop an ambitious vision and delivery plan for North Kent, South Essex and East London up to 2050. This will focus on supporting the development of high productivity clusters in specific locations. It will examine how the area can develop, attract and retain skilled workers. It will also look at how to make the most of opportunities from planned infrastructure such as the Lower Thames Crossing. It will report back in Autumn Statement 2017 with a clear and affordable delivery plan for achieving this vision.” (HM Treasury, 2016, para 6.21)

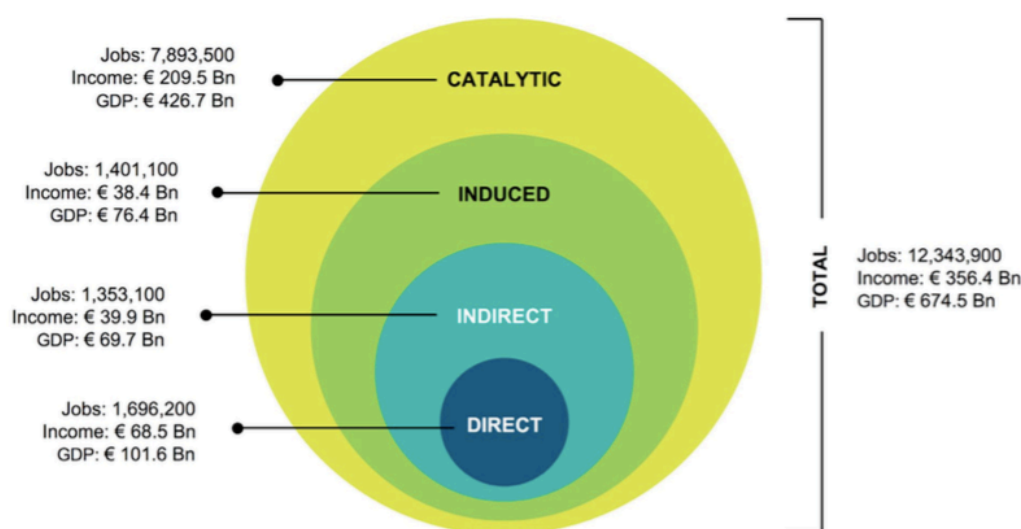
3 Forecasting the socio-economic impacts of airports

3.0 This section considers the impact airports make on their local, regional and national economies. As the DfT says, “Transport investments can, and generally do, affect the economy. They can in particular affect the location and pattern of economic activity, and be used to reduced regional disparities.” DfT, (2005, p. 3). The economic impact made by airports is a vital component of modern economies.

3.1 Types of impact made by airports

3.1.1 The impact made by an airport is measured by employment, income, and contribution to GDP. Figure 11 shows the impact of Europe’s airports on jobs, income and GDP.

Figure 11 Economic impact of European airports

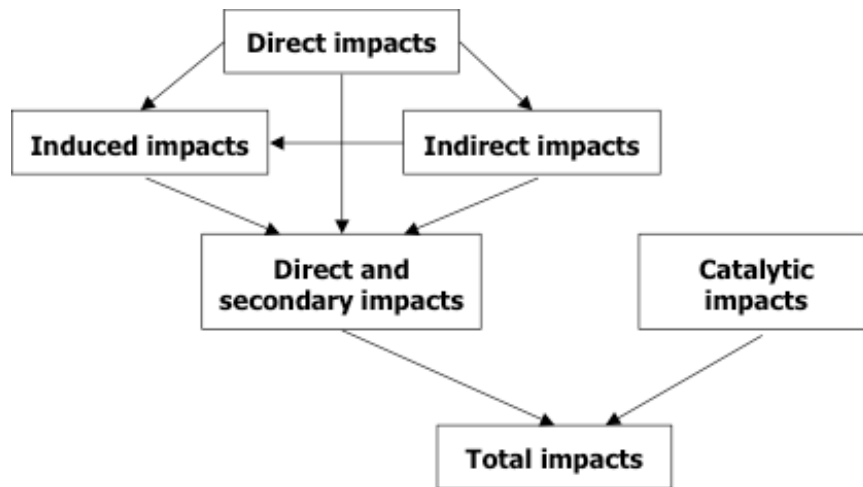


Source: Intervistas, 2015, p. VI

3.1.2 Figure 11 indicates the four types of impact on economies that are made by airports. These have been well documented and are shown in Figure 12 and described in the following paragraph (Graham, 2001). However, an airport’s relationship with the economy in which it operates is interdependent and an airport’s activity depends on economic factors in that economy. Indeed, air travel is driven by a number of factors including:

- GDP, disposable income, and living standards;
- Reducing air travel costs;
- Globalisation; and
- Deregulation

Figure 12 The economic impact of airports



Source: Graham, 2001, p. 185

3.1.3 In terms of jobs, the categories of employment generation are:

Direct: Employment associated with the operation and management of activities at the airport. This includes the jobs created by the airport operator as well as other airport-related businesses located elsewhere on or near the airport site. These other businesses include airlines, general aviation, handling agents, airport security, immigration and customs, retail and food concessions, aircraft maintenance, and a range of other activities at the airport.

Indirect: Employment in the supply chain such as wholesalers providing food for in-flight catering, aviation fuel supply, travel agents, cleaning and maintenance contractors, construction, and accounting and legal services.

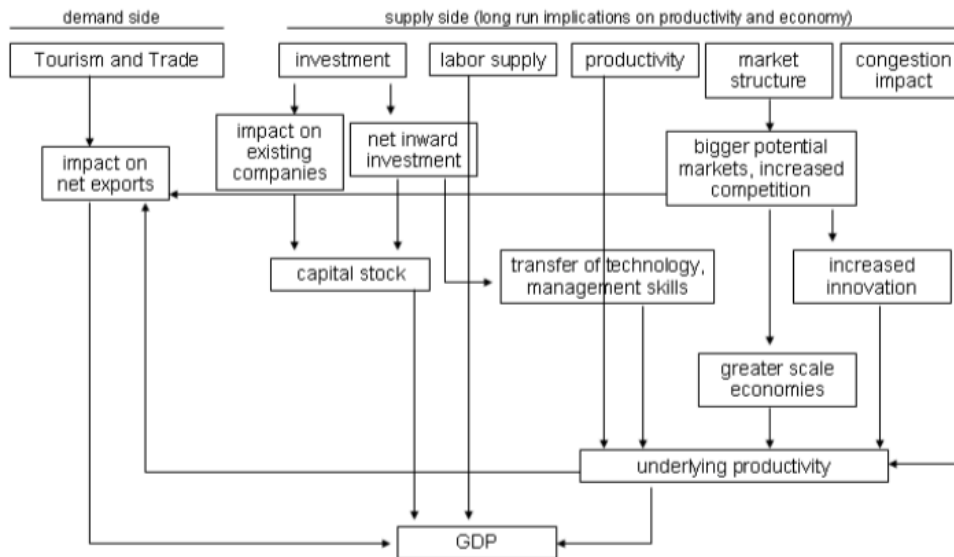
Induced: This category covers the employment created directly or indirectly as a result of those connected to the airport spending their income in the local or national economy. Induced employment therefore includes a wide range of jobs such as retail, entertainment, hospitality, childcare, health care, building and home renovations for example.

Catalytic: Catalytic impacts are associated with the aviation sector outside the local economy in which the airport operates. Air transportation facilitates employment and economic development in the local and national economy and jobs in this category therefore capture a wide range of opportunities. For example, air transport contributes to tourism and therefore impacts tourist spending in the economy. Air transport also impacts trade, facilitating the import and export of goods by air and therefore their manufacture and distribution, as well as productivity. Air transport also positively impacts location and business decisions by other organisations and stimulates innovation, thereby having a long run impact on productivity and GDP.

3.1.4 Other catalytic effects of air transportation, as shown in Figure 13, include the impact on the supply chain through the creation of larger potential markets and increased competition, technology transfer, increased innovation, and upskilling of the workforce. For freight-focused airports, inbound air cargo provides businesses that rely on fast delivery (such as airlines, oil rig maintenance, etc.) with a reliable transportation

mode for high-value equipment, machinery and spare parts. Air transportation also supports Just-in-Time practices, particularly for high value to weight goods with short product lifecycles (Ishutkina, 2009) such as electronic equipment. Businesses involved with perishable goods of all types, including not just electronic components but agricultural products such as flowers, fruit and some vegetables, are enabled by their use of air transportation.

Figure 13 Economic catalytic impacts of air transport



Source: Ishutkina, 2009, p. 40

3.2 Connectivity

3.2.1 The Airports Council International (ACI) draws attention to the growing link between connectivity and economic growth. They say:

*“Alongside the virtual connectivity afforded by the internet and the digital revolution, **aviation is the prime and unsurpassed enabler that connects the people, places and products of the real world.** This means that trade, tourism, foreign investment and increased productivity are all closely related to the level of air connectivity. (ACI, 2015, p. 1, bold from the original).*

3.2.2 Indeed, and of particular relevance to the UK post Brexit, ACI continues:

“For Europe, air connectivity is of an even greater strategic relevance. The past decades have seen a gradual shift occurring in the global economy, with new economic powerhouses moving the pillars of trade eastwards. Europe will not be able to avoid this shift, but we can still ensure that we remain closely connected to the new potential sources of prosperity.” (ibid, p. 1)

3.2.3 Many studies have shown how airports specifically impact on their local, regional and national economies. For example, Intervistas found a 10% increase in a country’s air connectivity to be associated with a 0.5% increase in GDP per capita (Intervistas, 2015, p. XIII). Steer Davies Gleave report the multiplier effect of airports on GVA to be 3.66, meaning that a £1 increase in aviation GVA translates to £3.66 in GVA for the UK economy (Steer Davies Gleave, 2010, p. 105).

3.2.4 One of the effects of reduced air freight connectivity due to capacity restrictions in the UK is the impact on transportation costs. The wider economic benefits of transportation projects are, “benefits that are from accessibility improvements in the transport markets and accrue in the form of productivity gains due to agglomeration effects, increased outputs in markets with imperfect competition² and improvements in labour supply” (Bose et al, 2008, p. 2). Wider economic benefits can also include the additional value the government may place on employment particularly in regeneration areas (DfT, 2005, para. 55). The improved connectivity Manston Airport would provide could make business time and reliability savings leading to increased competition and improved efficiency.

3.3 Location and investment decisions

3.3.1 The presence of an airport encourages large employers to locate nearby. Bel and Fageda (2008) found a 10% increase in the supply of air services at an airport was associated with a 4% increase in the number of large firms headquartered nearby. Arndt *et al* (2009) found air connectivity to be one of the four most important factors affecting location decisions. IATA (2006) report that 30% of Chinese firms changed investment decisions due to constraints on air services.

3.3.2 Airports are also linked to increases in business investment and Foreign Direct Investment (**FDI**). Cooper and Smith (2005, p. 36) found that a 10% increase in air transportation usage increases business investment by 1.6%. PWC (2013) found that a 1% increase in international seat capacity was associated with a 0.47% increase in FDI inbound and a 0.19% increase in FDI outbound and that a 10% change in the growth rate of seat capacity in the UK leads to approximately a 1% change in the growth rate of the UK’s GDP.

3.4 Calculating jobs created by airport operations

3.4.1 The most widely used estimate for jobs created at airports was the formula one million passengers or 100,000 tonnes of freight corresponds to 950 jobs (Airports Commission, 2014, p. 15; Thanet District Council, 2013, p. 2). York Aviation, in a study for the ACI in 2004, added to this formula, providing estimates of the indirect and induced jobs. They say:

“On the basis of the evidence we estimate that, on average, for every 1,000 on-site jobs supported by European airports there are around 2,100 indirect/induced jobs supported sub-regionally. Given that there are 950 on-site jobs created per million passengers, once we factor in the direct, indirect and induced jobs, we concluded that for every million passengers (workload units), European airports support around:

- 2,950 jobs nationally;
- 2,000 jobs regionally; or
- 1,425 jobs sub-regionally.” (York Aviation, 2004, p. 9)

3.4.2 In terms of catalytic impacts, ICAO (2000, p. 2) suggests that:

² Imperfect competition occurs in a market where additional production is higher than the cost of producing the good. Production costs include transportation and therefore a transport scheme that reduces freight time and cost would be expected to increase production.

“In the global economy, every \$100 of output produced and every 100 jobs generated by air transport trigger additional demand of some \$325 and 610 jobs in other industries.”

3.4.3 Other studies use somewhat different multipliers. For example, an Airports Council International European study (2015) shows that 1,200 direct jobs are created for the first one million passengers and 0.95 jobs per 1,000 extra passengers thereafter. The study also shows that for every million passengers (workload units) European airports create around 2,100 indirect and induced jobs nationally. Intervistas found that for large airports, each additional one million passengers created 865 extra jobs (Interavistas, 2015, p. 71).

3.4.4 A study by Steer Davis Gleave (2015) for the EU Commission, which encompassed airports across Europe, found the ratio between direct employment and passengers to be one job per 1,240 passengers. However, the Steer Davis Gleave (2015) study notes that smaller airports are less efficient than larger airports in terms of the ratio between passengers and employment. This is because there are minimum levels of employment needed to provide a complete airport service and economies of scale are not realised as they are with large airports. This may mean that the forecast employment figures for Manston could be higher than those calculated using their ratio.

3.4.5 A review of the *East Midlands Airport Sustainable Development Plan: Economy and surface access* found that for 309,000 tonnes of cargo and 4.5 million passengers (East Midlands Airport, 2015, p. 2), 6,730 people were employed on the airport site (*ibid*, 2014, p. 5). This is a ratio of one million passengers or 100,000 tonnes of freight to 887 direct jobs.

3.4.6 There is, of course, the potential for new technologies or working practices to affect the theoretical calculations for job creation. In particular, Thanet District Council has raised the issue of potential automation for cargo handling:

“No optimism bias has been allowed for in these estimates, nor has the growth in automation been considered in this academic study. Without any information about who is going to deliver the freight tonnage and therefore create the job numbers stated we question whether the economic benefits of the airport in terms of job creation can be considered deliverable.” (Thanet District Council’s response to RiverOak’s Statutory Consultation, p. 2)

The issue of optimism bias is addressed in Volume III of this series and the following paragraphs provide a response to the remaining points.

3.4.7 The growth in automation has clearly taken place in passenger processing, including security body scanners, bag drop, and self-printed boarding cards. However, cargo handling has thus far been less automated. One exception is the automatic package routing that integrators have adopted in their warehouses. This automation has largely taken place and is reflected in the calculations made. The recent trials to automate the loading and unloading of Unit Load Devices (ULD) from belly operations are not relevant to the all-freight sector that will provide the focus for Manston Airport. The process used to handle all-freight aircraft requires relatively low levels of manpower compared to passenger handling (and this is reflected in the employment calculations). Therefore any automation would have a relatively small impact. Additionally, the investment in Research & Development and implementation required

to make a significant impact on the job creation forecasts shown in this report is unlikely to be commercially viable.

3.4.8 Specific details of air freight operators are not included in this or any other forecasts of this type. For example, this level of detail is not included in air traffic forecasts such as those calculated by the Airports Commission, those for Heathrow in support of the proposed third runway, and for Gatwick for their proposed second runway. Nonetheless job creation is still derived from these figures. Unlike these forecasts, a considerable level of detail is provided in Volume III of this set of reports, including category of aircraft and the routes expected to be flown. These have been subject to enquiry during the statutory consultation. Jobs created by the airport operator are shown in detail, including job function, in the forecast (see Table 5).

3.5 Calculations for Manston Airport

3.5.1 To summarise, the following estimates of the relationship between direct employment and one million passengers/100,000 tonnes of freight moved through airports has been shown to be:

- 1,200 jobs (ACI-Europe, 2015)
- 950 jobs (Thanet District Council, 2013, York Aviation, 2004)
- 887 jobs (East Midlands Airport)
- 865 jobs at large airports (Intervistas, 2015)
- 806 jobs (Steer Davis Gleave, 2015)

3.5.2 These figures are wide ranging, between 806 and 1,200. Given the East Midlands figure is an actual ratio for a UK airport with a freight focus, this figure has been used to estimate direct jobs for Manston Airport. The indirect/induced and catalytic jobs derive from the work by ACI Europe and ICAO. In summary, the calculations used to estimate the number of direct, indirect/induced, and catalytic jobs at Manston Airport are:

- 887 direct jobs per one million passengers or 100,000 tonnes of freight (East Midlands Airport figures)
- 2,100 indirect/induced jobs for every 1,000 direct jobs (York Aviation for ACI Europe, 2015)
- 4,000 catalytic jobs (6,100 less 2,100) per 1,000 direct jobs (ICAO, 2000)

3.5.3 Table 4 in the following Section shows the results of using these calculations as estimates for the potential job creation at Manston.

4 Employment forecasts for Manston Airport

4.0.1 The causality between air traffic and economic development is well established and the previous section has indicated the extent to which airports are employment generators. For example, in written evidence to the Transport Select Committee (AS 70), the Royal Town Planning Institute says:

“Airports are hugely important to the areas in which they are located, for example Heathrow Airport is a major employment generator in outer west London and is integral to the local economy. Similarly smaller regional airports can also be vital to local economies.” (1.2)

4.1 Forecast job creation resulting from operations at Manston Airport

4.1.1 The employment created by the operation of an airport includes direct, indirect, induced and catalytic jobs, as described in Section 3.1. Direct jobs include employment by the airport operator as well as by airlines, general aviation, handling agents, airport security, immigration and customs, retail and food concessions, and aircraft maintenance, for example.

4.1.2 Indirect employment includes jobs in the supply chain such as wholesalers providing food for in-flight catering, aviation fuel supply, travel agents, cleaning and maintenance contractors, for example. Induced employment covers a wide range of jobs created as a result of those connected to the airport spending their income in the local or national economy.

4.1.3 Catalytic employment includes those jobs in organisations that are facilitated by the operation of the airport such as tourism and companies that import and export goods by air.

4.1.4 A ‘top-down’ approach has been used, applying the findings from other studies in each job category (direct, indirect/induced, and catalytic) to the Manston Airport air traffic forecast. However, for job creation by the airport operator, which forms a part of the total direct jobs, a ‘bottom-up’ approach has been applied to provide additional detail and transparency. Full details of this are shown in Section 4.2. These airport operator employment figures have been compiled using extensive knowledge of airport operations of this type.

4.1.5 The airport operator job figures have not been used to adjust the direct jobs calculation, which is derived from the ‘top-down’ calculation, but form a part of the figure shown in the column headed ‘Direct Jobs’ in Table 4 (i.e. the figures should not be added together to give a total direct employment figure). However, in addition to the calculations applied, a forecast of 116 direct jobs has been included in Year 1. The actual employment figure is forecast to be in the region of 464 in the fourth quarter of Year 1 and has been annualised to give the figure of 116. This figure indicates employment by the airport operator in advance of commencement of operations. This is expected to take place towards the end of the year to allow for the recruitment process and training to take place before the start of operations. In order to remain conservative, the forecast postpones the creation of any catalytic jobs until Year 3 of the operation to allow the impact of the airport to take effect.

4.1.6 Table 4 shows the result of applying the forecast calculations defined from the previous section. The table shows the freight tonnage and passenger numbers that were used in the calculation (see Volume III for further information), from the first to

twentieth years of operation. The table defines jobs as direct, indirect/induced, and catalytic, as previously described in Section 3.1 using the calculations shown in 3.5.2 above.

Table 4 Forecast job creation

	Freight tonnage	Passenger numbers	Direct jobs	Indirect/induced jobs	Catalytic jobs	Total job creation
Y1	0	0	116	0	0	116
Y2	96,553	0	856	1,798	0	2,655
Y3	108,553	662,768	1,551	3,257	6,203	11,010
Y4	167,092	679,868	2,085	4,379	8,341	14,805
Y5	173,741	686,672	2,150	4,515	8,601	15,266
Y6	181,436	965,295	2,466	5,178	9,862	17,505
Y7	192,908	975,591	2,576	5,411	10,306	18,293
Y8	200,673	975,591	2,645	5,555	10,581	18,782
Y9	203,245	975,591	2,668	5,603	10,673	18,944
Y10	212,351	975,591	2,749	5,773	10,996	19,517
Y11	222,377	1,011,587	2,870	6,027	11,479	20,375
Y12	234,508	1,049,022	3,011	6,322	12,042	21,375
Y13	244,690	1,087,954	3,135	6,584	12,542	22,261
Y14	256,989	1,128,444	3,280	6,889	13,122	23,291
Y15	270,579	1,170,553	3,438	7,220	13,753	24,412
Y16	283,904	1,214,347	3,595	7,550	14,381	25,527
Y17	296,594	1,259,892	3,748	7,871	14,993	26,613
Y18	312,344	1,307,259	3,930	8,253	15,720	27,903
Y19	324,838	1,356,521	4,085	8,578	16,338	29,000
Y20	340,758	1,407,753	4,271	8,970	17,085	30,326

4.1.7 In Europe, direct jobs at airports generally breakdown as follows (Intervistas, 2015, p. 27 – percentage does not add to 100 due to rounding):

- Airlines 28%
- Ground handling 14%
- Airport and Air Traffic Control 14%
- Retail and other in-terminal services 6%
- Airport security and passenger screening 6%
- Customs, immigration and government jobs 5%
- Ground transport 5%
- Food and beverage 8%
- Maintenance, Repair and Overhaul (MRO) 6%
- Other 7%

4.1.4 The figures shown in this section outline the estimated overall number of direct jobs created by the presence of an operational airport at Manston. The following section considers the proportion of employment created by the airport operator only.

4.2 Forecast number and type of jobs by the airport operator

4.2.1 Job opportunities created by the airport operator will include a wide range of positions as detailed in Table 5, which shows the estimated number of jobs at Manston Airport by job function. These figures have been calculated based on previous experience with similar operations at other airports. They have not been extrapolated from the figures shown in Table 4 and anomalies are therefore likely between the calculations derived from different methods. In particular, the ACI breakdown of jobs by employer shown previously can only be used as a guide.

4.2.2 As identified above, the figures include an estimate of recruitment ahead of operations commencing in Year 2. The headcount for Year 1 is an annualised figure and the forecast is for four times the number shown, all employed in the fourth quarter only. The headings shown in Table 5 refer to jobs including:

- Pax – passenger services
- Frei't – Freight services
- ATS – Air Traffic Services
- RFFS – Rescue and Fire Fighting Services
- Ops – Airport operations
- Maint – Maintenance
- MT- Motor Transport
- Sec – Site and freight security
- Adm – Administration

Table 5 Estimated job creation by the Manston Airport operator by function

	Pax	Frei't	ATS	RFFS	Ops	Maint	MT	Sec	Adm	Total
Y1	0	49	6	14	6	8	8	11	14	116
Y2	0	196	25	57	24	31	31	45	14	423
Y3	99	215	25	57	29	38	38	55	15	571
Y4	102	302	25	57	31	41	41	59	15	673
Y5	103	322	25	57	32	41	41	60	16	697
Y6	145	256	25	57	33	43	43	62	16	680
Y7	146	288	25	57	33	43	43	63	16	714
Y8	146	307	25	57	33	43	43	63	16	733
Y9	146	357	25	57	34	44	44	64	16	787
Y10	146	331	25	57	34	44	44	64	16	761
Y11	152	347	25	57	34	44	44	64	16	783
Y12	157	361	25	57	34	45	45	65	16	805
Y13	163	376	25	57	35	45	45	66	16	828
Y14	169	391	25	57	35	46	46	67	16	852
Y15	176	413	25	57	36	46	46	68	16	883
Y16	182	430	25	57	36	47	47	68	16	908
Y17	189	447	25	57	36	47	47	69	16	933
Y18	196	469	25	57	37	48	48	70	17	967
Y19	203	488	25	57	37	48	48	71	17	994
Y20	211	507	25	57	38	49	49	71	17	1,024

Source: Figures calculated by Viscount Aviation, March 2017

4.2.3 In terms of shift numbers, an assumption has been made that 35% of the total number of staff on the payroll would be on duty during peak daily operations. Most operational staff would be rostered in 12-hour shifts once airport operations commence. Shift changes would be likely to be at 07.00 and 19.00 hours. In terms of the daily staffing pattern, shifts would generally be four days on and three off, then three on and four off, allowing for an average 42-hour working week.

4.3 Forecast jobs by location

4.3.1 A study of the economic impact of Luton Airport (Oxford Economics, 2015) shows the total employment of the airport in 2013 by location. Table 6 shows a summary of the Oxford Economics' findings (it does not include the level of detail by local area/town except for Luton as the nearest town).

Table 6 Total employment impact of Luton Airport, 2013

Locations	Direct	Indirect	Induced	Total
UK	9,437	7,682	10,088	27,207
Three Counties sub-region	9,437	2,038	4,408	15,883
Bedfordshire	9,437	943	2,781	13,161
Buckinghamshire		386	441	827
Hertfordshire		708	1,186	1,894
London Thameslink Corridor		150	163	313
Luton	9,437	751	1,598	11,786

Source: Oxford Economics, 2015, p. 78

4.3.2 The findings from the Luton Airport study show that the impact of all direct employment is local – in this case all within Luton. For Luton Airport, direct jobs equated to 34.7% of the total indirect and induced jobs. The Manston forecast, which used the formulae shown in 3.5.2, has the proportion 32.3% direct jobs to total indirect and induced jobs. Since this proportion is within a reasonable tolerance, the Luton Airport 2013 figures have been used as a guide to the potential employment impact by location for Manston Airport.

4.3.3 The figures in Table 4 are UK-wide figures, as with the first line of Table 6. It should be noted that, *“there is no commonly agreed definition of the local area for this purpose, with different definitions suitable for different airports and dependent on the type of impact being assessed.”* (Airports Commission, 2014, p. 11) For the purposes of this study, the local area is defined as Thanet (shown in Figure 7) and the rest of East Kent (shown in Figure 5). The Luton Airport study shows that all direct jobs impact the local area and this may be the case with Manston Airport. However, it may take time for local people to acquire the necessary skills to fill all roles. It is for this reason that it is imperative to work with local education providers to ensure local people have access to a wide range of aviation-related training (see Section 5 for further details).

4.3.4 In terms of indirect/induced employment, the Luton Airport example from 2013 shows a wide spread of employment impact. For Manston, the impact of this type of job creation may be felt across the ‘wider Thames estuary’ area, which is shown in Figure 10, and across Kent. Areas that benefit from good transport links to the airport are most likely to feel the impact of those indirect/induced jobs that are created close to the airport site. In addition to East Kent, these include Shepway, Swale, Medway and potentially Dartford and South East London.

4.3.5 Catalytic employment impact is likely to be UK-wide, with perhaps a focus on the South East and London.

4.4 Construction jobs

4.4.1 It should be noted that the forecasts shown in Table 4 and Table 5 do not include construction jobs required to redevelop the airport. RiverOak's plans are for eight freight stands and three passenger stands for aircraft to be constructed prior to commencement of operations. Warehousing and fuel storage to meet the forecast demand will also be constructed. Further construction work will take place in years 4, 10, and 15 (see Volume III for details). As with house building, these types of construction jobs are not permanent and as such are not been included in the previous forecasts but shown here separately.

4.4.2 In order to predict the number of construction jobs required to meet the redevelopment specifications, comparisons with similar projects (i.e. with an annual turnover of between £30 to £40 million per annum) have been made. The forecast derived from these comparisons, calculated by the RPS Group³, is as follows:

- Average number of workers on site at any time 210
- Peak time is likely to be three times the average figure 630
- Total equivalent people years over the whole project 1,475 years

4.4.3 It should be noted that the redevelopment project has been planned in four discontinuous phases. Therefore, construction jobs will be recreated at each phase, in Years 4, 10 and 15, which are likely to be 2024, 2030 and 2035. The total on-site construction figure of between 600 and 700 jobs, as shown above, does not include the effect on the local supply chain or the number of jobs created off-site by local construction companies.

4.5 Other direct jobs

4.5.1 In the case of Manston Airport, it is expected that TG Aviation will return to the site, bringing a total of around 21 full-time, part-time and freelance/consultancy jobs. These roles include engineering, flying instruction and administration. Before having to leave Manston, TG Aviation were expanding the engineering side of their business, building on a great reputation built up over many years. However, the company has raised concerns about the availability of local qualified engineers, vital if they are to be able to grow the company. They believe an engineering training facility at Manston would address this problem.

4.5.2 Polar Helicopters, who have continued to operate from Manston since the airport's closure, will remain at the airport. They currently have four helicopters - two R22s, one R44 and one Jet Ranger. Their focus is on flying lessons and trial flights with some charter work. With plans to expand, Polar Helicopters will continue to provide employment on the Manston Airport site.

4.5.3 In addition to the continued presence of AvMan Engineering on the site, RiverOak plan to attract a major aircraft recycling operation to Manston and this would increase the employment opportunities on-site. Airbus has around 7,000 aircraft in operation and Boeing 12,000 including both commercial passenger airliners and freighters⁴. Aircraft have around 25 years of use before being taken out of service,

³ <http://www.rpsgroup.com>

⁴ http://cordis.europa.eu/result/rcn/164345_es.html

generally due to excessive operational costs, high fuel consumption, legislative demands requiring expensive technology upgrades, and difficulties in obtaining spare parts. Figures suggest that around 14,000 aircraft are due to retire in the next 20 years⁵.

4.5.4 An estimate of 10 aircraft per year are forecast to be recycled at Manston. Not only will this put a considerable amount into the local economy, it is also likely to create a significant number of jobs, particularly in engineering.

4.5.5 Additionally there is the opportunity to locate a MRO facility at Manston. MRO services are carried out on civil and military aircraft with airlines generating around 68% of MRO providers' revenue⁶. Almost \$100 billion is spent on aircraft MRO annually with Europe taking 28% of the market (Strair, 2005). The industry continues to expand, stimulated by demand for passenger transport. Aircraft fleets are also ageing due to reduced orders during the financial crisis, and older aircraft generally require higher levels of MRO services. A successful MRO operation at Manston would generate a number of skilled job opportunities.

4.5.6 Should the government decide to give Manston Enterprise Zone status (see TDC, 2016, p. 9), it is likely that business would be stimulated in the area, creating more employment opportunities.

⁵http://ec.europa.eu/environment/life/publications/lifepublications/flippingbook/jobs_skills/files/assets/basic-html/page14.html

⁶ <https://www.ibisworld.co.uk/market-research/aircraft-repair-maintenance-overhaul.html>

5 Training and education

5.0.1 One of the key challenges identified in the Thanet Economic Growth Strategy (TDC, 2016, p. 7) is the need to invest in workforce skills. As such, it will be imperative for local government to work with the airport operator to ensure local people are given the skills, training, and education necessary for them to fulfil their potential and take advantage of the employment opportunities at the airport and in the supply chain. As a study by York Aviation says:

“Airports are major centres of employment generating a demand for a wide range of skills. This means that airports can contribute significantly to the training and skill development of the labour force of their catchment areas.”
(York Aviation, 2004, p. 28)

5.1 Skills shortages

5.1.1 For many years there has been discussion about skills shortages in the UK workforce and the significant impact this makes on business. Between 2013 and 2015, the number of skill-shortage vacancies rose by 43%⁷. This was particularly noticeable in the field of engineering⁸. Additionally, poor careers advice in the UK is causing students to drop out of school, college and apprenticeships⁹.

5.1.2 In terms of the EU’s strategy for aviation, the Commission says:

“It is [also] crucial to maintain leadership in aviation through a highly educated, qualified and experienced workforce. Partnerships between research, universities and industry on education will facilitate the movement of experts between these sectors, which at the end would be very beneficial for the development of the European aviation sector.

New skills and competences, some of which are not yet broadly available, such as those of drone specialists and flight data analysts will have to be developed. Training should be given priority. In this respect, the European Aviation Safety Agency Virtual Academy will further develop a true European network of aviation training institutes. (European Commission, 2015)

5.1.3 In Thanet, the working age population:

“is less well qualified than across Kent and the South East as a whole. Of its population aged 16-64, 10% have no qualifications, figures, which are lower than Kent and the South East. The proportion of the Thanet working age population holding each respective qualification level is lower than the two other comparator areas. This situation is most acute for the highest qualification level: NVQ4+.” (TDC, 2016, p. A-2)

5.1.4 The vision for Thanet is to improve workforce skills so that productivity, employment rates and wages grow in line with those of Kent generally (TDC, 2016, p.

⁷ Employer Skills Survey 2015, p. 4 available from:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/499047/UKES_Summary_report_-_for_web.pdf

⁸ <http://www.huffingtonpost.co.uk/news/skills-shortage/>

⁹ <http://www.bbc.co.uk/news/education-31061905> and
<http://www.huffingtonpost.co.uk/news/skills-shortage/>

16). In particular, the proportion of the working aged population qualified to at least degree level, currently 10% lower in Thanet than the County-wide figure, will need to increase.

5.2 Further and Higher Education in East Kent

5.2.1 Further and Higher Education (**FE** and **HE**) make huge impacts on the lives of individuals by improving life chances and opportunities, the economy through skills, innovation and stimulating inward investment, and to society generally by increasing knowledge, social mobility and cohesion. Numerous studies attest to the contribution of the education sector to economic activity, GDP and employment opportunities. For example, Canterbury City Council (2015, p. 54) estimates the economic impact of the University of Kent and Canterbury Christ Church University at over £1.1 billion per annum. Indeed, universities employ one in every eight of the Canterbury district's employees (Canterbury City Council, 2016, p. 28).

5.2.2 Other providers in the area include:

- East Kent College
- Canterbury College
- Hadlow College
- Hilderstone College, English Studies Centre, Broadstairs
- The University for the Creative Arts

5.2.3 Whilst both FE and HE are not part of the statutory education system, FE colleges generally offer a range of academic, vocational, technical and professional courses. Students can enrol in an FE college from 16 years. FE colleges generally offer programmes at every level from entry-level courses that do not require specific GCSE grades as entry requirements through to higher-level qualifications such as HNC/HND and even some degree courses. HE Universities provide degree and post graduate courses for students from 18 years old.

5.2.4 In Thanet, the workforce has fewer vocational qualifications than the South East and England at levels two, three and four, leading to significantly lower rates of pay (Williamson, 2013, p. 5). It seems that whilst Thanet students do well at A level, they are less likely than students from Kent generally to move on to HE. As Kent County Council's Skills and Employability Service points out, *"the average points per student for Kent selective schools is 890 and the average percentage who go to selective universities is 35%. In comparison, one Thanet selective school had average exam points per student of 955 and the percentage moving to selective universities 24%."* (Williamson, 2013, p. 16)

5.2.5 Thanet has had a university in the district since Canterbury Christ Church University formally opened its Broadstairs campus in 2000. Many students both local and from further afield have gained their degrees studying in Thanet. However, the university is closing the Thanet campus with courses moving to Canterbury over the next few years.

5.2.6 Manston Airport, operating to the levels forecast in Volume III of this series of reports, could do much to raise the aspirations of young people, key to addressing low participation levels in HE. Only by inspiring educational progression will students improve their life chances and realise their full potential. In this way, a better-educated workforce will help to realise the full economic and social potential of East Kent and the wider Thames Estuary area.

5.3 East Kent College

5.3.1 East Kent College, which now includes Canterbury College, is a Further Education college with sites in Broadstairs, Canterbury, Folkestone and Dover. The College, *“is committed to developing the prosperity and wellbeing of the communities it serves”*¹⁰.

5.3.2 East Kent College responded to the statutory consultation and their general position is made clear in their response to the first question, to what extent do you agree or disagree with our proposals for Manston Airport:

“The College is supportive in principle of any development which can help secure long-term skilled employment within the district. It follows therefore that the College is broadly supportive of the proposals to develop Manston Airport, though it remains open to any other development proposals which can achieve the same aim of enhancing the economic and social prosperity and opportunities for surrounding communities. All further comments within this response should take that element into account.”

5.3.3 Several meetings have taken place between RiverOak’s representatives and East Kent College. At these meetings and in their response to the consultation, East Kent College make it clear that they would like to see a *“firm commitment . . . to the development of skills and authentic collaboration with education providers”*. The College particularly mention apprentices, embedding education and training in RiverOak’s plans for Manston Airport, and to forging strong links between industry and education.

5.3.4 East Kent College are also supportive of an onsite education facility. This is in line with RiverOak’s proposals as detailed in section 5.6. These proposals are, as yet, in draft form since neither East Kent College nor any other educational body are in a position to commit funds until the Planning Inspectorate has made their decision on the future of Manston Airport. Nonetheless, the College:

“believes there are a broad range of possible opportunities for its curriculum areas within the proposals, from hospitality and catering, through to engineering and construction. An education facility onsite would also help to assist in the development of a centre of excellence within related industries, which is something the College would be strongly supportive of.”

5.3.5 As such, RiverOak is committed to continuing to work with East Kent College to define an effective strategy to meet the requirements of the airport and the education and training needs of local people.

5.4 Canterbury Christ Church University

5.4.1 Located in Canterbury with a campus in Medway, *“the University’s mission is to pursue excellence in higher education: transforming individuals, creating knowledge, enriching communities and building a sustainable future.”* The University also has a campus in Broadstairs, close to Manston Airport, which will be closed over the next few years.

5.4.2 In March 2017, the University was recently successful in its bid for Government funding to provide a Kent and Medway Engineering, Design, Growth and Enterprise (EDGE) Hub. It is expected that the facility will be able to train 1,250 graduates with

¹⁰ <https://www.eastkent.ac.uk/about/our-college>

higher-level engineering and technology skills, who will be ready to enter the labour market by 2024. The Kent and Medway EDGE will provide:

- Technical and professional education opportunities in engineering, product design and technology, including degree apprenticeships, undergraduate and postgraduate courses.
- A new engineering and technology innovation service that will work with small businesses, larger companies, inventors and entrepreneurs to take innovations from prototype to the market.
- Business-focused PhD, masters, undergraduate and commercial research projects to support local companies.
- Short courses and continuing professional development opportunities that are business-focused to meet the needs of small and larger companies.

5.4.3 In May 2017, a meeting was held between RiverOak representatives and the Pro Vice Chancellor, Professor Helen James, and Professor Callum Firth, Dean of Social and Applied Sciences. It was pointed out that many local 'A' level students with Mathematics and Science subjects go to universities out of area. The result is that these students, once graduated, do not return to the area, depriving local organisations of high calibre employees. Canterbury Christ Church University has a reputation for attracting students who do stay in area, making it more likely that employers would want to engage with both students and the university, helping to build relationships, careers, and course material.

5.4.4 As with East Kent College, it is not possible for the University to make any firm plans to respond to a potential relationship with Manston Airport until the Planning Inspectorate have made their decision on the future of the site. In due course, RiverOak intends to engage with the University of Kent, as a vital part of the Kent Higher Education provision.

5.5 The Manston Museums

5.6.1 The two museums at Manston Airport, RAF Manston History Museum and the Spitfire & Hurricane Memorial Museum have, *"the task of remembering the past and educating for the future through its presentation of the history of WW11 to its current and future audiences."* (Submission to the statutory consultation on behalf of the RAF Manston Spitfire & Hurricane Memorial Trust)

5.6.2 The success of these museums depends in large part on the reopening of the airport. Indeed, the statutory consultation submission by the RAF Manston Spitfire & Hurricane Memorial Trust says:

"The closure of the airport in 2014 has seriously affected both its attractiveness and finances. The loss of flights has led to a substantial reduction in the number of visitors, which in turn has led to reduced income. . . The Trust sees the reopening of the airport as essential to the survival of the museum."

5.6.3 The RAF Manston Spitfire & Hurricane Memorial Trust has been in discussion with a specialist company about the restoration of a Spitfire to flying condition. This project would provide training and employment opportunities for a number of staff.

Indeed, it is expected that, in partnership with RiverOak, there will be numerous opportunities to bolster the current educational provision by the museums. As with the College and universities, discussion will take place in line with the Planning Inspectorate's decision on the future of Manston Airport.

5.6 A Manston Airport Training Facility

5.7.1 RiverOak's vision is for a vibrant freight-focused airport, employing local, well-trained people and supporting local, regional and national businesses. In order to meet this challenge, it is essential local people are trained and educated in line with the needs of the opportunities arising. However, the opportunity exists for a much more comprehensive vision of a facility designed to bring together the aerospace industry with academia (universities, colleges and potentially schools), in line with UK and European government policy. As such, RiverOak are keen to establish an aviation facility close to or on the Manston Airport site. This facility will allow the airport's employers to work with HE and FE providers and to link to other initiatives, particularly around science, technology, engineering and mathematics (**STEM**).

5.7.2 The concept for establishing an aviation facility at the airport is to bring together the UK aerospace industry, government and academia, providing a focus through which to develop effective and sustainable channels of communication. The aim would be to ensure the structures and provision of education, training, and life-long learning support the needs of the aerospace industry. This would move the industry forward and address concerns over innovation and skills shortages. Indeed, there is a requirement for the industry to adopt best practice in learning, people management and continuous professional development whilst also promoting itself so that it will attract and retain the highest calibre talent.

5.7.3 Previous owners of Manston Airport developed and funded a highly successful BSc Business Studies with Airport Operations degree at the Broadstairs Campus of Canterbury Christ Church University. The success of this degree course lay in the ability of the course to attract local students from first generation university families. These highly motivated students were attracted by the involvement of the airport with their local HE provider. The course acted as a pilot for a dedicated Manston facility, which will help match the need for skills by industry with provision by HE and FE and training institutions in the area. In addition and given the Government's agenda for 14 to 19 year olds, this may also include schools.

5.7.4 There are a number of successful examples of colleges working with airports to provide leading edge training for the aviation industry. These include Stansted Airport College, which is part of Harlow College. The £11 million facility will be open in the autumn of 2018. The college will provide training in aviation and business services, engineering and aircraft maintenance, and hospitality, retail and events management.

5.7.5 An aviation facility at Manston would provide the Thames Estuary development area with a Centre of Excellence in a globally attractive field. This inspirational location, close to what could be a vibrant airport, and the ability to study near home should attract young people from across the area. The purpose of the Manston facility would be to:

1. Harness local enthusiasm for the airport and use this to encourage people to enter FE and HE as well as a wide range of other training opportunities.
2. Match education and training provision with the needs of the aerospace industry.

3. Raise the profile of the area as a vibrant, growing and innovative economy with industry and with Central Government.
4. Support businesses within the area by providing access to academia and training providers.
5. Help to attract inward investment by increasing the attractiveness of the area through the upskilling of the local and regional workforce.

6 Tourism

6.0 Thanet has a long-established tourism sector, with the main Thanet resorts consisting of the three towns, Margate, Ramsgate and Broadstairs. The tourism sector burgeoned between the 1700s, sparked by a passion for saltwater bathing, and the advent of overseas package holidays in the 1950s and '60s. Aimed mainly at the lower end of the market, car ownership, a rise in real incomes, the availability of cheap foreign travel, and changing tastes led to a sharp decline in visitor numbers by the late 1950s. Today however, tourism is one of the world's fastest growing industries. As part of this global growth, Thanet too is enjoying an upturn with the visitor economy growing by 19% in 2015¹¹.

6.1 Accommodation in Thanet

6.1.1 Thanet has a variety of hotels, guesthouses, and Bed & Breakfast (**B&B**) accommodation as detailed in the following sub-sections. The following sub-sections show the main hotels in Thanet and provide an idea of the number of B&B establishments in each of the main areas. These details have been gathered from Trip Advisor and are detailed below. In addition to the ongoing use of hotel, guesthouse and B&B accommodation, it is expected that construction workers will make considerable use of local accommodation during the development phases.

6.1.2 Margate has around 12 hotels and 12 B&Bs listed on Trip Advisor. Ramsgate has eight hotels and nine B&Bs listed on Trip Advisor. Broadstairs has three main hotels and 24 B&Bs in Broadstairs listed on Trip Advisor. With no hotels, Birchington has six B&Bs listed on Trip Advisor and Westgate has only one B&B listed on Trip Advisor.

6.1.3 Closest to Manston Airport, Minster has the Holiday Inn Express and the Premier Inn Ramsgate (Manston Airport). There are also three B&Bs listed on Trip Advisor. The General Manager at the Holiday Inn Express was contacted for his comments and is keen to see the redevelopment and reopening of the airport.

6.2 Non-accommodation sectors

6.2.1 In addition to tourist accommodation, the sector also includes food and drink, transport, retail, cultural, sport and recreational services. In Thanet, visitor attractions include:

- Beaches and water sports including sailing events
- Arts including the Turner Contemporary Gallery
- Entertainment including Margate Winter Gardens, the casino, multiplex cinema Dreamland, which had massive Council investment
- Visitor attractions including Charles Dickens-related attractions, the Manston museums, Hornby visitor centre, Quex Park and Cotton Powell Museum, and James Bond- related attractions
- Westwood Cross Shopping Centre and town centre shopping opportunities
- Broadstairs Folk Week, which brings musicians, dancers and audiences from around the world
- The South East (Herne Bay) Air Show
- The Open at Royal St George's Golf Course in Sandwich attracts hundreds of thousands of visitors when it is held here

¹¹ <https://www.thanet.gov.uk/the-thanet-magazine/press-releases/2016/november/thanet-tourism-booms-to-£293-million/>

6.2.2 Thanet also has a number of restaurants and cafes, which benefit from tourist spending. However, despite Thanet's obvious attractions, the number of day visits to the District fell below those of other East Kent areas. Thanet recorded 3.4 million day visits with associated spend of £119.4 million in 2015, lower than Canterbury, Shepway, Dover and Ashford. As a total of day visits to Kent, Thanet accounted for just 6% in 2015 (Destination Research, 2016). In terms of overnight stays, Thanet received 351,000 trips by UK-based visitors and a further 143,000 by overseas visitors. This accounted for 11% of the total staying visits in Kent. Table 7 shows the comparisons across East Kent.

Table 7 Visitors to East Kent

	Day trips		Staying nights domestic		Staying nights overseas	
	Number (millions)	Spend (millions)	Trips ('000)	Spend (millions)	Trips ('000)	Spend (millions)
Ashford	3.9	£133.9	771	£44	457	£28
Canterbury	6.6	£215.2	1,438	£77	1,233	£69
Dover	3.9	£116.0	976	£64	479	£25
Shepway	4.1	£122.9	1,004	£62	394	£20
Thanet	3.4	£119.4	993	£54	1,066	£68

Source: Compiled from Destination Research, 2016

6.3 Employment in the tourism sector

6.3.1 The ONS shows that the median earnings for Thanet in 2016 were £24,150. Thanet is therefore at the bottom of the average pay league for all Council areas in Kent. People in Thanet earn £4,063 less than the UK average, £4,945 less than the Kent average and £9,222 less than those resident in Tonbridge and Malling. ONS 2014 figures showed that 35.1% of employees in Thanet were paid less than the living wage¹². By far the highest proportion of the employee jobs paid less than the average wage is in the Accommodation and Food Services sector (70% excluding the London area).

6.3.2 A high proportion of jobs in the Accommodation and Food Services sector are part-time, young, non-UK born employees with below average qualifications¹³. The qualification profile of the workforce is significantly lower than the average for all industries, with 55% of workers qualified to Level 2 or below. 47% of the workforce in the Tourism & Hospitality sector is in low skilled, elementary service occupations. The sector has a higher proportion of small businesses (those employing less than 49 staff) than other sectors.

6.3.3 Indeed, after the decline in tourism in the 1950/60s, the local Council worked hard to replace the jobs lost to tourism with manufacturing. However, at that time, both sectors employed unskilled or semi-skilled labour, were poorly paid and with little opportunity for career progression (Harloe *et al*, 1990, p. 133). In contrast to the Accommodation and Food Services sector, the Manufacturing sector now has a diverse workforce in terms of occupations with skilled trade occupations accounting for 22% of the workforce¹⁴. Thanet currently has an average representation of businesses in this sector, with around 200 businesses and 3,100 employees.

¹² <http://visual.ons.gov.uk/how-many-jobs-are-paid-less-than-the-living-wage-in-your-area/>

¹³ <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/compendium/earninglearningandbusinesschurning/revealinglondonsindustrialconomyin2015/businessjobsandpayinlondonsaccommodationandfoodservices2015>

¹⁴ http://kmep.org.uk/documents/Workforce_Skills_Evidence_Base_-_Final.pdf

6.3.4 As such, Thanet continues to lack higher skilled work, ensuring that those who do benefit from the opportunities provided by the local HE and FE facilities are lost to the local economy, generally leaving the area to work in London or elsewhere. Research by Sheffield Hallam University (Beatty *et al*, 2014) found that, whilst many seaside areas were doing well in terms of employment, Thanet lost 1,000 tourism jobs during the six years between 2006 and 2012 (*ibid*, p. 30), the second greatest decline (behind Blackpool) in England and Wales. This research found that 9% of jobs (3,800) in Thanet were directly supported by tourism. Of these 3,800 jobs, 2,400 were in retail, 1,300 in hotels, and 100 in transport (*ibid*, p. 46). Only a few (less than 100) were employed in recreation, amusements, etc. The report highlights how above average dependence on tourist trade can restrict employment growth.

6.3.5 Coastal towns with more diversified economies such as Southend, Brighton and Worthing fair better in terms of growth. However, tourism continues to play a key role in the Thanet economy, with a 23.3% increase in jobs in the sector between 2013 and 2015¹⁵. In terms of sectors, 2013 ONS figures show that Thanet relies on the Retail, Accommodation and Food Services, Education, and Health sectors¹⁶.

6.4 Comparison with other coastal areas

6.4.1 Despite extensive research, no examples could be found of a UK tourist economy that has been damaged by the introduction of an airport. A Deloitte study commissioned by VisitBritain and the Tourism Alliance in March 2008¹⁷ suggests that the capacity and quality of infrastructure including airport, port, road and rail networks have significant impacts on the Visitor Economy. Indeed many coastal areas rely on the connectivity that airports provide. Examples include the Scottish islands, Jersey, Guernsey, and the Isle of Man. On mainland UK, the nearest coastal airports handling substantial traffic are Southend to the north and Southampton and Bournemouth to the west.

Southend-on-Sea

6.4.2 Southend Airport is located on the northern outskirts of the town, approximately two miles from Southend Central and 32 miles from Manston (84 miles by road). Southend-on-Sea Borough Council's website¹⁸ says:

“London Southend Airport is a key regional and European transport hub, helping to generate important economic investment and jobs in Southend and the wider Thames Gateway.”

6.4.3 In 2016, the Southend Airport handled around 23,500 aircraft movements (of which 8,300 were scheduled and charter air transport movements) and 875,000 passengers. EasyJet and Flybe operate passenger flights from the airport to a range of European destinations. The Council has reduced the number of possible night flights per month from more than 900 to 120 and increased the night period from 6 hours to 7.5 hours.

¹⁵ http://www.visitkentbusiness.co.uk/library/CM_Infographic_Thanet.pdf

¹⁶ http://kmep.org.uk/documents/Workforce_Skills_Evidence_Base_-_Final.pdf

¹⁷ <http://www.niassembly.gov.uk/globalassets/documents/finance-2011-2016/air-passenger-duty/written-submissions/deloitte-the-economic-case-for-visitor-economy.pdf>

¹⁸ http://www.southend.gov.uk/info/200158/common_projects/493/london_southend_airport

6.4.4 Southend benefits from around 20 hotels and 25 B&Bs (figures from Trip Advisor) including the Holiday Inn Southend, which was opened in October 2012 to coincide with the expansion of airport operations.

6.4.5 In 2008, Visit England calculated the value of tourism to Southend at £143 million¹⁹. By 2015, three years after the expansion of passenger flights at the airport, this figure had more than doubled. Research carried out by Destination Research²⁰ found the total value of tourism in Southend to be £307 million in 2015. When indirect and induced spending is included, this figure reaches nearly £400 million in total tourism value. In contrast, Thanet achieved £100 million less than Southend with a total visitor spend of £250 million and £300 million including the indirect and induced spending in 2015²¹.

Table 8 Value of tourism in Southend, 2008 and 2015

	2008	2015
Accommodation services for visitors	£12 million	£14 million
Food and drink services	£41 million	£116 million
Transport	£9 million	£43 million
Cultural, sport and recreational services	£5 million	£30 million
Other products	£75 million	£101 million
People were employed in the tourism sector	7,700	8,711
% of total employment	11%	14%

Source: Southend-on-Sea Borough Council (2015 figures) and Visit Britain (2008 figures)

6.4.6 The Southend Tourism Partnership in conjunction with Southend-on-Sea Borough Council restated their tourism strategy from 2017²². Their vision is to be England’s number one coastal destination. They say that:

“Southend’s tourism offer has been growing over recent years with the emergence and development of new hotels, leisure offer and a burgeoning creative and cultural sector. Visitor numbers have been rising and associated spend increasing in line with the ambitions of the previous business and tourism strategy.”

6.4.7 Far from decrying the presence of Southend Airport, the Tourism Partnership and Council aim to make the most of air passengers. They say:

“Passengers passing through London Southend Airport (LSA) will understand that they are not just at an international transport hub but are entering a destination in its own right.”

¹⁹ https://www.visitbritain.org/sites/default/files/vb-corporate/Documents-Library/documents/England-documents/summary_paper_-_sub-regional_tourism_value_updated_links_oct_2011.pdf

²⁰ <http://mediafiles.thedms.co.uk/Publication/EE-EssW/cms/pdf/Economic%20Impact%20of%20Tourism%20-%20%20Essex%202015.pdf>

²¹ http://www.visitkentbusiness.co.uk/library/Economic_Impact_of_Tourism_-_Thanet_2015_FINAL_REPORT.PDF

²² <http://democracy.southend.gov.uk/documents/s11289/21%20-%20Appendix%201%20-%20Tourism%20Strategy.pdf>

6.4.8 It seems that Thanet should follow the lead of Southend and ensure efforts are made to leverage the benefits of being located close to an international airport. The Southend example shows that there is much that can be done with local authority involvement to promote Thanet as a tourist destination.

Southampton

6.4.9 Southampton Airport, less than four miles from the centre of Southampton on the Hampshire coast, handles around two million passengers and 43,000 aircraft movements per year. The airport's 2006 Master Plan²³ makes clear the role the airport plays in tourism, saying:

“Our approach to running the airport responsibly extends far beyond its physical boundary. We take pride in working with a broad spectrum of stakeholders to promote this thriving region as a place for international business and growing tourism.” (Page 1)

6.4.10 The Master Plan details the airport's role in facilitating the tourism, retail and leisure sectors in Hampshire:

“2.5.1 Tourism, retail and leisure provide over 153,000 jobs in Hampshire, accounting for just over 21% of all employment. Tourism, retail and leisure are seen as key areas of the local economy, and Southampton Airport plays an important role in facilitating this. Tourism is worth £717 million to the Hampshire economy. Overseas visitors to Hampshire represent 12% of trips, and contribute £172.08 million of overall expenditure, which is a much greater spend per head than domestic tourists. Hampshire possesses a wide variety of permanent visitor attractions, heritage sites and leisure facilities, and there are increasing numbers of inbound tourists arriving in the region via Southampton Airport. The region also hosts many regular special events including the Southampton Boat Show and the Cowes Yacht Regatta where visitors arrive by aircraft from around the world.

2.5.2 Southampton Airport is working with a number of organisations to promote this region for inbound tourism. These organisations include Eastleigh Borough Council, Southampton City Council, Hampshire County Council, Winchester City Council, Portsmouth City Council and Tourism South East.

2.5.3 The airport is also growing in popularity as the easiest way for the increasing numbers of passengers to join cruise ships based in Southampton. Negotiations are taking place with the cruise ship operators to consider the best way of providing fast track services for passengers between the airport and the cruise port. The airport has also recently developed a “left luggage” facility for cruise passengers so that they can enjoy some leisure time in this region before or after their cruise. This naturally increases opportunities for many businesses to receive additional income from cruise ship tourists during their extended stay in the area.” (Page 10)

6.4.11 In 2005, TTC International and Roger Tym & Partners were appointed by the Southampton Partnership, through Southampton City Council, to undertake a study of

²³ http://www.southamptonairport.com/media/1051/southampton_masterplan_final.pdf

the economic impact of cruise tourism in the Southampton area²⁴. The findings show how this industry, facilitated by the presence of Southampton Airport, supports employment in cruise management and crewing; in cruise supply chain industries; and in visitor and tourism industries.

6.4.12 In 2013, a local newspaper, The News reported David Williams, Chief Executive of Portsmouth City Council, as saying²⁵:

“The council is working hard with employers in Portsmouth on regenerating the city’s economy – boosting visitor numbers and encouraging new investment. Southampton Airport is a major asset to the city and the region. It is very convenient for the city, and plays a key role for business and tourism.”

6.4.13 Southampton Airport is close to major tourist attractions such as Peppa Pig World, Marwell Zoo, Portsmouth Historic Dockyard, Beaulieu, Winchester Cathedral, Thruxton Motorsport Centre, Stonehenge, the Ageas Bowl cricket venue, Southampton Football Club, and Longleat Safari and Adventure Park. The area has a wealth of hotels and other accommodation. As with Southend Airport, no evidence of a negative impact on any aspect of tourism in the area was found.

Bournemouth

6.4.14 Bournemouth Airport, located around four miles from the coast between Bournemouth and Christchurch, handles 37,000 aircraft movements per year including test and training flights. As with Southend and Southampton, no evidence of negative impacts on tourism could be found. Indeed, in 2013, Bournemouth won the British Travel Awards Best UK coastal resort award. Far from suggesting that the airport negatively affects the town, Paul Clarke, Chairman of the Bournemouth Accommodation and Hotel Association said²⁶:

“Infrastructure needs to be a key focus to increase visitors and the airport in particular needs to have routes to European countries to get the travelling Europeans, such as Germans, Scandinavians, Dutch and further afield.”

6.4.15 In a meeting of Bournemouth Borough Council’s Economy and Tourism Overview and Scrutiny Panel²⁷, Bournemouth Airport was identified as a major investment site to accommodate business growth. The Council stated that the airport had the potential to provide, “a strategically important business park of some 59 hectares with the capacity to accommodate 10,000 new jobs.”

6.4.16 Outside Greater London, Bournemouth is the biggest destination for language schools in the UK, with the sector worth around £208m to the town every year. The presence of an airport helps support this sector, which is also important in Thanet. In 2013, an economic impact survey commissioned by Thanet District Council²⁸ found that

²⁴ <https://www.southampton.gov.uk/modernGov/documents/s4389/Appendix%202.pdf>

²⁵ <http://www.portsmouth.co.uk/business/city-will-be-flying-high-with-stronger-links-to-airport-1-5202540>

²⁶

http://www.bournemouthcho.co.uk/news/10840821._Tourism_will_save_us_from_recession___Bournemouth_experts_welcome_boost_from_town___s_visitors/

²⁷ <https://www.bournemouth.gov.uk/CouncilDemocratic/CouncilMeetings/CommitteeMeetings/EconomyTourismOverviewScrutinyPanel/2014/03/26/Reports/8-Growth-Deal---OS-Report.pdf>

²⁸ <https://www.visitthanetbusiness.co.uk/business-support/research/economic-impact-of-language-schools-2013/>

overseas students spent around £33.6 million in the area, supporting 905 jobs. The survey estimated that overseas students make 43,000 trips annually, accounting for 495,000 visitor nights in Thanet.

6.5 Increased connectivity and inbound tourism

6.5.1 In addition to the types of tourism shown in sections 6.1 and 6.2, East Kent benefits from 'long-term tourism' including language school students and pilgrims. In 2013, language schools contributed £33.6 million to the Thanet economy, supporting 905 jobs and accounting for almost half a million visitor-nights²⁹. Canterbury Cathedral attracts around 900,000 visitors per year³⁰ and the Divine Retreat in Ramsgate also attracts considerable numbers of staying visitors. These long-term visits would be more readily facilitated and encouraged through the operation of passenger services at Manston Airport.

6.5.2 One of the organisations interviewed as part of the statutory consultation for the Manston Airport DCO process was St Augustine's Divine Retreat Centre in Ramsgate. The centre receives some 150 pilgrims per week, who come from Ireland, Germany, the Netherlands, Poland, and further afield. Pilgrims generally stay over a weekend, from Friday until Sunday but some stay longer. The Centre located to Ramsgate to be near to an international airport – Manston. Devastatingly for them, the airport closed soon after and they are forced to bring visitors in from other airports by coach. The Centre is therefore looking to move locations to improve accessibility. The Centre uses many of the local B&Bs and, given their expanding visitor numbers, would be looking at supporting local tourist accommodation as far afield as Deal. The relocation of this organisation would be a considerable loss to the economy of Thanet but their continued presence is dependent on an operational Manston Airport.

6.5.3 In terms of value to the economy of domestic and overseas visitors, whilst less than 30% of visitors were from outside the UK, they account for over half the number of overnight stays and nearly 56% of value. These statistics, provided through the Kent Tourism Economic Impact Study 2015 (published in November 2016) was undertaken using the Cambridge Economic Impact Model. The impact of overseas visitors on the economy is considerable and evidences the potential for the local airport to support growth in this sector of the economy whilst providing more balance in terms of the diversity of jobs the airport is likely to create.

6.5.4 With an operational international airport at Manston, it can be expected that inbound tourism would increase. In particular, providing services to and from underserved areas such as China could provide a boost to the Thanet economy. In 2012, China became the largest spender in international tourism at US\$102 billion, ahead of both Germany and the United States. Tourists from China and other emerging economies such as Russia and Brazil have significantly increased their spending³¹. Working with RiverOak, Visit Kent and Thanet District Council, it can be expected that a proportion of this tourism can be captured locally.

²⁹ <https://www.thanet.gov.uk/the-thanet-magazine/news-articles/2015/january/language-schools-contribute-336-million-pounds-to-thanet-economy/>

³⁰ <http://www.alva.org.uk/details.cfm?p=423>

³¹ <http://content.tfl.gov.uk/impact-of-a-new-hub-on-airport-tourism-and-non-business-travel.pdf>

6.5.5 The Government is currently consulting on its Aviation Strategy. A report by the Tourism Alliance in 2017³² says that travel is the essence of tourism. Their concerns for the sector after exiting the EU include strengthening:

“the UK’s aviation infrastructure so that it better supports the Government’s Tourism Action Plan - ensuring that capacity constraints into our national hub and other South East airports are alleviated to cater for demand, and to make regional airports a more attractive proposition for both international and domestic visitors.”

6.5.6 The Tourism Alliance also calls on the Government to boost regional domestic services and improve surface access between airports and tourists’ final destinations. The Alliance does not, in any way, make a link between airport operations and a negative impact on tourism. In fact, as their report shows, the reverse is true. As an example, the following section compares Southend-on-Sea and the cooperation between the airport and its local tourist economy, with Thanet.

6.6 Manston Airport and the likely impact on tourism in Thanet

6.6.1 There is no doubt that tourism can contribute considerably to local economies. For example, visitors to the Canterbury district were estimated to contribute £446,709,000 in terms of economic impact in 2013 and to have supported 8,526 jobs (Canterbury City Council, 2015, p. 37). In Thanet, tourism supported 4,405 full-time equivalent jobs in 2015, an increase of 22% on 2013, and tourists spent £250 million during their visit (Destination Research, 2016, pp. 17-19).

6.6.2 Given the data shown in this report, it is hard to substantiate the argument that tourism in Thanet will be negatively affected by the reopening of Manston Airport. Indeed, the most likely conclusion that can be drawn from the evidence is that a vibrant airport would support tourism in the area, increasing demand for visitor accommodation across Thanet.

6.6.3 Southend, which has a busy airport close to the town centre, has doubled its income from tourism between 2008 and 2015 to achieve a total tourism value of nearly £400 million. Whilst Southend is considerably smaller than Thanet, the town achieved £100 million more in total tourism value than the whole of Thanet. As with Southend, neither of the coastal towns of Southampton and Bournemouth have been negatively affected by the operation of their airports.

6.6.4 Therefore, in contrast to the assertion by the unnamed author of the No Night Flights response to the Manston Airport statutory consultation that, *“Many of our beaches, cafés, hotels and visitor attractions would become intolerable and unattractive to visitors”*, it seems the opposite is most likely to result. However, as this report has shown, it is vital for Thanet to maintain a balanced economy, leveraging the benefits that can be derived from a successful airport to ensure job creation at all skills levels for local people.

6.6.5 Employment in the Accommodation and Food Services sector is generally low paid, low skilled and with a high proportion of part time work. By contrast, airports provide a wide range of opportunities at all skills levels and stimulate growth and inward investment from other industries such as manufacturing. Diversifying of the Thanet economy, removing the heavy reliance on low paid, low skilled work in tourism,

³² http://mediafiles.thedms.co.uk/Publication/EE-EssW/cms/pdf/TA_Manifesto_2017_Final.pdf

would have substantial benefits for the local people, ensuring that the economy is vibrant and that all sectors have a sustainable future.

7 Other socio-economic impacts

7.0.1 In addition to the jobs created and the training and education opportunities described in the previous section, this section describes the social and economic impacts of airports, and applies these to Manston.

7.1 Gross Domestic Product (GDP)

7.1.1 GDP is a monetary measure of the state of a country or region's economy. In the UK, the ONS calculates GDP from output (the value of goods and services produced in the economy), expenditure (the value of purchases made), and income (profits and wages). The Organisation for Economic Co-operation and Development (**OECD**) states that:

"Gross domestic product is an aggregate measure of production equal to the sum of the gross values added of all resident institutional units engaged in production (plus any taxes, and minus any subsidies, on products not included in the value of their outputs). The sum of the final uses of goods and services (all uses except intermediate consumption) measured in purchasers' prices, less the value of imports of goods and services, or the sum of primary incomes distributed by resident producer units."³³

7.1.2 Based on Intervistas figures (see Figure 11 on page 15), GDP from direct, indirect, induced, and catalytic effects are calculated as follows:

Direct:	7,893,500 jobs equate to €426.7 billion in GDP One job = €54,057/£45,408
Indirect:	1,353,100 jobs equate to €69.7 billion in GDP One job = €51,511/£43,270
Induced:	1,401,100 jobs equate to €76.4 billion in GDP One job = €54,529/£45,804
Catalytic:	1,696,200 jobs equate to €101.6 billion in GDP One job = €59,899/£50,315

The conversion from Euros to Sterling has been calculated at €1 to £0.89

7.1.3 For this calculation, the term GDP is used by Intervistas to refer to the contribution to GDP provided by the airport industry (Intervistas, 2015). It should be noted that the Intervistas work covered European airports and therefore the figures are not UK-specific. However, the UK is second only to Germany in Europe in terms of direct employment at airports.

7.1.4 The Airports Operators Association (**AOA**), also produced details of the economic activity of airports and associated aviation activities in the UK for 2013. These figures show the relationship between the four categories of jobs and GDP (AOA, 2016, p. 15):

Direct:	200,000 direct jobs equate to £13.9 billion GDP One job = £69,500
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³³ <https://stats.oecd.org/glossary/detail.asp?ID=1163>

Indirect:	100,000 indirect jobs equate to £7.0 billion GDP One job = £70,000
Induced:	200,000 induced jobs equate to £10.4 billion GDP One job = £52,000
Catalytic:	700,000 catalytic jobs equate to £38.3 billion GDP One job = £54,700

7.1.5 Comparing the Intervistas and AOA figures shows that the Intervistas figures are considerably lower than the UK-specific AOA figures as shown in Table 9. Since the AOA figures are UK-based, there is an argument for using this calculation. However, in order to provide a range for potential GDP due to the operation of Manston Airport, both figures are shown in Table 10.

Table 9 Comparison between GDP calculations

	Intervistas	AOA
Direct	£45,408	£69,500
Indirect	£43,270	£70,000
Induced	£45,804	£52,000
Catalytic	£50,315	£54,700

7.1.6 Since the calculation used for indirect and induced jobs is combined in the forecast, the lower figure in each case has been used to ensure the estimate is as conservative as possible. As Table 10 shows, the effect of an operational airport at Manston has a considerable impact on GDP. Indeed, by year 20 of operation, the total GDP from direct, indirect/induced, and catalytic impacts is forecast to be between £1.5 and £1.7 billion.

7.1.7 Thanet's Economic Growth Strategy (TDC, 2016, p. 16) includes ambitious targets for GVA³⁴ per job and per capita. Their figures show a considerable difference between Thanet and Kent for these measures of productivity and wealth. In order to achieve the Council's vision, the growth rate required to match the Kent average by 2031 would be 3.5% per annum for GVA per job (productivity) and 5.2% per annum for GVA per capita (wealth). These figures are almost double the growth rate based on business as usual assumptions for productivity and approaching three times for wealth. Without a major employer, whose operation generates considerable indirect, induced and catalytic impacts on the Thanet economy, the vision described by the Council will be difficult to achieve.

7.1.8 In addition to GVA per job and per capita, additional jobs in the economy give rise to tax income for government. The tax-to-GDP ratio compares GDP to the amount of tax able to be collected by government. The OECD's annual Revenue Statistics report³⁵ found that the tax-to-GDP ratio for the United Kingdom in 2015 was 32.5%. Therefore, applying this ratio to the figures shown in Table 10, provides an estimate of the tax revenues generated by the operation of Manston Airport through direct, indirect, induced and catalytic job creation. These are shown in the final two columns of the table. Note that Intervistas has been abbreviated to "IntV".

³⁴ GVA is a key indicator of the state of the whole economy. It measures the contribution to the economy of producers, industries or sectors. The relationship between GDP and GVA is: $GVA + \text{taxes on products} - \text{subsidies on products} = \text{GDP}$

³⁵ <https://www.oecd.org/tax/tax-policy/revenue-statistics-united-kingdom.pdf>

Table 10

Manston Airport GDP and tax contribution

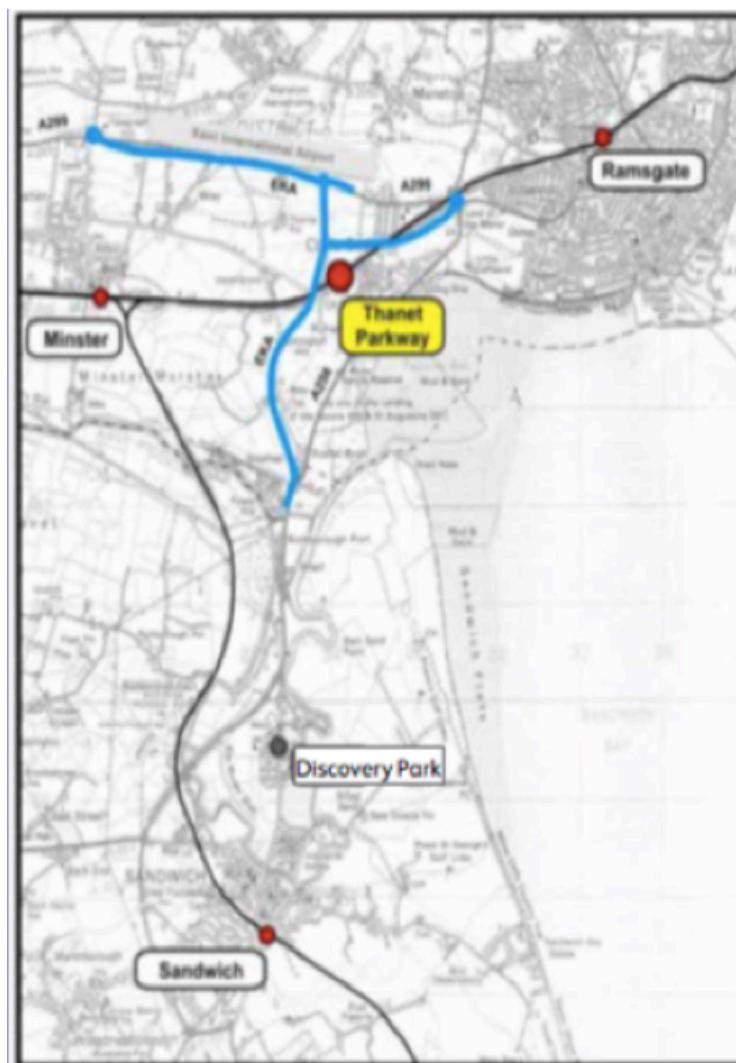
	Direct			Indirect/ induced			Catalytic			Total			Tax			
	Jobs	IntV	AOA	Jobs	IntV	AOA	Jobs	IntV	AOA	Jobs	IntV	AOA	IntV	AOA		
Y1	116	£5.6	£8.1	0	£0.0	£0.0	0	£0.0	£0.0	0	£0.0	£0.0	£5.6	£8.1	£1.8	£2.6
Y2	856	£41.2	£59.5	1,798	£82.4	£93.5	0	£0.0	£0.0	0	£0.0	£0.0	£123.6	£153.0	£40.2	£49.7
Y3	1,551	£74.6	£107.8	3,257	£149.3	£169.4	6,203	£330.7	£339.4	6,203	£330.7	£339.4	£554.6	£616.6	£180.3	£200.4
Y4	2,085	£100.3	£144.9	4,379	£200.8	£227.7	8,341	£444.7	£456.4	8,341	£444.7	£456.4	£745.7	£829.0	£242.4	£269.4
Y5	2,150	£103.4	£149.4	4,515	£207.0	£234.8	8,601	£458.5	£470.6	8,601	£458.5	£470.6	£768.9	£854.8	£249.9	£277.8
Y6	2,466	£118.6	£171.4	5,178	£237.4	£269.3	9,862	£525.7	£539.6	9,862	£525.7	£539.6	£881.8	£980.2	£286.6	£318.6
Y7	2,576	£123.9	£179.0	5,411	£248.1	£281.4	10,306	£549.4	£563.9	10,306	£549.4	£563.9	£921.4	£1,024.3	£299.5	£332.9
Y8	2,645	£127.3	£183.8	5,555	£254.7	£288.9	10,581	£564.1	£578.9	10,581	£564.1	£578.9	£946.0	£1,051.6	£307.4	£341.8
Y9	2,668	£128.4	£185.4	5,603	£256.9	£291.4	10,673	£569.0	£584.0	10,673	£569.0	£584.0	£954.2	£1,060.7	£310.1	£344.7
Y10	2,749	£132.3	£191.1	5,773	£264.7	£300.2	10,996	£586.2	£601.6	10,996	£586.2	£601.6	£983.1	£1,092.9	£319.5	£355.2
Y11	2,870	£138.1	£199.5	6,027	£276.3	£313.4	11,479	£611.9	£628.1	11,479	£611.9	£628.1	£1,026.3	£1,140.9	£333.6	£370.8
Y12	3,011	£144.9	£209.3	6,322	£289.8	£328.7	12,042	£642.0	£658.9	12,042	£642.0	£658.9	£1,076.7	£1,196.9	£349.9	£389.0
Y13	3,135	£150.8	£217.9	6,584	£301.8	£342.4	12,542	£668.6	£686.2	12,542	£668.6	£686.2	£1,121.3	£1,246.5	£364.4	£405.1
Y14	3,280	£157.8	£228.0	6,889	£315.8	£358.2	13,122	£699.5	£718.0	13,122	£699.5	£718.0	£1,173.2	£1,304.1	£381.3	£423.8
Y15	3,438	£165.4	£238.9	7,220	£331.0	£375.4	13,753	£733.2	£752.5	13,753	£733.2	£752.5	£1,229.6	£1,366.9	£399.6	£444.2
Y16	3,595	£173.0	£249.9	7,550	£346.1	£392.6	14,381	£766.6	£786.8	14,381	£766.6	£786.8	£1,285.7	£1,429.3	£417.9	£464.5
Y17	3,748	£180.3	£260.5	7,871	£360.8	£409.3	14,993	£799.3	£820.3	14,993	£799.3	£820.3	£1,340.4	£1,490.1	£435.6	£484.3
Y18	3,930	£189.1	£273.1	8,253	£378.4	£429.2	15,720	£838.0	£860.1	15,720	£838.0	£860.1	£1,405.5	£1,562.4	£456.8	£507.8
Y19	4,085	£196.5	£283.9	8,578	£393.3	£446.1	16,338	£871.0	£893.9	16,338	£871.0	£893.9	£1,460.8	£1,623.9	£474.7	£527.8
Y20	4,271	£205.5	£296.8	8,970	£411.2	£466.4	17,085	£910.8	£934.8	17,085	£910.8	£934.8	£1,527.5	£1,698.1	£496.4	£551.9

7.2 Connectivity

7.2.1 Connectivity is the extent to which a location is connected to desired destinations including whether connections are direct or indirect, travel times, the frequency and reliability of services, quality and costs. Connectivity is vital to UK business and has been for many centuries. As an island nation, the UK's geographic location necessitates excellent connectivity in order for businesses to be able to export and import. Connectivity also impacts inward investment (or Foreign Direct Investment), tourism, and firms' location decisions.

7.2.2 The Draft Economic Growth Strategy for Thanet (2016) describes the importance of improved connectivity to the local economy. Access to London from Thanet has historically been slow but, with the advent of HS1, travel times have reduced to around one hour and 15 minutes to St Pancras station. Of course, Thanet has access to the continental Europe via the Channel crossings at both Dover and Cheriton/Folkestone. The proposed Thanet Parkway Railway Station, one kilometre from the airport runway, as shown in Figure 14, would provide access to central London in less than one hour (TDC, 2016, p. 4).

Figure 14 *Thanet Parkway Station*



Source: Kent County Council in Network Rail, 2017, p. 73

7.2.3 In terms of Thanet's connectivity with airports (excluding Manston), Network Rail says that:

"Passengers travelling from Kent can connect to services calling at Gatwick Airport at Redhill from Tonbridge. This service was extended to Gatwick Airport in the past, but it was discontinued owing to low usage levels. National Express operated a coach service from Ashford to Gatwick Airport, but this has also been withdrawn. Though the level of connectivity from Kent is lower than that from central London, the analysis undertaken as part of the Kent Area Route Study has concluded that there is no specific connectivity gap between Kent and Gatwick Airport." (Network Rail, 2017, 4.7.3, p. 50)

7.2.4 East Kent benefits from a major port at Dover. The Port of Dover is the busiest passenger port in the world, handling more than 12 million passengers, over two million cars and 87,000 coaches, and more than two and a half million HGVs in 2016³⁶. Eurotunnel also connects East Kent with France and handled 1.6 million HGVs, 1,797 rail freight trains, 2.6 million cars, 53,600 coaches, and more than 10 million passengers in 2016³⁷.

7.2.5 Brexit means that Britain now has to negotiate Free Trade Agreements (FTA) with the EU. It is possible that higher tariffs and non-tariff barriers will affect trade between the UK and the EU and increase time taken to cross borders between the UK and EU countries. This will particularly affect the Channel crossings where increased security checks and ensuring tariffs are paid where necessary may cause congestion and delays. Operation Stack³⁸ has demonstrated the impact on the surrounding area and has caused considerable problems for transporters of perishable goods. Businesses may decide to switch from trucking to air freight and Manston Airport would provide the much needed capacity in the South East.

7.2.6 A 10% increase in connectivity in air transport is associated with an increase in GDP per capita of 0.5% (Intervistas, 2015, p. xiii). An international airport at Manston with both freight and passenger services, will increase the connectivity between Thanet, East Kent and much of the South East to the rest of the world.

³⁶ <http://www.doverport.co.uk/about/performance/>

³⁷ <http://www.eurotunnelgroup.com/uk/eurotunnel-group/operations/traffic-figures/>

³⁸ Operation Stack is the procedure used by Kent Police and the Port of Dover when services across the Channel are disrupted. Lorries are parked ('stacked') on the M20 motorway. Other vehicles are diverted onto the A20 causing congestion on local roads.

8 Conclusions

8.0.1 This report has described the socio-economic benefits deriving from the redevelopment and operation of Manston Airport to the level forecast in Volume III of this series of reports. Thanet has particular problems associated with deprivation including relatively high unemployment, low wages and low participation in HE. The presence of a vibrant airport in Thanet would help address these issues and be a great asset to the economy. As such, support from local MPs for this multimillion-pound inward investment has been unwavering.

8.0.2 The freight and passenger figures provided in Volume III allowed a forecast for the number of jobs created directly, indirectly/induced, and catalytically to be calculated. These figures show direct employment in Year 5 of around 2,150 people, rising to nearly 4,300 by the twentieth year, based on East Midlands Airport figures. When all impacts on job creation are taken into account, using the formulae detailed in Section 3.5, an estimated total of 15,000 jobs will be added to the wider UK economy by the fifth year of operation, increasing to 30,000 by year 20.

8.0.3 This level of employment must be supported by training and development, and RiverOak plans to work with all agencies to ensure local people benefit from the opportunities that an operational airport will bring. Raising the aspirations of young people in Thanet is essential if the District's vision is to be realised, particularly in encouraging progression to degree level education. RiverOak will work with local providers to ensure every opportunity is leveraged from the operation of the airport. In particular, RiverOak are keen to promote the establishment of an aviation facility in partnership with HE and FE providers.

8.0.4 Additional benefits include improving connectivity and supporting the internationalisation of local and regional businesses. A vibrant, successful airport will increase local, regional and national GVA, encourage businesses to locate in the area, attract Foreign Direct Investment, and support the work of the Thames Gateway 2050 project.

8.0.5 The benefits of an operational airport at Manston would be in the public interest. Airports are an essential element of modern economies and are uniquely able to leverage a wide range of socio-economic benefits for their local and regional communities.

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THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
CONSULTATION REPORT APPENDICES
DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 38

NOT USED

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
CONSULTATION REPORT APPENDICES
DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 39

Preliminary Environmental Information Report Non-Technical Summary 2018



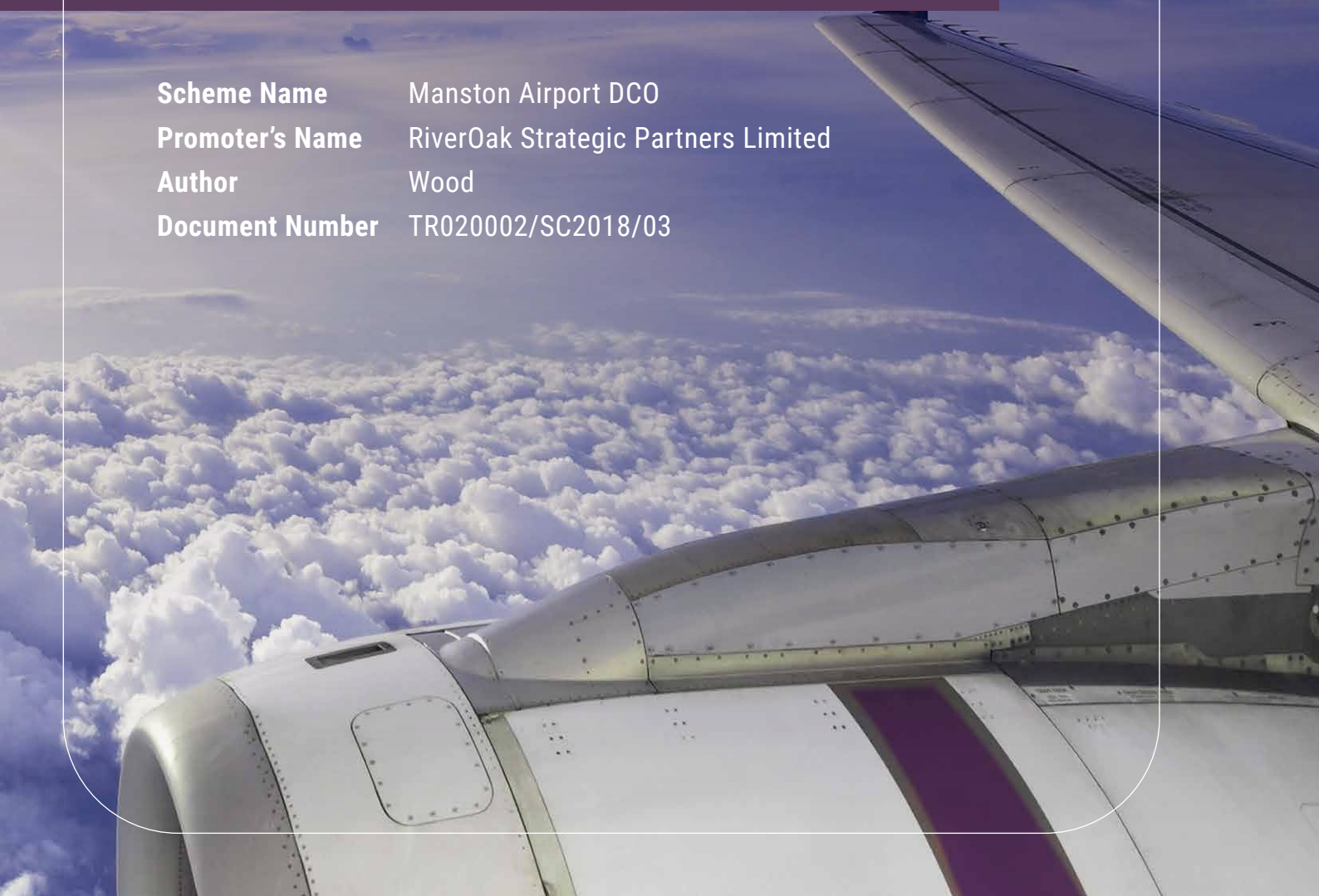
RiverOak Strategic Partners

Manston Airport Development Consent Order 2018 Consultation

**Non-Technical summary of the Preliminary
Environmental Information Report (“NTS”)**

For consultation
January 2018

Scheme Name	Manston Airport DCO
Promoter’s Name	RiverOak Strategic Partners Limited
Author	Wood
Document Number	TR020002/SC2018/03



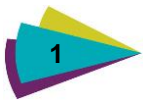
Suite of Consultation Documents

1.1 As part of this second 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. The documents also provide further information about environmental considerations following further progression of environmental assessments, as well as a draft Noise Mitigation Plan that has been developed as part of the response to the 2,200 consultation responses that were received in response to the first statutory consultation held between 12 June and 23 July 2017 ('the 2017 consultation'). Further information is also provided on how the public can submit their feedback.

1.2 Similarly to the 2017 consultation, 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 a further 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:

- 1.3.1 an introduction to the consultation;
- 1.3.2 an updated preliminary environmental information report ('PEIR');
- 1.3.3 a non-technical summary of the PEIR;**
- 1.3.4 an updated masterplan;
- 1.3.5 a Noise Mitigation Plan;
- 1.3.6 a Statement of Community Consultation;
- 1.3.7 an updated analysis of air freight and need; and
- 1.3.8 a feedback form.



Non-Technical Summary

1.1 Introduction

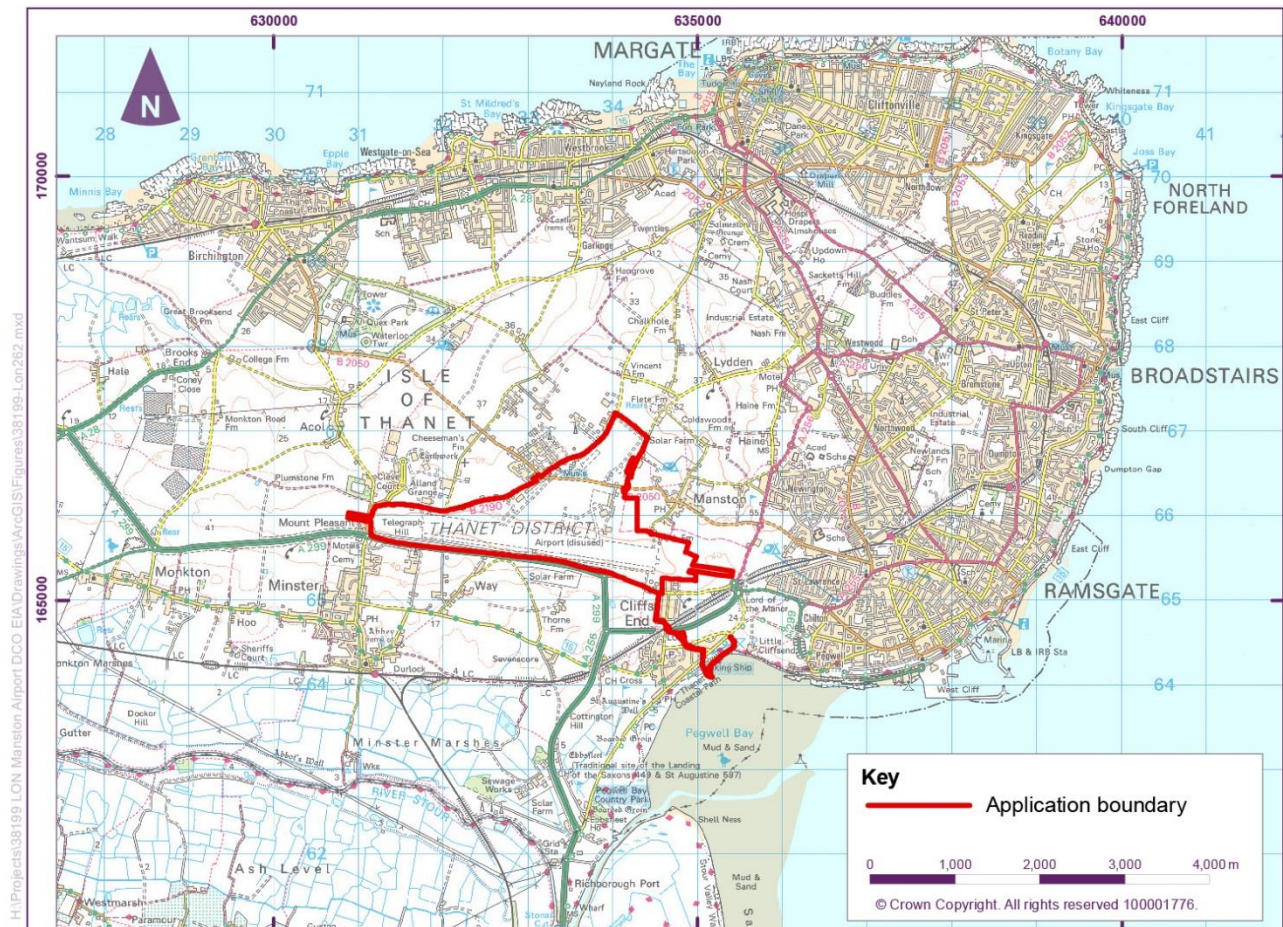
Introduction and document purpose

- 1.1.1 This 2018 Preliminary Environmental Information Report (PEIR) has been produced for the purpose of providing preliminary environmental information in respect of an application RiverOak Strategic Partners Ltd (RiverOak) intends to make to re-open Manston Airport (the Proposed Development). RiverOak is seeking to secure the future of Manston Airport as a valuable regional and national asset by redeveloping the Manston Airport site as a freight airport.
- 1.1.2 The Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 of the Planning Act 2008 (“the 2008 Act”) and therefore requires an application to be submitted for a Development Consent Order (DCO) under Section 14 of the 2008 Act.
- 1.1.3 In June 2017 RiverOak published for consultation a PEIR, prepared The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (the 2009 EIA Regulations). Since then, the 2009 EIA Regulations have been replaced by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations).
- 1.1.4 A new PEIR has been prepared under the 2017 EIA Regulations (2018 PEIR). This 2018 PEIR updates the preliminary environmental information provided previously, where appropriate, and provides the additional preliminary environmental information to meet the requirements of the 2017 EIA Regulations.
- 1.1.5 This 2018 PEIR presents the likely environmental effects of the proposals for Manston Airport assessed under the 2017 EIA Regulations, to enable consultees to understand the likely significant environmental effects of the Proposed Development on the environment and to help inform consultation responses.

Background to the scheme

- 1.1.6 There has been an operational airport at the Proposed Development site since 1916. Until 1998 it was operated by the Royal Air Force (RAF) as RAF Manston, and for a period in the 1950s was also a base for the United States Air Force (USAF). From 1998 it was operated as a private commercial airport, known as Kent International Airport. The airport offered a range of services including scheduled passenger flights, charter flights, air freight and cargo, a flight training school, flight crew training and aircraft testing. In recent years it was operating as a specialist air freight and cargo hub servicing a range of operators. Although the airport was closed in May 2014, much of the airport infrastructure, including the runway, taxiways, aprons, cargo facilities and passenger terminal remain.
- 1.1.7 The application site is on the existing site of Manston Airport, west of the village of Manston and north east of the village of Minster, in Kent (shown in **Figure A**). The town of Margate lies approximately 5km to the north of the site and Ramsgate approximately 4km to the east. Sandwich Bay is located approximately 4-5km to the south east. The northern part of the site is bisected by the B2050 (Manston Road), and the site is bounded by the A299 dual carriageway to the south and the B2190 (Spitfire Way) to the west. The existing site access is from the junction of the B2050 with the B2190.

Figure A Site location plan



- 1.1.8 The site covers an area of approximately 296 hectares (732 acres) and comprises a combination of existing buildings and hardstanding, large expanses of grassland, and some limited areas of scrub and/or landscaping. This includes the 2748m long, 60m wide runway, which is orientated in an east-west direction across the southern part of the site.
- 1.1.9 The site is located within National Landscape Character Area 113: North Kent Plain. This encompasses an approximately (~) 90km long strip of land of approximately 90km in length bordering the Thames Estuary to the north and the chalk of the Kent Downs to the south. The site is also within the Thanet Landscape Character Area. This features a centrally domed ridge on the crest of which the airport is dominant. The area is generally characterised by open, large scale arable fields with long views.
- 1.1.10 The surrounding area is generally characterised by a moderate density of villages, small groups of residential properties and individual properties.

Background to the 2018 PEIR

- 1.1.11 The 2008 Act imposes duties on the promoters of NSIPs to consult those who would be directly affected by the Proposed Development, people with an interest in the land on which development would take place, the local community, local authorities and other statutory bodies and consultees. The 2018 PEIR has been prepared for the additional statutory consultation being held in January and February 2018. This is the third consultation on the Proposed Development. A non-statutory consultation took place from June to September 2016, a statutory consultation took place from June to July 2017. As part of the statutory consultation in the summer of 2017, RiverOak had

prepared and consulted on earlier report on the preliminary information (PEIR 2017) in accordance with the provisions of the 2009 EIA Regulations.

- 1.1.12 The proposals for the Proposed Development remain largely the same, but have been refined and developed as design has progressed and also in the light of the 2,200 responses we received to the statutory consultation in summer 2017.
- 1.1.13 Comments received during the 2017 consultation are still being taken into account as RiverOak evolve development proposals. However, whilst this new consultation is not limited in its scope, it seeks to focus on the changes arising from the adoption of the 2017 EIA Regulations. This Non-Technical Summary (NTS) summarises its key findings. The topics addressed in the PEIR are outlined in **Table A**.

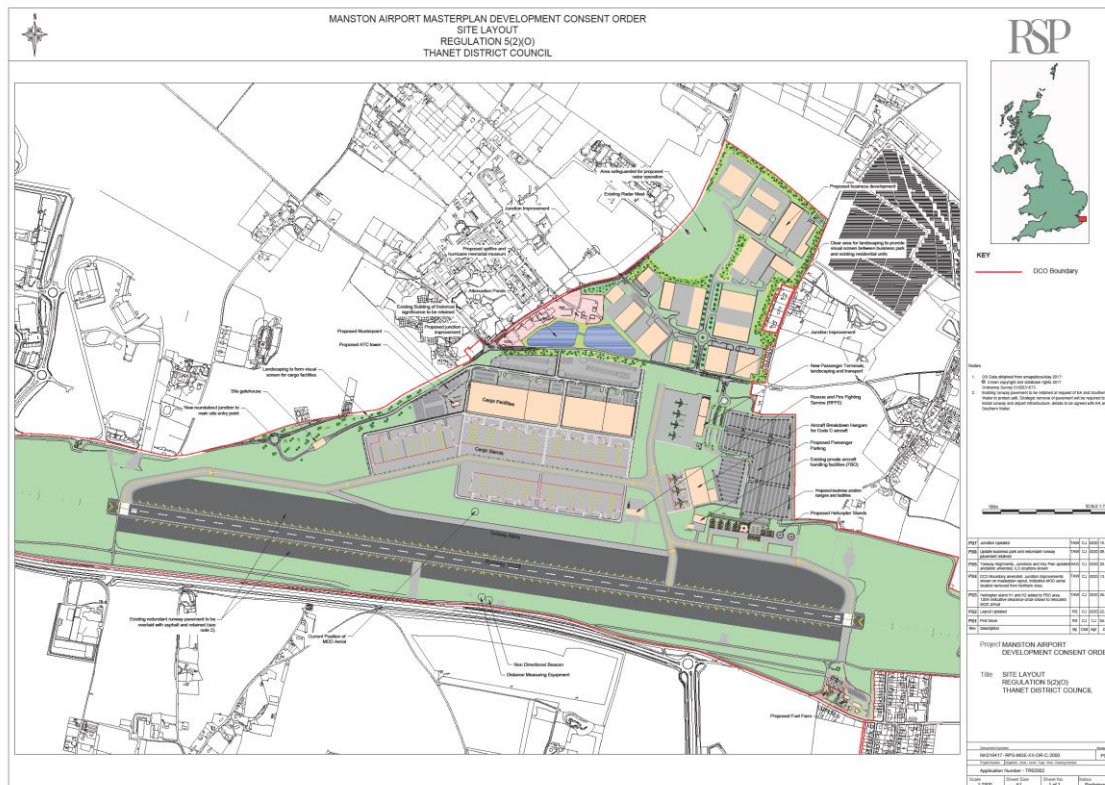
Table A –Topics addressed in the 2018 PEIR

Topics in the 2017 EIA Regulations	Topics in the 2018 PEIR
Population and human health	Risks to human health (Chapter 15), Noise and vibration (Chapter 12), Socio-economics (Chapter 13)
Biodiversity	Biodiversity (Chapter 7)
Land, soil, water, air and climate	Land quality (Chapter 10), Freshwater environment (Chapter 8), Air quality (Chapter 6), Climate Change (Chapter 16), Major Accidents and Natural Disasters (Chapter 17)
Material assets, cultural heritage and the landscape	Traffic and Transport (Chapter 14), Historic Environment (Chapter 9), Landscape and Visual Impacts (Chapter 11)
The interaction between the factors referred to in sub-paragraphs	These are discussed within each section as relevant, as well as Cumulative Effects Assessment (Chapter 18)

Need for the scheme

- 1.1.14 The increase in demand for air transport seen over the preceding years is forecast to continue in the period up to 2035. London's six airports: Heathrow, Gatwick, Stansted, Luton, London City and Southend, facilitate around 76% of the UK's air freight. However, the Airports Commission report shows that all London airports will be at capacity by 2030. The South East is particularly hard hit by the lack of airport capacity with sustained losses in potential trade running at £2bn/year without additional runway capacity.
- 1.1.15 In addition to helping meet air freight capacity requirements, an airport at Manston would bring significant economic benefit to the area. Since the closure of the Pfizer plant near Sandwich in 2012 and Manston airport in 2014, east Kent has not been host to a significant high-tech employer. Reopening Manston is predicted to bring 4,000 direct and 30,000 indirect jobs to the local economy by 2038. To ensure the demand for skilled workers can be met locally, RiverOak is also working with local educational institutions to establish complementary education and training programmes.
- 1.1.16 **Figure B** shows the Manston Airport masterplan DCO.

Figure B Manston Airport Masterplan



Scheme alternatives

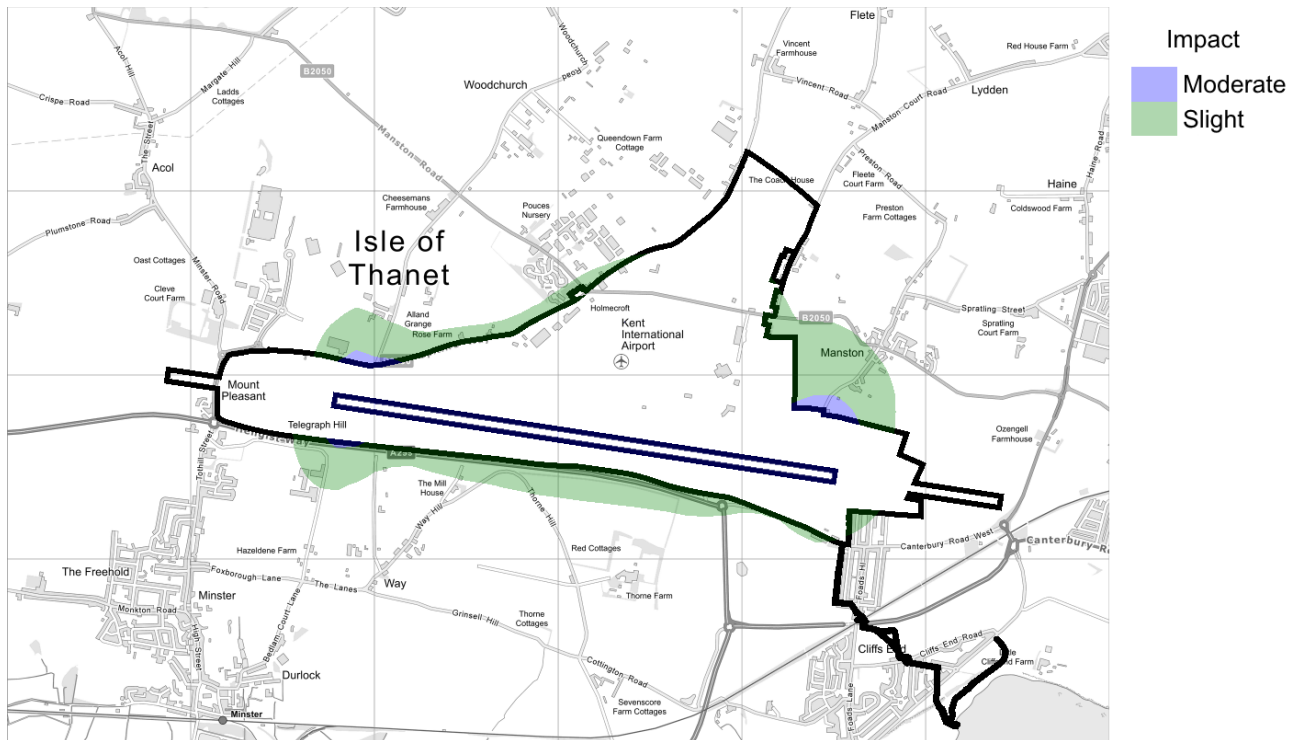
- 1.1.17 The 2017 EIA Regulations set out the need to outline the reasonable alternatives considered by the developer within Schedule 4, Part 2.
- 1.1.18 In considering the reasonable alternatives, consideration has been given to the characteristics of an air freight airport, and the information on the current airport capacity and constraints within the UK aviation sector.
- 1.1.19 In addition to the assessment of alternative sites for a dedicated air freight airport in the South East, the masterplanning process has also given consideration to on-site alternatives for individual elements and components of the Proposed Development. This has been undertaken as part of the on-going project evolution as part of the project design process.
- 1.1.20 A number of alternative layouts, designs and configurations were considered for the air freight and cargo facilities. This 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 in the 2018 PEIR.

EIA and significance of effects

- 1.1.21 The topics required to be assessed as outlined in the Scoping Opinion have been assessed in the 2018 PEIR to determine the significance of the schemes likely effects (positive or negative) in relation to people and environmental resources (referred to as receptors) affected by the Proposed Development. This section provides an overview of the key findings from the 2018 PEIR.

Air Quality

- 1.1.22 Air quality refers to the concentrations of pollutants in the air that people breathe. Poor air quality is associated with a number of health problems, especially respiratory conditions. It can also affect vegetation and sensitive ecosystems. Legally-binding limits on key pollutants are set in European and UK legislation for the protection of human health and ecosystems.
- 1.1.23 The main pollutants of concern for the Proposed Development are oxides of nitrogen (NO_x), nitrogen dioxide (NO_2) and fine particulate matter (PM_{10} and $\text{PM}_{2.5}$). There is good evidence that elevated levels of PM_{10} and $\text{PM}_{2.5}$ have significant health effects, but concentrations are within legal limits across most of the country. There is more scientific uncertainty about the health effects of NO_2 , but concentrations of this pollutant are close to or above the legal limit in some urban areas. The legal limit for NO_2 is $40 \mu\text{g m}^{-3}$ as an annual mean concentration in locations where people are likely to be exposed. NO_x is not believed to have impacts on human health, but can affect vegetation and ecosystems.
- 1.1.24 In rural and suburban areas of Thanet, air quality is generally good and comfortably within legal limits. However, in urban centres close to busy roads, concentrations of NO_2 are close to legal limits.
- 1.1.25 Nitrogen dioxide is produced by combustion processes, including aircraft engines, road vehicle engines, and boilers for heating homes and offices. PM_{10} and $\text{PM}_{2.5}$ are produced by the same processes, and also by wear from tyres and brakes on road vehicles and aircraft.
- 1.1.26 Concentrations of pollutants from the airport have been calculated using a best-practice methodology that is based on the recommendations of the Proposed Development for the Sustainable Development of Heathrow (a project sponsored by the Department for Transport to determine best practices for calculating emissions from Heathrow Airport) and the International Civil Aviation Organization. Concentrations from non-airport sources have been estimated from monitoring data.
- 1.1.27 This assessment makes a number of worst-case assumptions, which means that air quality impacts are likely to be over-estimated. To assess how significant the impacts are, we have followed recommendations from the Institute of Air Quality Management and the Environment Agency.
- 1.1.28 Concentrations of PM_{10} and $\text{PM}_{2.5}$ around the airport are low, and the airport will be a very small source of these pollutants. Concentrations will remain comfortably within legal limits and the impact of the airport will be negligible.
- 1.1.29 Concentrations of NO_2 around the airport are low, but the airport operations will increase concentrations nearby. Impacts at some locations within approximately 500 m of the airport boundary are classified as “slight”, and at some locations within approximately 100 m of the airport boundary are classified as “moderate” (see **Figure C**). In the opening year, there are approximately 23 properties close to the A299 Thanet Way that would receive a “slight” impact from the road traffic arising from the Proposed Development; in later years the impact will be negligible. Close to busy roads in the St Lawrence area, the high existing concentrations mean the additional contribution from the airport, even though it is very small so far from the airport, is classified as having a “slight” impact. Impacts everywhere else are negligible, and concentrations will remain comfortably within legal limits.

Figure C Impact on NO₂ concentrations from on-airport activity in the peak activity year (Year 20)

1.1.30 Considering impacts on ecological sites, some exceedances of the annual mean NO_x objective are predicted where major roads pass close to designated ecological sites, mainly because of levels of emissions from existing road traffic. The additional contribution from the Proposed Development, including airport-related traffic, is small, less than 7% of the objective at any major ecological site. The impact at local ecological sites is insignificant. While some exceedances of the critical loads for nitrogen and acidity are predicted, these are due to existing deposition rates and the additional contribution from the Proposed Development is insignificant.

Biodiversity

1.1.31 **Chapter 7** of the 2018 PEIR describes the assessment of effects on the fauna and flora - the biodiversity - from the Proposed Development. In this case, biodiversity comprises species and habitats that are either protected by law and/or have some notable nature conservation importance, invasive alien (or controlled) species, and designated nature conservation sites. This biodiversity interest includes that both within and beyond the site up to a distance where there is a potential for an adverse effect. There are no designated nature conservation sites within the Proposed Development although a number occur outside the site. Where these designated sites are of European importance, such as the Thanet Coast and Sandwich Bay Special Protection Area (SPA) and Ramsar sites, which are located adjacent the Proposed Development, any effects are looked at in detail in the 'No Significant Effects Report', appended to the 2018 PEIR.

1.1.32 The chapter determines if the biodiversity on site will be significantly affected by the Proposed Development, and, if it does, what measures are to be adopted to mitigate any adverse effects. The site, comprised largely of mown grassland and tarmac/runway, has limited biodiversity value. Bat activity on site is limited mainly due to the low value foraging and the lack of shelter as there are few trees and hedgerows. However, roosts (both summer and hibernation) are present in some of the buildings, although the majority of these are large and unsuitable for bat roosts. Replacement roosts, under a licence from Natural England, are to be provided offsite, due to the activity, noise and lighting associated with the Proposed Development, on land which is to be enhanced for foraging bats with features to provide better linkage for commuting bats to the wider environment.

- 1.1.33 Breeding bird species onsite include several species that have conservation interest including skylark and grey partridge, which will be affected by the Proposed Development. Compensation land to the south of the site is to be managed specifically with the nesting requirements of these species with habitats provided to offset any losses of breeding pairs onsite. Similarly a barn owl nest on Site is to be relocated in order to remove it from birdstrike risk and collision with traffic from adjacent roads.
- 1.1.34 Survey of the site did not reveal any reptiles other than a single lizard seen on the boundary when placing the refugia of felts and tins used for the survey, however, a few small areas (totalling about 4 hectares) of the site could not be accessed in 2017 with the plan to survey these in 2018. These areas provide good habitat for reptiles and it has been assumed for the assessment that they likely contain high populations of common lizard and slow worm, which will be confirmed through the surveys. Under this worst case scenario these reptiles would be trapped out and moved to a receptor site that would comprise habitat specifically designed for reptiles.
- 1.1.35 The mown grassland, tarmac, concrete and buildings which comprise the majority of the site do not provide much value to terrestrial invertebrates. However, smaller unmanaged areas are expected to have invertebrate interest and this is to be determined by surveys planned for 2018. However, under a similar worst case scenario considered for reptiles some of the features onsite that provide good invertebrate habitat, for example, the stressed vegetation growing along the runways will be maintained on the operation airport. In addition diverse open mosaic habitats are to be created in compensation for loss of the unmanaged areas onsite.
- 1.1.36 These measures prevent contravention of any applicable legislation and provide sufficient mitigation in order that there are no significant effects to onsite wildlife.
- 1.1.37 Any effects to notable habitats and designated nature conservation sites offsite from changes to air quality have been described and these also show no significant effect although further assessment on the combined aircraft and traffic modelling.
- 1.1.38 Detailed consideration of potential effects on the European designated sites has been provided in the No Significant Effects Report (**Appendix 7.1**). This is a Habitats Regulations screening report that shows that the Proposed Development is considered not to have a likely significant effect on the designated sites, hence the title. The Habitat Regulations is the relevant legislation that governs the assessment process of developments that might affect European sites.

Construction and decommissioning phases

- ▶ Removal of habitats within the Proposed Development area to facilitate construction works. These habitats might be used for foraging/ nesting by qualifying species of birds (e.g. golden plover), and thus be considered 'functional' habitat of the European site;
- ▶ effects of aural and visual disturbance on qualifying species due to noise and vibration and movement of construction vehicles and site operatives;
- ▶ loss of pollutants or fine material from the construction site due to surface water flows during rainfall events. This pollution may then find its way into European sites via watercourses or the outfall which flows into Pegwell Bay;
- ▶ deposition of oxides of nitrogen from engine exhausts from construction vehicles and generators on habitats within European sites, or functional habitats; and
- ▶ deposition of dust from the construction site onto functional habitats and habitats within European sites.

Operational phase

- ▶ Disturbance to qualifying species due to noise and vibration and movement during ground activities, such as cargo loading, plane maintenance and airfield management;
- ▶ disturbance to qualifying species due to the activities associated with bird scaring devices (e.g. pyrotechnics, distress call broadcast etc.);

- ▶ disturbance to qualifying species (including the airport forming a barrier to the movement of birds between their foraging and roost sites) during aircraft take-off and landing, caused by noise, aircraft presence and shadow cast;
- ▶ deposition of oxides of nitrogen from aircraft and ground vehicle engines on habitats within European sites, or functional habitats.;
- ▶ disturbance to qualifying species by ground vehicle usage outside the Site (e.g. along roads used by vehicles accessing and leaving the Site); and
- ▶ effects on qualifying habitats due to pollutants held within surface water runoff from the Site, entering European sites via the outfall or natural watercourses.

1.1.39 Search parameters were identified to provide a filter for the identification of European sites. By applying the search parameters for the potential effects identified previously to an initial search list of European sites (within 15 km of the Site), a total of four European sites were identified as being potentially affected by the Proposed Development, as follows:

- ▶ Thanet Coast and Sandwich Bay Ramsar Site;
- ▶ Thanet Coast and Sandwich Bay SPA;
- ▶ Thanet Coast SAC; and
- ▶ Sandwich Bay SAC.

1.1.40 A high-level screening assessment was then undertaken on each of the qualifying interest features of the four European sites, together with the potential effects associated with each feature. These were then screened in or out, based on whether it was concluded that they are likely to be significantly affected by the Proposed Development (and other projects and plans, in combination), whilst taking into account mitigation measures that are included within its design.

1.1.41 For those effects that could not be 'screened out' at this 'high-level' stage, further detailed consideration into LSEs on these features of European sites was undertaken. This concluded that there will be no likely significant effect from any of the effect pathways although further air quality modelling is required to confirm effects from this pathway on the Thanet Coast and Sandwich Bay Ramsar Site and Sandwich Bay SAC.

Freshwater Environment

1.1.42 Manston Airport is located on the outcrop of the Thanet Chalk, and the majority of the site is located directly over the Chalk, with patchy overlying areas of more recent deposits, such as sand, silts and areas of artificial fill associated with the previous use of the site. The Chalk is designated as a Water Framework Directive Water Body and also supports Southern Water public water supply abstractions, the closest of which is the Lord of the Manor Source, located just outside of the sites eastern boundary. The groundwater source protection zone¹ associated with this source lies within the site boundary, and an adit associated with the source lies at 60m below ground level along the same orientation as the runway.

1.1.43 There are no river watercourses on or adjacent to the site, partly due to the high permeability of the underlying Chalk. A series of water channels and streams that form part of the Minster Marshes are located more than 1 km to the south of the main site. Minster Marshes drain south into the tidal River Stour, 3 km south of the site, which flows east into Sandwich and Pegwell Bays. Together these bays are part of designated National Nature Reserve (NNR), RAMSAR, SSSI, SPA and SAC sites.

1.1.44 Environment Agency flood mapping indicates that the whole of the Manston Airport site is located within an area where flooding from rivers and the sea is very unlikely. The nearest flood risk is coastal flooding associated with Pegwell Bay, located approximately 2 km south east of the site.

¹ These are designated zones around public water supply abstractions and other sensitive receptors that signal there are particular risks to the groundwater source they protect.

Flooding from land (rainfall run-off and surface water flooding) is considered to be a potential source of flood risk to the Proposed Development, in particular in the lower elevation ground across the middle of the site. The flood risk would occur through rainfall falling directly onto the development site, particularly when the ground is saturated. The majority of this flood risk has been identified to be of low risk (each year, the chance of flooding is between 1 in 1000 (0.1%) and 1 in 100 (1%)). There are areas of higher risk (with a greater than 1 in 30 (3.3%) chance of flooding) which are likely to be associated with localised depressions. It is anticipated that there will be sewers and associated infrastructure across the site, based on its previous use as an operational airport. Therefore there is a potential risk of sewer flooding.

- 1.1.45 The site has a significant north - south fall, with the runway at the site's highpoint. Site drainage is collected on site and then pumped through a buried outfall pipe into Pegwell Bay. An existing pumping station is located adjacent to the passenger apron. This supplies a 300 mm diameter pipe that runs along the site's western boundary and enters into a gravity system around the runway threshold. This then runs along the sites southern edge before discharging into the outfall to Pegwell Bay.
- 1.1.46 **Chapter 8** relating to the freshwater environment is supported by more detailed technical assessments. The Flood Risk Assessment (which includes the Drainage Impact Assessment) in **Appendix 8.2** provides information on the risk of flooding at the site from all sources and the proposed design of the site drainage system to demonstrate no increase in flood risk from any source from the proposed site operations. The Hydrogeological Impact Assessment in **Appendix 8.1** assesses the risk to groundwaters and dependant abstractions from site operations, this is a detailed technical assessment which has been supported by quantitative modelling to understand the relationship between the site and the Southern Water abstraction boreholes.
- 1.1.47 Supported by these assessments, as well as multiple consultations with the Environment Agency, Southern Water, Thanet District Council and Kent Country Council, **Chapter 8** has identified a list of environmental measures to be incorporated into the scheme design and management plans to protect the freshwater environment from an adverse impact on the quality or quantity of freshwater resources, water supply infrastructure and foul sewerage infrastructure. The development of measures has covered all aspects of the water environment, however especial focus has been given to measures to protect the Lord of the Manor source (and associated groundwaters) from any risk of a fuel leak from the proposed fuel farm – to be located at the former Jenetx Fuel site on the sites southern boundary. Appropriate measures and design standards have been discussed with both Southern Water and the Environment Agency to ensure that these highly sensitive features are protected from any breaches or spills. Detailed information is presented in the Hydrogeological Impact Assessment.

Historic Environment

- 1.1.48 **Chapter 9** of the 2018 PEIR describes the assessment of effects on the historic environment. In this case, the historic environment comprises scheduled monuments and listed buildings, which are protected by law, conservation areas and non-designated heritage assets, such as structures of regional and local significance which, while not listed, are of sufficient heritage significance to merit consideration in planning as well as known and previously unrecorded archaeological remains within the ground. No world heritage sites, registered parks and gardens, or registered battlefields will be affected by the proposal. Historic landscape character and the setting of heritage assets has also been considered, particularly in respect to noise and lighting.
- 1.1.49 The purpose of the analysis was to identify and define the potential for effects on heritage assets as a result of the Proposed Development. This included consideration of heritage assets present within a study area around the Proposed Development and significant heritage assets located further from the site where there was a potential for adverse change in their setting to arise as a result of the proposed development. The assessment establishes the heritage significance of each type of heritage asset, identifies potential effects, and discusses the mitigation proposed for the loss of any features or change to setting. The requirements of national and local planning policy, professional guidance and responses from consultation with various organisations were taken into account in the assessment.

- 1.1.50 The potential for direct effects, which give rise to a loss of heritage significance through physical change or disturbance, and indirect effects, which result in change to heritage significance without causing physical damage or disturbance to the asset, identified in the course of the assessment include:
- Potential direct disturbance of sub-surface archaeological remains dating to the Prehistoric, Roman, Early-Medieval and Modern periods occurring during the construction phase;
 - Potential direct and indirect effects on the heritage significance of the airport and surviving assets relating to military uses of the site from the First World War onwards, particularly the RAF Battle HQ, RAF Control Tower and the runway occurring during the construction phase;
 - Potential indirect effects arising through change in the setting of non-designated heritage assets within the Proposed Development boundary, particularly the retention of the historic association of the museum buildings during the construction and operational phases;
 - Potential indirect effects arising through change in the setting of designated heritage assets outside the Proposed Development boundary, primarily affecting the scheduled and Grade I listed Saxon Shore fort and associated remains at Richborough Castle, and the scheduled enclosure and ring ditches at Minster Laundry, during construction and operational phases and on the Grade II listed Cleve Court and Cleve Lodge arising from aircraft noise during the operational phase.
- 1.1.51 Archaeological investigation works, to be agreed with KCC's heritage advisors, will be undertaken during phase 1 of the development. Scheme design, informed by initial archaeological investigation, will result in proposals to avoid the most significant archaeological remains, limiting the magnitude of change on buried heritage assets. In the case of particularly significant heritage assets, this effect may remain significant even after archaeological mitigation has been carried out, although it is anticipated that the majority of effects could be effectively mitigated to result in no significant effects. In the absence of mitigation, the effects may be significant, but the adoption of a scheme of avoidance and archaeological investigation would confirm the presence or absence of archaeological heritage assets and would provide mitigation of any loss of archaeological interest that may arise as a result of development, thereby reducing the impact to not significant.
- 1.1.52 Further survey of undesignated built heritage assets within the site boundary will be conducted at the earliest opportunity to establish the condition, desirability and feasibility for their retention in the final design. Those not retained will be subject to an appropriate level of building recording during the construction phase. This programme of retention and recording will lead to enhancement or new knowledge thereby contributing to the mitigation of any adverse effects, and it is not anticipated that any significant residual effects would arise.
- 1.1.53 There will be changes to the setting of undesignated heritage assets on the site during the construction and operational phases. However, reuse of the airfield for aviation purposes reflects the recent historic use of the site and it is not anticipated that these effects would be significant.
- 1.1.54 The effect of changes to the setting of designated heritage assets was assessed to be not significant. Embedded measures which would minimise adverse change to setting, including acoustic and visual screening will be considered in the ES and will further reduce any effect.

Land Quality

- 1.1.55 This section provides an overview of existing land quality and aspects of the environment that could be affected by any potential adverse impacts on land quality as a result of the Proposed Development. This section also sets out the preliminary findings of the assessment of potential land quality effects.
- 1.1.56 Key characteristics of and risks to the existing land resource have been identified as:
- ▶ The entire site and surrounding area is underlain by an aquifer that provides approximately 70% of the water to the Southern Water Kent Thanet Water Resource Zone.

- ▶ Pegwell Bay and Sandwich Bay, both of which are valued for their biodiversity and afforded legal protection, are located approximately 900m southeast of the site boundary.
- ▶ There is an area of high quality agricultural land located directly southwest of the site.
- ▶ There is the potential for residual buried unexploded ordnance to be present onsite, due to previous site use as an RAF airfield during World War II.
- ▶ The highest risk of contamination is associated with the risk to groundwater from the Jentex fuel farm site

- 1.1.57 A preliminary assessment of likely effects of the Proposed Development on land quality has been undertaken, and informed by a land quality assessment and geo-environmental desk study. A site visit was also carried out to supplement information of the site’s setting and any potential land quality issues.
- 1.1.58 Aspects of the environment that have the potential to be significantly affected by the proposed development, in the context of land quality, include: humans (site and adjacent site users, and future site users), buildings and services, soils of high quality agricultural lands located offsite but directly adjacent to the southwest of the site, and controlled waters (coastal waters: Pegwell Bay and Sandwich Bay), and groundwater in the Chalk aquifer.
- 1.1.59 **Table B** describes the likely effects that may arise as a result of the Proposed Development have been identified.

Table B Likely land quality effects

Receptor	Nature of Likely Effect
Humans	<i>Construction Phase</i>
	<ul style="list-style-type: none"> ▶ Disturbance of soils which have the potential to contain contaminants ▶ Spillages of oils and other chemicals ▶ Direct contact, ingestion and/or inhalation of impacted soils ▶ The discovery and potential for explosion of unexploded ordnance ▶ Decommissioning of existing tanks and infrastructure on the Jentex site
	<i>Operational Phase</i>
	<ul style="list-style-type: none"> ▶ Health hazard due to: <ul style="list-style-type: none"> ▶ Ingress and accumulation of ground gas resulting in explosion or asphyxiation of users of site buildings ▶ Future maintenance works that may disturb any residual contamination ▶ Spillages during of oils and other chemicals ▶ Residual contamination from inappropriate reuse/use of contaminated fills and soils during construction phase ▶ Removal of tanks and leakage from tanks
Groundwater (Chalk aquifer), Coastal Waters, and Soils	<i>Construction Phase</i>
	<ul style="list-style-type: none"> ▶ Disturbance of soils (earthworks) and mobilisation of existing contamination ▶ Pollution from spillages of oils and other chemicals

- ▶ Pollution incidents due to the creation of a route/s or mechanism by which a receptor could be exposed to, or affected by, potential contamination
- ▶ Decommissioning of existing tanks and infrastructure on the Jentex site

Operational Phase

- ▶ Future maintenance works that may disturb and mobilise any residual contamination
- ▶ Spillages during of oils and other chemicals
- ▶ Residual contamination from inappropriate reuse/use of contaminated fills and soils during construction phase
- ▶ Pollution incidents resulting from fire-fighting activities, and pesticide use
- ▶ Removal of tanks and leakage from tanks

Buildings and Services

Construction Phase

- ▶ The discovery and potential explosion of unexploded ordnance

Operational Phase

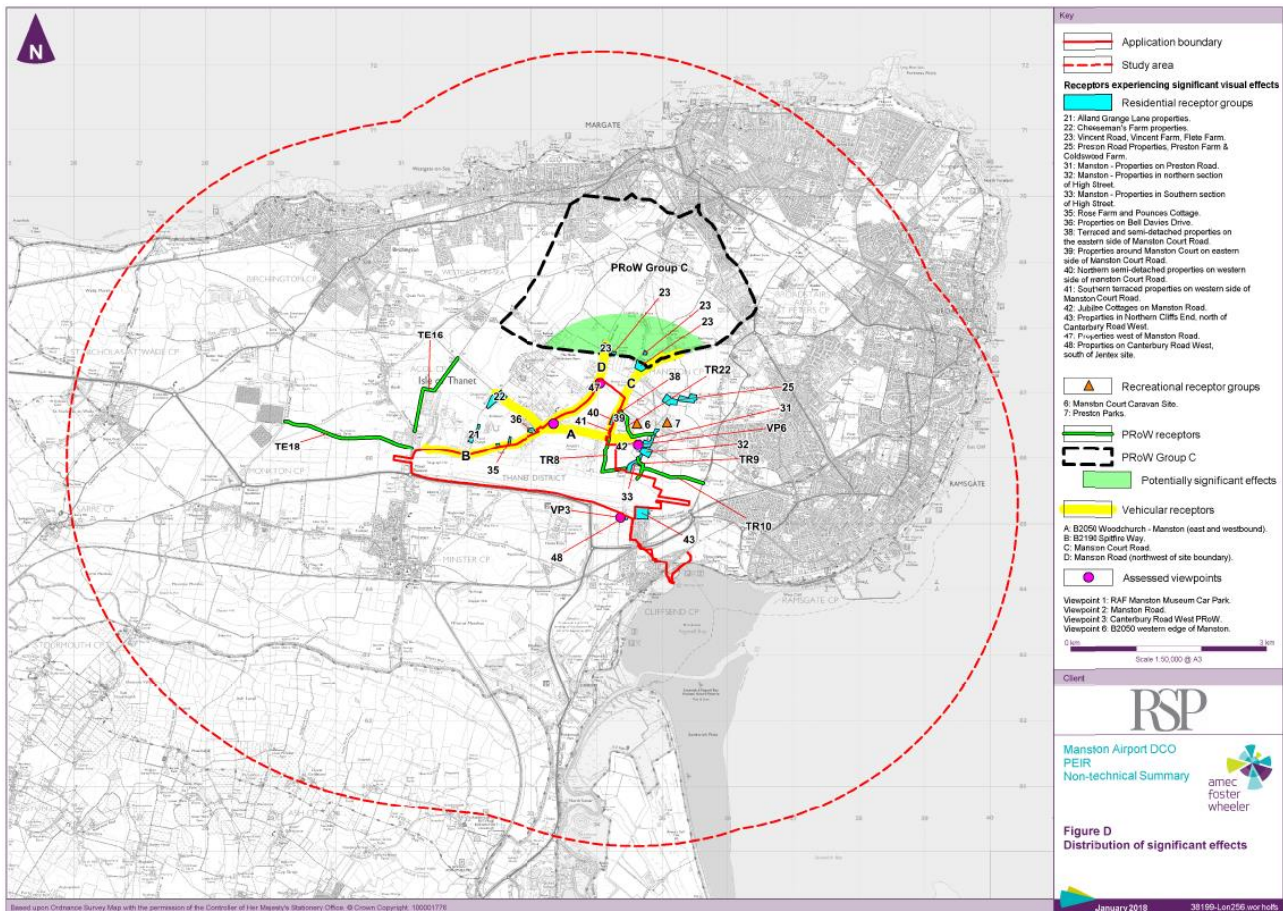
- ▶ Damage to property due to:
 - ▶ Ingress and accumulation of ground gas resulting in explosion of site buildings
 - ▶ Residual contamination from inappropriate reuse/use of contaminated fills and soils during construction phase
- ▶ Permeation of plastic pipes by contaminants

- 1.1.60 A detailed unexploded ordnance threat and risk assessment will be carried out prior to any intrusive works. A programme of intrusive site investigation will be undertaken if required to identify and characterise contamination across the site, and a programme of clean-up agreed with the Environment Agency and Thanet District Council.
- 1.1.61 Suitable foundation design and piling methods will be agreed with Southern Water and the Environment Agency prior to the commencement of works. All materials to be imported for use as part of the earthworks for the proposed development will be suitable and tested to an agreed acceptance criteria.
- 1.1.62 A finalised Construction Environmental Management Plan (CEMP) will be prepared and submitted with the DCO application, this will include measures to manage any land quality effects during construction. An aerodrome manual will be produced for the operational phase of the Proposed Development and will include measures to manage effects on land quality.
- 1.1.63 Regarding the potential effects from the Jentex site, environmental measures have been suggested for incorporation into the proposed development including an emergency response plan and appropriate design to best available techniques of all storage tanks and remediation of residual contaminants be undertaken, subject to risk-based assessment. Additional measures will be incorporated into the CEMP. The tank farm will be located outside of the groundwater source protection zone 1.
- 1.1.64 With all these measures in place, the potential effects listed above were assessed as not significant.

Landscape and Visual Impact

- 1.1.65 The Landscape and Visual Impact Assessment (LVIA) undertaken for the Proposed Development is described in full in **Chapter 11** of the 2018 PEIR.
- 1.1.66 Landscape effects and visual effects are closely related, but do form separate assessments, the former relating to landscape and areas of landscape character, and the latter relating to the visual effects on views and visual amenity as experienced by people.
- 1.1.67 The LVIA has been undertaken in accordance with relevant guidance for undertaking landscape and visual assessments in the UK which is provided by the *Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA 3)*. Details of the data gathering and assessment methodologies employed by the LVIA are set out in **Chapter 11** together with descriptions of the relevant policy and legislative context and the overall landscape and visual baseline. A summary of the scope and findings of the LVIA is set out below.
- 1.1.68 The LVIA study area is shown on **Figure D**. It encompasses all areas within 5 km of the site boundary and has been used for the purposes of data collection and the subsequent assessment. The study area has been selected with regard to previous experience of undertaking LVIA's for similar types of development allied with a review of the landscape context within which the Proposed Development will operate. This definition of the study area ensures that the LVIA includes all landscape and visual receptors with the potential to sustain significant landscape or visual effects as a consequence of the construction and operation of the Proposed Development.

Figure D LVIA study area



- 1.1.69 The landscape and visual receptors included in the LVIA have been further refined through the production of a suite of the Zone of Theoretical Visibility (ZTV) maps of the Proposed Development

and by observations made during field surveys. Field survey work also included the taking of panoramic photography from 22 photographic viewpoint locations. This panoramic photography was used as the base for wireline visualisations of the Proposed Development from each of the 22 viewpoints locations which have been used to inform the LVIA.

1.1.70 The spatial scope of the LVIA includes;

- ▶ all national and local landscape character areas located within the boundary of the Proposed Development;
- ▶ all national and local landscape character areas located wholly or partly within both the LVIA study area and the ZTV of the Proposed Development; and
- ▶ all visual receptors located wholly or partly within both the study area and the ZTV of the Proposed Development that fall within the following categories:
 - ▶ people at their place of residence;
 - ▶ people within their community including parks and public open spaces;
 - ▶ people engaged in outdoor recreation; and
 - ▶ people using the transport network.

1.1.71 With regard to the timeframe of the assessment, both the construction and operational phases have been considered based on the following timescales:

- ▶ Year 1 which accords with the period when a large proportion of construction activities will be undertaken;
- ▶ Year 10 (winter to account for any increase in visibility due to seasonal leaf loss) at end of Phase 3 when operational activities will be well-established but some construction activities will still be taking place and therefore represents a typical 'snap-shot' of the 18 year period over which the Airport will be developed; and
- ▶ Year 20 (summer) is when the completed Airport will be operating at its greatest capacity with regard to traffic and aircraft movements and will therefore be the worst case scenario with regard to perceptual landscape effects.

1.1.72 An assessment of the sensitivity of each receptor included in the LVIA has been made in accordance with the guidance provided in GLVIA 3.

1.1.73 The LVIA has assessed the potential for the Proposed Development to result in significant landscape effects in relation to the following twelve landscape receptors:

- ▶ National Character Area 113: North Kent Plain;
- ▶ Kent Historic Landscape Character Area 18: Isle of Thanet;
- ▶ Thanet Landscape Character Areas:
 - ▶ The Central Chalk Plateau;
 - ▶ Pegwell Bay;
 - ▶ The Former Wantsum Channel;
 - ▶ The Former Wantsum North Shore;
 - ▶ Quex Park; and
 - ▶ The Urban Coast.
- ▶ Dover Landscape Character Areas:
 - ▶ Ash Level;

- ▶ Richborough Castle;
- ▶ The Sandwich Corridor; and
- ▶ Sandwich Bay.

1.1.74 No significant landscape effects have been predicted to occur at either Year 1, Year 10 or Year 20.

1.1.75 The LVIA has assessed the potential for the Proposed Development to result in significant visual effects in relation to the following 121 visual receptors and visual receptor groups:

- ▶ people at their place of residence (48 individual properties or groups of properties);
- ▶ people engaged in outdoor recreation (41 individual recreational facilities or groups of recreational facilities);
- ▶ people using the transport network (10 routes); and
- ▶ photographic viewpoint locations (22 locations).

1.1.76 The LVIA has identified that the Proposed Development may have the potential to result in significant visual effects in relation to visual receptors located at 17 individual properties or groups of properties; nine individual recreational facilities or groups of recreational facilities; ten transport routes; and four photographic viewpoint locations. The distribution of these receptors is shown on **Figure D**.

Noise

1.1.77 An assessment of the likely significant noise and vibration effects of construction and operation on noise and vibration has been undertaken in **Chapter 12**. The assessment considered effects on occupiers of residential properties and changes in the noise environment of local communities. The assessment also considered the effects of noise on community facilities such as schools, hospitals, places of worship and commercial properties such as offices.

1.1.78 No significant construction noise effects, or indirect effects from construction traffic, were identified on any non-residential receptors or residential communities for day time construction works.

1.1.79 A potential significant effect during construction has been identified at approximately 15 dwellings on Bell Davies Drive and Spitfire Way during night time construction works. It is however envisaged that the work could be planned and undertaken so that this significant effect is avoided. Prior to commencing construction, the contractor will be required to apply to the Local Authority for consent to undertake the works. The application will include a re-assessment of noise based on more detailed construction information than is available at this stage of the project and it will include specific mitigation measures to control noise.

1.1.80 Once operational, in the opening year up to 115 residential dwellings are forecast to be exposed to significant annoyance and disturbance as a result of aircraft noise. In year 20, when aircraft operations are at maximum capacity, up to 225 residential dwellings are forecast to be exposed to significant annoyance, disturbance and sleep disturbance as a result of aircraft noise. These properties will qualify for noise insulation under the proposed noise insulation scheme. The noise insulation scheme will reduce noise inside all dwellings such that it does not reach a level where it will significantly affect residents. However adverse impacts would remain in external areas such as gardens.

1.1.81 In year 20, when aircraft operations are at maximum capacity, approximately 10 residential dwellings are forecast to be exposed to unacceptable annoyance and disturbance as a result of daytime aircraft noise. In line with government aviation policy, homeowners will be eligible for financial assistance to move away from the airport according to the proposed dwelling relocation scheme.

1.1.82 Again in year 20, significant adverse effects have been identified as being likely a result of an increase in noise in the following communities which are in the vicinity of the airport and flight paths:

- ▶ Ramsgate;
- ▶ Manston;
- ▶ Wade;
- ▶ West Stourmouth; and
- ▶ Pegwell Bay.

1.1.83 In these communities aircraft noise would increase to the point where there would be a perceived change in quality of life for occupants of buildings in these communities or a perceived change in the acoustic character of shared open spaces within these communities.

Socio-economic

- 1.1.84 **Chapter 13** of the 2018 PEIR contains the socio-economic assessment. Thanet is the most easterly district in Kent. The economy in the area is based on the coastal towns and Canterbury. The population has a relatively low proportion of those of working age and a relatively high proportion of elderly compared both to Kent and to England and Wales. In the future, there is a predicted aging of the population reflecting the aging of the 50-65s (the 'post-war bulge'), out-migration of those of working age, and a falling birth rate.
- 1.1.85 In the latest statistics, Thanet remains the most deprived local authority in Kent and is in the top 10% of England's most deprived authorities. Health statistics are also worse than average, and there is a smaller proportion of people in work. Thanet has 20% fewer managerial, administrative or professional households than the national average.
- 1.1.86 In relevance to the proposed development, the Thanet Economic and Employment Assessment notes that key sectors within the business base include wholesale and retail and construction. There are also over 530 businesses within the tourism sector representing 11% of the business base. Thanet's Draft Economic Growth Strategy identifies the 'heritage, culture and visitor economy' as a sector with growth potential, with the ambition to "rebuild our reputation as the UK's favourite visitor destination. The Thanet Destination Management Plan highlights investment and promotion of the three towns and the beaches in particular ("Thanet's strongest natural assets").
- 1.1.87 The primary business driver for the proposed development is new demand in the air freight market and the additional potential to supply passenger services. The employment resulting from the proposed development from direct, indirect, induced effects is estimated to lead to 9,333 jobs by 2030 and 13,241 by 2038, of which the number of direct jobs (mainly on-site) is 3,011 in 2030 and 4,271 by 2038. Catalytic jobs are associated with more general growth and are inherently difficult to estimate but could add over 12,000 additional jobs by 2030 and over 17,000 by 2038, all contributing to increases in economic gross value added (GVA) and national GDP.
- 1.1.88 The demand for employment can be met from the local population, through reduced outbound commuting, lower unemployment and increased participation rates. A proportion of their expenditure will enter the local economy. Local businesses are also part of an existing well-developed and historic local economy which can provide services to Manston.
- 1.1.89 Traffic is the main cause of amenity effects on the population. The increased air freight flows lead to increased HGV movements on the ground, mainly on road and rail routes to the West, but these are not a large proportion of existing freight flows. There are minor traffic effects on the local road networks when shifts change.
- 1.1.90 Existing noise levels reflect the urban and residential character of the area. Additional aircraft noise leads to slight rises from current levels. The increased noise levels over populated areas occur in areas which are currently the least tranquil. These include the centre of Ramsgate, the port and the main beach. The slight rises expected due to aircraft noise are not expected to affect tourism businesses in the urban area. Beaches in Kent are expected to experience no equivalent effect of noise as the changes are minimal in comparison.

- 1.1.91 The health-related effects are not assessed here as the HIA analysis has not been finalised and its results are unavailable. Once included these will reflect the latest EC medical understanding of the health effects on the population from sources and pathways such as noise and air quality.

Traffic and Transport

- 1.1.92 The traffic and transport assessment undertaken for the Proposed Development is described in full in **Chapter 14** of the 2018 PEIR.
- 1.1.93 The proposed develop has the potential to result in traffic and transport environmental effect both locally and more strategically.
- 1.1.94 The traffic and transport PEIR chapter has therefore considered a wide scope of assessment, resulting in the assessment of the environmental impacts at 28 local receptors and 3 strategic highways network receptors.
- 1.1.95 The traffic and transport PEIR chapter has identified that in the worst case future year (year 20) when the proposed traffic generation is at its highest only 7 of the 31 total receptors would as a result of the anticipated traffic growth for total traffic and HGVs trigger the need for a detailed assessment. These locations were as follows;
- ▶ 12 - Manston Road between Shottendane Road and Vincent Road;
 - ▶ 20 - B2190 Spitfire Way between Spitfire Way and B2190 Columbus Avenue;
 - ▶ 23 - B2050 Manston Road between Manston Road and Manston Court Road;
 - ▶ 24 - Manston Court Road, south of the junction with Preston Road;
 - ▶ 25 - Manston Court Road, east of Valley Road; and
 - ▶ 26 - Manston Road, between the centre of Manston Village and the A256.
- 1.1.96 A detailed assessment of these receptors when looking at detail at severance, driver delay, pedestrian delay and amenity and accidents and safety has shown that the effects are not significant.

Risk to Human Health

- 1.1.97 In keeping with best practice, a Health Impact Assessment (HIA) is being undertaken for the Proposed Development in **Chapter 15** and **Appendix 15.1**. HIA is a process designed to identify and assess the potential for negative or positive effects on public health and wellbeing due to a proposed project. 'Health' is defined broadly as physical, mental and social well-being in this assessment.
- 1.1.98 The HIA draws from and builds upon the environmental and socio-economic impact assessments undertaken as part of the EIA process, and applies scientific evidence concerning potential for health risks. Together with public health statistics and local health priorities identified by Health and Wellbeing Boards, this allows the current health baseline and how it may be affected by the Proposed Development to be assessed and reported.
- 1.1.99 Following the initial assessment of impacts, the HIA will recommend measures where possible to avoid or reduce any negative effects and maximise any beneficial effects.
- 1.1.100 In work so far, baseline information has been gathered and the approach to the HIA has been developed. Local stakeholders and the public have been consulted, and the feedback has been used to further inform and refine the scope of the HIA. The scope and approach have been documented in an HIA Scoping Statement produced in consultation with the Kent Director of Public Health.
- 1.1.101 Not all environmental or social changes due to a development have the potential to result in impacts on health and wellbeing. The HIA follows a source-pathway-receptor method to identify where there is potential for impacts. For there to be a potential health impact, a source (some

environmental or social change creating a hazard), a pathway (a way for this hazard to reach or affect people) and a receptor (people who would actually be exposed or affected) must all exist. Where this source-pathway-receptor linkage does exist, it is then the nature of the specific hazard, the magnitude of change and the number and sensitivity of people affected that will determine what level of health risk is predicted, if any.

- 1.1.102 A baseline is developed to establishing potential 'receptors' (people or communities who could be affected), and also provide context concerning local community circumstance, that might result in disproportionate outcomes. Age, existing burdens of poor health, lifestyle and socio-economic circumstance can be contributing factors that may modify how people or a community respond to impacts of construction and operational activities.
- 1.1.103 In summary, baseline data and feedback from consultation with health stakeholders indicates that the population in Thanet district has a number of characteristics that suggest greater potential sensitivity to health impacts, including:
- ▶ fewer working-age people and a larger elderly population than the national average;
 - ▶ relatively high levels of socio-economic deprivation and higher rates of long-term unemployment than the national average;
 - ▶ lower male and female life expectancy than the national and Kent averages;
 - ▶ generally higher rates of cardiovascular (heart and circulation) disease and cancer than the national average, but a lower rate of severe respiratory (breathing) diseases than the national average;
 - ▶ higher rates of depression, anxiety and dementia than the national average; and
 - ▶ a lower rate of physical activity and higher rate of obesity than the national and regional averages.
- 1.1.104 Consultation with the Kent Director of Public Health highlighted that Thanet has low life expectancy and high rates of all-age all-cause mortality in comparison to the rest of Kent, and that that the local health economy is currently struggling to deliver sustainable health care services.
- 1.1.105 This summary focuses on the baseline in Thanet, as the main local area that would be directly affected by the Proposed Development's environmental impacts. Further detail is provided in PEIR **Chapter 15** and in the 'community profile' in **Appendix 15.1**, which also present data about a broader regional study area that may be affected by wider-reaching impacts such as employment generation.
- 1.1.106 The main potential health pathways – environmental or social changes that could affect people and are relevant to health – have been identified as:
- ▶ noise, dust and air pollution during construction;
 - ▶ construction traffic;
 - ▶ employment and spending during construction;
 - ▶ aircraft and airport noise during operation;
 - ▶ aircraft and airport air pollution during operation;
 - ▶ road traffic generated during operation;
 - ▶ employment, investment and economic activity generated in operation; and
 - ▶ additional employees' impact on services, housing capacity, or community cohesion.
- 1.1.107 An evidence base and health baseline is being collated to inform the HIA process, and this will be applied to assess the health pathways identified.

- 1.1.108 There is health evidence drawn from the scientific literature that allows potential impacts on mortality and rates of certain diseases due to changes in noise and air pollutant exposure to be predicted quantitatively (in numerical terms). The scientific evidence shows that, depending on the level of noise or air pollution concentration, these may affect diseases of the heart, lungs and circulation system, mental health and wellbeing, and the overall risk of premature death. Whether there is a health risk and the magnitude of any impact on public health depends on the size of change in noise or air pollution and the population affected.
- 1.1.109 The HIA will use factors for level of risk per decibel of noise and per microgram of air pollutant concentration, the baseline rate of health conditions and the number of people affected, to calculate potential public health impacts.
- 1.1.110 Other potential impacts on health and wellbeing, such as the beneficial effects of increased employment opportunities or the potential negative effects of road traffic will be assessed in qualitative terms.
- 1.1.111 These assessments are being progressed as the outcomes of the other environmental and socio-economic impact studies become available. The methods and results will be reported in the full HIA document that will be an appendix to the ES. As part of this process, ways in which any significant negative impacts can be reduced (mitigated) if possible will be explored; and equally, ways in which the Proposed Development can take action to provide additional positive health and wellbeing impacts for local communities will be considered. These recommendations will be presented in the HIA document.

Climate Change

- 1.1.112 **Chapter 16** contains the assessment on Climate Change. The full assessment of climate change impacts has not yet been completed, and will be included in the ES. It will consider three sub-topics:
- ▶ A climate change resilience assessment (i.e. the impact of climate change on the Proposed Development);
 - ▶ An in-combination climate change assessment (i.e. the impact of the Proposed Development *and* climate change on environmental receptors), and;
 - ▶ A Greenhouse gas (GHG) assessment (i.e. the impact of the Proposed Development on climate change).
- 1.1.113 Each assessment will be carried out in-line with relevant guidance and best practice.
- 1.1.114 A preliminary climate change resilience assessment has identified the following likely significant effects, which will be further assessed in the ES:
- ▶ Higher average temperatures combined with a potentially increased lightning and drought risk increase fire risk on site.
 - ▶ Heat damage to road and apron surfaces caused by temperatures exceeding design standards (i.e. melting, cracking). Higher average temperatures can result in buckling of pavements (e.g., concrete expansion while remaining rigid). Non-concrete pavement integrity can be compromised (e.g., tarmac melt). Heat-related weathering of fleet, including tyres.
 - ▶ Overheating of operationally-critical buildings which could impair performance of critical staff or equipment and breach regulated conditions.
 - ▶ Increasing variability of snowfall challenges winter contingency plans, de-icing supplies and staff experience.
 - ▶ Flooding and storms affecting ground transport access. Flooding of access roads causing a reduction in airport throughput. Disruptions during airport construction and operation.

- ▶ Flooding and storms affecting provision of utilities. Flooding of critical assets owned by utilities providers (e.g. water, electricity, telecommunications etc.) compromises the functionality of the airport.
- ▶ Increased frequency and severity of drought conditions, resulting in localised water scarcity and pollution incidents. Reduced borehole capacity.
- ▶ Variable groundwater levels affect asset integrity and could cause subsidence and water ingress damage to buildings and surfaces. Climate change increases winter precipitation and reduces summer precipitation events, increasing the seasonality of the rainfall profile. This potentially reduces throughput and threatens operation, both due to groundwater flooding and geohazards caused by more variable soil moisture deficit levels.
- ▶ Disruption to airfield operations due to stormy conditions.
- ▶ Extreme wind damage to assets, standing aircraft, vehicles and injuries to staff.

1.1.115 An assessment for in-combination impacts has not yet been carried out, but professional experience would suggest receptors with the most exposure to climate change will be in the freshwater environment, biodiversity, land quality and landscape and visual impact topics.

1.1.116 The GHG assessment identified that the proposed development creates GHG emissions that contribute to climate change through its construction and operational phases, and therefore, the effect upon the global climate is considered potentially significant. The full assessment, which is in consistent with relevant guidance, will be reported in the ES.

Major Accidents and Natural Disasters

1.1.117 The Major Accidents and Disasters assessment for the Proposed Development is described in full in **Chapter 17** of the 2018 PEIR.

1.1.118 As a result of the introduction of the 2017 EIA Regulations it is now a requirement that Major Accidents and Disasters relevant to the project are included in the preparation of an Environmental Statement, for this reason they are now included as a new element of the PEIR.

1.1.119 The chapter reported in the 2018 PEIR presents solely the methodology by which Major Accidents and Disasters will be assessed for the purposes of the ES. It is acknowledged that further work is required both in terms of the assessment itself and in terms of any methodological development arising from the current consultation.

1.1.120 The assessment methodology is that of a qualitative desk-based review. The findings that arise from it will be derived from review and assessment of publicly available information, information developed as part of the work conducted for other topics of the PEIR and the design basis contained in **Chapter 3** of the PEIR.

1.1.121 The spatial scope of the Major Accidents and Disasters Chapter includes::

- ▶ The DCO red line area plus 1km study outside the DCO for land receptors, including population, designated land and biodiversity;
- ▶ The DCO red line plus 1km study outside the DCO for groundwater receptors, and
- ▶ The DCO red line plus 10km study area (downstream) for surface water receptors.
- ▶ In addition, for inflight major accidents under the control of Manston and within the design swathe:
 - ▶ Passengers and crew on a plane while under the control of Manston Airport will be included.
 - ▶ Receptors within the design swathe.

1.1.122 With regard to the timeframe of the assessment, both the construction and operational phases have been considered based on the following:

- ▶ Construction: Construction phases are outlined in **Chapter 3** of the PEIR: Description of the Project.
- ▶ Operational effects are based on Year 20 after the start of operations, by which time the Airport will have reached its operational peak (**Chapter 3** of the PEIR).
- ▶ The Outline Strategy allows for climate change for an airport lifespan of nominally 'the 2050s'.

1.1.123 As the requirement is new, significant guidance on the assessment of major accidents and disasters within the context of EIA has yet to be published in the UK. Two clear principles have however emerged from technical and EIA guidance that will be adopted in the methodology used here; first the notion of proportionality and second the established principle that only those effects likely to be significant need to be assessed within the EIA.

1.1.124 As guidance specific to EIA Major Accident and Disaster evaluation is limited, the methodology has been guided by relevant aspects of existing major accident and disaster approaches and tolerability criteria developed mainly for other legislative purposes in the UK (eg Chemicals and Downstream Oil Industries Forum Guideline. Environmental Risk Tolerability for COMAH sites Version 2 and Reducing Risks Protecting People (R2P2), HSE, 2001). Aspects of this guidance relating to the tolerability of risk and the level at which an accident would be considered intolerable (significant) are generally applicable, if proportionately applied to reflect, in this case, the relatively low quantities of hazardous substances, the full range of theoretically relevant sources for major accidents and disaster, and the development stage of the proposed scheme.

1.1.125 The Conclusions on the significance of Major Accident and Disaster effects will continue to be developed and will be made available in the ES.

Summary of effects

1.1.126 At this stage, the majority of assessments have been completed. Significant effects are likely to be experienced as a result of noise and visual impact and a full explanation of those effects can be found in the corresponding chapters in the 2018 PEIR. In both cases, it may be possible to introduce additional mitigation or compensation measures.

1.1.127 As noted above, a number of subject areas still require completion and will be reported in full within the ES.

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THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
CONSULTATION REPORT APPENDICES
DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 40

2018 Statement of Community Consultation (Final)



RiverOak Strategic Partners

Manston Airport Development Consent Order 2018 Consultation

Statement of Community Consultation

For consultation
January 2018

Scheme Name	Manston Airport DCO
Promoter's Name	RiverOak Strategic Partners Limited
Author	RiverOak
Document Number	TR020002/SC2018/06



Suite of Consultation Documents

1.1 As part of this second 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. The documents also provide further information about environmental considerations following further progression of environmental assessments, as well as a draft Noise Mitigation Plan that has been developed as part of the response to the 2,200 consultation responses that were received in response to the first statutory consultation held between 12 June and 23 July 2017 ('the 2017 consultation'). Further information is also provided on how the public can submit their feedback.

1.2 Similarly to the 2017 consultation, 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 a further 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:

- 1.3.1 an introduction to the consultation;
- 1.3.2 an updated preliminary environmental information report ('PEIR');
- 1.3.3 a non-technical summary of the PEIR;
- 1.3.4 an updated masterplan;
- 1.3.5 a Noise Mitigation Plan;
- 1.3.6 a Statement of Community Consultation;**
- 1.3.7 an updated analysis of air freight and need; and
- 1.3.8 a feedback form.

MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

Statement of Community Consultation

January 2018

Suite of Consultation Documents

- 1.1 As part of the statutory consultation process under section 47 of the Planning Act 2008, RiverOak Strategic Partners Limited ('RiverOak') is carrying out a second statutory consultation, in addition to an earlier statutory consultation carried out between 12 June 2017 and 23 July 2017.
- 1.2 This second statutory consultation will give the public further opportunity to review RiverOak's updated plans for the reopening of Manston Airport ('the Project') and to comment on its proposals. Together with the documentation provided at the first statutory consultation, these documents will give a further overview of the development proposals including further environmental information on the potential benefits and impacts of the Project.
- 1.3 The suite of consultation documents includes:
 - 1.3.1 an introduction to the consultation giving an overview of the proposals and where additional or updated information can be found;
 - 1.3.2 an updated 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;
 - 1.3.3 a non-technical summary of the PEIR;
 - 1.3.4 an updated masterplan;
 - 1.3.5 a Noise Mitigation Plan;
 - 1.3.6 this **Statement of Community Consultation**;
 - 1.3.7 an updated analysis on air freight capacity and need: *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; and
 - 1.3.8 a Feedback Form, in order to collect responses to the consultation;

About this document

- 1.4 RiverOak Strategic Partners ('RiverOak') is proposing to redevelop and reopen Manston Airport in Kent, primarily as a cargo airport. This Statement of Community Consultation ('SoCC') sets out how RiverOak will consult on its proposals with the local community.
- 1.5 Based on the addition of 19 aircraft stands from when the airport previously operated, on the basis that the airport is currently unable to operate, this would increase the capability of the airport by well over 10,000 air freight movements per year. This means that the Project is classified as a 'Nationally Significant Infrastructure Project' by the Planning Act 2008 ('the Act'). As a Nationally Significant Infrastructure Project, we must make an application under the Act for a permission known as a 'Development Consent Order' ('DCO') to construct and operate Manston Airport. The application will be submitted to the Planning Inspectorate which will examine it and make a recommendation to the Secretary of State for Transport, who will then make a decision on whether the Project is granted consent.
- 1.6 Section 47 of the Act requires that consultation is carried out with the local community before an application is submitted. In line with section 47, and further to the first statutory consultation carried out in 2017, this SoCC sets out how the second statutory consultation of the local community will be carried out.
- 1.7 As part of the development of this SoCC, we have consulted Thanet District Council and Kent County Council on the contents of this document and have taken into account their comments and accommodated their suggestions where possible. We have also consulted Dover District Council, Canterbury City Council and 12 nearby parish and town councils as we are aware that this project is of wide interest

2 The Project

- 2.1 Manston Airport's aviation role began in 1916 when it became a Royal Naval Station and, most recently, it operated as Kent International Airport until it was closed by its current owners in May 2014. We are proposing to secure the future of this valuable national asset by redeveloping and reopening it as a successful hub for international air freight which also offers passenger, executive travel and aircraft engineering services.
- 2.2 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 freight movements a year.

To achieve this, RiverOak is proposing a multimillion-pound, four-phase construction and redevelopment plan, which will be delivered across an estimated 15 years.

The proposals include both the use of the existing airport infrastructure and the introduction of new facilities. In summary, our proposals include:

- upgrading the runway and improving the parallel taxiway;
- constructing 19 new air cargo stands;

- constructing four new passenger aircraft stands and a new passenger terminal;
- completely re-fitting the airfield navigation aids;
- refurbishing or replacing the existing fire station and constructing a new fire training area;
- building new air cargo facilities;
- developing a new air traffic control service, demolishing the current Air Traffic Control tower;
- an aircraft recycling facility;
- a flight training school;
- a fixed-base operation for executive travel;
- building new aircraft maintenance hangars and developing areas of the 'Northern Grass' for airport related businesses; and
- highway improvement works to ensure improved access to and around Manston Airport, including a new, permanent, dedicated airport access on Spitfire Way which will help to reduce airport related traffic on the local road network.

2.3 RiverOak's proposals also retain and enhance the existing Spitfire & Hurricane Memorial Museum and the RAF Manston History Museum by creating a museum quarter on the site of the former Air Traffic Control tower.

2.4 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. We are also keen to work with Dover Harbour Board to receive passengers destined for cruise ships

2.5 The development of passenger services will be distinct and separate from our 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.

2.6 Manston Airport no longer has an aerodrome licence. The Airport will need a new EASA 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.

3 About RiverOak

3.1 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 Manston Airport and the anticipated reopening and operation of the airport.

RiverOak is fully resourced and funded to accommodate all costs arising from the DCO application to acquire and reinstate Manston as a fully operational airport

4 Consultation

- 4.1 Statutory consultation under section 47 of the Act will take place between Friday 12 January and Friday 16 February 2018.
- 4.2 This covers a period of five weeks. The minimum required under the Act is 28 days
- 4.3 This statutory consultation is open to everyone. It will provide an opportunity for both organisations and the general public to scrutinise and comment on our proposals, which include more detailed information than was available during our earlier first statutory consultation held between 12 June and 23 July 2017. It will include details of the proposed noise mitigation plan, as well as further information on environmental matters and how the proposals have developed.
- 4.4 We are not consulting on the Government's policies regarding airports as set out in the revised draft Airports National Policy Statement, or the policies of Thanet District Council and Kent County Council.
- 4.5 In line with Regulation 12 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, the Project team will need to carry out an environmental impact assessment. We will therefore be including preliminary environmental information as part of the consultation documents.
- 4.6 Personal information that is supplied to RiverOak 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 RiverOak connected companies, agents, contractors and advisors who provide services to RiverOak in connection with the preparation of an application for development consent under the Planning Act 2008. This will allow RiverOak to fully consider the responses and use them in the preparation of application materials. Upon submission of our application for development consent under the Planning Act 2008 or in connection with our application for any consents or licences from the Civil Aviation Authority, the Secretary of State or the Civil Aviation Authority may require RiverOak to supply copies of all consultation responses received. If a request is made, RiverOak is under a legal obligation to supply copies of the response to the Secretary of State. By submitting a consultation response to RiverOak, a respondent agrees that we may supply a copy of their response to the Secretary of State via the Planning Inspectorate if required to do so, or to the Civil Aviation Authority if requested.

5 Publicity

- 5.1 We will promote the consultation in a number of different ways, including:
- sending the suite of consultation documents to all those properties in the following categories:
 - those whose land would be subject to compulsory acquisition powers in our application should agreement not be reached on acquiring the land voluntarily;

- those whose land would be subject to the compulsory acquisition of existing interests in their land or the creation of new interests in or restrictions over it, should agreement not be reached on acquiring or creating these voluntarily; and
- those whose land is not subject to acquisition but we have been advised that the landowners may be entitled to make a claim for compensation due to either the construction or operation of the project;
- 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 the first week of the consultation;
- sending postcards advertising the consultation to all properties within 3km of the airport boundary and also all properties in the towns of Ramsgate and Herne Bay;
- sending emails to those who have previously expressed an interest in the Project or responded to either of the previous consultations and provided us with an email address;
- sending letters and/or emails to elected representatives in the area including MPs, MEPs, Thanet District and Kent County councillors;
- sending letters and/or emails to local community groups and organisations who we are aware are active in the area and for whom we have contact details. A list of these community groups can be found in Appendix 1;
- providing information about the consultation on our website, www.rsp.co.uk;
- issuing press releases to local press. This will be done once at the start of consultation and once later in the consultation to encourage people to get involved; and;
- using Twitter (@RSPManston) and Facebook (www.facebook.com/RSPManston) to send out updates during the consultation period. Please note, feedback will not be accepted through social media.

More details of how to provide feedback can be found in section 9 of this SoCC.

6 How we will make the documents available

6.1 The consultation documents will be made available in the following ways:

- published on our website, www.rsp.co.uk for the duration of the consultation, 12 January 2018 to 16 February 2018;
- printed copies will be available at consultation events to review. Copies of the Feedback Form and Introduction to the consultation will be available to take away; and

- printed copies of consultation documents will be placed in the libraries listed below for review, for the duration of the consultation period. Due to the size of the PEIR, it will only be available to review at Deal, Margate and Ramsgate libraries as well as online and at the consultation events. The other libraries will include all other consultation documents, including the non-technical summary of the PEIR. We will check on a weekly basis that the full suite of consultation documentation remains available and intact at each of these locations.

Libraries with consultation documents		
Name	Address	Opening hours
Note: All libraries can be contacted by telephone on 03000 41 31 31 and are closed on public holidays. Opening hours are correct at the time of publication.		
Note: Due to the size of the PEIR, it will only be available at Deal, Margate and Ramsgate libraries.		
Birchington Library	Alpha Road, Birchington CT7 9EG	Mon, Tue, Thu, Fri: 9am-6pm Sat: 10am-2pm, Wed, Sun: closed
Broadstairs Library	The Broadway, Broadstairs CT10 2BS	Mon, Tue, Wed, Fri: 9am-6pm Thu: 9am-8pm, Sat: 9am-5pm, Sun: closed
Cliftonville Library	Queen Elizabeth Avenue, Margate CT9 3JX	Mon, Tue, Thu, Fri: 9am-5pm Wed, Sat: 9am-1pm, Sun: closed
Deal Library	Broad Street, Deal CT14 6ER	Mon-Fri: 9am-6pm, Sat: 9am-5pm Sun: 10am-4pm
Herne Bay Library	124 High Street, Herne Bay CT6 5JY	Mon-Fri: 9am-6pm, Sat: 9am-5pm Sun: closed
Margate Library	Thanet Gateway Plus, Cecil Street, Margate CT9 1RE	Mon, Tue, Wed, Fri: 9am-6pm Thu: 9am-8pm, Sat: 9am-5pm, Sun: closed
Minster-in-Thamet Library	4A Monkton Road, Minster, Ramsgate CT12 4EA	Mon, Tue, Thu: 9am-1pm & 2pm-5pm, Fri: 9am-5pm, Sat: 9am-1pm, Wed, Sun: closed
Newington Library	Marlowe Academy, Marlowe Way, Ramsgate CT12 6NB	Mon, Tue, Thu, Fri: 9am-6pm Sat: 10am-2pm, Wed, Sun: closed

Ramsgate Library	Guildford Lawn, Ramsgate CT11 9AY	Mon-Fri: 9am-6pm, Sat: 9am-5pm, Sun: closed
Sandwich Library	13 Market Street, Sandwich CT13 9DA	Mon, Tue, Thu, Fri: 9am-5pm, Wed: 9am-1pm; Sat: 10am-1pm Sun: closed
Westgate Library	Minster Road, Westgate-On-Sea CT8 8BP	Mon, Wed: 9am-5pm, Tue, Fri: 9am-6pm, Sat: 10am-2pm, Thu, Sun: closed

6.2 One copy per person of all consultation documents, except for the PEIR, will be made available, free of charge, by emailing manstonconsultation@bdb-law.co.uk or by telephoning 0800 030 4137 Mondays to Fridays between 9am and 5pm. A hard copy of the PEIR can be provided but this will incur a charge of up to £500 for printing and delivery. A USB copy of all consultation documents, including the PEIR, can also be provided free of charge.

7 Consultation events

7.1 During the consultation period we will hold two further events, which anyone who is interested in the Project can attend, read the consultation documents, see visual displays of our proposals, talk to our professional team, and leave feedback. These events will be staffed by members of the RiverOak team and their professional advisors.

The events will take place as follows:

Location	Address	Accessibility	Date & time
Ramsgate	Comfort Inn Victoria Parade, Ramsgate, CT11 8DT	Ramsgate harbour is served by the 9, 38 and 39 bus routes and also the Thanet Loop bus service, with a short walk to the venue from the closest bus stop. There is one disabled parking space available at the rear of the venue. There is step free access into the hotel and event room. Please note there is no disabled toilet at this venue.	Tuesday 23 January 2018 12noon - 8pm
Herne Bay	The King's Hall Beacon Hill, Herne Bay, CT6 6BA	The Kings Hall is served by the number 6 and TRIAN route bus services. There are disabled spaces available in the car park a short distance from the venue and a drop off point directly outside. There is step-free access to and within	Wednesday 24 January 2018 12 noon - 8pm

Location	Address	Accessibility	Date & time
		the venue and accessible WCs for sole disabled use.	

8 How to respond to the consultation

8.1 There are various ways that you can respond to the consultation. All consultation responses must be received no later than 11.59pm on Friday 16 February 2018, or we may not be able to take them into account.

Online: A copy of the Feedback Form will be available to fill in at the Project website, www.rsp.co.uk;

By email: Consultation responses can be emailed to manstonconsultation@bdb-law.co.uk ;

By post: Feedback Forms and any other consultation responses can be posted to Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London, SW1H 0BL; and

At the consultation events: Feedback Forms will be available at the consultation events and can be left at the event or returned by post to the address stated above.

8.2 Please note that unless there are exceptional circumstances, the Project team will not accept oral feedback given either at events or via our helpline. All feedback must be provided in writing as set out above.

8.3 We will provide an acknowledgement for consultation responses that include an email address or postal address.

9 Hard to reach

9.1 We have identified a range of community organisations with a potential interest in the Project, including representatives of local 'hard to reach' people. To ensure that 'hard to reach' groups are encouraged to get involved in the consultation, the materials will be prepared to be accessible and clear.

9.2 In addition, we will ensure that:

- The contact telephone number and email address are prominent on all published material (including this SoCC) and enable individuals to contact the team directly with questions or requests;
- The Introduction to consultation and Feedback Form can be made available in alternative forms on request (e.g large print, braille, languages other than English); and
- representatives of the identified community groups and organisations will be contacted directly with details about the consultation.

We have sought to ensure that venues are accessible and can be reached by public as well as private transport. For anyone with specific additional requirements in relation to consultation events, please email manstonconsultation@bdb-law.co.uk or call 0800 030 4137.

10 Next Steps

- 10.1 We will also be carrying out statutory consultation with statutory consultees and those with an interest in the land under sections 42, 43 and 44 of the Act; and publicising the Project in local and national publications under section 48 of the Act.
- 10.2 We will carefully consider all of the issues raised in the feedback and will take this into account when finalising the DCO application. Issues identified from feedback will be included in a detailed Consultation Report submitted as part of the DCO application, where RiverOak will show how each issue has been considered and if it has led to a change in the proposals
- 10.3 If, as a result of the feedback, the Project changes to the extent that it is necessary to undertake further statutory consultation or it is decided to undertake further consultation for any other reason, this will be undertaken, with those likely to be affected, in accordance with the principles set out in this SoCC.
- 10.4 We intend to submit our DCO application after having regard to the responses we receive. The application would be submitted to the Planning Inspectorate who will examine it by seeking evidence from us and other interested parties over a period of six months. The Planning Inspectorate will then make a recommendation to the Secretary of State for Transport, who will make a decision on whether the Project can go ahead
- 10.5 Further information about the DCO process is available on the Planning Inspectorate's website at <http://infrastructure.planningportal.gov.uk>
- 10.6 If there are any queries about this consultation they can be made to our email address, manstonconsultation@bdb-law.co.uk, or call us on 0800 030 4137.

Appendix 1

Below is a list of community groups and organisations, over and above statutory consultees, that we are contacting directly with details of the consultation.

<p>Manston Airport interest groups</p> <p>Kent Needs Manston Airport</p> <p>Kent International Airport Consultative Committee</p> <p>Manston Pickle</p> <p>No DCO for Manston</p> <p>No Night Flights Over Ramsgate</p> <p>Save Manston Airport</p> <p>Save Manston Airport association</p> <p>Supporters of Manston Airport</p> <p>Think Support Manston</p> <p>Why Not Manston?</p>	<p>Further/Higher Education</p> <p>Canterbury Christ Church University</p> <p>Canterbury College</p> <p>East Kent College</p> <p>Kent University</p> <hr/> <p>Parish/Town Councils</p> <p>Acol Parish Council</p> <p>Ash Parish Council</p> <p>Birchington Parish Council</p> <p>Broadstairs and St Peters Town Council</p> <p>Cliffsend Parish Council</p> <p>Manston Parish Council</p> <p>Mayor and Charter Trustees of Margate</p> <p>Minster Parish Council</p> <p>Monkton Parish Council</p> <p>Preston Parish Council</p> <p>Ramsgate Town Council</p> <p>Sandwich Town Council</p> <p>St Nicholas-at-Wade with Sarre Parish Council</p> <p>Westgate-on-Sea Town Council</p> <p>Wingham Parish Council</p> <hr/> <p>Business organisations</p> <p>Coastal Community teams in Ramsgate, Broadstairs and Margate</p>
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THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
CONSULTATION REPORT APPENDICES
DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 41

Draft Noise Mitigation Plan

RSP

RiverOak Strategic Partners

Manston Airport Development Consent Order 2018 Consultation

Noise Mitigation Plan

For consultation
January 2018

Scheme Name	Manston Airport DCO
Promoter's Name	RiverOak Strategic Partners Limited
Author	RiverOak Strategic Partners Limited
Document Number	TR020002/SC2018/05



Suite of Consultation Documents

1.1 As part of this second 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. The documents also provide further information about environmental considerations following further progression of environmental assessments, as well as a draft Noise Mitigation Plan that has been developed as part of the response to the 2,200 consultation responses that were received in response to the first statutory consultation held between 12 June and 23 July 2017 ('the 2017 consultation'). Further information is also provided on how the public can submit their feedback.

1.2 Similarly to the 2017 consultation, 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 a further 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:

- 1.3.1 an introduction to the consultation;
- 1.3.2 an updated preliminary environmental information report ('PEIR');
- 1.3.3 a non-technical summary of the PEIR;
- 1.3.4 an updated masterplan;
- 1.3.5 a Noise Mitigation Plan;**
- 1.3.6 a Statement of Community Consultation;
- 1.3.7 an updated analysis of air freight and need; and
- 1.3.8 a feedback form.

RIVEROAK STRATEGIC PARTNERS

MANSTON AIRPORT NOISE MITIGATION PLAN

RiverOak Strategic Partners Limited ('RiverOak') has always been aware that the issue of noise created by the operation of a redeveloped Manston Airport would be one of the issues of principal concern for the residents of Thanet. This has been borne out in both informal and statutory consultation to date. RiverOak understands those concerns and wishes to offer a range of commitments on future noise related activities at the airport in the form of a Noise Mitigation Plan. The commitments are designed to provide clarity to residents and reduce their concerns to the extent possible. While it is not obligatory to offer a Noise Mitigation Plan at either the consultation stage or when an application for a Development Consent Order is made, it is RiverOak's belief that it is right to do so. It is also right that those potentially affected by noise should be given a chance to comment upon the provisions of the plan before it is finalised in RiverOak's application. The following text represents the consultation draft of the Noise Mitigation Plan upon which RiverOak would welcome comments.

The main measures, in section 1 below, use 'quota counts', common at other UK airports, where aircraft are given an independently assessed score known as a quota count according to how noisy they are, and then a total quota count is imposed. Thus there is a control of the total amount of noise from aircraft rather than the total number of aircraft. The noisiest aircraft (with quota count 8 or 16) are also banned from night flying altogether. The night time quota figure and that for passenger flights during the morning Shoulder Period have been arrived at based on a typical mix of aircraft operating within the noise levels that have been environmentally assessed rather than taking the noisiest possible aircraft, and then adding some headroom above that figure.

Twelve further measures are then proposed, including an insulation scheme for residential and noise-sensitive commercial properties likely to be affected by noise, and fines for individually noisy aircraft or those that stray from approved flightpaths without good reason, to be spent by the Community Consultative Committee that will be set up. RiverOak would welcome proposals from local environmental, residential, business, tourism and other organisations who might wish to be represented on the committee.

NOISE MITIGATION PLAN

1 Aircraft quota count restrictions

1.1 Aircraft taking off or landing at the airport are described in this plan as follows:

- 1.1.1 Exempt aircraft;
- 1.1.2 Aircraft having a quota count of 0.25;
- 1.1.3 Aircraft having a quota count of 0.5;
- 1.1.4 Aircraft having a quota count of 1;
- 1.1.5 Aircraft having a quota count of 2;
- 1.1.6 Aircraft having a quota count of 4;
- 1.1.7 Aircraft having a quota count of 8;
- 1.1.8 Aircraft having a quota count of 16.

1.2 Exempt aircraft for the purposes of paragraph 1.1.1 are those aircraft which on the basis of their noise data are classified at less than 84 EPNdB and indicated as exempt in Part 2 of Appendix 1 to this Plan. The provisions of paragraphs 1.4 – 1.8 inclusive do not apply to the taking off or landing of such aircraft.

1.3 Subject to paragraph 1.2, the quota count of an aircraft on taking off or landing is to be calculated on the basis of the noise classification for that aircraft on take-off or landing as appropriate as follows:

Noise Classification	Quota Count
84 - 86.9 EPNdB	0.25
87 – 89.9 EPNdB	0.5
90 - 92.9 EPNdB	1
93 – 95.9 EPNdB	2
96 – 98.9 EPNdB	4
99 – 101.9 EPNdB	8
Greater than 101.9 EPNdB	16

- 1.4 An aircraft cannot take-off or be scheduled to land during the Night Time Period where:
- 1.4.1 the operator of that aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the airport authority to verify its noise classification and thereby its quota count; or
 - 1.4.2 the operator claims that the aircraft is an exempt aircraft within paragraph 1.2, but the aircraft is not indicated as such an aircraft in Part 2 of Appendix 1 to this plan.
- 1.5 Any aircraft which has a quota count of 8 or 16 cannot take-off or land at the airport during the Night Time Period.
- 1.6 The airport will be subject to an annual quota during the Night Quota Period of 4000. Each take-off or landing at the airport during the Night Quota Period is to count towards this annual quota.
- 1.7 No passenger aircraft will be scheduled to take-off or land during the Night Quota Period.
- 1.8 The scheduling of passenger aircraft during the Shoulder Period will be subject to an annual quota of 2000. Each take-off or landing of a passenger flight during the Shoulder Period is to count towards this annual quota.

2 Noise insulation scheme – residential properties

- 2.1 A noise insulation scheme for residential properties will be offered by the airport authority to help avoid significant adverse effects on health and quality of life. The scheme will take into account both day time and night time noise exposure. Eligibility for the scheme is consistent with current and emerging Government policy.
- 2.2 Where, upon application to the airport authority, the freehold owner of a residential property is deemed eligible for assistance under the noise insulation scheme, they will receive £4,000 towards acoustic insulation.
- 2.3 Only one application will be considered per property.
- 2.4 Residential properties with habitable rooms within the 63dB LAeq (16 hour) day time contour will be eligible for the payment detailed in paragraph 2.2
- 2.5 Residential properties which are not eligible under paragraph 2.4 but which have bedrooms which fall within the 55dB LAeq (8 hour) contour will be eligible for the payment detailed in paragraph 2.2.

3 Noise insulation scheme – noise-sensitive buildings

The airport will provide reasonable levels of noise insulation and ventilation for schools and community buildings within the 60 dB LAeq (16 hour) day time contour.

4 Training flights

Other than General Aviation training that is based at Manston Airport, there will be no routine training flights.

5 Engine testing

There will be no open field testing of jet engines during the Night Time Period except where operationally urgent and carried out within a designated test area.

6 Reverse thrust

The airport will establish a policy which minimises the use of reverse thrust except where operationally essential.

7 Aircraft approach

Aircraft operators will be encouraged to keep noise disturbance to a minimum by operating a low power/low drag procedure subject to ATC speed control requirements and the maintenance of safe operation of the aircraft.

8 Runway Operation

When weather conditions allow, and taking into account other operational and safety considerations including runway utilisation, the airport authority will seek to operate take-offs from Runway 28 and landings on Runway 10 subject to such operations being in accordance with CAA guidance and the aircraft operator's own limitations and safety management systems.

9 Wake turbulence

The airport operator will implement the Wake Turbulence Policy at Appendix 2 to this plan.

10 Aircraft noise monitoring

10.1 Permanent fixed noise monitoring terminals will be located under each of the aircraft departure flight paths at a distance of 6.5km from the start of take-off roll.

10.2 During the Day Time Period the operator of any departing aircraft that exceeds 90 dB LASmax at the relevant noise monitoring terminal will be subject to a penalty of £750 and a further penalty of £150 for each additional decibel exceeded above 90 dB LASmax.

10.3 During the Night Time Period the operator of any departing aircraft that exceeds 82 dB LASmax at the relevant noise monitoring terminal will be subject to a penalty of £750 and further penalties of £150 for each additional decibel exceeded above 82 dB LASmax.

11 Off-track Flight

11.1 The airport operator will install a NTK system which will track aircraft in flight.

11.2 Through the Airspace Change Process the airport authority will seek to establish NPRs which will be designed to avoid overflying of densely populated areas.

11.3 The airport will require each aircraft operator to ensure that 95% of all departures within a calendar year remain within the NPR.

11.4 Any aircraft operator which fails to meet the target in paragraph 11.3 and subsequently fails to work collaboratively with the airport after being notified of persistent departures outside of the NPRs will be subject to a track keeping penalty of £500 per aircraft departure.

12 Community Consultative Committee

12.1 The airport operator will establish a Community Consultative Committee in accordance with section 35 of the Act and with the guidance contained in “Guidelines for Airport Consultative Committees” (Department for Transport, 17 April 2014).

12.2 The Community Consultative Committee will have an independent chair and secretary who will be paid by the airport operator.

12.3 The Community Consultative Committee will meet quarterly in suitable premises on the airport and the agenda and minutes of each meeting will be published.

13 Community Trust Fund

13.1 The airport operator will establish a Community Trust Fund into which all penalties applied under paragraphs 10 and 11 of this plan will be paid.

13.2 The proceeds of the fund established under paragraph 13.1 will be applied to community projects within the 50 dB LAeq (16 hour) day time contour and 40 dB LAeq (8 hour) contours by the Community Consultative Committee established under paragraph 14 of this plan.

14 Interpretation

14.1 For the purposes of this plan:

‘the Act’ means the Civil Aviation Act 1982;

‘the airport’ means Manston Airport’

‘airport authority’ means the person for the time being having the management of Manston Airport;

‘Airspace Change Process’ means the process by which airspace change sponsors apply to the Civil Aviation Authority for a permanent change to UK airspace design;

‘ATC’ means air traffic control;

‘Annex 16’ means Annex 16 (Volume 1 – Aircraft Noise) to the Convention on International Civil Aviation signed on behalf of the United Kingdom at Chicago on December 1944;

‘appropriate air traffic control unit’ has the meaning ascribed to it by the Air Navigation Order 2009;

'Day Time Period' means the period from 0700 hours to 2300 hours;

'EPNdB' means effective perceived noise in decibels;

'General Aviation' means all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire;

'LAeq (8 hour) contour' means equivalent continuous sound level of aircraft noise during the average 'summer night'. This is based on the daily average aircraft movements that take place between 2300 and 0700 local time during the 92-day period from 16 June to 15 September inclusive;

'LAeq (16 hour) day time contour' means equivalent continuous sound level of aircraft noise in the 16 hour average 'summer day'. This is based on the daily average aircraft movements that take place between 0700 and 2300 local time during the 92-day period from 16th June to 15th September inclusive;

'LASmax' means the maximum A-weighted sound level measured during an aircraft fly-by event;

'low power/low drag procedure' means a noise abatement technique for arriving aircraft in which the pilot delays the extension of wing flaps and undercarriage until the final stages of the approach;

'maximum certificated landing weight' means the maximum landing weight authorised in the certificate of airworthiness;

'maximum certificated take-off weight' means the maximum take-off weight authorised in the certificate of airworthiness;

'NPR' means a specific flight path which aircraft with a maximum take-off weight in excess of 5700 kg are to follow up until an altitude of 4,000 ft or as directed by ATC;

'Night Time Period' means the period from 2300 hours to 0700 hours;

'NTK' means Noise and Track Keeping System;

'Night Quota Period' means the period from 2300 hours to 0600 hours;

an aircraft is deemed to have taken off or landed during the Night Time Period, Night Quota Period or Shoulder Period, as the case may be, if the time recorded by the appropriate ATC control unit as 'airborne' or 'landed' respectively falls within that period;

'noise classification' means the noise level band in EPNdB, for take-off or landing, as the case may be, for the aircraft in question, as defined in Part 2 of Appendix 1 to this Notice;

'passenger aircraft' means an aircraft operated principally for the purposes of carrying passengers;

'quota' means the maximum permitted sum of the quota counts of all aircraft taking off from or landing at the airport during the relevant period;

'quota count' means the amount of the quota assigned to one take-off or to one landing by the aircraft in question, this number being related to its noise classification as specified in paragraph 2.3 of this plan;

'Shoulder Period' means the period from 0600 hours to 0700 hours; and

'start of take-off roll' means the point at which an aircraft which is aligned with the runway centreline begins to move forward with the intent to take-off.

APPENDIX 1

NOISE CLASSIFICATION

PART 1

- 1 The noise classification for an aircraft on take-off or landing as appropriate means
 - 1.1 for the purposes of landing:
 - 1.1.1 in the case of an aircraft certificated to the standards of Chapter 2, 3, 4 or 5 of Annex 16 (or the equivalent standards): the certificated approach noise level of the aircraft at its maximum certificated landing weight, minus 9 EPNdB; and
 - 1.1.2 in the case of a propeller aircraft with a maximum take-off weight not exceeding 5,700 kg and any other aircraft not certificated to the standards of Chapter 2, 3, 4 or 5 of Annex 16 (or the equivalent standards): the noise level indicated in relation to that aircraft in the noise data supplied for this purpose to the CAA.
 - 1.2 for the purposes of take-off:
 - 1.2.1 where the aircraft is certificated to the standards of Chapter 3, 4 or 5 of Annex 16 (or the equivalent standards): half the sum of the flyover and the sideline noise levels in EPNdB as measured at the certification points specified in that Annex during the noise certification of the aircraft at its maximum certificated take-off weight;
 - 1.2.2 where the aircraft is certificated to the standards of Chapter 2 of Annex 16 (or the equivalent standards): half the sum of the flyover and the sideline noise levels in EPNdB as measured at the certification points specified in that Annex during the noise certification of the aircraft at its maximum certificated take-off weight, plus 1.75 EPNdB; and
 - 1.2.3 where the aircraft is a propeller aircraft with a maximum take-off weight not exceeding 5,700 kg or any other aircraft not certificated to the standards of Chapter 2, 3 or 5 of Annex 16 (or the equivalent standards): the noise level indicated in relation to that aircraft in the noise data supplied for this purpose to the CAA.
 - 1.3 Subject to paragraph 1 of this Schedule, the current noise classifications for aircraft on take-off or landing as appropriate are indicated in the tables in Part 2 of this Schedule, which are not exhaustive.

- 1.4 In paragraph 1 of this Appendix, 'the equivalent standards' means:
- 1.4.1 in the case of Chapter 2 of Annex 16: FAR 36, Stage 2;
 - 1.4.2 in the case of Chapter 3 of Annex 16: FAR 36, Stage 3;
 - 1.4.3 in the case of Chapter 4 of Annex 16: FAR 36, Stage 4;
 - 1.4.4 in the case of Chapter 5 of Annex 16: FAR 36, Stage 2 and 3.

PART 2

Note: Aircraft are listed alphabetically in the following arrivals and departures tables according to type. The engine type and any acoustical or other treatment necessary to enable the aircraft to achieve its noise classification are also indicated. Each of the entries in the columns headed EXEMP (i.e. EXEMPT), QC/0.25, QC/0.5, QC/1, QC/2, QC/4, QC/8 and QC/16 indicates the maximum certificated landing or take-off weight (as appropriate) for that aircraft which will meet the QC rating. For example, a B747-400 with PW4056 engines and no acoustical treatment will be classified for departures as QC/2 if it has a maximum certificated take-off weight of up to and including 292.19 tonnes. However, it will be classified as QC/4 if its maximum certificated take-off weight is more than 292.19 tonnes but not more than 370.57 tonnes; or as QC/8 if its maximum certificated take-off weight is more than 370.57 tonnes but not more than 394.63 tonnes.

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Noise Level Band (EPNdB)	Maximum certificated landing weight - tonnes							
		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
Quota Count		EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks							
Agusta A109S	PW207C					3.17			
Agusta A109A II	Allison 250-C20B					2.60			
Agusta A109E	PW206C						3.00		
Agusta A119	PT6B-37A					2.72			
Airbus A300B2-1C	CF6-50C,C2R						128.00		
Airbus A300B2-203	CF6-50C2	Mod 2150 (short nozzle)					130.00		
Airbus A300B2-203	CF6-50C2	Mod 3305,2150 (short nozzle)					130.00		
Airbus A300B2-203	CF6-50C2						130.00		
Airbus A300B2-320	JT9D-59A	Mod 3305					134.00		
Airbus A300B2-320	JT9D-59A						136.00		
Airbus A300B2K-3C	CF6-50C,C2R	Mod 3305,2150 (short nozzle)					130.00		
Airbus A300B2K-3C	CF6-50C,C2R						130.00		
Airbus A300B4-103	CF6-50C2	Mod 2150					133.00		
Airbus A300B4-103	CF6-50C2	Mod 3305,3373					133.00		
Airbus A300B4-103	CF6-50C2						133.00		
Airbus A300B4-120	JT9D-59A						133.00		
Airbus A300B4/C4/F4-203	CF6-50C2	Mod 2150 (short nozzle)					134.00		
Airbus A300B4/C4/F4-203	CF6-50C2	(long nozzle)					134.00		
Airbus A300B4-220	JT9D-59A						134.00		
Airbus A300B4-2C	CF6-50C2,C2R	Mod 3305,2150 (short nozzle)					134.00		
Airbus A300B4-2C	CF6-50C2,C2R	Mod 3373					134.00		
Airbus A300B4-2C	CF6-50C2,C2R						133.00		
Airbus A300B4-601	CF6-80C2A1						138.00		
Airbus A300B4-603	CF6-80C2A3						138.00		
Airbus A300B4-605R	CF6-80C2A5						140.00		
Airbus A300B4-620	JT9D-7R4H1						138.00		
Airbus A300B4-622	PW4158	Mod 8550 (JAS-kit)					138.00		
Airbus A300B4-622	PW4158						138.00		
Airbus A300B4-622R	PW4158	"B-package" equipped					140.00		
Airbus A300B4-622R	PW4158	Mod 8550 (JAS-kit)					140.00		
Airbus A310-203	CF6-80A3						121.50		
Airbus A310-203C	CF6-80A3	Mod 5327,5771 & 604					122.00		
Airbus A310-203C	CF6-80A3						122.00		
Airbus A310-204	CF6-80C2A2					122.00			
Airbus A310-221	JT9D-7R4D1						118.50		
Airbus A310-222	JT9D-7R4E1						121.50		
Airbus A310-304	CF6-80C2A2					123.00			
Airbus A310-308	CF6-80C2A8					123.00			
Airbus A310-322	JT9D-7R4E1						123.00		
Airbus A310-324	PW4152	Mod 8921 ("B-package")					123.01		
Airbus A310-324	PW4152						124.00		
Airbus A310-325	PW4156A						124.00		
Airbus A318-112	CFM56-5B9/P					57.50			
Airbus A319-111	CFM56-5B5					68.00			
Airbus A319-111	CFM56-5B5/P	Mod No 25800-SAC				68.00			
Airbus A319-111	CFM56-5B5/P	Mod. No 25800-SAC and 27772	58.00			62.50			
Airbus A319-112	CFM56-5B6					68.00			
Airbus A319-112	CFM56-5B6/P					68.00			
Airbus A319-114	CFM56-5A5					68.00			
Airbus A319-115	CFM56-5B7					62.50			
Airbus A319-132	IAE V2524-A5					62.50			
Airbus A319-133	IAE V2527M-A5					62.50			
Airbus A320-111	CFM56-5-A1					67.00			
Airbus A320-211	CFM56-5-A1					68.00			
Airbus A320-212	CFM56-5-A3	Eng mods 20775,21478				68.00			
Airbus A320-214	CFM56-5B4/P	Engine Mod No 25800 SAC				68.00			
Airbus A320-216	CFM56-5B6/P or CFM56-5B6/3					66.00			
Airbus A320-231	V2500-A1					68.00			
Airbus A320-231	V2500-A1Mod 22461	"BUMP" Rating				68.00			
Airbus A320-232	V2527-A5					64.50			
Airbus A320-251n	CFM LEAP-1A26		67.40						
Airbus A320-271n	PW1127G-JM		67.40						
Airbus A321-111	CFM56-5B1 or CFM56-5B1/2					80.00			
Airbus A321-112	CFM56-5B-2					80.00			
Airbus A321-131	V2530-A5					80.00			

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS		Noise Level Band (EPNdB)	Maximum certificated landing weight - tonnes									
			Quota Count	EXEMP	84-86 9	87-89 9	90-92 9	93-95 9	96-98 9	99-101 9	>101 9	
					QC/0 25	QC/0 5	QC/1	QC/2	QC/4	QC/8	QC/16	
Aircraft	Engine	Remarks										
Airbus A321-211	CFM56-5B3/P	Engine Mod. 25800 SAC			80.00							
Airbus A321-211	CFM56-5B3/P	Engine Mods. 25800 SAC and 27772			80.00							
Airbus A321-214	CFM56-5B-4	Single or double annular combustors		68.00								
Airbus A321-231	V2533-A5			77.80	80.00							
Airbus A321-232	V2530-A5			77.80								
Airbus A330-202	CF6-80E1A4				180.00							
Airbus A330-202	CF6-80E1A4	Winglets and with full flaps			182.00							
Airbus A330-202	CF6-80E1A4B	Winglets and with Mod. 52776 - Thrust Bump			182.00							
Airbus A330-223	PW4168A or PW4170				182.00							
Airbus A330-301	CF6-80E1A2				190.00							
Airbus A330-302	CF6-80E1A4 or CF6-80E1A4/B					187.00						
Airbus A330-243	RR Trent 772B				200.00							
Airbus A330-342	RR Trent 772				190.00							
Airbus A330-343	RR Trent 772-60, 772B-60 or 772C-60				187.00							
Airbus A330-322	PW4166				179.00							
Airbus A340-211	CFM56-5C2				200.00							
Airbus A340-311	CFM56-5C2				200.00							
Airbus A340-312	CFM56-5C3				200.00							
Airbus A340-313	CFM56-5C4				192.00							
Airbus A340-313	CFM56-5C4	Engine Mod. 44260 - Thrust Bump			200.00							
Airbus A340-541	RR Trent 553					243.00						
Airbus A340-542	RR Trent 556A2-61					246.00						
Airbus A340-542	RR Trent 556					259.00						
Airbus A350-941	RR Trent XWB-84				207.00							
Airbus A380-841	RR Trent 970				395.00							
Airbus A380-842	RR Trent 972				395.00							
Airbus A380-861	EA GP7270 or GP7270E				395.00							
Airbus Helicopters AS365N2	Arriel 1C2					4.25						
Antonov 12 CUB	Ivchenko AI - 20K	"CUB" is the NATO designation					61.00					
Antonov 12 BK	Ivchenko AI - 20M				58.00							
Antonov 12 B	Ivchenko AI - 20M	AB-681 propeller			58.00							
Antonov 22	NK-12MA	AV-90 propeller					180.00					
Antonov 26	Ivchenko AI - 24T (-245VT)					24.00						
Antonov 72	D-36-1A				33.00							
Antonov 124-100	D-18T w/SAW						330.00					
Antonov 225	D-18T	With acoustic treatment						480.00				
ATR42-200	P&W PW120					15.50						
ATR42-300	P&W PW120					16.85						
ATR42-320	P&W PW121					16.40						
ATR72-101/-102	P&W PW124				19.90							
ATR72-201/-202	P&W PW124				21.35							
ATR72-210	P&W PW127			21.35								
ATR72-212A	P&W PW127F or PW127M	Hamilton Standard 568F-1 propeller		23.00								
B707-300B ADVIC	JT3D-7	Quiet Skies Stage 3 Hushkit						112.27				
B717-200	BR700-715A1-30	18,500 lb SLST		49.90								
B717-200	BR700-715C1-30	21,000 lb SLST		49.90								
B727-100 (FED EX.)	JT8D-7/A/B	With Boeing nacelle				62.37						
B727-100 (FED EX.)	JT8D-9 or -9A	With Burbank Aeronautical Corp. nac				64.64						
B727-100RE	2x JT8D-217 & 1x JT8D-9 or -9A	VALSAN re_engine & hushkit				54.89						
B727-17RE	2x JT8D-217 & 1x JT8D-9 or -9A	VALSAN re_engine & hushkit				64.64						
B727-200	JT8D-15/A	FedEx Hushkit				75.30						
B727-209 (FED EX.)	JT8D-7/A/B	With Burbank Aeronautical Corp. nac					70.08					
B727-209 (FED EX.)	JT8D-7B(A) (B)	With Boeing nacelle					68.04					
B727-209 (FED EX.)	JT8D-7B(A) (B)	With Burbank Aeronautical Corp. nac				68.04						
B727-209 (FED EX.)	JT8D-9/A	With Burbank Aeronautical Corp. nac					68.04					
B727-200	JT8D-7	STC SA4833NM				68.04	70.06					
B727-200	JT8D-9	STC SA4833NM					70.06					
B727-200	JT8D-17	STC ST00350AT & SA5839NM				74.39						
B727-200	JT8D-17R	STC SA5839NM				73.03						
B727-200RE	2x JT8D-217C & 1x JT8D-15	VALSAN hushkit				87.13						
B727-200RE	2x JT8D-217C & 1x JT8D-17	VALSAN hushkit					72.12					
B727-200RE	2x JT8D-217C & 1x JT8D-17A	VALSAN hushkit					72.12					
B727-200RE	2x JT8D-219 & 1x JT8D-7, 7A or 7B	VALSAN hushkit				64.64						
B727-200RE	2x JT8D-217 & 1x JT8D-15	BFGoodrich Super27 modification					74.39					
B727-200	2x JT8D-217C & 1x JT8D-17	STC SA4363NM				71.66						

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS		Noise Level Band (EPNdB)	Maximum certificated landing weight - tonnes									
			Quota Count	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
				EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/6	QC/16	
Aircraft	Engine	Remarks										
B727-300	RR Tay 651-54	Dee Howard QF modification				62.40						
B737-200ADV	JT8D-15 or -15A	NORDAM LGW-H hushkit				46.72						
B737-200/-200C(ADV)	JT8D-15/-17 & A engs at -15 thr	NORDAM hushkit see STC SA5730NM				48.53						
B737-200/-200C(ADV)	JT8D-17 & A engs at -17 thr	NORDAM hushkit see STC SA5730NM				48.53						
B737-200/-200C(ADV)	JT8D-9/-15/-17 & A engs at -9 thr	NORDAM hushkit see STC SA5730NM				48.53						
B737-200/200C NON ADV	JT8D-15/-17 & A engs at -15 thr.	NORDAM hushkit see STC SA5730NM					47.63					
B737-200ADV	JT8D-15 or -15A	NORDAM LDV hushkit (STC ST00131SE)				48.53						
B737-300	CFM56-3B1						54.43					
B737-300	CFM56-3B2						54.89					
B737-300	CFM56-3C1						52.53					
B737-300	CFM56-3C1	Winglets					51.70					
B737-400	CFM56-3B2/3C1	Treated forward acoustic panel					56.25					
B737-400	CFM56-3B2/3C1	Hardwall forward acoustic panel					56.25					
B737-500	CFM56-3-B1	18500lb SLST					51.71					
B737-500	CFM56-3-B1	20000lb SLST					51.71					
B737-500	CFM56-3-B1(R)						49.90					
B737-500	CFM56-3-B2	18500lb SLST					51.71					
B737-500	CFM56-3-C1	18500lb SLST					51.71					
B737-500	CFM56-3-C1	20000lb SLST					51.71					
B737-600	CFM56-7B20	20000lb SLST		54.66								
B737-700	CFM56-7B20	20000lb SLST		60.78								
B737-700	CFM56-7B22	22000lb SLST		60.78								
B737-700	CFM56-7B24	24000lb SLST		60.78								
B737-700	CFM56-7B27	27000lb SLST				60.78						
B737-700-IGW	CFM56-7B27/3B3	Including STC ST 00830SE winglets				60.78						
B737-800	CFM56-7 at 7B24 Thrust Rating	With Winglets and with Flaps 40 Degrees				66.36						
B737-800	CFM56-7B24	24000lb SLST				66.36						
B737-800	CFM56-7B26	Winglets				66.36						
B737-800	CFM56-7B26	26000lb SLST				66.36						
B737-800	CFM56-7B27	27000lb SLST				66.36						
B737-800	CFM56-7B27	With Winglets and with Flaps 40 degrees				65.32						
B737-800	CFM56-7B27/B1	Winglets				66.36						
B737-900	CFM56-7B26	26000lb SLST				66.81						
B737-900ER	CFM56-7B27	Winglets				71.35						
B747-100/200/300	JT9D-7R4G2	with -300R nacelles								285.76		
B747-100/200/300	RB211-524B2									265.35		
B747-100/200/300	RB211-524C2									265.35		
B747-100/200/300	RB211-524D4								289.99	302.00		
B747-200	JT9D-70A									285.76		
B747-200	JT9D-7Q									304.48		
B747-200	RB211-524D4-19/22									285.76		
B747-200	RB211-524D4X-19/22									289.89	302.09	
B747-200/-300	CF6-50E/1									285.76		
B747-200/-300	CF6-50E2									285.76		
B747-200B	CF6-50E									265.35		
B747-200B	RB211-524D4	RRN nacelles								285.76		
B747-200F	CF6-50E2									299.37		
B747-300	CF6-50E2									285.76		
B747-300	CF6-80C2B1								298.69	320.00		
B747-300	JT9D-7R4G2									285.76		
B747-300/200 B,C & F	CF6-50E									285.76		
B747-400	CF6-80C2B1F	with and without the N1 modifier								295.74		
B747-400	CF6-80C2B5F	With N1 modifier								296.00		
B747-400	PW4056	Package B/Phase 1 engine								285.76		
B747-400	PW4056	Package B/Phase 1 engine (FB2B)								285.76		
B747-400	PW4056 (-3)	Phase III (FB2C)								285.76		
B747-400	PW4056									295.08		
B747-400	PW4056 (-1C)	Package A/B Phase 1 (FB2C)								295.74		
B747-400	PW4056 (-3)	Applicable to S/N 26055 and 26056								285.76		
B747-400	PW4056 (-3)	Basic rating 56750lb Phase III(FB2C)								295.74		
B747-400	PW4056 (-3)	Phase III (FB2C) & Noise reduction inlet							285.76	295.74		
B747-400	PW4056 (-3)								285.76	302.09		
B747-400	RB211-524G									295.74		
B747-400	RB211-524H2									295.74		
B747-400D	CF6-80C2B1F	With N1 Modifier								270.80		

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Noise Level Band (EPNdB)								
			<84	84-85.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
			Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/6	QC/16
Aircraft	Engine	Remarks									
B747-400D	CF6-80C2B1F							270.80			
B747-400F	CF6-80C2B1F							302.09			
B747-400F	CF6-80C2B5F							302.09			
B747-400F	CF6-80C2B5F	ERF, Engine includes N1 modifier						296.19			
B747-400F	PW4056(-1C)	Pkg A/B Ph I (FB2C) & Noise reduction inlet					285.76	302.08			
B747-400F	PW4056 (-3)	Phase III (FB2C)						302.09			
B747-400F	PW4062A							302.09			
B747-400SF	PW4056 (-3)	Phase III (FB2C)						295.74			
B747-8F	GEEx-2B67/B7B						346.09				
B747-SP	JT9D-7A							210.92			
B747-SP	JT9D-7F							215.46			
B747-SP	JT9D-7J							215.46			
B747-SP	RB211-524B2							204.12			
B747-SP	RB211-524D4								185.97		
B747-SP-Z5	RB211-524D4								215.45		
B747-SR	JT9D-7A								255.83		
B747SR/-100	CF6-45A2	With -200"GB" nacelles							255.83		
B747SR/-100/200/300	JT9D-3A	"100CN" nacelle						188.99	208.65		
B747SR/-100/200/300	JT9D-3A	"200CN" nacelle						199.19	235.87		
B747SR/-100/200/300	JT9D-7	"100CN" nacelle						198.99	235.87		
B747SR/-100/200/300	JT9D-7	"200CN" nacelle						206.64	244.94		
B747SR/-100/200/300	JT9D-7A	"100CN" nacelle						202.19	235.87		
B747SR/-100/200/300	JT9D-7A	"200CN" nacelle						213.79	255.83		
B747SR/-100/200/300	JT9D-7F	"100CN" nacelle						188.49	215.46		
B747SR/-100/200/300	JT9D-7F	"200CN" nacelle						198.39	235.87		
B747SR/-100/200/300	JT9D-7J	"200CN" nacelle						198.39	235.87		
B757-200	PW2037						93.89				
B757-200	PW2040						93.89				
B757-200	RB211-535C							95.25			
B757-200	RB211-535E4						95.26				
B757-300	RB211-535E4B						101.61				
B767-200	CF6-80A							131.60			
B767-200	JT9D-7R4D	Package "A" Eng. Install No BG700 series						120.00	131.54		
B767-200	JT9D-7R4D	Package "B" Eng. Install No BG800/BG900 series						118.00	131.54		
B767-200	JT9D-7R4E							136.07	163.30		
B767-200/-200 ER	CF6-80A2	50KLb rating						136.08			
B767-200/-200 ER	CF6-80C2B						136.08				
B767-200/-200 ER	CF6-80C2B2						136.08				
B767-200/-200 ER	CF6-80C2B2F2						131.50				
B767-200/-200 ER	CF6-80C2B4						136.08				
B767-200/-200 ER	CF6-80C2B4 F	N1 modifier					136.08				
B767-200/-200 ER	JT9D-4RE							119.34	136.05		
B767-200/-200 ER	JT9D-7R4D								122.47		
B767-200/-200 ER	JT9D-7R4E								136.08		
B767-200/-200 ER	JT9D-7R4E4								136.08		
B767-200/-200 ER	PW4050						125.90				
B767-200/-200 ER	PW4052 (FB2T)						136.08				
B767-200/-200 ER	PW4056 (FB2B)						136.08				
B767-200/-200 ER	PW4056 PHASEIII (FB2C)	With noise reduction inlet					136.08				
B767-200/-200 ER	PW4060						125.90				
B767-200/-200 ER	PW4060 PHASEIII (FB2C)	With noise reduction inlet					136.08				
B767-200/-200 ER	PW4060A						125.90				
B767-300	CF6-80C2B6F	With N1 modifier					140.40				
B767-300 & -300ER	CF6-80C2B2F						139.30				
B767-300 & -300ER	CF6-80C2B4						145.15				
B767-300 & -300ER	CF6-80C2B6						145.15				
B767-300 & -300ER	CF6-80C2B6 (fadec)						145.15				
B767-300 & -300ER	CF6-80C2B7F (fadec)						145.15	154.22			
B767-300 & -300ER	PW4056 (FB2B)							145.15			
B767-300 & -300ER	PW4056 PHASEIII (FB2C)	With noise reduction inlet					145.15				
B767-300 & -300ER	PW4060 (FB2B)							145.15			
B767-300 & -300ER	PW4060 PHASEIII (FB2C)	With noise reduction inlet					145.15				
B767-300 & -300ER	PW4062 PHASEIII (FB2C)	With noise reduction inlet					145.15				
B767-300 & -300ER	RB211-524G						134.59	145.15			
B767-300 & -300ER	RB211-524H						134.59	145.15			

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Aircraft	Engine	Remarks	Maximum certificated landing weight - tonnes							
				Noise Level Band (EPNdB)							
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
				EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
BaE 125 Series F600B (HS)	TFE-731-3-1H	Eng mod 252469				9.98					
BaE 146-100	ALF 502R-3					32.62					
BaE 146-100	ALF 502R-4					32.62					
BaE 146-100	ALF 502R-5	Plus option 71/1			33.27						
BaE 146-100-20	ALF 502R-3	Plus option 71/1			33.27						
BaE 146-100-20	ALF 502R-3					33.27					
BaE 146-100-20	ALF 502R-3A	Plus option 71/1			33.27						
BaE 146-100-20	ALF 502R-4	Plus option 71/1			33.27						
BaE 146-100-20	ALF 502R-4					33.27					
BaE 146-100-21	ALF 502R-5				33.27						
BaE 146-100-31	ALF 502R-5	Plus option 71/1			35.15						
BaE 146-100A	ALF 502R-3A	Plus option 71/1			33.27						
BaE 146-200	ALF 502R-3	Plus option 71/1			35.15						
BaE 146-200	ALF 502R-3A	Plus option 71/1			35.15						
BaE 146-200	ALF 502R-5	Plus option 71/1			35.74						
BaE 146-300	ALF 502R-5	Plus option 71/1			38.33						
BaE 146-300	LF 507-1F or -1H					40.14					
BaE 146-RJ100	LF 507-1F	(AVRO 146-RJ100)				40.14					
BaE 146-RJ70	LF 507-1F	(AVRO 146-RJ70)				37.88					
BaE 146-RJ85	LF 507-1F	(AVRO 146-RJ85)				38.56					
BaE 748 Series 1 (Avro)	RR Dart 514							E			
BaE 748-2A	RR Dart 532-2							19.51			
BaE 748-2A	RR Dart 534-2	With either BAe mod 6408 or 6517			19.51						
BaE 748-2B	RR Dart 534-2, 535-2 or 536-2	With either BAe mod 6408 or 6517		19.50							
BaE 748-2B	RR Dart 534-2, 535-2 or 536-2							19.51			
BaE ATP	P&W PW126					22.25					
BaE ATP	P&W PW126A					22.25					
BaE ATP	P&W PW 126A	Hamilton 6/5500/F1 props, Mod 10271F				23.13					
BaE Jetstream 3100	Garret TPE 331 series			6.60							
BaE Jetstream 3200	TPE331-12UA(R)-701H	Dowty propeller R333/4-82-F/12		7.35							
BaE Jetstream 3200	TPE331-12UA(R)-702H	McCaughey propeller 4HFR34C653/L106FA		7.35							
BaE Jetstream 41	TPE331-14GR-801H(L)/14HR-801H(R)			10.12							
Beech 200	PW PT6A-41	Hartzell propeller HC-D4N-3 A/D-9383K		5.67							
Beech 200 or C12F	PW PT6A-41	McCaughey propeller 4HFR34 C754/94LA-0		5.67							
Beech 200 or 200C	PW PT6A-41	Hartzell propeller HC-B3TN-3Gor-3N		5.67							
Beech 350	PW PT6A-60A	Hartzell propeller HC-B4MP-3C/M10476N		6.80							
Beech 400	JT15D-5			6.44							
Beech 400A	JT15D-5			7.12							
Beech B200 , B200C,B200CT	PW PT6A-42	Hartzell propeller HC-B3TN-3G/T10178HB-3R		5.67							
Beech B200 , B200C,B200CT	PW PT6A-42	McCaughey propeller 3GFR-34C702/100LA-2		5.67							
Beech B300	PW PT6A-60A	Hartzell propeller HC-B4MP-3M10476K		6.80							
Beech 1900C	P&W PT6A-65B	Hartzell propeller HC-B4MP-3A/M10877K		7.30							
Beech F33	Continental IO-520-B	McCaughey propeller 3A32C76/82NB-2 (Bonanza)		1.54							
Beech MU300	JT15D-4			5.99							
Beech MU300-10	JT15D-5			6.44							
Beechcraft King Air C90A	PW PT6A - 21			4.58							
Beechcraft S/King Air 200	PW PT6A - 135			4.94							
Bell 206B3	Allison 250-C20B or C20J	JetRanger			E						
Bell 429	PWC207D1					3.18					
Bell 430	Allison 250-C40B							4.21			
Bombardier BD-100-1A10	Honeywell AS907-1-1A	Challenger 300		15.31							
Bombardier BD-100-1A10	Honeywell AS907-2-1A	Challenger 350		15.49							
Bombardier BD-500-1A10	PW1524G	CSeries CS100		52.39							
Bombardier BD-700-1A10	BR700-710A2-20	Global Express		35.65							
Bombardier BD-700-1A11	BR700-710A2-20	Global 5000		35.65							
Bombardier CL-600-2E25	CF34-8C5	CRJ1000		36.97							
Britt-Norm Islander	LYC 0-540-E4C5			2.99							
Canadair CL-600	ALF-502L-2			16.33							
Canadair CL-600-2B16	CF34-3A2	Challenger 601-3A		17.24							
Canadair CL-600-2B16	CF34-3B	Challenger 604, 604DX, 605		17.24							
Canadair CL-600-2B19	CF34-3B1	CRJ 100/200		21.32							
Canadair CL-601	CF34-1A			16.33							
Canadair CL-601	CF34-3A			16.33							
Canadair Regional Jet	CF34-3A1			21.32							
CASA C-212-CB	Garret TPE 331-5-251C			6.26							

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Noise Level Band (EPNdB)	Quota Count	Maximum certificated landing weight - tonnes								
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
Aircraft	Engine	Remarks	EXEMP	QC/0 25	QC/0 5	QC/1	QC/2	QC/4	QC/8	QC/16	
MD-80	JT8D-217C			68.00							
MD-82	JT8D-217C			68.00							
MD-82	JT8D-219			68.00							
MD-83	JT8D-219			68.00							
MD-87	JT8D-217A			58.97							
MD-87	JT8D-217C			59.00							
MD-87	JT8D-219			59.00							
MD-88	JT8D-219			63.28							
MD-90-30	IAE V2525-D5		64.41								
MD 900 Explorer	PW 206A		2.84								
Mooney M20J	Lycoming IO-360-A3B6D		1.22								
Mooney M20K	Teledyne TSIO-360-GB1		1.32								
Partenavia P68B	LYC IO-360-A1B6		1.99								
Piaggio P-180	PW PT6A-66		4.94								
Pilatus PC-12/45	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50								
Pilatus PC-12/47	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50								
Piper PA-23-250	LYC IO-540-C4B5		2.36								
Piper PA-E23-250	LYC IO-540-C4B5		2.36								
Piper PA-28-161	LYC O-320-D3G	Sensenich 74DM6-0-60	1.06								
Piper PA-28-236	LYC O-540-J3A5D	Hartzell HC-F2YR-1F/F8468A-4R Propeller	1.36								
Piper PA-31-350	LYC TIO-540-J2BD		3.18								
Piper PA-31	LYC TIO-540-2AC		2.95								
Piper PA-34-200T	Lycoming TSIO-360-E	Seneca II	2.09								
Piper PA-34-200T	Teledyne TSIO-360-E	Seneca II	2.09								
Piper PA-34-220T	Continental TSIO-360-KB	Seneca III	2.13								
Piper PA-60-600P	LYC IO-540-S1A5I-P1A5		2.72								
Puma (ECF) SA330F/G	Turbomeca IVA							E			
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A		5.26								
Rockwell Commander 690C	Garrett TPE 331-625-4K	Turbo Commander	4.68								
SAAB SF340A	GE CT7-5A		12.02								
SAAB SF340A	GE CT7-5A2			12.34							
SAAB SF340A	GE CT7-7E		12.02								
SAAB 2000	Allison AE 2100A		22.00								
Sabreliner 65	TFE 731-3R		9.89								
Sabreliner 80	CF760-2D-2					9.98					
Shorts SD330	P&W PT6A-45R		10.25								
Shorts SD360	P&W PT6A-65AR		11.84								
Shorts SD360	P&W PT6A-65R		11.84								
Shorts SD360-300	P&W PT6A-67R			12.02							
Sikorsky S76A	Allison 250-C30S							E			
Sikorsky S76B	P&W PT6B-36A							E			
Sikorsky S76C+	Turbomeca Arriel 2S1					5.31					
Sikorsky S-92A	GE-CT7-8								12.02		
SN-601 Corvette	JT15D-4		6.00								
Sukhoi RRU-95B	Sam146-1S17	Superjet 100		41.00							
Swearingen Merlin III	TPE331-11U-601G		E								
Transall C160	RR Tyne MK22			47.00							
TU-154M	D-30 Ku-154 (SAM)	With noise suppressors						80.00			
TU-204-100	PS-90A						88.20				
TU-204-120C	RR RB211-535E4			89.50							
TU-204C	PS-90A						91.50				
Yak-40	A1-25						14.70				
Yak-42	D-36	With noise suppressors						50.00			

E - QC estimated

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	Maximum certificated take-off weight - tonnes											
			Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9			
			Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16			
Aircraft	Engine	Remarks												
Agusta A109S	PW207C					3.17								
Agusta A109A II	Allison 250-C20B					2.60								
Agusta A109E	PW206C						3.00							
Agusta A119	PT6B-37A					2.72								
Airbus A300B2-1C	CF6-50C.C2R									142.00				
Airbus A300B2-203	CF6-50C2	Mod 2150 (short nozzle)								142.00				
Airbus A300B2-203	CF6-50C2	Mod 3305,2150 (short nozzle)								142.00				
Airbus A300B2-203	CF6-50C2									142.00				
Airbus A300B2-320	JT9D-59A	Mod 3305								157.50				
Airbus A300B2-320	JT9D-59A									142.00				
Airbus A300B2K-3C	CF6-50C.C2R	Mod 3305,2150 (short nozzle)								137.00				
Airbus A300B2K-3C	CF6-50C.C2R									142.00				
Airbus A300B4-103	CF6-50C2	Mod 2150								157.50				
Airbus A300B4-103	CF6-50C2	Mod 3305,3373								157.50				
Airbus A300B4-103	CF6-50C2									157.50				
Airbus A300B4-120	JT9D-59A									160.00				
Airbus A300B4/C4/F4-203	CF6-50C2	Mod 2150 (short nozzle)								165.00				
Airbus A300B4/C4/F4-203	CF6-50C2	(long nozzle)								165.00				
Airbus A300B4-220	JT9D-59A									165.00				
Airbus A300B4-2C	CF6-50C2.C2R	Mod 3305,2150 (short nozzle)								150.00				
Airbus A300B4-2C	CF6-50C2.C2R	Mod 3373								150.00				
Airbus A300B4-2C	CF6-50C2.C2R									157.50				
Airbus A300B4-601	CF6-80C2A1									165.00				
Airbus A300B4-603	CF6-80C2A3									165.00				
Airbus A300B4-605R	CF6-80C2A5									171.70				
Airbus A300B4-620	JT9D-7R4H1									165.00				
Airbus A300B4-622	PW4158	Mod 8550 (JAS-kit)								171.70				
Airbus A300B4-622	PW4158									171.70				
Airbus A300B4-622R	PW4158	"B-package" equipped A300-622 are equiv								171.70				
Airbus A300B4-622R	PW4158	Mod 8550 (JAS-kit)						158.49		171.70				
Airbus A310-203	CF6-80A3									142.00				
Airbus A310-203C	CF6-80A3	Mod 5327,5771 & 604								129.79	142.00			
Airbus A310-203C	CF6-80A3									133.19	142.00			
Airbus A310-204	CF6-80C2A2									144.79	160.00			
Airbus A310-221	JT9D-7R4D1									141.59	142.00			
Airbus A310-222	JT9D-7R4E1									141.99				
Airbus A310-304	CF6-80C2A2									144.69	157.00			
Airbus A310-308	CF6-80C2A8										164.00			
Airbus A310-322	JT9D-7R4E1										153.00			
Airbus A310-324	PW4152	Mod 8921 ("B-package")									157.00			
Airbus A310-324	PW4152										157.00			
Airbus A310-325	PW4156A										164.00			
Airbus A318-112	CFM56-5B9/P					64.50								
Airbus A318-111	CFM56-5B5							72.00						
Airbus A318-111	CFM56-5B5/P	Mod No. 25800-SAC						72.00						
Airbus A318-111	CFM56-5B5/P	Mod Nos. 25800-SAC and 27772				66.50		75.50						
Airbus A318-112	CFM56-5B6							72.00						
Airbus A318-112	CFM56-5B6/P							73.50						
Airbus A318-114	CFM56-5A5							64.00	74.00					
Airbus A318-115	CFM56-5B7					62.00		76.50						
Airbus A318-132	IAE V2524-A5							75.50						
Airbus A318-133	IAE V2527M-A5					66.00		75.50						
Airbus A320-111	CFM56-5-A1							67.19	77.00					
Airbus A320-211	CFM56-5-A1							67.79	78.00					
Airbus A320-212	CFM56-5-A3	Eng mods. 20775,21478						70.49	78.00					
Airbus A320-214	CFM56-5B4/P	Engine Mod. No. 25800 SAC						73.50	83.00					
Airbus A320-216	CFM56-5B6/P or CFM56-5B6/3							77.00						
Airbus A320-231	V2500-A1							74.89	77.00					
Airbus A320-231	V2500-A1Mod 22461	"BUMP" Rating						75.70	78.00					
Airbus A320-232	V2527-A5							77.00						
Airbus A320-251n	CFM LEAP-1A26					79.00								
Airbus A320-271n	PW1127G-JM					77.00	79.00							
Airbus A321-111	CFM56-5B1 or CFM56-5B1/2							76.05	90.00					
Airbus A321-112	CFM56-5B2							75.30	90.00					
Airbus A321-131	V2530-A5							83.30	90.00					

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes									
				Noise Level Band (EPNdB)	Quota Count	EXEMP	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
Airbus A321-211	CFM56-5B3/P	Engine Mod. 25800 SAC						85.00	95.00				
Airbus A321-211	CFM56-5B3/P	Engine Mods 25800 SAC and 27772						89.00	95.00				
Airbus A321-214	CFM56-5B-4	Single or double annular combusters					75.30	83.00					
Airbus A321-231	V2533-A5						75.00	95.00					
Airbus A321-232	V2530-A5						83.00	93.50					
Airbus A330-202	CF6-80E1A4	Engine rated at 70,000 lb							230.00				
Airbus A330-202	CF6-80E1A4	Winglets and with cutback							233.00				
Airbus A330-202	CF6-80E1A4B	Winglets and with Mod. 52776 - Thrust Bump							233.00				
Airbus A330-223	PW4168A or PW4170								238.00				
Airbus A330-301	CF6-80E1A2								230.00				
Airbus A330-302	CF6-80E1A4 or CF6-80E1A4/B								235.00				
Airbus A330-243	RR Trent 772B							165.00	250.00				
Airbus A330-342	RR Trent 772								230.00				
Airbus A330-343	RR Trent 772-60, 772B-60 or 772C-60							212.00	235.00				
Airbus A330-322	PW4168								217.00				
Airbus A340-211	CFM56-5C2							231.50	270.00				
Airbus A340-311	CFM56-5C2							233.99	270.00				
Airbus A340-312	CFM56-5C3								270.00				
Airbus A340-313	CFM56-5C4								276.50				
Airbus A340-313	CFM56-5C4	Engine Mod. 44260 - Thrust Bump							275.00	280.00			
Airbus A340-541	RR Trent 553								372.00				
Airbus A340-542	RR Trent 556A2-61								380.00				
Airbus A340-642	RR Trent 556								368.00				
Airbus A350-941	RR Trent XWB-84					240.00	275.00						
Airbus A380-841	RR Trent 970							490.00	569.00				
Airbus A380-842	RR Trent 972							490.00	569.00				
Airbus A380-861	EA GP7270 or GP7270E							490.00	569.00				
Airbus Helicopters AS365N2	Arriel 1C2							4.25					
Antonov 12 CUB	Ivchenko AI - 20K	'CUB' is the NATO designation							61.00				
Antonov 12 BK	Ivchenko AI - 20M								61.00				
Antonov 12 B	Ivchenko AI - 20M	AB-6B1 propeller								61.00			
Antonov 22	NIK-12MA	AV-90 propeller											250.00
Antonov 26	Ivchenko AI - 24T								24.00				
Antonov 72	D-36-1A												
Antonov 124-100	D-18T wSAW						34.80						392.00
Antonov 225	D-18T	With acoustic treatment											540.00
ATR42-200	P&W PW120	Full Power	15.75										
ATR42-300	P&W PW120	Full Power	17.00										
ATR42-320	P&W PW121	Full Power	16.80										
ATR72-101/102	P&W PW124	Full Power		19.99									
ATR72-201/202	P&W PW124	Full Power		21.50									
ATR72-210	P&W PW127	Full Power	21.50										
ATR72-212A	P&W PW127F or PW127M	Hamilton Standard 56F-1 propeller	23.50										
B707-300B ADV/C	JT8D-7	Quiet Skies Stage 3 Hushkit								152.73			
B717-200	BR700-715A1-30	18,500 lb SLST		54.89									
B717-200	BR700-715C1-30	21,000 lb SLST		54.89									
B727-100 (FED EX.)	JT8D-7/A/B	With Boeing nacelle							76.88				
B727-100 (FED EX.)	JT8D-9 or -9A	With Burbank Aeronautical Corp. nac.							76.88				
B727-100RE	2x JT8D-217 / 1x JT8D-9/9A	VALSAN hushkit						56.70					
B727-17RE	2x JT8D-217 / 1x JT8D-9/9A	VALSAN hushkit							79.61				
B727-200	JT8D-15/A	FedEx Hushkit								88.36			
B727-200 (FED EX.)	JT8D-7/A/B	With Burbank Aeronautical Corp. nac.								80.93			
B727-200 (FED EX.)	JT8D-7B(A) (B)	With Boeing nacelle								78.30			
B727-200 (FED EX.)	JT8D-7B(A) (B)	With Burbank Aeronautical Corp. nac.								78.30			
B727-200 (FED EX.)	JT8D-9/A	With Burbank Aeronautical Corp. nac.							76.88				
B727-200	JT8D-7	STC SA4833NM								80.74			
B727-200	JT8D-9	STC SA4833NM								78.46			
B727-200	JT8D-17	STC ST00350AT & SA5839NM								88.36			
B727-200	JT8D-17R	STC SA5839NM								86.41			
B727-200RE	2x JT8D-217C / 1x JT8D-15	VALSAN hushkit							86.41				
B727-200RE	2x JT8D-217C / 1x JT8D-17	VALSAN hushkit							90.04				
B727-200RE	2x JT8D-217C / 1x JT8D-17A	VALSAN hushkit								95.03			
B727-200RE	2x JT8D-219 / 1x JT8D-7, 7A or 7B	VALSAN hushkit								76.88			
B727-200RE	2x JT8D-217 / 1x JT8D-15	BFGoodrich Super27 modification								88.68			
B727-200	2x JT8D-217C & 1x JT8D-17	STC SA4363NM								88.67			

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes								
			Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
Aircraft	Engine	Remarks	Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
B727-300	RR Tay 651-54	Dee Howard QF modification					76.88				
B737-200ADV	JT8D-15 or -15A	NORDAM LGW-H hushkit						54.20			
B737-200/200C NON ADV	JT8D-15 & -15A at -15 thr	NORDAM hushkit see STC SA5730NM					54.20				
B737-200/200C(ADV)	JT8D-15/-17 & A engs. at -15 thr	NORDAM hushkit see STC SA5730NM					56.14	57.70			
B737-200/200C(ADV)	JT8D-17 & A engs at -17 thr	NORDAM hushkit see STC SA5730NM					55.91	57.61			
B737-200/200C(ADV)	JT8D-9/-15/-17 & A engs at -9 thr	NORDAM hushkit see STC SA5730NM					56.08	56.47			
B737-200ADV	JT8D-15 or -15A	NORDAM LGW hushkit (STC ST00131SE)						56.47			
B737-300	CFM56-3B1					62.82					
B737-300	CFM56-3B2					63.28					
B737-300	CFM56-3C1	Engine rated at 20,000 lb				62.82					
B737-300	CFM56-3C1	Winglets				62.82					
B737-400	CFM56-3B2	Engine rated at 22,000 lb				63.80					
B737-400	CFM56-3C1	Treated forward acoustic panel				66.00	68.04				
B737-400	CFM56-3B2/3C1	Hardwall forward acoustic panel		56.68		68.04					
B737-500	CFM56-3-B1	18500lb SLST				60.24					
B737-500	CFM56-3-B1	20000lb SLST				63.05					
B737-500	CFM56-3-B1(R)	18500lb SLST				59.10					
B737-500	CFM56-3-B2	18500lb SLST				60.24					
B737-500	CFM56-3-C1	18500lb SLST				60.24					
B737-500	CFM56-3-C1	20000lb SLST				63.05					
B737-600	CFM56-7B20	20000lb SLST			57.61						
B737-700	CFM56-7B20	20000lb SLST				70.08					
B737-700	CFM56-7B22	22000lb SLST				70.08					
B737-700	CFM56-7B24	24000lb SLST				70.08					
B737-700	CFM56-7B27	27000lb SLST					77.56				
B737-700-IGW	CFM56-7B27/3B3	Including STC ST 008309E winglets					77.56				
B737-800	CFM56-7 at 7B24 Thrust Rating	With Winglets and with cutback				71.44					
B737-800	CFM56-7B24	24000lb SLST				76.67	79.02				
B737-800	CFM56-7B26	Winglets				77.00	79.02				
B737-800	CFM56-7B26	28000lb SLST				74.98	79.02				
B737-800	CFM56-7B27	27000lb SLST				73.10	79.02				
B737-800	CFM56-7B27	With Winglets and with cutback					79.02				
B737-800	CFM56-7B27/B1	Winglets					79.02				
B737-900	CFM56-7B26	28000lb SLST					76.68				
B737-900ER	CFM56-7B27	Winglets					85.14				
B747-100/200/300	JT9D-7R4G2	With -300R nacelles							318.79	377.84	
B747-100/200/300	RB211-524B2									362.89	376.80
B747-100/200/300	RB211-524C2									368.99	377.80
B747-100/200/300	RB211-524D4									377.80	
B747-200	JT9D-70A									371.95	
B747-200	JT9D-7Q									377.80	
B747-200	RB211-524D4-19/22									372.00	
B747-200	RB211-524D4X-19/22									377.84	
B747-200/300	CF6-50E1									377.84	
B747-200/300	CF6-50E2									374.29	377.84
B747-200B	CF6-50E									351.50	
B747-200B	RB211-524D4	RRN nacelles								377.84	
B747-200F	CF6-50E2									371.90	377.80
B747-300	CF6-50E2									362.87	
B747-300	CF6-80C2B1							310.79	375.30		
B747-300	JT9D-7R4G2									377.84	
B747-300/200 B, C & F	CF6-50E										285.76
B747-400	CF6-80C2B1F	With N1 modifier						317.19	396.89		
B747-400	CF6-80C2B1F							315.00	392.50	396.89	
B747-400	CF6-80C2B5F	With N1 modifier							365.00		
B747-400	PW4056	Package B/Phase 1 engine								394.63	
B747-400	PW4056	Package B/Phase 1 engine (FB2B)								396.89	
B747-400	PW4056(-3)	Phase III engine (FB2C)								396.89	
B747-400	PW4056							292.19	370.57	394.63	
B747-400	PW4056 (-1C)	Package A/B Phase 1 (FB2C)								396.89	
B747-400	PW4056 (-3)	Applicable to S/N 26055 and 26056								394.63	
B747-400	PW4056 (-3)	Basic rating 56750lb Phase III(FB2C)								396.89	
B747-400	PW4056 (-3)	Phase III(FB2C) & Noise reduction inlet								396.89	
B747-400	RB211-524G							319.00	396.89		
B747-400	RB211-524H2							322.50	396.89		

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES		Noise Level Band (EPNdB)	Maximum certificated take-off weight - tonnes								
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
Aircraft	Engine	Remarks	Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
B747-400D	CF6-80C2B1F	With N1 modifier						313.39	377.80		
B747-400D	CF6-80C2B1F							312.29			
B747-400F	CF6-80C2B1F								396.89		
B747-400F	CF6-80C2B5F								396.89		
B747-400F	CF6-80C2B5F	ERF, Engine includes N1 modifier							412.77		
B747-400F	PW4056 (-1C)	Pkg A/B Ph I (FB2C) & Noise reduction inlet							396.89		
B747-400F	PW4056 (-1C)								396.89		
B747-400F	PW4056 (-3)	Phase III (FB2C)							394.63		
B747-400F	PW4062A								412.77		
B747-400SF	PW4056 (-3)	Phase III (FB2C)							394.63		
B747-8F	GErx-2B67/67B						412.77	447.70			
B747-SP	JT9D-7A									317.95	318.43
B747-SP	JT9D-7F/7J									299.37	
B747-SP	RB211-524B2									315.70	
B747-SP	RB211-524D4									318.42	
B747-SP-Z5	RB211-524D4									319.32	
B747-SR	JT9D-7A									276.70	
B747SR/-100	CF6-45A2	With "200"GB" nacelles							311.60	340.19	
B747SR/-100/200/300	JT9D-3A	With "100CN" nacelles									322.05
B747SR/-100/200/300	JT9D-3A	With "200CN" nacelles									322.05
B747SR/-100/200/300	JT9D-7	With "100CN" nacelles									332.94
B747SR/-100/200/300	JT9D-7	With "200CN" nacelles							304.99		332.94
B747SR/-100/200/300	JT9D-7A	With "100CN" nacelles									332.90
B747SR/-100/200/300	JT9D-7A	With "200CN" nacelles							324.59		332.94
B747SR/-100/200/300	JT9D-7F	With "100CN" nacelles									340.20
B747SR/-100/200/300	JT9D-7F	With "200CN" nacelles								326.99	340.19
B747SR/-100/200/300	JT9D-7J	With "200CN" nacelles								324.69	351.53
B757-200	PW2037						112.40				
B757-200	PW2040						115.90				
B757-200	RB211-535C				101.79	108.90					
B757-200	RB211-535E4				115.80						
B757-300	RB211-535E4B					117.93					
B767-200	CF6-80A					154.89	159.21				
B767-200	JT9D-7R4D	Package "A" Eng Install No BG700 series				136.59	156.50				
B767-200	JT9D-7R4D	Package "B" Eng Install No BG800/BG900 series				134.99	156.65				
B767-200	JT9D-7R4E					136.19	166.50				
B767-200/-200 ER	CF6-80A2	50Klb rating					144.39	159.21			
B767-200/-200 ER	CF6-80C2B				140.29	159.21					
B767-200/-200 ER	CF6-80C2B2					163.29					
B767-200/-200 ER	CF6-80C2B2F					153.80					
B767-200/-200 ER	CF6-80C2B4					175.54					
B767-200/-200 ER	CF6-80C2B4F	N1 Modifier			143.29	163.50					
B767-200/-200 ER	JT9D-4RE					136.19	163.30				
B767-200/-200 ER	JT9D-7R4D					135.17					
B767-200/-200 ER	JT9D-7R4E					136.19	166.50				
B767-200/-200 ER	JT9D-7R4E4					135.19	159.20				
B767-200/-200 ER	PW4050						170.20				
B767-200/-200 ER	PW4052 (FB2T)					159.20					
B767-200/-200 ER	PW4056 (FB2B)					162.79	181.44				
B767-200/-200 ER	PW4056 PHASE III (FB2C)	With noise reduction inlet			152.50	179.17					
B767-200/-200 ER	PW4060						172.00				
B767-200/-200 ER	PW4060 PHASE III (FB2C)	With noise reduction inlet			147.00	179.17					
B767-200/-200 ER	PW4060A						169.30				
B767-300	CF6-80C2B6F	With N1 modifier				178.29	185.10				
B767-300 & -300ER	CF6-80C2B2F					151.90					
B767-300 & -300ER	CF6-80C2B4					175.49	184.60				
B767-300 & -300ER	CF6-80C2B6					175.09	184.60				
B767-300 & -300ER	CF6-80C2B6 (fadec)	With N1 modifier				177.69	184.60				
B767-300 & -300ER	CF6-80C2B7F (fadec)						186.88				
B767-300 & -300ER	PW4056 (FB2B)						184.60				
B767-300 & -300ER	PW4056 PHASE III (FB2C)	With noise reduction inlet			149.00	186.88					
B767-300 & -300ER	PW4060 (FB2B)						184.60				
B767-300 & -300ER	PW4060 PHASE III (FB2C)	With noise reduction inlet			144.00	182.50	186.88				
B767-300 & -300ER	PW4062 PHASE III (FB2C)	With noise reduction inlet				174.00	186.88				
B767-300 & -300ER	RB211-524G					170.89	184.61				

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Noise Level Band (EPNdB)									
				Maximum certificated take-off weight - tonnes									
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
	Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16				
B767-300 & -300ER	RB211-524H						170.69	184.61					
B767-400ER	CF6-80C2B8F							204.12					
B777-200	GE90-76B				229.52	242.67							
B777-200	GE90-85B					286.90							
B777-200	GE90-90B						286.90						
B777-200	GE90-94B					263.08							
B777-200	PW4077	At 77,000 sea level static thrust				242.67	246.75						
B777-200	Trent 877						247.21						
B777-200	Trent 884						289.33	294.84					
B777-200	Trent 895						297.56						
B777-200	PW4099					231.97	293.93	297.56					
B777-200	Trent 890						286.90						
B777-300	Trent 892						299.37						
B777-300ER	GE90-115B/115BL						351.53						
B787-8	Trent 1000-A				192.96	227.93							
B787-8	Trent 1000-A/01					219.54	227.93						
B787-8	Trent 1000-A/01	With main landing gear plugs			199.58	227.93							
B787-8	Trent 1000-C/01					219.54	227.93						
B787-8	Trent 1000-C/01	With main landing gear plugs			199.58	227.93							
B787-8	Trent 1000-E/01					192.96							
B787-8	Trent 1000-E/01	With main landing gear plugs			192.96								
B787-8	GEnx-1B64G03				181.44	227.93							
B787-8	GEnx-1B64G04					208.65	227.93						
B787-8	GEnx-1B64G04	With main landing gear plugs			181.44	227.93							
B787-8	GEnx-1B70G04					208.65	227.93						
B787-8	GEnx-1B70G04	With main landing gear plugs			181.44	227.93							
B787-9	Trent 1000-J2					192.78	252.65						
B787-9	Trent 1000-K2					192.78	252.65						
B787-9	GEnx-1B70/P2G01					238.14	252.65						
BAe 1-11 Series 200	Spey 506-14, A, AW or D	With mod 5320 Parts A, D & E							36.30				
BAe 1-11 Series 300	Spey 511-14 or -14W	With mod 5320 Parts A, B, D & E							40.60				
BAe 1-11 Series 400	Spey 511-14 or -14W	With mod 5320 Parts A, B, D & E							40.60				
BAe 1-11 Series 475	Spey 512-14DW	With mod 5320 Parts A, B, D & E									44.68		
BAe 1-11 Series 500	Spey 512-14 DW	With mod 5320 Parts A, B, D & E									47.40		
BAe 1-11 Series 510	Spey 512-14 E	With mod 5320 Parts A, B, D & E									43.55		
BAe 125-1000A/-1000B	PW305/PW305B			14.06									
BAe 125-700A/-700B (HS)	TFE-731-3-1H	Reverse thrust mod 256991					11.57						
BAe 125-700A/-700B (HS)	TFE-731-3-1H					11.57							
BAe 125-700B	TFE-731-5R-1H						11.57						
BAe 125-800	TFE-731-5R-1H			12.43									
BAe 125-800	TFE-731-5R-1H	With DH Reverser mod 259283				12.43							
BAe 125-800A/800B	TFE-731-5R-1H	With DH Reverser mod 259283		12.43									
BAe 125-800A/800B	TFE-731-5R-1H			12.43									
BAe 125-800XP	TFE-731-5BR-1H			12.70									
BAe 125 Series 1-(521) (HS)	Viper 521										9.62		
BAe 125 Series 1 (HS)	Viper 520										9.44		
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod 252605					9.84						
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod 252606			9.62								
BAe 125 Series 1B/R-522 (HS)	Viper 522										10.07		
BAe 125 Series 1B/S-522 (HS)	Viper 522										9.84		
BAe 125 Series 1B-522 (HS)	Viper 522										9.62		
BAe 125 Series 1B (HS)	Viper 521										9.62		
BAe 125 Series 3A (HS)	TFE-731-3-1H	Mod 252603					9.84						
BAe 125 Series 3A/RA (HS)	TFE-731-3-1H	Mod. 252600					10.71						
BAe 125 Series 3B (HS)	Viper 522										9.84		
BAe 125 Series 3B/RA (HS)	Viper 522										10.34		
BAe 125 Series 3B/RC (HS)	Viper 522										10.71		
BAe 125 Series 400A (HS)	TFE-731-3-1H	Mod 252550					10.71						
BAe 125 Series 400B (HS)	Viper 522										10.57		
BAe 125 Series 403B (HS)	Viper 522										10.71		
BAe 125 Series 600A (HS)	TFE-731-3-1H	Mod. 252468					11.57						
BAe 125 Series 600A and B (HS)	Viper 601-22	Mod 252405						11.57					
BAe 125 Series 600B (HS)	Viper 601-22											11.57	
BAe 125 Series F3B (HS)	TFE-731-3-1H	Eng. mod 252603					9.84						
BAe 125 Series F3B/RA	TFE-731-3-1H	Eng. mod 252551					10.71						

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES		Noise Level Band (EPNdB)	Maximum certificated take-off weight - tonnes									
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
			Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/6	QC/16	
Aircraft	Engine	Remarks										
Gulfstream G-IV SP	TAY 611-8		33.83									
Gulfstream G-V	BR700-710A1-10			41.05								
Gulfstream G-V SP (G550)	BR700-710C4-11			41.28								
Gulfstream G-VI (G650)	BR700-725A1-12		45.18									
Gulfstream 200	P&W PW305A		16.08									
Gulfstream G150	Honeywell TFE731-40-AR-200G			11.83								
Gulfstream G280	Honeywell AS907-2-1G		17.96									
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller					E					
Hawker 750	TFE731-5BR		12.25									
Hawker 850XP	TFE731-5BR		12.70									
Hawker 900XP	TFE731-5BR		12.70									
Hawker 4000	PW308A		17.92									
IAI 1124	TFE 731-3-1G			10.50								
IAI Astra SPX	TFE 731-40R-200G			11.18								
IL-18D	IVA1-20M									64.00		
IL-62M	D-30Ku	With noise suppressors								167.00		
IL-62M	D-30Ku										167.00	
IL-76T(TD)	D-30KP(D-30KP 2 ser.)											170.00
IL-76TD-90 VD	PS-90A-76						195.00					
IL-96-300	PS-90A									250.00		
Learjet 23	CJ610-1/-4						5.67					
Learjet 24	CJ610-1/-4								5.90			
Learjet 24/24D	CJ610-6							6.12				
Learjet 24D	CJ610-6								6.12			
Learjet 24E	CJ610-6							5.85				
Learjet 24F	CJ610-6							6.12				
Learjet 24F-A	CJ610-6							5.67				
Learjet 25	CJ610-6									6.80		
Learjet 25 B/C/D/F XR	CJ610-6/8A									7.39		
Learjet 28/29	CJ610-8A									6.80		
Learjet 31A	TFE 731-2-3B			7.71								
Learjet 35/36	TFE 731-2-2B			8.16								
Learjet 35A	TFE 731-2-2B		8.04									
Learjet 35A/36A	TFE 731-2-2B		8.30									
Learjet 35A	TFE 731-2C			8.89								
Learjet 45	TFE731-20		9.20									
Learjet 45	TFE731-20R		9.30									
Learjet 45	TFE731-20AR-1B		9.75									
Learjet 45	TFE731-20BR-1B		9.52									
Learjet 55	TFE 731-3A-2B				9.51							
Learjet 60	PW305A		10.48									
Learjet M55	TFE 731-3A	Std. nozzle			9.75							
Learjet M55	TFE 731-3A	With Aeronca thrust reverser			9.57							
Learjet M55C	TFE 731-3A-3AR	With reverser			9.75							
Learjet M55C	TFE 731-3A-3AR -3B	With reverser			9.75							
Lockheed L1011-1	RB211-22B						195.05					
Lockheed L1011-100	RB211-22B								211.37			
Lockheed L1011-200	RB211-524B								211.34			
Lockheed L1011-385-1-14 & -15	RB211-22B(+SB 72-8700)								215.00			
Lockheed L1011-385-1 -15	RB211-22B								211.37			
Lockheed L1011-385-1 -15 193T	RB211-22B							204.10				
Lockheed L1011-385-3	RB211-524B4								231.32			
Lockheed L1011-50	RB211-22B							204.12				
Lockheed L1011-500	RB211-524B								224.98			
Lockheed L1011-500	RB211-524B3								228.60			
Lockheed L1011-500	RB211-524B4								231.33			
Lockheed 1329-23E (Jetstar)	TFE 731-31E				20.07							
Lockheed L 188A	Allison 501D-13				51.26							
Lockheed L 188C	Allison 501D-13				51.26	52.62						
Lockheed L382G Hercules	Allison 501-D22A	Military version C130					70.31					
MD-11	CF6-80C2D1F							280.30				
MD-11	PW4460							280.30				
MD-11 Freighter	PW4462							285.99				
MD-80	JT8D-209					63.50						
MD-80	JT8D-217					63.50	72.80					

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES		Noise Level Band (EPNdB)	Maximum certificated take-off weight - tonnes										
			<84	84-85.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9			
			Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16		
Aircraft	Engine	Remarks											
MD-80	JT8D-217A					63.50	72.80						
MD-80	JT8D-217C					63.50	72.80						
MD-82	JT8D-217C					67.80							
MD-82	JT8D-219					67.80							
MD-83	JT8D-219					63.50	72.80						
MD-87	JT8D-217A					67.80							
MD-87	JT8D-217C					67.80							
MD-87	JT8D-219					63.50	67.80						
MD-88	JT8D-219						72.58						
MD-90-30	IAE V2525-D5				70.76								
MD 900 Explorer	PW 206A		2.64										
Mooney M20J	Lycoming IO-360-A3B6D		1.22										
Mooney M20K	Teledyne TSIO-360-GB1		1.32										
Partenavia P68B	LYC IO-360-A1B6		1.99										
Piaggio P-180	PW PT6A-66		4.94										
Pilatus PC-12/45	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50										
Pilatus PC-12/47	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.74										
Piper PA-23-250	LYC IO-540-C4B5		2.36										
Piper PA-E23-250	LYC IO-540-C4B5		2.36										
Piper PA-28-161	LYC O-320-D3G	Sensenich 74DM6-0-60	1.06										
Piper PA-28-236	LYC O-540-J3A5D	Hartzell HC-F2YR-1F/F#468A-4R Propeller	1.36										
Piper PA-31-350	LYC TIO-540-J2BD		3.18										
Piper PA-31	LYC TIO-540-2AC		2.95										
Piper PA-34-200T	Lycoming TSIO-360-E	Seneca II	2.09										
Piper PA-34-200T	Teledyne TSIO-360-E	Seneca II	2.09										
Piper PA-34-220T	Continental TSIO-360-KB	Seneca III	2.13										
Piper PA-60-600P	LYC IO-540-S1A5/P1A5		2.72										
Puma (ECF) SA-330F/G	Turbomeca IVA							E					
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A		5.67										
Rockwell Commander 690C	Garrett TPE 331-625-4K	Turbo Commander	4.68										
SAAB SF340A	GE CT7-5A	Full power		12.25									
SAAB SF340A	GE CT7-5A2		12.93										
SAAB SF340A	GE CT7-7E	Full power	12.25										
SAAB 2000	Allison AE 2100A		23.00										
Sabreliner 65	TFE 731-3R				10.89								
Sabreliner 80	CF700-2D-2					10.60							
Shorts SD330	P&W PT6A-45R			10.39									
Shorts SD360	P&W PT6A-65AR			12.00									
Shorts SD360	P&W PT6A-65R			12.00									
Shorts SD360-300	P&W PT6A-67R		12.29										
Sikorsky S76A	Allison 250-C30S							E					
Sikorsky S76B	P&W PT6B-36A							E					
Sikorsky S76C+	Turbomeca Arriel 2S1					5.31							
Sikorsky S-92A	GE-CT7-8								12.02				
SN-601 Corvette	JT15D-4		7.00										
Sukhoi RRJ-95B	Sam146-1S17	Superjet 100		45.88									
Swearingen Merlin III	TPE331-11U-601G		E										
Transall C160	RR Tyne MK22							49.15					
TU-154M	D-30 Ku-154 (SAM)	With noise suppressors							104.00				
TU-204-100	PS-90A							103.00					
TU-204-120C	RR RB211-535E4							103.00					
TU-204C	PS-90A							103.00					
Yak-40	A1-25					16.00							
Yak-42	D-36	With noise suppressors						54.00					

E - QC estimated

APPENDIX 2

WAKE TURBULENCE POLICY

Wake Turbulence is caused by spiralling movements of air from each wingtip on an aircraft. These movements are known as wake vortices and they trail behind the aircraft and descend as they rotate. Normally vortices will dissipate in the air. However on very rare occasions the vortices can strike roofs causing tiles to become displaced in the immediate vicinity of the airport.

Wake turbulence damage is usually verified by its pattern of damage. Only traditional slate or tiled roofs can be damaged and this damage is usually in the centre of the roof. The tiles are usually lifted and rotated, unlike damage usually caused by bad weather or winds.

The policy to be adopted for the airport will operate in the same way as established wake turbulence policies at other UK airports and can be summarised as follows:

- Anyone suspecting their property has been damaged by wake turbulence should call the airport authority immediately and if possible make a note of the time and date that the incident occurred. This will help to confirm whether the damage was caused by an aircraft.
- Within two days of the call, an independent surveyor accompanied by an experienced airport expert will visit to assess the damage.
- If urgent repairs are required immediately the property holder should take photographs of the damage to provide to the airport authority and the independent surveyor.
- If the damage is verified as being a result of wake turbulence caused by operations at the airport, arrangements will be made for repairs and in appropriate instances, for the roof to be strengthened.

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
CONSULTATION REPORT APPENDICES
DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 42

List of Section 42 consultees (prescribed consultees local authorities & PILs)

Section 42 Consultees

Relevant Local Authorities	The Environment Agency
Thanet District Council	Environment Agency and EA South East Region
Kent County Council	The Maritime and Coastguard Agency
Dover District Council	The Maritime and Coastguard Agency
Canterbury City Council	Civil Aviation Authority
East Sussex County Council	Civil Aviation Authority
Surrey County Council	Secretary of State for Transport
London Borough of Bromley	Secretary of State for Transport
London Borough of Bexley	Integrated Transport Authorities and Passenger Transport Executives
Thurrock Council	Transport Focus
Medway Council	The Relevant Highways Authorities
The Health and Safety Executive	Kent County Council Highways Authority
Health and Safety Executive	The Relevant Strategic Highways Company
NHS Commissioning Board and relevant clinical commissioning group	Highways England and HE OD South East Spatial Planning Team
NHS Commissioning Board	The Coal Authority
NHS Thanet Clinical Commissioning Group	The Coal Authority
Natural England and Historic England	The Relevant Internal Drainage Boards
Natural England and NE Sustainable Development Team - Sussex and Kent	River Stour (Kent) Internal Drainage Board
The Historic Buildings and Monuments Commission for England	Public Health England
Historic England and HE (South East Region)	Public Health England and PHE Environmental Hazards and Emergencies Dept, Centre for Radiation, Chemical and Environmental Hazards
The relevant fire and rescue authority	The Crown Estate Commissioners
Kent Fire and Rescue Service	Crown Estate
The relevant police and crime commissioner	The Forestry Commission
Police & Crime Commissioner for Kent	The Forestry Commission
The relevant Parish Council	The Secretary of State for Defence
Acol Parish Council	Ministry of Defence
Ash Parish Council	Other stakeholders sent s.42 consultation materials
Birchington Parish Council	Ambulance Service NHS Trust (South East Coast)
Broadstairs & St Peters Town Council	National Air Traffic Services
Cliffsend Parish Council	Homes and Communities Agency
Manston Parish Council	Trust for Thanet Archaeology
Minster-in-Thanet Parish Council	
Mayor and Charter Trustees of Margate	
Monkton Parish Council	
Preston Parish Council	
Ramsgate Town Council	
St Nicholas at Wade with Sarre Parish Council	
Sandwich Town Council	
Westgate-on-Sea Town Council	
Wingham Parish Council	

Relevant Statutory Undertakers	
Network Rail Infrastructure Ltd	Utility Assets Ltd
Network Rail	Utility Distribution Networks Limited
Highways England Historic Railway Estate	South Eastern Power Networks PLC
Royal Mail Group	UK Power Networks; UK Power Networks (South East Services) Limited
South East Water	National Grid Electricity Transmission plc
Southern Water / Southern Water Services Limited	National Grid PLC
Affinity Water (South East region)	National Grid Holdings One PLC
National Grid Gas Distribution Ltd	National Grid Nemo Link Ltd
National Grid Gas plc	Blue Transmission London Array Ltd
Northern Gas Networks Limited	Thanet OFTO Ltd
Scotland Gas Networks plc	SSE Pipelines Ltd
Southern Gas Networks plc	Southern Electric Gas Limited
Wales and West Utilities Ltd	Kent and Medway NHS and Social Care Partnership Trust
Energetics Gas Ltd	Kent Community Health NHS Foundation Trust
Energy Assets Pipelines Ltd	South East Coast Ambulance Service NHS Foundation Trust
ES Pipelines Ltd	East Kent Hospitals University NHS Foundation Trust
ESP Connections Ltd	NHS Thanet Clinical Commissioning Group
ESP Networks Ltd	NHS South Kent Coast Clinical Commissioning Group
ESP Pipelines Ltd	NHS Digital
Fulcrum Pipelines Ltd	Health Education England
GTC Pipelines Ltd	Health Research Authority
Independent Pipelines Ltd	National Institute for Health and Clinical Excellence
Indigo Pipelines Ltd	NHS Commissioning Board Special Health Authority
Quadrant Pipelines Ltd	National Treatment Agency
Energetics Electricity Ltd	NHS Blood and Transplant
Energy Assets Power Networks	NHS Business Services Authority
ESP Electricity Ltd	NHS Litigation Authority
Fulcrum Electricity Assets Limited	NHS Trust Development Authority
G2 Energy IDNO Limited	NHS Improving Quality
Harlaxton Energy Networks Ltd	NHS England South East- Kent & Medway regional team
Independent Power Networks Ltd	
Leep Electricity Networks Ltd	
Murphy Power Distribution Limited	
The Electricity Network Company Ltd	
UK Power Distribution Ltd	

PILs

Address Line 1	Address Line 2	Address Line 3	Address Line 4	Address Line 5	Postcode
Trident Place		Mosquito Way		Hatfield	AL10 9BW
Trident Place	Mosquito Way			Hatfield	AL10 9BW
Tamblin Way				Hatfield	AL10 9EZ
51 Homer Road	Solihull	West Midlands			B91 3QJ
51 Homer Road				Solihull	B91 3QJ
Paragon House	51 Homer Road		Solihull	West Midlands	B91 3QJ
51 Homer Road				Solihull	B91 3QJ
P.O. Box 88	Croft Road	Crossflatts		Bingley	BD16 2UA
Croft Road	Crossflatts	Bingley			BD16 2UA
The Watermill	Broughton			Skipton	BD23 3AG
Southern House	Yeoman Road			Worthing	BN13 3NX
Southern House	Yeoman Road			Worthing	BN13 3NX
Civic Centre	Stockwell Close			London	BR1 3UH
Monks Orchard Road				Beckenham	BR3 3BX
3 Temple Quay	Temple Back East		Bristol	Somerset	BS1 6DZ
P.O. Box 3191	One Temple Quay		Bristol		BS1 9HY
18 Kelvin Close	Cambridge				CB1 8DN
St John's Street				Cambridge	CB2 1TP
St John's Street				Cambridge	CB2 1TP
53 High Street	Cheveley			Newmarket	CB8 9DQ
1 Central Square	South Glamorgan			Cardiff	CF10 1FS
P.O. Box 89	Principality Buildings	Queen Street	Cardiff		CF10 1UA
PO Box 89	Principality Buildings	Queen Street		Cardiff	CF10 1UA
3 Prenton Way	North Cheshire Trading Estate			Prenton	CH43 3ET
Unit 1	The Depot	Mayes Lane	Sandon	Chelmsford	CM2 7RP
Bona Vacantia Division	PO Box 2119			London	CR90 9QU
37 St. Margarets Street				Canterbury	CT1 2TU
37 St. Margarets Street	Canterbury				CT1 2TU
Camburgh House	27 New Dover Road			Canterbury	CT1 3DN
Camburgh House	27 New Dover Road			Canterbury	CT1 3DN
Camburgh House	27 New Dover Road			Canterbury	CT1 3DN
Camburgh House	27 New Dover Road		Canterbury	Kent	CT1 3DN
184 Windermere Avenue				Ramsgate	CT10 0NU
184 Windermere Avenue				Ramsgate	CT10 0NU
12 Kings Avenue	Broadstairs				CT10 1DJ
3 Lloyd Road				Broadstairs	CT10 1HY
3 Lloyd Road	Station Gates			Broadstairs	CT10 1HY
8 Cliffside Drive	Broadstairs				CT10 1RX

8 Cliffside Drive	Broadstairs				CT10 1RX
34 Cliffside Drive			Broadstairs	Kent	CT10 1RX
34 Cliffside Drive			Broadstairs	Kent	CT10 1RX
7 Dumpton Gap Road	Broadstairs				CT10 1TA
Rum Point	7 Dumpton Gap Road	Broadstairs			CT10 1TA
Manningham	15 Western Esplanade	Broadstairs			CT10 1TD
7 The Broadway				Broadstairs	CT10 2AD
37A St. Mildreds Avenue	Broadstairs				CT10 2BX
41 Swinburne Avenue	Broadstairs				CT10 2DP
35 The Hawthorns				Ramsgate	CT10 2NG
35 The Hawthorns				Ramsgate	CT10 2NG
142 Rumfields Road	Broadstairs	Kent			CT10 2PG
3 Sacketts Hill Cottages	Sacketts Hill			Broadstairs	CT10 2QS
Hornet Close	Pysons Road Industrial Estate			Broadstairs	CT10 2YD
6A Grafton Road	Broadstairs				CT10 3DU
27 Grange Road	Broadstairs				CT10 3EP
27 Grange Road	Broadstairs				CT10 3EP
95 Percy Avenue	Broadstairs				CT10 3LD
95 Percy Avenue	Broadstairs				CT10 3LD
45 Southwood Gardens				Ramsgate	CT11 0BG
17 Warwick Drive				Ramsgate	CT11 0JP
17 Warwick Drive				Ramsgate	CT11 0JP
43 Canterbury Road East	Ramsgate	Kent			CT11 0JX
15 Canterbury Road East	Ramsgate	Kent			CT11 0JX
15 Canterbury Road East	Ramsgate	Kent			CT11 0JX
1 Senlac Close			Ramsgate	Kent	CT11 0LR
4 Kirkstone Avenue				Ramsgate	CT11 0NT
16 Kirkstone Avenue				Ramsgate	CT11 0NT
9 Kirkstone Avenue				Ramsgate	CT11 0NT
4 Kirkstone Avenue				Ramsgate	CT11 0NT
9 Kirkstone Avenue				Ramsgate	CT11 0NT
10 Kirkstone Avenue				Ramsgate	CT11 0NT
14 Kirkstone Avenue				Ramsgate	CT11 0NT
Queaux	2 Kirkstone Avenue			Ramsgate	CT11 0NT
12 Kirkstone Avenue				Ramsgate	CT11 0NT
8 Kirkstone Avenue				Ramsgate	CT11 0NT
12 Kirkstone Avenue				Ramsgate	CT11 0NT
Queaux	2 Kirkstone Avenue			Ramsgate	CT11 0NT
10 Kirkstone Avenue				Ramsgate	CT11 0NT
8 Kirkstone Avenue				Ramsgate	CT11 0NT

Petros	182 Windermere Avenue			Ramsgate	CT11 0NU
178 Windermere Avenue				Ramsgate	CT11 0NU
180 Windermere Avenue				Ramsgate	CT11 0NU
180 Windermere Avenue				Ramsgate	CT11 0NU
3 Drybeck Avenue				Ramsgate	CT11 0NX
11 Drybeck Avenue				Ramsgate	CT11 0NX
3 Drybeck Avenue				Ramsgate	CT11 0NX
10 Drybeck Avenue				Ramsgate	CT11 0NX
8 Drybeck Avenue				Ramsgate	CT11 0NX
Jayellen	9 Drybeck Avenue	Nethercourt Estate		Ramsgate	CT11 0NX
Orlando	Drybeck Avenue			Ramsgate	CT11 0NX
Orlando	Drybeck Avenue			Ramsgate	CT11 0NX
1 Drybeck Avenue				Ramsgate	CT11 0NX
Jayellen	9 Drybeck Avenue	Nethercourt Estate		Ramsgate	CT11 0NX
10 Drybeck Avenue				Ramsgate	CT11 0NX
5 Drybeck Avenue				Ramsgate	CT11 0NX
8 Drybeck Avenue				Ramsgate	CT11 0NX
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1 Drybeck Avenue				Ramsgate	CT11 0NX
5 Drybeck Avenue				Ramsgate	CT11 0NX
15 Drybeck Avenue				Ramsgate	CT11 0NX
6 Drybeck Avenue	Nethercourt Estate			Ramsgate	CT11 0NX
Avalon	4 Drybeck Avenue			Ramsgate	CT11 0NX
7 Drybeck Avenue				Ramsgate	CT11 0NX
27 Grasmere Avenue				Ramsgate	CT11 0PP
29 Grasmere Avenue				Ramsgate	CT11 0PP
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34 Grasmere Avenue				Ramsgate	CT11 OPP
44 Grasmere Avenue				Ramsgate	CT11 OPP
32 Grasmere Avenue				Ramsgate	CT11 OPP
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33 Borrowdale Avenue				Ramsgate	CT11 OPS
16 Borrowdale Avenue				Ramsgate	CT11 OPS
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20 Coniston Avenue	Nethercourt			Ramsgate	CT11 OPW
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24 Coniston Avenue				Ramsgate	CT11 OPW
59 Rydal Avenue				Ramsgate	CT11 OPX
59 Rydal Avenue				Ramsgate	CT11 OPX
17 Derwent Avenue				Ramsgate	CT11 OQA
34 Derwent Avenue				Ramsgate	CT11 OQA
26 Derwent Avenue				Ramsgate	CT11 OQA
37 Derwent Avenue				Ramsgate	CT11 OQA
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21 Derwent Avenue				Ramsgate	CT11 0QA
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1 Kentmere Avenue				Ramsgate	CT11 0QF
15 Kentmere Avenue				Ramsgate	CT11 0QF
3 Kentmere Avenue				Ramsgate	CT11 0QF
Rifka	Kentmere Avenue			Ramsgate	CT11 0QF
3 Kentmere Avenue				Ramsgate	CT11 0QF
14 Kentmere Avenue				Ramsgate	CT11 0QF
Caprice	Kentmere Avenue			Ramsgate	CT11 0QF
19 Kentmere Avenue				Ramsgate	CT11 0QF
14 Kentmere Avenue				Ramsgate	CT11 0QF
Lochinver	4 Kentmere Avenue			Ramsgate	CT11 0QF
26 Kentmere Avenue				Ramsgate	CT11 0QF
Rifka	Kentmere Avenue			Ramsgate	CT11 0QF
19 Kentmere Avenue				Ramsgate	CT11 0QF
26 Kentmere Avenue				Ramsgate	CT11 0QF
17 Kentmere Avenue				Ramsgate	CT11 0QF
5 Kentmere Avenue				Ramsgate	CT11 0QF
Lochinver	4 Kentmere Avenue			Ramsgate	CT11 0QF
16 Kentmere Avenue				Ramsgate	CT11 0QF
2 Kentmere Avenue				Ramsgate	CT11 0QF
1 Kentmere Avenue				Ramsgate	CT11 0QF
12 Kentmere Avenue				Ramsgate	CT11 0QF
5 Kentmere Avenue				Ramsgate	CT11 0QF
10 Kentmere Avenue				Ramsgate	CT11 0QF
Caprice	Kentmere Avenue			Ramsgate	CT11 0QF
12 Kentmere Avenue				Ramsgate	CT11 0QF
18 Kentmere Avenue				Ramsgate	CT11 0QF
Emily	6 Kentmere Avenue			Ramsgate	CT11 0QF
2 Kentmere Avenue				Ramsgate	CT11 0QF
10 Kentmere Avenue				Folkestone	CT11 0QF
24 Kentmere Avenue				Ramsgate	CT11 0QF
11 Kentmere Avenue				Ramsgate	CT11 0QF
7 Kentmere Avenue				Ramsgate	CT11 0QF
3 High Street	St Lawrence			Ramsgate	CT11 0QL
3 High Street	St. Lawrence			Ramsgate	CT11 0QL
10 Manston Road	Ramsgate	Kent			CT11 0RB
1 Nethercourt Hill	Ramsgate	Kent			CT11 0RX
32 Margate Road	Ramsgate				CT11 7SG
32 Margate Road	Ramsgate				CT11 7SG
22 Winterstoke Crescent				Ramsgate	CT11 8AH
22 Winterstoke Crescent				Ramsgate	CT11 8AH

12 Brindle Grove				Ramsgate	CT11 8BN
The Old Station	12 Charlotte Court			Ramsgate	CT11 8HE
1 Church Hill				Ramsgate	CT11 8RA
The Hub	77 Queen Street			Ramsgate	CT11 9EJ
The Hub 77	Queen Street			Ramsgate	CT11 9EJ
12 Cliff Street	Ramsgate				CT11 9HS
12 Cliff Street	Ramsgate				CT11 9HS
12 Cliff Street	Ramsgate				CT11 9HS
1 Paragon Street				Ramsgate	CT11 9JZ
Flat 2	48 Royal Road			Ramsgate	CT11 9LF
22 Grange Road	Ramsgate				CT11 9LR
Flat 4	Regency Court	St. Augustines Road		Ramsgate	CT11 9PN
134A Grange Road	Ramsgate	Kent			CT11 9PT
Heimetli	Arundel Road	Cliffsend		Ramsgate	CT11 9RZ
Heimetli	Arundel Road	Cliffsend		Ramsgate	CT11 9RZ
14 Duncan Road				Ramsgate	CT11 9SU
8 Kentmere Avenue				Ramsgate	CT110QF
64 High Street	Minster			Ramsgate	CT12 4AB
Tan-Et Lodge	Mount Pleasant	Minster	Ramsgate		CT12 4AU
Tan-Et Lodge	Mount Pleasant	Minster	Ramsgate		CT12 4AU
Cleve Lodge	3 Cleve Court	Minster Road	Monkton	Ramsgate	CT12 4BA
Cleve Lodge	3 Cleve Court	Minster Road	Monkton	Ramsgate	CT12 4BA
2 Cleve Court	Minster Road	Monkton	Ramsgate		CT12 4BA
2 Cleve Court	Minster Road	Monkton	Ramsgate		CT12 4BA
Cleve Court	Minster Road	Monkton	Ramsgate	Kent	CT12 4BA
Cleve Court Farm House	Minster Road	Monkton	Ramsgate		CT12 4BA
Cleve Court Farm House	Minster Road	Monkton	Ramsgate		CT12 4BA
Garden Cottage	Minster Road	Monkton		Ramsgate	CT12 4BA
Cleve Court Farm House	Minster Road	Monkton		Ramsgate	CT12 4BA
Cleve Cottage	Minster Road	Monkton		Ramsgate	CT12 4BA
Cleve Cottage	Minster Road	Monkton		Ramsgate	CT12 4BA
Cleve Cottage	Minster Road	Monkton		Ramsgate	CT12 4BA
7 St. Mildreds Road	Minster		Ramsgate	Kent	CT12 4DE
1 Channel View Road	Minster			Ramsgate	CT12 4EX
Unit B1/B2	Channel View Road	Minster		Ramsgate	CT12 4EX
Telegraph Hill Industrial Estate	Minster	Kent			CT12 4HL
Telegraph Hill Industrial Estate	Minster	Kent			CT12 4HL
Minster House	The Lanes	Minster		Ramsgate	CT12 4HN
Minster House	The Lanes	Minster		Ramsgate	CT12 4HN
Abbey Farm	Bedlam Court Lane	Minster	Thanet	Kent	CT12 4HQ
Abbey Farm	Bedlam Ct Ln	Minster	Ramsgate		CT12 4HQ
Abbey Farm	Bedlam Court Lane	Minster		Ramsgate	CT12 4HQ
Wren Cottage	Wayborough Hill	Minster	Ramsgate		CT12 4HR
Wren Cottage	Wayborough Hill	Minster	Ramsgate		CT12 4HR

1 Dellside	Wayborough Hill	Minster	Ramsgate	Kent	CT12 4HR
1 Dellside	Wayborough Hill	Minster	Ramsgate	Kent	CT12 4HR
2 Dellside	Wayborough Hill	Minster	Ramsgate		CT12 4HR
Wayborough House	Dellside	Minster	Ramsgate	Kent	CT12 4HR
Wayborough House	Dellside	Minster	Ramsgate	Kent	CT12 4HR
Wayborough House	Wayborough Hill	Minster	Kent		CT12 4HR
Wayborough House	Wayborough Hill	Minster	Kent		CT12 4HR
Way House	Wayborough Hill	Minster	Ramsgate	Kent	CT12 4HR
Way House	Wayborough Hill	Minster	Ramsgate	Kent	CT12 4HR
Ashenmeade	Dellside	Wayborough Hill	Minster	Kent	CT12 4HR
Ashenmeade	Dellside	Wayborough Hill	Minster	Kent	CT12 4HR
The Annexe, 1 Dellside	Wayborough Hill	Minster		Ramsgate	CT12 4HR
Larksfeld	Way Hill	Minster	Ramsgate	Kent	CT12 4HU
Larksfeld	Way Hill	Minster	Ramsgate	Kent	CT12 4HU
Mill Cottage	Way Hill	Minster	Ramsgate		CT12 4HU
The Mill House	Way Hill	Minster	Ramsgate	Kent	CT12 4HU
The Mill House	Way Hill	Minster	Ramsgate	Kent	CT12 4HU
Telegraph Hill Industrial Estate	Laundry Road			Minster	CT12 4HY
Hoo Farmhouse	147 Monkton Road	Minster		Ramsgate	CT12 4JB
Spratling Court Farm	Spratling Street	Manston	Ramsgate		CT12 5AN
Manston Court	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU
3 Manston Court Cottages	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU
3 Manston Court Cottages	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU
4 Manston Court Cottages	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU
4 Manston Court Cottages	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU
6 Manston Court Cottages	Manston Court Road	Manston	Ramsgate		CT12 5AU
6 Manston Court Cottages	Manston Court Road	Manston	Ramsgate		CT12 5AU
2 Manston Court Cottages	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU
2 Manston Court Cottages	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU
1 Manston Court Cottages	Manston Court Road	Ramsgate	Kent		CT12 5AU
1 Manston Court Cottages	Manston Court Road	Ramsgate	Kent		CT12 5AU
Park Lodge	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU
Park Lodge	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU
5 Manston Court Cottages	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU
5 Manston Court Cottages	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU

Manston Court	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU
Manston Court	Manston Court Road	Manston	Ramsgate	Kent	CT12 5AU
7 The Courtyard	Manston Court Road	Manston	Kent		CT12 5AU
7 The Courtyard	Manston Court Road	Manston	Kent		CT12 5AU
18 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
17 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
17 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
10 Manston Court Road	Manston	Ramsgate			CT12 5AX
10 Manston Court Road	Manston	Ramsgate			CT12 5AX
2 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
2 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
8 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
8 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
9 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
9 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
6 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
12 Manston Court Road	Manston	Ramsgate			CT12 5AX
14 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
7 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
3 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
3 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
16 Manston Court Road	Manston	Ramsgate			CT12 5AX
16 Manston Court Road	Manston	Ramsgate			CT12 5AX
11 Manston Court Road	Manston	Ramsgate			CT12 5AX
1 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
14 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
13 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX

13 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
15 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
15 Manston Court Road	Manston	Ramsgate	Kent		CT12 5AX
1 Manston Court Road	Manston			Ramsgate	CT12 5AX
18 Manston Court Road	Manston			Ramsgate	CT12 5AX
5 Manston Court Road	Manston			Ramsgate	CT12 5AX
12 Manston Court Road	Manston			Ramsgate	CT12 5AX
12 Manston Court Road	Manston			Ramsgate	CT12 5AX
18 Manston Court Road	Manston			Ramsgate	CT12 5AX
18 Manston Court Road	Manston			Ramsgate	CT12 5AX
Blackberry Farm	Manston Road	Manston	Ramsgate		CT12 5AY
Blackberry Farm	Manston Road	Manston	Ramsgate		CT12 5AY
Hangar 1	Kent International Airport	Manston		Ramsgate	CT12 5BL
Bush Farm	High Street	Manston	Ramsgate		CT12 5BQ
Willow Bank	High Street	Manston		Ramsgate	CT12 5BQ
Willow Bank	High Street	Manston		Ramsgate	CT12 5BQ
Willow Bank	High Street	Manston		Ramsgate	CT12 5BQ
Willow Bank	High Street	Manston		Ramsgate	CT12 5BQ
Rowan Cottage	High street	Manston		Ramsgate	CT12 5BQ
5 Pouces Cottages	Minster Road	Manston	Kent		CT12 5BU
5 Pouces Cottages	Minster Road	Manston	Kent		CT12 5BU
8 Pouces Cottages	Manston	Ramsgate	Kent		CT12 5BU
6 Pouces Cottages	Manston	Ramsgate	Kent		CT12 5BU
6 Pouces Cottages	Manston	Ramsgate	Kent		CT12 5BU
1 Pouces Cottages	Spitfire Way	Manston	Kent		CT12 5BU
4 Pouces Cottages	Manston Road	Minster	Ramsgate	Kent	CT12 5BU
4 Pouces Cottages	Manston Road	Minster	Ramsgate	Kent	CT12 5BU
2 Pouces Cottages	Spitfire Way	Manston	Ramsgate		CT12 5BU
2 Pouces Cottages	Spitfire Way	Manston	Ramsgate		CT12 5BU
7 Pouces Cottages	Spitfire Way	Manston	Ramsgate		CT12 5BU
3 Pouces Cottages	Spitfire Way	Manston	Ramsgate		CT12 5BU
3 Pouces Cottages	Spitfire Way	Manston	Ramsgate		CT12 5BU
Unit 4	Spitfire Way			Manston	CT12 5BU
Rose Farm	Spitfire Way	Manston		Ramsgate	CT12 5BU
Alland Grange	Manston	Ramsgate	Kent		CT12 5BX
Alland Grange	Manston	Ramsgate	Kent		CT12 5BX
Alland Grange	Alland Grange Lane	Manston	Ramsgate		CT12 5BX
3 Alland Grange Lane	Manston	Ramsgate	Kent		CT12 5BX
5 Alland Grange Lane	Manston	Ramsgate	Kent		CT12 5BX
Acol Hill Stables	Alland Grange Lane	Manston Minster	Kent		CT12 5BX

4 Alland Grange Lane	Manston	Ramsgate			CT12 5BX
6 Alland Grange Lane	Manston	Ramsgate			CT12 5BX
6 Alland Grange Lane	Manston	Ramsgate			CT12 5BX
8 Alland Grange Lane	Manston			Ramsgate	CT12 5BX
Units 1 And 2	Invicta Way	Manston Park	Manston	Ramsgate	CT12 5DD
Units 1 And 2	Invicta Way	Manston Park	Manston	Ramsgate	CT12 5DD
Manston Road		Ramsgate			CT12 5DF
Manston Road		Ramsgate			CT12 5DF
Manston Road		Ramsgate			CT12 5DF
Manston Road		Ramsgate			CT12 5DF
Manston Road				Ramsgate	CT12 5DF
Manston Road				Ramsgate	CT12 5DF
Manston Road				Ramsgate	CT12 5DF
Manston Road				Ramsgate	CT12 5DF
Thorne Farmhouse	Ramsgate	Kent			CT12 5DS
The Chapel House, Thorne Farmhouse	Ramsgate	Kent			CT12 5DS
Chapel House	Thorne Farm	Minster	Kent		CT12 5DS
Canterbury Road West	Cliffsend			Ramsgate	CT12 5DU
Canterbury Road West	Cliffsend			Ramsgate	CT12 5DU
50 Canterbury Road West	Cliffsend	Ramsgate			CT12 5DU
50 Canterbury Road West	Cliffsend	Ramsgate			CT12 5DU
54 Canterbury Road West	Cliffsend	Ramsgate	Kent		CT12 5DU
54 Canterbury Road West	Cliffsend	Ramsgate	Kent		CT12 5DU
42 Canterbury Road West	Cliffsend	Ramsgate			CT12 5DU
46 Canterbury Road West	Ramsgate	Kent			CT12 5DU
52 Canterbury Road West	Cliffsend	Ramsgate			CT12 5DU
52 Canterbury Road West	Cliffsend	Ramsgate			CT12 5DU
40 Canterbury Road West	Ramsgate Kent				CT12 5DU
48 Canterbury Road West	Ramsgate	Kent			CT12 5DU
48 Canterbury Road West	Ramsgate	Kent			CT12 5DU
40 Canterbury Road West	Ramsgate Kent				CT12 5DU
40 Canterbury Road West	Cliffsend			Ramsgate	CT12 5DU
22 Canterbury Road West	Cliffsend			Ramsgate	CT12 5DU
22 Canterbury Road West	Cliffsend			Ramsgate	CT12 5DU

20 Canterbury Road West	Cliffsend			Ramsgate	CT12 5DU
20 Canterbury Road West	Cliffsend			Ramsgate	CT12 5DU
50 Canterbury Road West	Cliffsend			Ramsgate	CT12 5DU
50 Canterbury Road West	Cliffsend			Ramsgate	CT12 5DU
Sevenscore House	Sevenscore	Ransgate	Kent		CT12 5DW
24 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
7 King Arthur Road	Cliffsend	Ramsgate			CT12 5DX
7 King Arthur Road	Cliffsend	Ramsgate			CT12 5DX
5 King Arthur Road	Ramsgate	Kent			CT12 5DX
Ingestre	King Arthur Road	Cliffsend	Ramsgate	Kent	CT12 5DX
Ingestre	King Arthur Road	Cliffsend	Ramsgate	Kent	CT12 5DX
13 King Arthur Road	Cliffsend	Ramsgate			CT12 5DX
13 King Arthur Road	Cliffsend	Ramsgate			CT12 5DX
Kinross	9 King Arthur Road	Cliffsend	Ramsgate	Kent	CT12 5DX
12 King Arthur Road	Ramsgate	Kent			CT12 5DX
12 King Arthur Road	Ramsgate	Kent			CT12 5DX
17 King Arthur Road	Cliffsend	Ramsgate			CT12 5DX
17 King Arthur Road	Cliffsend	Ramsgate			CT12 5DX
19 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
6 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
6 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
Seacroft	2 King Arthur Road	Ramsgate	Kent		CT12 5DX
Seacroft	2 King Arthur Road	Ramsgate	Kent		CT12 5DX
21 King Arthur Road	Cliffsend	Ramsgate Kent			CT12 5DX
Glenbeigh	21 King Arthur Road	Cliffsend	Ramsgate	Kent	CT12 5DX
28 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
28 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
4 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
4 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
26 King Arthur Road	Cliffsend	Ramsgate			CT12 5DX
26 King Arthur Road	Cliffsend	Ramsgate			CT12 5DX
Highlands	10 King Arthur Road	Cliffsend	Ramsgate	Kent	CT12 5DX
8A King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
3 King Arthur Road	Ramsgate	Kent			CT12 5DX
3 King Arthur Road	Ramsgate	Kent			CT12 5DX
14 King Arthur Road	Cliffsend	Ramsgate			CT12 5DX
14 King Arthur Road	Cliffsend	Ramsgate			CT12 5DX
8 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
8 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
1 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
1 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
16 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX
16 King Arthur Road	Cliffsend	Ramsgate	Kent		CT12 5DX

18 King Arthur Road	Cliffsend	Ramsgate			CT12 5DX
18 King Arthur Road	Cliffsend	Ramsgate			CT12 5DX
24 King Arthur Road	Cliffsend			Ramsgate	CT12 5DX
28 King Arthur Road	Cliffsend			Ramsgate	CT12 5DX
15 King Arthur Road	Cliffsend			Ramsgate	CT12 5DX
15 King Arthur Road	Cliffsend			Ramsgate	CT12 5DX
8A King Arthur Road	Cliffsend			Ramsgate	CT12 5DX
8A King Arthur Road	Cliffsend			Ramsgate	CT12 5DX
13 King Arthur Road	Cliffsend			Ramsgate	CT12 5DX
13 King Arthur Road	Cliffsend			Ramsgate	CT12 5DX
Manna Hutte Service Station	Canterbury Road	Cliffs End	Ramsgate	Kent	CT12 5DY
Manna Hutte Service Station	Canterbury Road	Cliffsend	Ramsgate	Kent	CT12 5DY
5 Canterbury Road	Cliffsend	Ramsgate	Kent		CT12 5DY
5 Canterbury Road	Cliffsend	Ramsgate	Kent		CT12 5DY
7 Canterbury Road West	Cliffsend	Ramsgate			CT12 5DY
7 Canterbury Road West	Cliffsend	Ramsgate			CT12 5DY
44 Canterbury Road West	Cliffsend			Ramsgate	CT12 5DY
18 Canterbury Road West	Cliffsend			Ramsgate	CT12 5DY
16 Canterbury Road West	Cliffsend			Ramsgate	CT12 5DY
14 Canterbury Road West	Cliffsend			Ramsgate	CT12 5DY
14 Canterbury Road West	Cliffsend			Ramsgate	CT12 5DY
Katrina	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
Katrina	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
Bayview	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
Bayview	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
The Bungalow	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
The Bungalow	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
Lamorna	Arundel Road	Cliffsend	Ramsgate		CT12 5DZ
Lamorna	Arundel Road	Cliffsend	Ramsgate		CT12 5DZ
Chez-Nous	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
Chez-Nous	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
White Walls	Arundel Road	Cliffsend	Ramsgate		CT12 5DZ
White Walls	Arundel Road	Cliffsend	Ramsgate		CT12 5DZ
Ronaldsway	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
Billion	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
Billion	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
Miltom	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
Miltom	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
Casa Mia	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
Casa Mia	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
Ohio	Arundel Road	Cliffsend	Ramsgate		CT12 5DZ
Ohio	Arundel Road	Cliffsend	Ramsgate		CT12 5DZ

St Remo	Arundel Road	Cliffsend	Ramsgate	Kent	CT12 5DZ
The Homestead	Arundel Road	Cliffsend	Ramsgate		CT12 5DZ
Nursery House	Arundel Road	Cliffsend	Kent		CT12 5DZ
Nursery House	Arundel Road	Cliffsend	Kent		CT12 5DZ
Bradgate	Arundel Road	Cliffsend	Ramsgate		CT12 5DZ
Bradgate	Arundel Road	Cliffsend	Ramsgate		CT12 5DZ
Nirvana	Arundel Road	Cliffsend	Ramsgate		CT12 5DZ
Nirvana	Arundel Road	Cliffsend	Ramsgate		CT12 5DZ
Serendipity	Arundel Road	Ramsgate			CT12 5DZ
St. Remo	Arundel Road	Cliffsend		Ramsgate	CT12 5DZ
Patrol	Arundel Road	Cliffsend		Ramsgate	CT12 5DZ
Arundel Road		Cliffsend		Ramsgate	CT12 5DZ
1 Canterbury Road West	Cliffsend	Ramsgate	Kent		CT12 5EA
1 Canterbury Road West	Cliffsend			Ramsgate	CT12 5EA
6 Canterbury Road West	Cliffsend			Ramsgate	CT12 5EA
6 Canterbury Road West	Cliffsend			Ramsgate	CT12 5EA
10 Canterbury Road West				Ramsgate	CT12 5EA
10 Canterbury Road West				Ramsgate	CT12 5EA
8 Canterbury Road West				Ramsgate	CT12 5EA
1A Canterbury Road	Cliffsend			Ramsgate	CT12 5EA
Channel View	Windsor Road	Ramsgate			CT12 5EB
Channel View	Windsor Road	Ramsgate			CT12 5EB
Cedar Top	Windsor Road	Cliffsend	Ramsgate	Kent	CT12 5EB
Cedar Top	Windsor Road	Cliffsend	Ramsgate	Kent	CT12 5EB
Park Villa	Windsor Road	Cliffsend	Ramsgate		CT12 5EB
Park Villa	Windsor Road	Cliffsend	Ramsgate		CT12 5EB
Bay View	Windsor Road	Cliffsend	Ramsgate	Kent	CT12 5EB
Bay View	Windsor Road	Cliffsend	Ramsgate	Kent	CT12 5EB
1 Mansfield Villas	Windsor Road	Cliffsend	Ramsgate	Kent	CT12 5EB
2 Mansfield Villas	Windsor Road	Cliffsend	Ramsgate	Kent	CT12 5EB
2 Mansfield Villas	Windsor Road	Cliffsend	Ramsgate	Kent	CT12 5EB
Martrice	Windsor Road	Cliffsend	Ramsgate	Kent	CT12 5EB
Martrice	Windsor Road	Cliffsend	Ramsgate	Kent	CT12 5EB
Cedar Top	Windsor Road	Cliffsend	Ramsgate		CT12 5EB
Cedar Top	Windsor Road	Cliffsend	Ramsgate		CT12 5EB
Cliff House	Cliff View Road	Cliffsend		Ramsgate	CT12 5ED
Cliff House	Cliff View Road	Cliffsend		Ramsgate	CT12 5ED
5 Cliff View Road	Cliffsend			Ramsgate	CT12 5ED
5 Cliff View Road	Cliffsend			Ramsgate	CT12 5ED
7 Cliff View Road	Cliffsend			Ramsgate	CT12 5ED
11 Cliff View Road	Cliffsend			Ramsgate	CT12 5ED
7 Cliff View Road	Cliffsend			Ramsgate	CT12 5ED
9 Cliff View Road	Cliffsend			Ramsgate	CT12 5ED

11 Cliff View Road	Cliffsend			Ramsgate	CT12 5ED
4 Cliff View Road	Cliffsend			Ramsgate	CT12 5ED
37 Cliff View Road	Cliffsend	Ramsgate	Kent		CT12 5EE
37 Cliff View Road	Cliffsend	Ramsgate	Kent		CT12 5EE
Seacot	31 Cliff View Road	Cliffsend	Ramsgate	Kent	CT12 5EE
33 Cliff View Road	Cliffsend	Ramsgate	Kent		CT12 5EE
33 Cliff View Road	Cliffsend	Ramsgate	Kent		CT12 5EE
35 Cliff View Road	Cliffsend	Ramsgate	Kent		CT12 5EE
35 Cliff View Road	Cliffsend	Ramsgate	Kent		CT12 5EE
39 Cliff View Road	Cliffsend	Ramsgate			CT12 5EE
39 Cliff View Road	Cliffsend	Ramsgate			CT12 5EE
41 Cliff View Road	Cliffsend	Ramsgate			CT12 5EE
41 Cliff View Road	Cliffsend	Ramsgate			CT12 5EE
17 Clive Road	Cliffsend	Ramsgate	Kent		CT12 5EG
18 Clive Road	Cliffsend			Ramsgate	CT12 5EG
16 Clive Road	Cliffsend			Ramsgate	CT12 5EG
16 Clive Road	Cliffsend			Ramsgate	CT12 5EG
14 Clive Road	Cliffsend			Ramsgate	CT12 5EG
24 Clive Road	Cliffsend			Ramsgate	CT12 5EG
24 Clive Road	Cliffsend			Ramsgate	CT12 5EG
15 Clive Road	Cliffsend			Ramsgate	CT12 5EG
22 Clive Road	Cliffsend			Ramsgate	CT12 5EG
22 Clive Road	Cliffsend			Ramsgate	CT12 5EG
11 Clive Road	Cliffsend			Ramsgate	CT12 5EG
24A Clive Road	Cliffsend			Ramsgate	CT12 5EG
24A Clive Road	Cliffsend			Ramsgate	CT12 5EG
26 Clive Road	Cliffsend			Ramsgate	CT12 5EG
7 Clive Road	Cliffsend			Ramsgate	CT12 5EG
7 Clive Road	Cliffsend			Ramsgate	CT12 5EG
20 Clive Road	Cliffsend			Ramsgate	CT12 5EG
20 Clive Road	Cliffsend			Ramsgate	CT12 5EG
9 Clive Road	Cliffsend			Ramsgate	CT12 5EG
3 Sea View Road	Cliffsend			Ramsgate	CT12 5EH
3 Sea View Road	Cliffsend			Ramsgate	CT12 5EH
2 Foads Hill	Cliffsend			Ramsgate	CT12 5EL
3 Foads Hill	Cliffsend			Ramsgate	CT12 5EL
3 Foads Hill	Cliffsend			Ramsgate	CT12 5EL
5 Foads Hill	Cliffsend			Ramsgate	CT12 5EL
7 Foads Hill	Cliffsend			Ramsgate	CT12 5EL
7 Foads Hill	Cliffsend			Ramsgate	CT12 5EL
5 Foads Hill	Cliffsend			Ramsgate	CT12 5EL
5 Foads Hill	Cliffsend			Ramsgate	CT12 5EL
4 Foads Hill	Cliffsend			Ramsgate	CT12 5EL
Restharrow	4 Foads Hill	Cliffsend		Ramsgate	CT12 5EL
8 Clive Road	Cliffsend			Ramsgate	CT12 5EQ
Watkins House	Leigh Road	Haine Industrial Park	Ramsgate		CT12 5EU
52 Foads Hill	Cliffsend	Ramsgate	Kent		CT12 5EW
52 Foads Hill	Cliffsend	Ramsgate	Kent		CT12 5EW
50 Foads Hill	Cliffsend	Ramsgate	Kent		CT12 5EW

50 Foads Hill	Cliffsend	Ramsgate	Kent		CT12 5EW
61 Foads Hill	Cliffsend	Ramsgate	Kent		CT12 5EW
61 Foads Hill	Cliffsend	Ramsgate	Kent		CT12 5EW
63 Foads Hill	Cliffsend	Ramsgate	Kent		CT12 5EW
63 Foads Hill	Cliffsend	Ramsgate	Kent		CT12 5EW
54 Foads Hill	Cliffsend	Ramsgate	Kent		CT12 5EW
56 Foads Hill	Cliffsend			Ramsgate	CT12 5EW
56 Foads Hill	Cliffsend			Ramsgate	CT12 5EW
58 Foads Hill	Cliffsend			Ramsgate	CT12 5EW
58 Foads Hill	Cliffsend			Ramsgate	CT12 5EW
57 Foads Hill	Cliffsend			Ramsgate	CT12 5EW
55 Foads Hill	Cliffsend			Ramsgate	CT12 5EW
55 Foads Hill	Cliffsend			Ramsgate	CT12 5EW
59 Foads Hill	Cliffsend			Ramsgate	CT12 5EW
59 Foads Hill	Cliffsend			Ramsgate	CT12 5EW
The Corn Store	The Courtyard	Manston Court Road	Manston	Ramsgate	CT12 5EY
The Corn Store	The Courtyard	Manston Court Road	Manston	Ramsgate	CT12 5EY
The Mill 6 The Courtyard	Manston Court Road	Manston	Kent		CT12 5EY
Barn Corner	5 The Courtyard	Manston Court Road	Manston	Ramsgate	CT12 5EY
Barn Corner	5 The Courtyard	Manston Court Road	Manston	Ramsgate	CT12 5EY
Unit 4	The Livery	The Courtyard	Manston Court Road	Manston	CT12 5EY
Unit 3	The Coach House	Manston Court Road	Manston	Kent	CT12 5EY
Unit 3	The Coach House	Manston Court Road	Manston	Kent	CT12 5EY
4 The Courtyard	Manston Court Road	Manston		Ramsgate	CT12 5EY
4 The Courtyard	Manston Court Road	Manston		Ramsgate	CT12 5EY
The Granary, 1 The Courtyard	Manston Court Road	Manston		Ramsgate	CT12 5EY
The Granary, 1 The Courtyard	Manston Court Road	Manston		Ramsgate	CT12 5EY
1 Rowes Yard	Ground Floor Office B	Manston Business Park		Manston	CT12 5FA
10 Rowes Yard	Manston Park			Ramsgate	CT12 5FA
14 Rowes Yard	Manston Park			Ramsgate	CT12 5FA
17 Rowes Yard	Manston Park			Ramsgate	CT12 5FA
Invicta Way	Manston Park			Ramsgate	CT12 5FD
10 Invicta Way		Manston Park	Ramsgate		CT12 5FD
Unit 21, The Oaks	Manston Business Park	Ramsgate	Kent		CT12 5FD
Unit 1	Invicta Way	Manston Park		Ramsgate	CT12 5FD
Unit 6	Invicta Way	Manston Park	Ramsgate		CT12 5FD
Unit 6	Invicta Way	Manston Park	Ramsgate		CT12 5FD

Unit	13 The Oaks	Manston Business Park	Invicta Way	Ramsgate	CT12 5FD
19 The Oaks	Manston Business Park	Invicta Way	Ramsgate		CT12 5FD
Unit 8	Invicta Way	Manston Park		Ramsgate	CT12 5FD
Invicta Way	Manston Park			Ramsgate	CT12 5FD
Invicta Way	Manston Park			Ramsgate	CT12 5FD
Merlin House	Merlin Way	Manston		Ramsgate	CT12 5FE
Hangar 10	Spitfire Way	Manston		Ramsgate	CT12 5FF
Unit 9, The Oaks	Manston Business Park			Ramsgate	CT12 5FN
95 The Oaks	Ramsgate				CT12 5FN
Unit	11 The Oaks	Ramsgate			CT12 5FN
Unit	11 The Oaks	Ramsgate			CT12 5FN
23 The Oaks	Manston Park	Ramsgate			CT12 5FN
47 The Oaks	Manston Park	Ramsgate			CT12 5FN
47 The Oaks	Manston Park	Ramsgate			CT12 5FN
Unit 30 The Oaks	Manston Park			Ramsgate	CT12 5FN
Unit 31 The Oaks	Manston Park			Ramsgate	CT12 5FN
Unit 73 The Oaks	Manston Business Park	Invicta Way	Ramsgate		CT12 5FS
47 Sandwich Road	Cliffsend	Ramsgate	Kent		CT12 5HY
47 Sandwich Road	Cliffsend	Ramsgate	Kent		CT12 5HY
45 Sandwich Road	Cliffsend	Ramsgate	Kent		CT12 5HY
45 Sandwich Road	Cliffsend			Ramsgate	CT12 5HY
43 Sandwich Road	Cliffsend	Ramsgate	Kent		CT12 5HY
43 Sandwich Road	Cliffsend	Ramsgate	Kent		CT12 5HY
47A Sandwich Road	Cliffsend	Ramsgate			CT12 5HY
47A Sandwich Road	Cliffsend	Ramsgate			CT12 5HY
24 Meverall Avenue	Cliffsend	Ramsgate	Kent		CT12 5JE
24 Meverall Avenue	Cliffsend	Ramsgate	Kent		CT12 5JE
2 Meverall Avenue	Ramsgate	Kent			CT12 5JE
18 Meverall Avenue	Cliffsend	Ramsgate	Kent		CT12 5JE
10 Meverall Avenue	Cliffsend	Ramsgate	Kent		CT12 5JE
10 Meverall Avenue	Cliffsend	Ramsgate	Kent		CT12 5JE
16 Meverall Avenue	Ramsgate	Kent			CT12 5JE
16 Meverall Avenue	Ramsgate	Kent			CT12 5JE
8 Meverall Avenue	Cliffsend	Ramsgate			CT12 5JE
8 Meverall Avenue	Cliffsend	Ramsgate			CT12 5JE
14 Meverall Avenue	Ramsgate	Kent			CT12 5JE
12 Meverall Avenue	Cliffsend	Ramsgate	Kent		CT12 5JE
12 Meverall Avenue	Cliffsend	Ramsgate	Kent		CT12 5JE
6 Merverall Avenue	Cliffsend	Ramsgate	Kent		CT12 5JE
22 Meverall Avenue	Ramsgate	Kent			CT12 5JE
20 Meverall Avenue	Cliffsend	Ramsgate			CT12 5JE
20 Meverall Avenue	Cliffsend	Ramsgate			CT12 5JE
22 Meverall Avenue				Ramsgate	CT12 5JE
4 Meverall Avenue	Cliffsend			Ramsgate	CT12 5JE
4 Meverall Avenue	Cliffsend			Ramsgate	CT12 5JE
20 Meverall Avenue	Cliffsend			Ramsgate	CT12 5JE

20 Meverall Avenue	Cliffsend			Ramsgate	CT12 5JE
Sunnymede	19 Mount Green Avenue	Cliffsend	Ramsgate	Kent	CT12 5JF
Sunnymede	19 Mount Green Avenue	Cliffsend	Ramsgate	Kent	CT12 5JF
St. Augustines Lodge	Mount Green Avenue	Cliffsend		Ramsgate	CT12 5JF
19 Mount Green Avenue	Cliffsend			Ramsgate	CT12 5JF
19 Mount Green Avenue	Cliffsend			Ramsgate	CT12 5JF
26 Mount Green Avenue	Cliffsend			Ramsgate	CT12 5JF
22 Mount Green Avenue	Cliffsend			Ramsgate	CT12 5JF
22 Mount Green Avenue	Cliffsend			Ramsgate	CT12 5JF
Cliffsend Farm	Cliffsend Road	Cliffsend	Ramsgate	Kent	CT12 5JG
3 Cliffsend Farm Cottages	Cliffsend Road	Cliffsend		Ramsgate	CT12 5JG
3 Cliffsend Farm Cottages	Cliffsend Road	Cliffsend		Ramsgate	CT12 5JG
1 Cliffsend Farm Cottages	Cliffsend Road	Cliffsend		Ramsgate	CT12 5JG
1 Cliffsend Farm Cottages	Cliffsend Road	Cliffsend		Ramsgate	CT12 5JG
2 Cliffsend Farm Cottages	Cliffsend Road	Cliffsend		Ramsgate	CT12 5JG
2 Cliffsend Farm Cottages	Cliffsend Road	Cliffsend		Ramsgate	CT12 5JG
The Lighthouse	2 Ash Court	Cliffsend	Ramsgate		CT12 5JZ
39 Beech Grove	Cliffsend	Ramsgate			CT12 5LD
39 Beech Grove	Cliffsend	Ramsgate			CT12 5LD
27 Earlsmead Crescent	Cliffsend	Ramsgate	Kent		CT12 5LQ
7 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
19 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
2 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
2 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
11 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
10 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
10 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
12 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
14 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
1 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
3 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
3 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
17 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
17 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
5 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
5 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
8 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU

9 Musgrave Close	Manston	Ramsgate			CT12 5LU
9 Musgrave Close	Manston	Ramsgate			CT12 5LU
4 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
4 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
18 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
18 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
16 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
6 Musgrave Close	Manston	Ramsgate	Kent		CT12 5LU
12 Musgrave Close	Manston			Ramsgate	CT12 5LU
9 Tollemache Close	Manston	Kent			CT12 5LX
9 Tollemache Close	Manston	Kent			CT12 5LX
1 Tollemache Close	Manston	Ramsgate	Kent		CT12 5LX
8 Tollemache Close	Manston	Ramsgate	Kent		CT12 5LX
2 Tollemache Close	Manston	Ramsgate	Kent		CT12 5LX
3 Tollemache Close	Manston	Ramsgate	Kent		CT12 5LX
3 Tollemache Close	Manston	Ramsgate	Kent		CT12 5LX
4 Tollemache Close	Manston	Ramsgate	Kent		CT12 5LX
4 Tollemache Close	Manston	Ramsgate	Kent		CT12 5LX
5 Tollemache Close	Manston	Ramsgate			CT12 5LX
5 Tollemache Close	Manston	Ramsgate			CT12 5LX
6 Tollemache Close	Manston			Ramsgate	CT12 5LX
6 Tollemache Close	Manston			Ramsgate	CT12 5LX
6 Tollemache Close		Manston		Ramsgate	CT12 5LX
7 Tollemache Close		Manston		Ramsgate	CT12 5LX
2 Esmonde Drive	Manston	Kent			CT12 5LY
1 Esmonde Drive	Manston	Ramsgate	Kent		CT12 5LY
1 Esmonde Drive	Manston	Ramsgate	Kent		CT12 5LY
11 Esmonde Drive	Manston	Kent			CT12 5LY
14 Esmonde Drive	Manston	Ramsgate			CT12 5LY
14 Esmonde Drive	Manston	Ramsgate			CT12 5LY
5 Esmonde Drive	Manston	Ramsgate	Kent		CT12 5LY
16 Esmonde Drive	Manston	Kent			CT12 5LY
4 Esmonde Drive	Manston	Ramsgate	Kent		CT12 5LY
4 Esmonde Drive	Manston	Ramsgate	Kent		CT12 5LY
8 Esmonde Drive	Manston	Ramsgate	Kent		CT12 5LY
8 Esmonde Drive	Manston	Ramsgate	Kent		CT12 5LY
7 Esmonde Drive	Manston	Kent			CT12 5LY
7 Esmonde Drive	Manston	Kent			CT12 5LY
17 Esmonde Drive	Manston	Kent			CT12 5LY
17 Esmonde Drive	Manston	Kent			CT12 5LY
15 Esmonde Drive	Manston	Ramsgate	Kent		CT12 5LY
3 Esmonde Drive	Manston	Ramsgate	Kent		CT12 5LY
9 Esmonde Drive	Manston	Ramsgate	Kent		CT12 5LY
12 Esmonde Drive	Manston	Ramsgate			CT12 5LY
17 Esmonde Drive				Manston	CT12 5LY
15 Esmonde Drive	Manston			Ramsgate	CT12 5LY
15 Esmonde Drive	Manston			Ramsgate	CT12 5LY
6 Esmonde Drive		Manston		Ramsgate	CT12 5LY
5 Esmonde Drive	Manston		Ramsgate	Kent	CT12 5LY

5 Esmonde Drive	Manston		Ramsgate	Kent	CT12 5LY
16 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
6 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
11 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
14 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
14 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
17 Beamont Close	Manston	Ramsgate			CT12 5LZ
1 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
1 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
8 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
8 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
10 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
10 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
9 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
9 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
5 Beamont Close	Manston	Ramsgate			CT12 5LZ
15 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
15 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
4 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
4 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
7 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
7 Beamont Close	Manston	Ramsgate	Kent		CT12 5LZ
3 Beamont Close	Manston	Ramsgate			CT12 5LZ
3 Beamont Close	Manston	Ramsgate			CT12 5LZ
16 Beamont Close	Manston			Ramsgate	CT12 5LZ
2 Beamont Close	Manston			Ramsgate	CT12 5LZ
12 Beamont Close	Manston			Ramsgate	CT12 5LZ
12 Beamont Close	Manston			Ramsgate	CT12 5LZ
7 Beamont Close	Manston			Ramsgate	CT12 5LZ
7 Beamont Close	Manston			Ramsgate	CT12 5LZ

5 Bell Davies Drive	Manston	Ramsgate			CT12 5NA
2 Cliffs View Road	Cliffsend			Ramsgate	CT12 5ZD
30 St James Avenue	Ramsgate	Kent			CT12 6DT
68 Stirling Way	Ramsgate				CT12 6NF
	68 Stirling Way		Ramsgate	Kent	CT12 6NF
16 Cherry Tree Gardens	Ramsgate				CT12 6QS
Newlands Farm	Ramsgate	Kent			CT12 6RH
1 Northwood Road				Ramsgate	CT12 6RR
424 Margate Road	Ramsgate				CT12 6SJ
424 Margate Road	Westwood	Ramsgate			CT12 6SR
235 Margate Road	Ramsgate				CT12 6TA
3 Ramsay House	Halliday Drive	Cavalry Barracks		Walmer	CT12 7AX
Eastry House	High Street	Eastry	Sandwich		CT13 0HE
Eastry House	High Street	Eastry	Sandwich		CT13 0HE
Forge Cottage	Drainless Road	Woodnesborough	Sandwich	Kent	CT13 0PS
6 King Street				Sandwich	CT13 9BY
Office 20, Second Floor	Innovation House	Ramsgate Road		Sandwich	CT13 9FF
Ingleside	London Road	Sholden	Deal		CT14 0AD
Aldervai Grange	Cottington Court	Sandwich Road	Sholden	Deal	CT14 0AR
Maritime	Hawksdown	Walmer		Deal	CT14 7PN
Maritime	Hawksdown	Walmer		Deal	CT14 7PN
Charlton House	Dour Street	Dover			CT16 1BL
5 Cannon Street				Dover	CT16 1BY
55 Leybourne Road	Dover				CT16 7SL
Bank Chambers	Canterbury Road	Lyminge		Folkestone	CT18 8HU
Alexander Court	Mill Road	Sturry	Canterbury	Kent	CT2 0AD
Sweech Farm	Broad Oak	Sturry	Canterbury		CT2 0RA
Sweech Farm	Herne Bay Road	Canterbury	Kent		CT2 0SF
3 Otham Close	Canterbury	Kent			CT2 7QX
3 Otham Close	Canterbury				CT2 7QX
12 Copthall Gardens	Folkestone			Kent	CT20 1HF
41 High Street	Wingham	Canterbury	Kent		CT3 1AB
Stourhaven	School Lane	Stourmouth	Canterbury		CT3 1JA
Wellhead House	Watercross Lane	Wingham Well	Canterbury	Kent	CT3 1NS
The Oast House	Ash			Canterbury	CT3 2AP
The Oast House	Ash			Canterbury	CT3 2AP
22 Island Road	Upstreet	Canterbury			CT3 4DA
The Haven	Church Lane	Chislet	Kent		CT3 4EB
Little Swallows	Beech Hill	Bridge	Canterbury		CT4 5AU
Little Swallows	Beech Hill	Bridge	Canterbury		CT4 5AU

Sarness Farm	Waltham Road	Waltham	Canterbury	Kent	CT4 5SA
11 Riverside Cottages	Riverside	Chartham		Canterbury	CT4 7JR
139A Tankerton Road	Whitstable				CT5 2AW
1 Summer Court	Whitstable	Kent			CT5 2LS
1 Glenside	Whitstable				CT5 3DT
11 The Leas	Chestfield		Whitstable		CT5 3QQ
11 The Leas	Chestfield		Whitstable		CT5 3QQ
99 Canterbury Road				Whitstable	CT5 4HG
99 Canterbury Road				Whitstable	CT5 4HG
59 Saddleton Road	Whitstable				CT5 4JJ
149-151 Mortimer Street	Herne Bay				CT6 5HA
37 Beacon Hill	Herne Bay				CT6 6JP
1 Goldfinch Close				Herne Bay	CT6 7DB
1A Quex View Road	Birchington				CT7 0DZ
1 Quex View Road				Birchington	CT7 0DZ
14 Sherwood Road	Birchington				CT7 0EJ
Monkton Road Farm	Seamark Road	Brooksend	Birchington	Kent	CT7 0JL
Flat D	Sarre Court	Sarre	Birchington		CT7 0LA
Cedar House	Old Road	Sarre	Birchington		CT7 0LB
Cedar House	Old Road	Sarre	Birchington		CT7 0LB
Monckton Road Farm	Seamark Road	Brooksend	Birchington		CT7 0LJ
Monckton Road Farm	Seamark Road	Brooksend	Birchington		CT7 0LJ
Nether Hale Farm				Birchington	CT7 0LX
Nether Hale Farm				Birchington	CT7 0LX
4 Upper Hale Court	Canterbury Road	St Nicholas At Wade	Birchington	Kent	CT7 0LY
4 Upper Hale Court	Canterbury Road	St Nicholas At Wade	Birchington	Kent	CT7 0LY
Wendycot	Canterbury Road	St. Nicholas At Wade		Birchington	CT7 0PG
The Brick Barn	Court Road			St Nicholas At Wade	CT7 0PT
1 Chapel Yard	Downbarton Road	St Nicholas At Wade	Kent		CT7 0PZ
1 Chapel Yard	Downbarton Road	St Nicholas At Wade	Birchington	Kent	CT7 0PZ

Down Barton Farm	Down Barton Road	St. Nicholas At Wade		Birchington	CT7 0QQ
114 Alpha Road				Birchington	CT7 9EA
3 Colemans Stairs Road				Birchington	CT7 9HJ
3 Devon Gardens				Birchington	CT7 9SR
Sanz	Manston Road	Margate	Kent		CT9 4LT
Sanz	Manston Road	Margate	Kent		CT9 4LT
Crown Chambers	Broad Street	Margate			CT9 1BN
95-97 High Street	Margate				CT9 1JT
PO Box 9, Cecil Street		Margate			CT9 1XZ
274 Northdown Road				Margate	CT9 2PT
11 Madeira Road	Cliftonville	Margate			CT9 2QH
7 Rutland Gardens	Cliftonville	Margate			CT9 3AY
403 Northdown Road	Cliftonville	Margate	Kent		CT9 3PF
Updown Farmhouse	Updown	Margate	Kent		CT9 4DT
Unit 17 Westwood Business Park	Strasbourg Street			Margate	CT9 4JJ
2 Chalkhole Cottages	Flete Road			Margate	CT9 4LL
Manston Road	Margate	Kent			CT9 4LT
Lion Rock Cottage	Manston Road	Margate			CT9 4LT
Lion Rock Cottage	Manston Road	Margate			CT9 4LT
The Coach House	Manston Road	Margate	Kent		CT9 4LT
The Coach House	Manston Road	Margate	Kent		CT9 4LT
Steinkerque	Manston Road	Minster	Kent		CT9 4LT
Shanklin	Manston Road	Margate	Kent		CT9 4LT
The Chippings	Manston Road	Margate	Kent		CT9 4LT
Northcote	Manston Road	Margate	Kent		CT9 4LT
Rosemary	Manston Road	Margate	Kent		CT9 4LT
Rosemary	Manston Road	Margate	Kent		CT9 4LT
Plain View	Manston Road	Margate	Kent		CT9 4LT
Plain View	Manston Road	Margate	Kent		CT9 4LT
Per Ardua	Manston Road	Margate	Kent		CT9 4LT
Per Ardua	Manston Road	Margate	Kent		CT9 4LT
Fairways	Manston Road	Margate			CT9 4LT
Penelope	Manston Road	Margate	Kent		CT9 4LT
Penelope	Manston Road	Margate	Kent		CT9 4LT
Nieulands	Manston Road	Margate	Kent		CT9 4LT

Dromeside	Manston Road	Margate	Kent		CT9 4LT
Glenstone	Manston Road	Margate	Kent		CT9 4LT
Dromeside	Manston Road	Margate	Kent		CT9 4LT
Manston Lodge	Manston Road			Margate	CT9 4LT
158 Westbrook Avenue	Margate				CT9 5HN
Royal Sea Bathing	Canterbury Road			Margate	CT9 5NT
PO Box 9				Coventry	CV1 5QN
Oakfield House	Harry Weston Road		Coventry	West Midlands	CV3 2TQ
Saint-Gobain House	Binley Business Park	Coventry			CV3 2TT
Cotton Court	Middlewich Road	Holmes Chapel	Crewe		CW4 7ET
38 Lewis Road	Istead Rise			Gravesend	DA13 9JG
25 Partridge Road	Sidcup			Sidcup	DA14 6RS
4th Floor	Lloyds Chambers	1 Portsoken Street		London	E1 8LW
1 Churchill Place				London	E14 5HP
8 Canada Square				London	E14 5HQ
25 Canada Square				London	E14 5LQ
25 Canada Square				London	E14 5LQ
3 Kildare Walk	Poplar			London	E14 7DB
Dockmasters House	1 Hertsmere Road			London	E14 8JJ
Suite C, Third Floor	3 Harbour Exchange Square			London	E14 9GE
150 Aldersgate Street				London	EC1A 4AB
BT Centre	81 Newgate Street			London	EC1A 7AJ
BT Centre	81 Newgate Street			London	EC1A 7AJ
Colt House	20 Great Eastern Street			London	EC2A 3EH
7th Floor Dashwood House	69 Old Broad Street			London	EC2M 1QS
135 Bishopsgate				London	EC2M 3UR
5th Floor	110 Bishopsgate			London	EC2N 4AY
One	Coleman Street			London	EC2R 5AA
80 Cheapside				London	EC2V 6EE
Fifth Floor	100 Wood Street	London			EC2V 7EX
25 Gresham Street				London	EC2V 7HN
25 Gresham Street				London	EC2V 7HN
140 London Wall				London	EC2Y 5DN
4th Floor	40 Duke Place			London	EC3A 7NH

6th Floor	60 Gracechurch Street			London	EC3V 0HR
60 Gracechurch Street				London	EC3V 0HR
Hill House	1 Little New Street			London	EC4A 3TR
One New Ludgate, 9th Floor	60 Ludgate Hill			London	EC4M 7AW
3rd Floor, Paternoster House	65 St. Paul's Churchyard			London	EC4M 8AB
Bow Bells House	1 Bread Street			London	EC4M 9BE
Sixth Floor	110 Cannon Street			London	EC4N 6EU
Vintners Place	68 Upper Thames Street			London	EC4V 3BJ
C/O 65 Carter Lane	London				EC4V 5HF
65 Carter Lane				London	EC4V 5HF
First Floor	1 Tudor Street	London			EC4Y 0AH
The Mound				Edinburgh	EH1 1YZ
30 Lothian Road				Edinburgh	EH1 2DH
36 St. Andrew Square	Edinburgh				EH2 2YB
Henry Duncan House	118-124 George Street			Edinburgh	EH2 4LH
5-7 Lonehead Drive				Newbridge	EH28 8TG
50 Lothian Road	Festival Square			Edinburgh	EH3 9WJ
Festival Square			Edinburgh		EH3 9WJ
2b Highstone House	165 High Street		Barnet		EN5 5SU
167 Turners Hil	Cheshunt			Hertfordshire	EN8 9BH
FitzRoy Road				Exeter	EX1 3PB
Westcott Park	Westcott	Cullompton			EX15 1SA
Westcott Park	Westcott	Cullompton			EX15 1SA
30 St. Vincent Place			Glasgow	Lanarkshire	G1 2HL
17 Blythswood Square				Glasgow	G2 4AD
Scottishpower House	320 St. Vincent Street			Glasgow	G2 5AD
Scottishpower House	320 St. Vincent Street			Glasgow	G2 5AD
3 Cadogan Street			Glasgow	Lanarkshire	G2 6QE
3 Cadogan Street			Glasgow	Lanarkshire	G2 6QE
International House	Stanley Boulevard	Hamilton Intl Technology Park	Blantyre	Glasgow	G72 0BN
International House	Stanley Boulevard	Hamilton Intl Technology Park	Blantyre	Glasgow	G72 0BN

Ochil House	10 Technology Avenue	Hamilton International Technology Park		Blantyre	G72 0HT
Springwood	7 Guildown Avenue	Guildford	Surrey		GU2 4HA
Admiral House	Harlington Way	Fleet	Hampshire		GU51 4YA
Redwood House	St Julians Avenue	St Peter Port			GY1 1WA
PO Box 141	La Tonnelle House	Les Banques		St Sampson	GY1 3HS
202 Northolt Road				South Harrow	HA2 0EX
Russell House	140 High Street	Edgware			HA8 7LW
6 Anglo Office Park	67 White Lion Road			Amersham	HP7 9FB
Trinity Road				Halifax	HX1 2RG
Sterling House	Langston Road	Loughton		Essex	IG10 3FA
153 Princes Street				Ipswich	IP1 1QJ
Unit 23	Woolpit Business Park	Windmill Avenue	Woolpit	Bury St. Edmunds	IP30 9UP
c/o Company Secretary	Energy House Woolpit Business Park	Windmill Avenue		Bury St. Edmunds	IP30 9UP
c/o Company Secretary	Energy House Woolpit Business Park	Windmill Avenue		Bury St. Edmunds	IP30 9UP
c/o Company Secretary	Energy House Woolpit Business Park	Windmill Avenue	Woolpit	Bury St. Edmunds	IP30 9UP
Energy House	Woolpit Business Park	Woolpit		Bury St. Edmunds	IP30 9UP
Energy House	Woolpit Business Park	Woolpit		Bury St. Edmunds	IP30 9UP
Liberte House	19-23 La Motte Street	St Helier	Jersey		JE2 4SY
Liberte House	19-23 La Motte Street	St Helier	Jersey		JE2 4SY
14 Thames Avenue	Penton Park	Chertsey	Surrey		KT16 8QW
1st Floor, Bluebird House	Mole Business Park	Randalls Road		Leatherhead	KT22 7BA
1st Floor, Bluebird House	Mole Business Park	Randalls Road		Leatherhead	KT22 7BA
1st Floor, Bluebird House	Mole Business Park			Leatherhead	KT22 7BA
1st Floor Bluebird House	Mole Business Park			Leatherhead	KT22 7BA
1st Floor Bluebird House	Mole Business Park			Leatherhead	KT22 7BA
1st Floor Bluebird House	Mole Business Park			Leatherhead	KT22 7BA
Unit 22	Mole Business Park	Randalls Road		Leatherhead	KT22 7BA

11-13 Pacific Chambers	Victoria Street			Liverpool	L2 5QQ
26 Northcote Road				Leicester	LE2 3FH
Barratt House	Cartwright Way	Forest Business Park	Bardon Hill	Coalville	LE67 1UF
1100 Century Way	Thorpe Park			Leeds	LS15 8TU
2200 Century Way	Thorpe Park			Leeds	LS15 8ZB
2200 Century Way	Thorpe Park			Leeds	LS15 8ZB
Houghton Hall Business Park	Whitbread Court	Porz Avenue		Dunstable	LU5 5XE
Eversheds House	70 Great Bridgewater Street			Manchester	M1 5ES
Eversheds House	70 Great Bridgewater Street			Manchester	M1 5ES
1 Angel Square	Manchester				M60 0AG
P.O. Box 101	1 Balloon Street			Manchester	M60 4EP
Box 22	Medway Bridge Marina	Manor Lane	Rochester		ME1 3HS
County Hall	Maidstone	Kent			ME14 1XQ
Room S3.21	Sessions House	County Road		Maidstone	ME14 1XQ
County Hall				Maidstone	ME14 1XQ
Thurnham Court	Thurnham Lane	Bearsted	Maidstone	Kent	ME14 3LG
Mundella	Church Lane	Harrietsham		Maidstone	ME17 1BA
Mundella	Church Lane	Harrietsham		Maidstone	ME17 1BA
Mundella	Church Lane	Harrietsham		Maidstone	ME17 1BA
Mundella	Church Lane	Harrietsham		Maidstone	ME17 1BA
Mundella	Church Lane	Harrietsham		Maidstone	ME17 1BA
4 Reservoir Cottages	Barn Meadow	Upper Halling	Rochester		ME2 1JY
4 Reservoir Cottages	Barn Meadow	Upper Halling	Rochester		ME2 1JY
Unit 1B	Cobalt House	Centre Court	Sir Thomas Longley Road	Strood	ME2 4BQ
Reliance House	Sun Pier	Medway Street		Chatham	ME4 4ET
Reliance House	Sun Pier	Chatham			ME4 4ET
Reliance House	Sun Pier			Chatham	ME4 4ET
1-3 Manor Road				Chatham	ME4 6AE
South East Water Limited, Rocfort Road				Snodland	ME6 5AH
17 Balmoral Road	Gillingham	Kent			ME7 4PY
17 Balmoral Road	Gillingham	Kent			ME7 4PY
20-22 Wenlock Road				London	N1 7GU

Solar House	282 Chase Road			London	N14 6NZ
11-59 High Road	East Finchley	London			N2 8AW
24 Lyndhurst Gardens	London				N3 1TB
Gable House	239 Regents Park Road	London			N3 3LF
Portland House	New Bridge Street	Newcastle Upon Tyne			NE1 8AL
Jubilee House	Gosforth	Newcastle Upon Tyne			NE3 4PL
Nottingham House	Huntingdon Court	3 Fulforth Street		Nottingham	NG1 3DL
Wales & West House	Spooner Close	Coedkernew		Newport	NP10 8FZ
The Hall	Church Street	Horsford		Norwich	NR10 3DB
1 Eversholt Street				London	NW1 2DN
1 Eversholt Street				London	NW1 2DN
2 Triton Square	Regents Place	London			NW1 3AN
New Burlington House 1075 Finchley Road	London				NW11 0PU
1st Floor Block B	Western House	Peterborough Business Park	Lynch Wood	Peterborough	PE2 6FZ
1st Floor Block B Western House	Peterborough Business Park	Lynch Wood		Peterborough	PE2 6FZ
PO Box 347				Plymouth	PL1 1WZ
Vodafone House	The Connection	Newbury	Berkshire		RG14 2FN
Vodafone House	The Connection	Newbury	Berkshire		RG14 2FN
10-14 Bartley Wood Business Park	Bartley Way			Hook	RG27 9UP
Unit 8-9	The Green Easter Park	Benyon Road	Silchester	Reading	RG7 2PQ
Vale House	Roebuck Close	Bancroft Road	Reigate	Surrey	RH2 7RU
St. Lawrence House	Station Approach			Horley	RH6 9HJ
St. Lawrence House	Station Approach			Horley	RH6 9HJ
1 More London Place				London	SE1 2AF
Newington House	237 Southwark Bridge Road	London			SE1 6NP
Newington House	237 Southwark Bridge Road			London	SE1 6NP
Newington House	237 Southwark Bridge Road			London	SE1 6NP
Newington House	237 Southwark Bridge Road			London	SE1 6NP
Newington House	237 Southwark Bridge Road			London	SE1 6NP
Newington House	237 Southwark Bridge Road			London	SE1 6NP
One Kings Hall Mews	Lewisham	London			SE13 5JQ
Cambridge House	Unit B, Campus 6	Caxton Way	Stevenage	Hertfordshire	SG1 2XD
Tempsford Hall	Sandy			Bedfordshire	SG19 2BD
Lake View	Lakeside	Cheadle	Cheshire		SK8 3GW

Lake View	Lakeside		Cheadle		SK8 3GW
260 Bath Road	Slough				SL1 4DX
Millstream	Maidenhead Road			Windsor	SL4 5GD
Star House	20 Grenfell Road			Maidenhead	SL6 1EH
Nationwide House	Pipers Way	Swindon			SN38 1NW
Nationwide House	Pipers Way	Swindon L			SN38 1NW
Swatton Barn	Badbury			Swindon	SN4 0EU
Crawley Court	Crawley	Winchester			SO21 2QA
Netherhill House	Netherhill	Botley	Southampton		SO32 2BP
Charlton Place	Charlton Road	Andover			SP10 1RE
Dunns House	St. Pauls Road			Salisbury	SP2 7BF
Unit 8 Washington Business Centre	2 Turbine Way			Sunderland	SR5 3NZ
8 Condray Place	London				SW11 3PE
St Christopher's House		Tabor Grove	Wimbledon		SW19 4EX
Property Legal Team	Ministry Of Defence	Defence Infrastructure Organisation	Main Building Horse Guards Avenue	Whitehall	SW1A 2HB
Ministerial Correspondence Unit	5th Floor, Zone A	Main Building	Whitehall	London	SW1A 2HB
Department for Transport	Great Minster House			London	SW1P 4DR
40 Grosvenor Place				London	SW1X 7EN
40 Grosvenor Place				London	SW1X 7EN
Kungstradgardsgatan 2				S-106 70 Stockholm	Sweden
113A St. Johns Hill	Sevenoaks				TN13 3PE
8 Bell House	Bellbrook Industrial Estate			Uckfield	TN22 1QL
C/O Stourside Place	Station Road	Ashford	Kent		TN23 1PP
Henwood House	Henwood	Ashford	Kent		TN24 8DH
Henwood House	Henwood			Ashford	TN24 8DH
97 Hurst Road	Kennington			Ashford	TN24 9RL
1 The Old Stables	Eridge Park			Tunbridge Wells	TN3 9JT
Bridewell House	Bridewell Lane	Tenterden	Kent		TN30 6EY

Bridewell House	Bridewell Lane	Tenterden			TN30 6FA
Bridewell House	Bridewell Lane	Tenterden			TN30 6FA
Bridewell Lane			Tenterden	Kent	TN30 6FA
Bridewell House	Bridewell Lane		Tenterden	Kent	TN30 6FA
Bridewell House	Bridewell Lane		Tenterden	Kent	TN30 6FA
Bordyke End	East Street	Tonbridge	Kent		TN9 1HA
Baldwins Wynyard Park House	Wynyard Avenue	Wynyard			TS22 5TB
60 Foads Hill	Cliffsend			Ramsgate	TW12 5EW
Friendship House	49-51 Gresham Road			Staines-upon-Thames	TW18 2BD
49-51 Gresham Road	Staines	Middlesex			TW18 2BD
52 Cambridge Road				Hounslow	TW4 7BS
15 Dufours Place				London	W1F 7SW
33 Margaret Street				London	W1G 0JD
Suite 163	2 Lansdowne Row	Berkeley Square		London	W1J 6HL
7 Down Street				London	W1J 7AJ
Nightingale House	65 Curzon Street			London	W1J 8PE
4th Floor	Stanhope House	47 Park Lane	London		W1K 1PR
1 James Street	London				W1U 1DR
Runcorn Site HQ	South Parade			Runcorn	WA7 7JE
1 Doughty Street	London				WC1N 2PH
28 Lincolns Inn Fields				London	WC2A 3HH
28 Lincolns Inn Fields	London				WC2A 3HH
28 Lincolns Inn Fields	London				WC2A 3HH
15 Bedford Street				London	WC2E 9HE
47 Whitcomb Street				London	WC2H 7DH

71-75 Shelton Street	Covent Garden			London	WC2H 9JQ
1-3 Strand				London	WC2N 5EH
1-3 Strand				London	WC2N 5EH
Grand Buildings	1-3 Strand			London	WC2N 5EH
Grand Buildings	1-3 Strand			London	WC2N 5EH
440 Strand	London				WC2R 0QS
Grosvenor House	25-27 School Lane			Bushey	WD23 1SS
Elstree Road	Elstree			Borehamwood	WD6 3EA
Sanctuary House	Chamber Court	Castle Street		Worcester	WR1 3ZQ
Wellington Row				York	YO90 1WR
5650 Yonge Street	Toronto	Ontario	Canada		
27 Yehuda	Halevi Street			Tel Aviv	

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

CONSULTATION REPORT APPENDICES

DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 43

List of non-prescribed consultees (including community groups and elected representatives)

Non-Statutory Consultees (Community Groups, Hard to Reach Groups, Local Elected Representatives, MPs and MEPs)

Community Groups and Hard to Reach Groups	
Acol and District Women's Institute	Ramsgate St Laurence Afternoon Townswomen's Guild
Birchington Village Centre Association	Save Manston Airport Association
Broadstairs and St Peter's Morning Women's Institute	Supporters of Manston Airport
Broadstairs Women's Institute	Thanet & East Kent Chamber
Business Networking International	Thanet Amnesty
Business over Breakfast	Thanet Business Forum
Canterbury Christ Church University	Thanet Business Network
Canterbury College	Thanet Hard of Hearing Club
Care Navigation Service	Thanet Premier Business Group
Cliftonville Women's Institute	Thanet Senior Citizens' Forum
Coastal Community teams in Ramsgate, Broadstairs and Margate	Think Support Manston
CROP Kent	Why Not Manston?
Disability Drop-in Centre	
East Kent College	
East Kent Mencap	
East Kent Stroke	
Federation of Small Business	
Footprints Bereavement Club	
Greenbridge Caravan Site	
Grenham Bay Women's Institute	
Headway East Kent	
Hi Kent	
Kent and Medway Federation of Small Business	
Kent Association for the Blind	
Kent International Airport Consultative Committee	
Kent Invicta Chamber of Commerce	
Kent Learning Disability Partnership Board	
Kent Needs Manston Airport	
Kent University	
Manston Pickle	
Minster in Thanet Women's Institute	
Monkton Women's Institute	
N H S Retirement Fellowship	
No DCO for Manston	
No Night Flights Over Ramsgate	
Northwood Women's Institute	
Over 60's Club	
Ramsgate Albion Afternoon Townswomen's Guild	

Local Elected Representatives

Council	First name	Last name
Thanet District Council	Lesley	Ann Game
Thanet District Council	Ash	Ashbee
Thanet District Council	Sam	Bambridge
Thanet District Council	Robert	Bayford
Thanet District Council	Bertie	Braidwood
Thanet District Council	Suzanne	Brimm
Thanet District Council	John	Buckley
Thanet District Council	Peter	Campbell
Thanet District Council	Keith	Coleman-Cooke
Thanet District Council	Glenn	Coleman-Cooke
Thanet District Council	Terry	Connor
Thanet District Council	Karen	Constantine
Thanet District Council	Derek	Crow-Brown
Thanet District Council	Jonathan	Curran
Thanet District Council	Emma	Dawson
Thanet District Council	Simon	Day
Thanet District Council	Julie	Dellar
Thanet District Council	John	Dennis
Thanet District Council	Roy	Dexter
Thanet District Council	Rosamund	Dixon
Thanet District Council	Robin	Edwards
Thanet District Council	Peter	Evans
Thanet District Council	Jeremy	Fairbrass
Thanet District Council	Lin	Fairbrass
Thanet District Council	Janet	Falcon
Thanet District Council	Michelle	Fenner
Thanet District Council	Ian	Gregory
Thanet District Council	Bob	Grove
Thanet District Council	William	Hayton
Thanet District Council	Gary	Hillman
Thanet District Council	Alan	Howes
Thanet District Council	Edward	Jaye-Jones
Thanet District Council	Iris	Johnston
Thanet District Council	Sarah	Larkins
Thanet District Council	Beverly	Martin
Thanet District Council	Jennifer	Matterface
Thanet District Council	David	Parsons
Thanet District Council	Carol	Partington
Thanet District Council	Lynda	Piper
Thanet District Council	Linda	Potts
Thanet District Council	Roy	Potts
Thanet District Council	Brenda	Rogers
Thanet District Council	George	Rusiecki
Thanet District Council	David	Saunders
Thanet District Council	Mave	Saunders

Council	First name	Last name
Thanet District Council	Jason	Savage
Thanet District Council	Trevor	Shonk
Thanet District Council	Hunter	Stummer-Schmertzing
Thanet District Council	Gary	Taylor
Thanet District Council	Rosanna	Taylor-Smith
Thanet District Council	Michael	Tomlinson
Thanet District Council	John	Townend
Thanet District Council	Christopher	Wells
Thanet District Council	Stuart	Piper
Dover District Council	James	Back
Dover District Council	Simon	Bannister
Dover District Council	Trevor	Bartlett
Dover District Council	Pauline	Beresford
Dover District Council	Trevor	Bond
Dover District Council	Pamela	Brivio
Dover District Council	Bernard	Butcher
Dover District Council	Paul	Carter
Dover District Council	Sue	Chandler
Dover District Council	Nigel	Collor
Dover District Council	Michael	Conolly
Dover District Council	Margeret	Cosin
Dover District Council	Gordon	Cowan
Dover District Council	David	Cronk
Dover District Council	Nicholas	Dixon
Dover District Council	Michael	Eddy
Dover District Council	Adrian	Friend
Dover District Council	Robert	Frost
Dover District Council	Bill	Gardner
Dover District Council	Ben	Glazer
Dover District Council	David	Hannent
Dover District Council	Pamela	Hawkins
Dover District Council	Patrick	Heath
Dover District Council	John	Heron
Dover District Council	Michael	Holloway
Dover District Council	Sue	Jones
Dover District Council	Peter	Jull
Dover District Council	Linda	Keen
Dover District Council	Nicholas	Kenton
Dover District Council	Sue	Le Chevalier
Dover District Council	Paul	Le Chevalier
Dover District Council	Stephen	Manion
Dover District Council	Kevin	Mills
Dover District Council	Keith	Morris
Dover District Council	Derek	Murphy
Dover District Council	Ann	Napier

Council	First name	Last name
Dover District Council	Majorie	Ovenden
Dover District Council	Anthony	Pollitt
Dover District Council	Georgette	Rapley
Dover District Council	Nathanial	Richards
Dover District Council	Mark	Rose
Dover District Council	Daniel	Sargent
Dover District Council	Frederick	Scales
Dover District Council	Peter	Walker
Dover District Council	Peter	Wallace
Canterbury City Council	Amy	Baker
Canterbury City Council	Brian	Baker
Canterbury City Council	Neil	Baker
Canterbury City Council	Alan	Baldock
Canterbury City Council	Stephen	Bartley
Canterbury City Council	Jean	Butcher
Canterbury City Council	Ashley	Clark
Canterbury City Council	Andrew	Cook
Canterbury City Council	Simon	Cook
Canterbury City Council	Michael	Dixey
Canterbury City Council	Rosemary	Doyle
Canterbury City Council	Nick	Eden-Green
Canterbury City Council	Oliver	Fawcett
Canterbury City Council	Bernadette	Fisher
Canterbury City Council	Ben	Fitter-Harding
Canterbury City Council	Georgina	Glover
Canterbury City Council	David	Hirst
Canterbury City Council	Joe	Howes
Canterbury City Council	Louise	Jones
Canterbury City Council	Robert	Jones
Canterbury City Council	Charlotte	MacCaul
Canterbury City Council	George	Metcalfe
Canterbury City Council	Jennifer	Samper
Canterbury City Council	Sharron	Sonnex
Canterbury City Council	Colin	Spooner
Canterbury City Council	Ian	Stockley
Canterbury City Council	Jeanette	Stockley
Canterbury City Council	Ann	Taylor
Canterbury City Council	Heather	Taylor
Canterbury City Council	Robert	Thomas
Canterbury City Council	David	Thomas
Canterbury City Council	Ian	Thomas
Canterbury City Council	Pat	Todd
Canterbury City Council	Stuart	Walker
Canterbury City Council	Simon	Warley
Canterbury City Council	Sally	Waters

Council	First name	Last name
Canterbury City Council	Terry	Westgate
Canterbury City Council	Steven	Williams
Canterbury City Council	Geoff	Wimble
Kent County Council	Ann	Allen
Kent County Council	Mike	Angell
Kent County Council	Paul	Bartlett
Kent County Council	Clair	Bell
Kent County Council	Pauline	Beresford
Kent County Council	Rob	Bird
Kent County Council	Trevor	Bond
Kent County Council	Dave	Butler
Kent County Council	Paul	Carter
Kent County Council	Sue	Chandler
Kent County Council	Ian	Chittenden
Kent County Council	Penny	Cole
Kent County Council	Nigel	Collor
Kent County Council	Andrew	Cook
Kent County Council	Gary	Cooke
Kent County Council	Paul	Cooper
Kent County Council	Dan	Daley
Kent County Council	Mark	Dance
Kent County Council	Tan	Dhesi
Kent County Council	Dara	Farrell
Kent County Council	Graham	Gibbens
Kent County Council	Peter	Harman
Kent County Council	Mike	Hill
Kent County Council	Eric	Hotson
Kent County Council	Jeremy	Kite
Kent County Council	George	Koowaree
Kent County Council	Ida	Linfield
Kent County Council	Geoff	Lymer
Kent County Council	Steve	Manion
Kent County Council	Alan	Marsh
Kent County Council	Diane	Marsh
Kent County Council	Derek	Murphy
Kent County Council	Michael	Northey
Kent County Council	Jan	Ozog
Kent County Council	Shellina	Prendergast
Kent County Council	Alan	Ridgers
Kent County Council	Charlie	Simkins
Kent County Council	John	Simmonds
Kent County Council	Paulina	Stockwell
Kent County Council	Lauren	Sullivan
Kent County Council	Bryan	Sweetland
Kent County Council	Ian	Thomas

Council	First name	Last name
Kent County Council	David	Brazier
Kent County Council	Nick	Chard
Kent County Council	Margaret	Crabtree
Kent County Council	Roger	Gough
Kent County Council	Michael	Horwood
Kent County Council	Peter	Lake
Kent County Council	Susan	Carey
Kent County Council	Tony	Hills
Kent County Council	Rory	Love
Kent County Council	David	Monk
Kent County Council	Dick	Pascoe
Kent County Council	Martin	Whybrow
Kent County Council	Andy	Booth
Kent County Council	Andrew	Bowles
Kent County Council	Sue	Gent
Kent County Council	Antony	Hook
Kent County Council	Ken	Pugh
Kent County Council	Mike	Whiting
Kent County Council	John	Wright
Kent County Council	Rosalind	Binks
Kent County Council	Karen	Constantine
Kent County Council	Emma	Dawson
Kent County Council	Lesley	Game
Kent County Council	Barry	Lewis
Kent County Council	Paul	Messenger
Kent County Council	Matthew	Balfour
Kent County Council	Trudy	Dean
Kent County Council	Sarah	Hohler
Kent County Council	Peter	Homewood
Kent County Council	Richard	Long
Kent County Council	Michael	Payne
Kent County Council	Harry	Rayner
Kent County Council	Paul	Barrington-King
Kent County Council	Sarah	Hamilton
Kent County Council	Sean	Holden
Kent County Council	James	McInroy
Kent County Council	Peter	Oakford
Kent County Council	Catherine	Rankin

Members of Parliament and Members of the European Parliament

MPs			
Constituency	First name	Last name	MP/MEP
North Thanet	Roger	Gale	MP
South Thanet	Craig	Mackinlay	MP
Dover	Charlie	Elphicke	MP
Folkestone and Hythe	Damian	Collins	MP
Canterbury	Rosie	Duffield	MP
Faversham and Mid Kent	Helen	Whately	MP
Maidstone and the Weald	Helen	Grant	MP
Tunbridge Wells	Greg	Clark	MP
Tonbridge and Malling	Tom	Tugendhat	MP
Sevenoaks	Michael	Fallon	MP
Gravesham	Adam	Holloway	MP
Dartford	Gareth	Johnson	MP
Rochester and Strood	Kelly	Tolhurst	MP
Chatham and Aylesford	Tracey	Crouch	MP
Sittingbourne and Sheppey	Gordon	Henderson	MP
Gillingham and Rainham	Rehman	Chishti	MP
Ashford	Damian	Green	MP
MEPs			
South East England	Nigel	Farage	MEP
	Dan	Hannan	MEP
	Janice	Atkinson	MEP
	Nirj	Deva	MEP
	Annaliese	Dodds	MEP
	Diane	James	MEP
	Richard	Ashworth	MEP
	Keith	Taylor	MEP
	Catherine	Bearder	MEP
	Raymond	Finch	MEP

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
CONSULTATION REPORT APPENDICES
DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 44

2018 Statement of Community Consultation (Consultation Draft)

MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

Statement of Community Consultation

November 2017

For consultation

Suite of Consultation Documents

- 1.1 As part of the statutory consultation process under section 47 of the Planning Act 2008, RiverOak Strategic Partners Limited ('RiverOak') is carrying out a second statutory consultation, in addition to an earlier statutory consultation carried out between 12 June 2017 and 23 July 2017.
- 1.2 This second statutory consultation will give the public further opportunity to review RiverOak's updated plans for the reopening of Manston Airport and to comment on its proposals. Together with the documentation provided at the first statutory consultation, these documents will give a further overview of the development proposals including further environmental information on the potential benefits and impacts of the Project.
- 1.3 The suite of consultation documents includes:
 - 1.3.1 a Consultation Document giving an overview of the proposals and where additional or updated information can be found;
 - 1.3.2 a Feedback Form in order to collect responses to the consultation;
 - 1.3.3 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;
 - 1.3.4 a proposed noise mitigation plan;
 - 1.3.5 this **Statement of Community Consultation**.
 - 1.3.6 The latest draft Masterplan for Manston Airport with a location plan; and
 - 1.3.7 The latest version of *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.

About this document

- 1.4 RiverOak Strategic Partners ('RiverOak') is proposing to redevelop and reopen Manston Airport in Kent, primarily as a cargo airport ('the Project'). This Statement of Community Consultation ('SoCC') sets out how RiverOak will consult on its proposals with the local community.

- 1.5 Based on the addition of 19 aircraft stands from when the airport previously operated, on the basis that the airport is currently unable to operate, this would increase the capability of the airport by well over 10,000 air freight movements per year. This means that the Project is classified as a 'Nationally Significant Infrastructure Project' by the Planning Act 2008 ('the Act'). As a Nationally Significant Infrastructure Project, we must make an application under the Act for a permission known as a 'Development Consent Order' ('DCO') to construct and operate Manston Airport. The application will be submitted to the Planning Inspectorate which will examine it and make a recommendation to the Secretary of State for Transport, who will then make a decision on whether the Project is granted consent.
- 1.6 Section 47 of the Act requires that consultation is carried out with the local community before an application is submitted. In line with section 47, and further to the first statutory consultation carried out in 2017, this SoCC sets out how the second statutory consultation of the local community will be carried out.
- 1.7 As part of the development of this SoCC, we have consulted Thanet District Council and Kent County Council on the contents of this document and have taken into account their comments and accommodated their suggestions where possible. We have also consulted Dover District Council, Canterbury City Council and 12 nearby parish and town councils as we are aware that this project is of wide interest

2 The Project

- 2.1 Manston Airport's aviation role began in 1916 when it became a Royal Naval Station and, most recently, it operated as Kent International Airport until it was closed by its current owners in May 2014. We are proposing to secure the future of this valuable national asset by redeveloping and reopening it as a successful hub for international air freight which also offers passenger, executive travel and aircraft engineering services.
- 2.2 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 freight movements a year.

To achieve this, RiverOak is proposing a multimillion-pound, four-phase construction and redevelopment plan, which will be delivered across an estimated 15 years.

The proposals include both the use of the existing airport infrastructure and the introduction of new facilities. In summary, our proposals include:

- upgrading the runway and improving the Alpha parallel taxiway;
- constructing 19 new air cargo stands;
- completely re-fitting the airfield navigation aids;
- refurbishing or replacing the existing fire station and constructing a new fire training area;
- building new air cargo facilities;

- developing a new air traffic control service, demolishing the current Air Traffic Control tower;
 - building new aircraft maintenance hangars and developing areas of the 'Northern Grass' for airport related businesses; and
 - highway improvement works to ensure improved access to and around Manston Airport, including a new, permanent, dedicated airport access on Spitfire Way which will help to reduce airport related traffic on the local road network.
- 2.3 RiverOak's proposals also retain and enhance the existing Spitfire & Hurricane Memorial Museum and the RAF Manston History Museum by creating a museum quarter on the site of the former Air Traffic Control tower.
- 2.4 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. We are also keen to work with Dover Harbour Board to receive passengers destined for cruise ships
- 2.5 The development of passenger services will be distinct and separate from our 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.
- 2.6 In addition to the air freight hub RiverOak proposes to develop:
- an aircraft recycling facility;
 - a flight training school;
 - a fixed base operation for executive travel; and
 - business facilities for aviation related organisations.
- 2.7 Manston Airport no longer has an aerodrome licence. The Airport will need a new EASA 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.

3 About RiverOak

- 3.1 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 Manston Airport and the anticipated reopening and operation of the airport.

RiverOak is fully resourced and funded to accommodate all costs arising from the DCO application to acquire and reinstate Manston as a fully operational airport

4 Consultation

- 4.1 Statutory consultation under section 47 of the Act will take place between Monday 8 January and Friday 9 February 2018.
- 4.2 This covers a period of just under five weeks (32 days). The minimum required under the Act is 28 days
- 4.3 This statutory consultation is open to everyone. It will provide an opportunity for both organisations and the general public to scrutinise and comment on our proposals, which include more detailed information than was available during our earlier first statutory consultation held between 12 June and 23 July 2017. It will include details of the proposed noise mitigation plan, as well as further information on environmental matters and how the proposals have developed.
- 4.4 We are not consulting on the Government's policies regarding airports as set out in the revised draft Airports National Policy Statement, or the policies of Thanet District Council and Kent County Council.
- 4.5 In line with Regulation 12 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, the Project team will need to carry out an environmental impact assessment. We will therefore be including preliminary environmental information as part of the consultation documents.
- 4.6 Personal information that is supplied to RiverOak 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 RiverOak's agents, contractors and advisors who provide services to RiverOak. This will allow us to fully consider the responses and use them in the preparation of application materials. Upon submission of our application for development consent under the Act or in connection with our application for any consents or licences from the Civil Aviation Authority, the Secretary of State or the Civil Aviation Authority may require RiverOak to supply copies of all consultation responses received. If a request is made, RiverOak is under a legal obligation to supply copies of the response to the Secretary of State. By submitting a consultation response to RiverOak, a respondent agrees that we may supply a copy of their response to the Secretary of State via the Planning Inspectorate if required to do so, or to the Civil Aviation Authority if requested.

5 Publicity

- 5.1 We will promote the consultation in a number of different ways, including:
- sending the suite of consultation documents to all those properties in the following categories:
 - those whose land would be subject to compulsory acquisition powers in our application should agreement not be reached on acquiring the land voluntarily;
 - those whose land would be subject to the compulsory acquisition of existing interests in their land or the creation of new interests in or restrictions over

it, should agreement not be reached on acquiring or creating these voluntarily; and

- those whose land is not subject to acquisition but we have been advised that the landowners may be entitled to make a claim for compensation due to either the construction or operation of the project;
- advertising in the Isle of Thanet Gazette, Folkestone Herald, Dover Express and Canterbury Times during the week before and during the first week of the consultation;
- sending emails to those who have previously expressed an interest in the Project or responded to either of the previous consultations and provided us with an email address;
- sending letters and/or emails to elected representatives in the area including MPs, MEPs, Thanet District and Kent County councillors;
- sending letters and/or emails to local community groups and organisations who we are aware are active in the area and for whom we have contact details. A list of these community groups can be found in Appendix 1;
- providing information about the consultation on our website, www.rsp.co.uk;
- issuing press releases to local press. This will be done once at the start of consultation and once later in the consultation to encourage people to get involved; and;
- using Twitter (@RSPManston) and Facebook (www.facebook.com/RSPManston) to send out updates during the consultation period. Please note, feedback will not be accepted through social media.

More details of how to provide feedback can be found in section 9 of this SoCC.

6 Consultation documents

6.1 The suite of consultation documents will include:

- 6.1.1 a Consultation Document giving an overview of the proposals and where additional or updated information can be found;
- 6.1.2 a Feedback Form in order to collect responses to the consultation;
- 6.1.3 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;
- 6.1.4 a proposed noise mitigation plan;

- 6.1.5 this **Statement of Community Consultation**.
- 6.1.6 The latest draft Masterplan for Manston Airport with a location plan; and
- 6.1.7 The latest version of *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 How we will make the documents available

7.1 The consultation documents will be made available in the following ways:

- published on our website, www.rsp.co.uk for the duration of the consultation, 9 January 2018 to 9 February 2018;
- printed copies will be available at consultation events to review. Copies of the Feedback Form and Overview Report will be available to take away; and
- printed copies of consultation documents will be placed in the libraries listed below for review, for the duration of the consultation period. Due to the size of the PEIR, it will only be available to review at Deal, Margate and Ramsgate libraries (as well as online and at the consultation events). The other libraries will include all other consultation documents, including the non-technical summary of the PEIR contained in the Overview Report. We will check on a weekly basis that the full suite of consultation documentation remains available and intact at each of these locations.

Libraries with consultation documents		
Name	Address	Opening hours
Note: All libraries can be contacted by telephone on 03000 41 31 31 and are closed on public holidays. Opening hours are correct at the time of publication.		
Note: Due to the size of the PEIR, it will only be available at Deal, Margate and Ramsgate libraries.		
Birchington Library	Alpha Road, Birchington CT7 9EG	Mon, Tue, Thu, Fri: 9am-6pm Sat: 10am-2pm, Wed, Sun: closed
Broadstairs Library	The Broadway, Broadstairs CT10 2BS	Mon, Tue, Wed, Fri: 9am-6pm Thu: 9am-8pm, Sat: 9am-5pm, Sun: closed
Cliftonville Library	Queen Elizabeth Avenue, Margate CT9 3JX	Mon, Tue, Thu, Fri: 9am-6pm Sat: 10am-2pm, Wed, Sun: closed

Deal Library	Broad Street, Deal CT14 6ER	Mon-Fri: 9am-6pm, Sat: 9am-5pm Sun: 10am-4pm
Herne Bay Library	124 High Street, Herne Bay CT6 5JY	Mon-Fri: 9am-6pm, Sat: 9am-5pm Sun: closed
Margate Library	Thanet Gateway Plus, Cecil Street, Margate CT9 1RE	Mon, Tue, Wed, Fri: 9am-6pm Thu: 9am-8pm, Sat: 9am-5pm, Sun: closed
Minster-in-Thanet Library	4A Monkton Road, Minster, Ramsgate CT12 4EA	Mon: 2pm-6pm, Tue, Thu: 9am-1pm and 2pm-6pm, Fri: 9am-6pm, Sat: 10am-2pm, Wed, Sun: closed
Newington Library	Marlowe Academy, Marlowe Way, Ramsgate CT12 6NB	Mon, Tue, Thu, Fri: 9am-6pm Sat: 10am-2pm, Wed, Sun: closed
Ramsgate Library	Guildford Lawn, Ramsgate CT11 9AY	Mon-Fri: 9am-6pm, Sat: 9am-5pm, Sun: closed
Sandwich Library	13 Market Street, Sandwich CT13 9DA	Mon, Tue, Thu, Fri: 9am-6pm, Sat: 10am-2pm, Wed, Sun: closed
Westgate Library	Minster Road, Westgate-On-Sea CT8 8BP	Mon, Wed: 9am-5pm, Tue, Fri: 9am-6pm, Sat: 10am-2pm, Thu, Sun: closed

7.2 We will provide one copy of each of the consultation documents, free of charge, to those unable to access them via the internet or the deposit locations, with the exception of the PEIR. We will also have USB sticks containing all of the consultation documents available at consultation events and on request.

Due to the size of the PEIR, a charge may need to be included to cover printing and delivery costs (up to £500). Please call our helpline 0800 030 4137 or email us at manston@communityrelations.co.uk to request documents.

8 Consultation events

8.1 During the consultation period we will hold two further events, which anyone who is interested in the Project can attend, read the consultation documents, see visual displays of our proposals, talk to our professional team, and leave feedback. These events will be staffed by members of the RiverOak team and their professional advisors.

The events will take place as follows:

Location	Address	Accessibility	Date & time
Herne Bay	The King's Hall Beacon Hill, Herne Bay, CT6 6BA	The Kings Hall is served by the number 6 and TRIAN route bus services. There are disabled spaces available in the car park a short distance from the venue and a drop off point directly outside. There is step-free access to and within the venue and accessible WCs for sole disabled use.	Tuesday 23 January 2018 2pm - 8pm
Ramsgate	Comfort Inn Victoria Parade, Ramsgate, CT11 8DT	Ramsgate harbour is served by the 9, 38 and 39 bus routes and also the Thanet Loop bus service, with a short walk to the venue from the closest bus stop. There is one disabled parking space available at the rear of the venue. There is step free access into the hotel and event room. Please note there is no disabled toilet at this venue.	Wednesday 24 January 12noon - 6pm

9 How to respond to the consultation

9.1 There are various ways that you can respond to the consultation. All consultation responses must be received by 11.59pm on the last day of the consultation, Friday 9 February 2018, or we may not be able to take them into account.

by post: Feedback Forms and any other consultation responses can be posted to PO Box 3297, Bristol, BS1 9LL;

online: A copy of the Feedback Form will be available to fill in at our consultation website, www.rsp.co.uk;

by email: Consultation responses can be emailed to manston@communityrelations.co.uk; and

at the consultation events: Feedback Forms will be available at the consultation events referred to in Section 8 and can be left at the event or returned by post.

9.2 Please note that unless there are exceptional circumstances, the Project team will not accept oral feedback given either at events or via our helpline. All feedback must be provided in writing as set out above.

9.3 We will provide an acknowledgement for consultation responses that include an email address or postal address.

10 Hard to reach

10.1 We have identified a range of community organisations with a potential interest in the Project, including representatives of local 'hard to reach' people. To ensure that 'hard to reach' groups are encouraged to get involved in the consultation, the materials will be prepared to be accessible and clear.

10.2 In addition, we will ensure that:

- The contact telephone number and email address are prominent on all published material (including this SoCC) and enable individuals to contact the team directly with questions or requests;
- The Consultation Leaflet, Feedback Form and Overview Report can be made available in alternative forms on requests (e.g large print, braille, languages other than English); and
- representatives of the identified community groups and organisations will be contacted directly with details about the consultation.

We have sought to ensure that venues are accessible and can be reached by public as well as private transport. For anyone with specific additional requirements in relation to consultation events, please email manston@communityrelations.co.uk or call 0800 030 4137.

11 Next Steps

11.1 We will also be carrying out statutory consultation with statutory consultees and those with an interest in the land under sections 42, 43 and 44 of the Act; and publicising the Project in local and national publications under section 48 of the Act.

11.2 We will carefully consider all of the issues raised in the feedback and will take this into account when finalising the DCO application. Issues identified from feedback will be included in a detailed Consultation Report submitted as part of the DCO application, where RiverOak will show how each issue has been considered and if it has led to a change in the proposals

11.3 If, as a result of the feedback, the Project changes to the extent that it is necessary to undertake further statutory consultation, this will be undertaken, with those likely to be affected, in accordance with the principles set out in this SoCC.

11.4 We intend to submit our DCO application after having regard to the responses we receive. The application would be submitted to the Planning Inspectorate who will examine it by seeking evidence from us and other interested parties over a period of six months. The Planning Inspectorate will then make a recommendation to the Secretary of State for Transport, who will make a decision on whether the Project can go ahead

11.5 Further information about the DCO process is available on the Planning Inspectorate's website at <http://infrastructure.planningportal.gov.uk>

11.6 If there are any queries about this consultation they can be made to our email address, manston@communityrelations.co.uk, or call us on 0800 030 4137.

Appendix 1

Below is a list of community groups and organisations, over and above statutory consultees, that we are contacting directly with details of the consultation.

<p>Manston Airport interest groups</p> <p>Kent Needs Manston Airport</p> <p>Kent International Airport Consultative Committee</p> <p>Manston Pickle</p> <p>No DCO for Manston</p> <p>No Night Flights Over Ramsgate</p> <p>Save Manston Airport</p> <p>Save Manston Airport association</p> <p>Supporters of Manston Airport</p> <p>Think Support Manston</p> <p>Why Not Manston?</p>	<p>Further/Higher Education</p> <p>Canterbury Christ Church University</p> <p>Canterbury College</p> <p>East Kent College</p> <p>Kent University</p> <hr/> <p>Parish/Town Councils</p> <p>Acol Parish Council</p> <p>Birchington Parish Council</p> <p>Broadstairs and St Peters Town Council</p> <p>Cliffsend Parish Council</p> <p>Manston Parish Council</p> <p>Mayor and Charter Trustees of Margate</p> <p>Minster Parish Council</p> <p>Monkton Parish Council</p> <p>Ramsgate Town Council</p> <p>Sandwich Town Council</p> <p>St Nicholas-at-Wade with Sarre Parish Council</p> <p>Westgate-on-Sea Town Council</p> <hr/> <p>Business organisations</p> <p>Coastal Community teams in Ramsgate, Broadstairs and Margate</p>
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THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

CONSULTATION REPORT APPENDICES

DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 45

Copy of email sent to local authorities and parish and town councils regarding draft SoCC

HAQ Rahil

Subject: RE: Manston Airport project - consultation on draft of further Statement of Community Consultation [BDB-BDB1.FID9924265]

From: WALKER Angus

Sent: 24 November 2017 17:21

To: WALKER Angus <AngusWALKER@bdb-law.co.uk>

Subject: Manston Airport project - consultation on draft of further Statement of Community Consultation

Dear local authority, parish or town council representative,

Further to the consultation that took place in June-July 2017, RiverOak is proposing to conduct a further round of statutory consultation in January-February 2018. Today, RiverOak is beginning its consultation on the draft of a further Statement of Community Consultation (SoCC), a copy of which I attach. The SoCC sets out how RiverOak will further consult on its proposals with the local community.

As part of the consultation on the draft SoCC, RiverOak would welcome and value your input on any aspect of the draft.

The main issues that are being consulted that are in addition to the previous consultation materials are:

- A noise mitigation plan, containing RiverOak's commitments to limit the adverse effect of aircraft noise on the local area;
- Further preliminary environmental information reflecting further development of RiverOak's plans for Manston and their assessment;
- Further preliminary environmental information in compliance with the latest (2017) Environmental Impact Assessment requirements

Responses to the previous consultations will still be taken into account and need not be repeated. We are proposing to hold additional consultation events in the two communities that would be most affected by aircraft noise, Ramsgate and Herne Bay.

As before, local authorities and town and parish councils are also individual statutory consultees when the consultation exercise is undertaken, and so RiverOak will also be consulting you with the suite of consultation documents we will have prepared as part of that.

Please send any responses to the draft SoCC to me by email. The period for consultation on the SoCC is set out in the Planning Act 2008 as 28 days and so the deadline is close of business on Friday 22 December 2017.

Yours sincerely



Angus Walker Partner (Head of Dept)

T +44 (0)20 7783 3441

M+44 (0)7973 254187

W www.bdb-law.co.uk

For and on behalf of Bircham Dyson Bell LLP
50 Broadway London SW1H 0BL

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

CONSULTATION REPORT APPENDICES

DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 46

Copies of letters and emails received from local authorities and parish and town councils during consultation on the draft SoCC for Stage 3 Consultation

MUSZANSKYJ Natasha

From: Maureen Prescott EI <maureen.prescott@surreycc.gov.uk> on behalf of Planning Consultations/EAI/SCC <planning.consultations@surreycc.gov.uk>
Sent: 17 January 2018 17:08
To: Manston Consultation
Subject: Manston Airport 2018 Consultation

Dear Sir/Madam,

Thank you for consulting Surrey County Council on the latest documents relating to the proposal to reopen Marston Airport.

We have no comments on these consultation documents.

Maureen Prescott
Spatial Policy Team
Surrey County Council

* * * * *

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<http://www.surreycc.gov.uk>

* * * * *

MUSZANSKYJ Natasha

From: Sheila Bransfield <sheila.bransfield@btinternet.com>
Sent: 16 February 2018 18:59
To: Manston Consultation
Subject: MANSTON AIRPORT CONSULTATION

Dear Sirs

I had intended to submit my response through your website, but had trouble accessing your feedback form on line. (Hopefully that was because so many others were also supporting you!)

I understand that previous submissions remain valid, but I would like to offer a few additional comments on behalf of Acol Parish Council and Acol villagers.

We fully support your efforts to reopen Manston Airport and would simply wish to add that the additional proposals, such as additional constructions and road improvements, are very welcome and definitely approved. Thank you for all your efforts and we cannot wait until our airport is back in action!

CLlr Sheila Bransfield

Chairman of Acol Parish Council

MUSZANSKYJ Natasha

From: Cherry Jones <cherry.jones@canterbury.gov.uk>
Sent: 16 February 2018 16:53
To: Manston Consultation
Subject: Manston Airport - Canterbury City Council representation

Dear Sir/Madam

Canterbury City Council would like to make representations on the current consultation undertaken by RiverOak Strategic Partners Ltd.

The City Council has not been consulted by RiverOak SP Ltd as part of this process, which fails to meet the Planning Act 2008 requirements. However we have become aware of the consultation and have therefore been able to respond.

The City Council has concerns regarding the adequacy of the consultation process, in particular whether consultation is in line with the scheme promoter's SoCC. The City Council must be consulted as a neighbouring authority and residents of Herne Bay must be consulted in a full and meaningful way at all stages of the Development Consent Order process.

In relation to the Preliminary Environmental Impact report the City Council requires the full impact of noise and disturbance to residents in Herne Bay, particularly in relation to night flights and proposed type of aircraft, to be comprehensively assessed and fully mitigated, with a robust monitoring regime and sanctions imposed for any breach in night flight or agreed noise parameters.

Yours faithfully

Cherry Jones

--

Cherry Jones
Planning Manager (Development Management)
Canterbury City Council
01227 862159
cherry.jones@canterbury.gov.uk



Please give us your views through our [customer satisfaction survey](#)

HAQ Rahil

Subject: RE: Manston Airport - Canterbury City Council representation [BDB-BDB1.FID9947610]

From: Cherry Jones [<mailto:cherry.jones@canterbury.gov.uk>]
Sent: 16 February 2018 16:53
To: Manston Consultation <manstonconsultation@bdb-law.co.uk>
Subject: Manston Airport - Canterbury City Council representation

Dear Sir/Madam

Canterbury City Council would like to make representations on the current consultation undertaken by RiverOak Strategic Partners Ltd.

The City Council has not been consulted by RiverOak SP Ltd as part of this process, which fails to meet the Planning Act 2008 requirements. However we have become aware of the consultation and have therefore been able to respond.

The City Council has concerns regarding the adequacy of the consultation process, in particular whether consultation is in line with the scheme promoter's SoCC. The City Council must be consulted as a neighbouring authority and residents of Herne Bay must be consulted in a full and meaningful way at all stages of the Development Consent Order process.

In relation to the Preliminary Environmental Impact report the City Council requires the full impact of noise and disturbance to residents in Herne Bay, particularly in relation to night flights and proposed type of aircraft, to be comprehensively assessed and fully mitigated, with a robust monitoring regime and sanctions imposed for any breach in night flight or agreed noise parameters.

Yours faithfully

Cherry Jones

--

Cherry Jones
Planning Manager (Development Management)
Canterbury City Council
01227 862159
cherry.jones@canterbury.gov.uk



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Please give us your views through our [customer satisfaction survey](#)

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e-mail: cllr-keith.morris@dover.gov.uk
Website: www.dover.gov.uk

Councillor Keith Morris
Leader of the Council

Direct Line: (01304) 872090
Our ref: TI/KEM/DJD
Date: 15 February 2018

Dear Sir/Madam

Manston Airport – Statutory Consultation (January 2018)

Thank you for inviting Dover District Council (DDC) to comment on the updated suite of consultation documents published as part of the statutory consultation process associated with the development proposal at the former Manston Airport site.

The District Council submitted its representation on the development proposal in a letter of response to the first statutory consultation dated 21 July 2017. The Council's formal response is appended to this letter.

DDC welcomes and offers its full support to RiverOak Strategic Partners' (RSP) proposal to re-open Manston Airport as an operational freight-focused airport and recognises the positive contribution it would make to the regeneration of the East Kent economy, as well as the UK's aviation economy.

Following review of the relevant updated consultation documents and subject to the granting of the Development Consent Order (DCO), the District Council's technical comments are set out in a table appended to this letter.

The proposed development

Further to the government's decision to proceed with the development of a third runway at London Heathrow Airport in 2016, it is considered that the proposed development of the former Manston Airport site for aviation uses will provide an opportunity to optimise the use of existing regional capacity and increase passenger capacity at other UK airports. This will in turn help in meeting unsatisfied demand in the south east.

The District Council is fully supportive of the principle of the proposed development that conforms to the following motion passed by DDC in July 2014 in relation to the future of the former Manston Airport site:

"The Council supports the campaign to retain Manston as an operational airport, recognising the role and place 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 on the strategic priorities for regeneration of the East Kent area."

Maximising the potential of east Kent's location as a gateway to continental Europe and its fast links to London, as well as its status as a significant economic sub-region is essential in providing a strong platform for growth and responding effectively to the implications of a post-Brexit environment.

The location of the proposed development site to the Discovery Park and Kent County Council's proposed Thanet Parkway Railway Station at Cliffsend, combined with commitments in investing in key infrastructure (e.g. strategic network improvements) will offer the opportunity to further enhance domestic and international connectivity, as well as the attractiveness of east Kent to people and businesses.

Additionally, the forecast generation of 2,655 jobs and 30,000 jobs by years 2 and 20 respectively and the provision of a dedicated training and education facility supports the identification of the Manston Airport site as a key employment site in the County Council's Kent and Medway Growth and Infrastructure Framework (September 2015) and will positively contribute toward supporting innovation, productivity and skills within the wider east Kent sub-region.

Planning Performance Agreement

The future of the former Manston Airport site is a strategic cross-boundary priority and will have wider implications for the Dover District. The District Council notes and welcomes the Applicant's plans to proactively engage with stakeholders as the DCO application process advances.

Further to its letter dated 21 July, the District Council proposes to agree a Planning Performance Agreement (PPA) with the Applicant to ensure effective joint working and optimal outputs during the preparation of the DCO application.

This mechanism is supported by the Planning Inspectorate and the District Council has used this tool in the development of other Nationally Significant Infrastructure Projects in the south east (e.g. National Grid's Richborough Connection Project) which has been successful in providing transparency and facilitating effective co-operation.

DDC is supportive of RSP's exciting aspirations to optimising aviation, employment and skills development opportunities that will have wider benefits for the Dover District and its residents, and is keen to work closely with the Applicant in maximising the economic potential of the proposed development for the benefit of the east Kent region. The early dialogue you are putting in process on the skills sector is to be welcomed.

I trust that you find all of the above comments useful and the District Council very much looks forward to continue to be fully involved in the exciting plans by RSP to reopen Manston as a fully operational airport.

Please do not hesitate to contact me if you require any further clarifications at this point.

Yours faithfully



Keith Morris
Leader of the Council

Encs:

- Appendix 1 – Dover District Council's schedule of comments dated 15 February 2018
- Appendix 2 – Dover District Council's response to first statutory consultation dated 21 July 2017 and appended schedule of comments

Appendix 1: Dover District Council's schedule of comments (15 February 2018)

<p>Review of Future Housing and Employment Growth and Capacity for Development</p>	<p>With regard to the District Council's Housing Market Area, paragraph 2.13 states the following '<i>RPS considers that both approaches do not reflect the correct HMA. A more appropriate HMA would be to cover a larger HMA, including the three LPAs in East Kent...Shepway and Ashford...</i>'</p> <p>The District Council commissioned Peter Brett Associates to undertake a Strategic Housing Market Assessment which was published in February 2017. Based on a robust and PPG compliant methodology that considered links between the identified HMA and its neighbours, DDC's SHMA (2017) concluded that Dover is better placed with Shepway. Such findings were approved at a Cabinet meeting dated 1 March 2017.</p>
<p>Outline Business Case</p>	<p>DDC welcomes the inclusion of further information in relation to the Applicant's analysis of air freight capacity and need and recognises the need for optimising and enhancing existing aviation capacity in order to meet air cargo demands in the south east.</p> <p>With regard to funding, the Applicant will require the compulsory acquisition of land for the proposed development and will therefore be legally required to prepare and submit a statement of reasons, a funding statement and a book of reference. Specifically, the national guidance on the DCO application process advises that a funding statement must comprise sufficient information to demonstrate that the proposed development is likely to be undertaken and not be prevented due to difficulties in sourcing and securing the necessary funding.</p> <p>The District Council looks forward to reviewing such information as the preparation of the formal DCO application continues to advance.</p>
<p>Preliminary Environmental Information Report</p>	
<p>Chapter 11: Landscape and Visual Impact Assessment</p>	<p>The District Council concurs with the proposed landscape sensitivity assessment for Landscape Character Areas within DDC's administrative area, as set out in paragraphs 11.11.1 to 11.11.5.</p> <p>Paragraph 11.3.6 makes reference to a proposed new Air Traffic Control facility modelled with a height of 27 metres (m) to be located to the northwest of the proposed development site, as well as cargo facilities and aircraft recycling hangars modelled at maximum heights of 20m and 23m respectively.</p> <p>DDC wishes to further engage with the Applicant on the proposal set out in paragraph 11.3.6 and alternatives, as greater detail emerges, to assess the potential landscape and visual impact on the Dover District.</p>
<p>Chapter 12: Noise</p>	<p>DDC welcomes the Applicant's Noise Mitigation Plan and seeks to work proactively with the Applicant to ensure the provision of necessary mitigation measures associated with the proposed development.</p> <p>As previously advised, adverse noise effects have been identified at 5 locations, including West Stourmouth, where</p>

	<p>aircraft noise would increase to a point where there would be a perceived change in quality of life. However, questions are raised with regard to the exclusion of West Stourmouth from the baseline monitoring data.</p> <p>Paragraphs 12.9.67 and 12.9.69 in Chapter 12: Noise and Vibration identify West Stourmouth as suffering from minor adverse impact during the day and moderate adverse impact at night as a result of the proposed development. Further engagement on this matter would be welcomed.</p> <p>With regard to noise mitigation, whilst the Council notes that no passenger aircraft will take off at night, it is recommended that the night-time period should be quoted as 23:00hrs – 07:00hrs. Additionally, further information on the following mitigation measure would be welcomed, ‘...no open field testing during the Night Time Period except where operationally urgent.’</p> <p>The Council also recommends that West Stourmouth residents are consulted in relation to the proposed noise insulation scheme and that surveys to identify properties to be included are undertaken for this area of the Dover District.</p> <p>Furthermore, with regard to the impact of the proposed development during both operation and construction phases, the noise and vibration assessment does not appear to include any properties within the Dover District.</p>
<p>Chapter 13: Socio-economics</p>	<p><i>Employment forecasts</i></p> <p>DDC notes that the proposed development is forecast to generate a total 2,655 jobs and 30,326 jobs by years 2 and 20 respectively. The provision of further information as detailed in the Manston Airport: A National and regional Aviation Asset (Volume IV) is welcomed. In order to fully appraise the impact of such forecasts on the economic and housing needs of the Dover District, comparative data from existing operations at Manston Airport is recommended.</p> <p><i>Training and education</i></p> <p>The proposed provision of an aviation training and education facility close to or within the proposed development site is welcomed. In addition, the wider objective in using this facility to better engage with Further and Higher Education providers is supported. Early engagement with such providers as the preparation of the DCO application advances is recommended.</p> <p>The delivery of a ‘<i>Centre of Excellence</i>’ will provide an exciting opportunity to develop skills and education of the local and regional workforce which will have wider benefits for the east Kent region. DDC would welcome engagement with the Applicant on maximising the opportunities associated with education and the development of skills to raise the aspiration of young people across east Kent.</p> <p><i>Connectivity</i></p> <p>The District Council recognises the increasing link between connectivity and economic growth and wishes to further engage with the Applicant to optimise the benefits to the wider east Kent economy associated with enhanced connectivity and</p>

	<p>increased competition.</p> <p><i>Tourism</i></p> <p>With regard to hotel, guesthouses and Bed & Breakfast accommodation, it is advised that consideration is given to such accommodation within Sandwich as the town is within a 5km radius from the proposed development site.</p> <p>The District Council recognises the potential impacts of the proposed re-opening of Manston Airport on the tourism sector and wishes to work closely with the Applicant in capitalising on this for the benefit of the wider east Kent region.</p>
<p>Chapter 14: Traffic and Transportation</p>	<p>Further to the Council's comments dated 21 July 2017, DDC supports the Applicant's intention to submit the following supporting documents as part of the formal DCO application: Operational Traffic Management Plan; Travel Plan; Public Transport Access Strategy; and Pedestrian, Cycle and Equestrian Access Strategy.</p> <p>The District Council is keen to engage with the Applicant as the preparation of these documents advances to ensure the provision of necessary infrastructure to accommodate visitors and staff, as well as sustainable links to the development site for residents in the Dover District.</p>
<p>Manston Airport: A National and Regional Aviation Asset (Volume II)</p>	<p><i>Aircraft recycling facility</i></p> <p>Paragraphs 5.5.6 and 5.5.7 in the updated consultation document, Manston Airport: A National and Regional Aviation Asset discuss the proposed provision of an aircraft recycling facility. Further information and clarification regarding the proposed logistics of forecast waste movements would be welcomed.</p>



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Website: www.dover.gov.uk

Councillor P A Watkins
Leader of the Council

Direct Line: (01304) 872090
Date: 21st July 2017

Dear Sir/Madam,

RE: Manston Airport – Statutory Consultation (June 2017)

Thank you for inviting Dover District Council (DDC) to comment on the suite of consultation documents published as part of the statutory consultation process associated with the development proposal at the former Manston Airport site. In addition to this, thank you for taking the time to present the proposals to the Council Meeting on 19 July and to answer and clarify points raised by members of the Council.

The District Council welcomes and offers its full support to RiverOak Strategic Partners' (RSP) proposal to re-open Manston Airport as an operational freight-focused airport and recognises the positive contribution it would make to the regeneration of the East Kent economy, as well as the UK's aviation economy.

DDC has reviewed the relevant consultation documents and subject to the granting of the Development Consent Order (DCO), sets out its comments in a table appended to this letter.

The proposed development

The important contribution of the airfreight sector to the UK economy and the increasing need for additional airport capacity in the south east is well recognised by the Government's own Select Transport Committee. According to the Confederation of British Industry, the lack of national airport capacity will continue to have a negative impact on the UK economy. Whilst the District Council recognises that Manston Airport will not be as significant as Heathrow and Gatwick airports, it is considered that the provision of a dedicated cargo airport at Manston would provide an opportunity to optimise the use of existing regional capacity and increase passenger capacity at other UK airports; helping to meet unsatisfied demand in the south east.

The principle of re-opening Manston Airport is also recognised and supported in local policy. Specifically, Kent County Council's discussion document, 'Bold Steps for Aviation' (May 2012) highlights the potential contribution of Manston Airport to aviation in the UK. Additionally, Policy EC4 in Thanet District Council's adopted Thanet Local Plan (2006) safeguards land for airside development and was given significant weight by the Planning Inspector in determining a recent appeal associated with the development site (appeal reference: APP/Z2260/W/15/3140995). Furthermore, the potential of Manston Airport is identified as a spatial priority for East Kent in the East Kent Regeneration Board's East Kent Growth Plan 'Open for Growth'.

The District Council is fully supportive of the principle of the proposed development that conforms to the following motion passed by DDC in July 2014 in relation to the future of the former Manston Airport site:

"The Council supports the campaign to retain Manston as an operational airport, recognising the role and place 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 on the strategic priorities for regeneration of the East Kent area."

Strategic considerations for the Dover District

The future of the former Manston Airport site is a strategic cross-boundary priority and will have wider implications for the Dover District. It is very evident that, given the scale and significance of the proposals, Manston has the potential to provide major benefits across the administrative boundaries of Thanet and Dover. An example of this is evidenced by how the former Pfizer site, now the flagship Enterprise Zone has operated. Historically, approximately 35% and 40% of the employees at this site were based in Thanet and Dover respectively. The demands associated with Manston will inevitably result in significant employment being provided from the Dover area which will also support the Council's approved housing provisions at locations such as Whitfield and at Discovery Park in Sandwich.

In addition, the location of the proposed development site to the Discovery Park and the proposed location of KCC's Thanet Parkway Railway Station at Cliffsend will offer the potential to further enhance the attractiveness of East Kent to people and businesses.

Furthermore, the delivery of the proposed development, combined with the timely provision of the necessary supportive infrastructure, will provide a unique opportunity to improve the internationalisation of Kent's businesses through enhanced connectivity to mainland Europe and increased competitiveness, as well as to further develop the logistics sector at the Port of Dover. This would potentially have a positive effect on addressing the potential impacts associated with the UK's decision to withdraw from the European Union and its requirement to enter into new trade agreements.

Beyond East Kent, the recent announcement by the Secretary of State for Transport regarding the Lower Thames Crossing can only serve to assist with the strategic connectivity of Manston to other parts of the south east and wider UK. This announcement highlights the need for further improvements to the M2/A2 at Brenley Corner, along with the upgrading of the A2 from Lydden to Dover. In due course, the transportation assessments will need to examine the strategic impacts on these localities along with more local impacts on the A256 and A258 and consideration given to any proportionate contributions around demonstrated impacts.

The District Council notes the Applicant's plans to proactively co-operate with the Dover Harbour Board regarding the potential connection to cruise ship departures at the Port of Dover that would positively contribute towards economic growth and tourism in the Dover District. In partnership with the Dover Harbour Board, DDC is currently exploring the opportunity to develop the wider Dover Waterfront area and would therefore welcome further engagement with RSP on this regarding the potential relationship between its proposal and the regeneration of the Dover Waterfront area.

Planning Performance Agreement

In order to ensure effective joint working and optimal outputs during the preparation of the formal DCO application, DDC proposes to agree a Planning Performance Agreement (PPA) with the Applicant. This mechanism is supported by the Planning Inspectorate and the District Council has used this tool in the development of other Nationally Significant Infrastructure Projects in the south east (e.g. National Grid's Richborough Connection

Project) which has been successful in providing transparency and facilitating effective co-operation.

DDC is supportive of RSP's exciting aspirations to optimising aviation, employment and skills development opportunities that will have wider benefits for the Dover District and its residents, and is keen to work closely with the Applicant in maximising the economic potential of the proposed development for the benefit of the East Kent region. The early dialogue you are putting in process on the skills sector is to be welcomed.

I trust that you find all of the above comments useful and the District Council very much looks forward to continue to be fully involved in the exciting plans by RSP to reopen Manston as a fully operational airport.

Please do not hesitate to contact me if you require any further clarifications at this point.

Yours faithfully,



P A Watkins
Leader of the Council

Encs:

- Appendix 1 – Dover District Council's schedule of comments dated 21st July 2017

Appendix 1: Dover District Council's schedule of comments (21st July 2017)

<p>Outline Business Case</p>	<p>DDC supports the inclusion of the Applicant's Outline Business Case (June 2017) and recognises the need for optimising and enhancing existing aviation capacity in order to meet air cargo demands in the south east.</p> <p>With regard to funding, the Applicant will require the compulsory acquisition of land for the proposed development and will therefore be legally required to prepare and submit a statement of reasons, a funding statement and a book of reference. Specifically, DCLG guidance on the DCO application process advises that a funding statement must comprise sufficient information to demonstrate that the proposed development is likely to be undertaken and not be prevented due to difficulties in sourcing and securing the necessary funding.</p> <p>The District Council looks forward to reviewing such information as the preparation of the formal DCO application advances.</p>
<p>Preliminary Environmental Information Report</p>	
<p>Chapter 11: Landscape and Visual Impact Assessment</p>	<p>The District Council concurs with the proposed landscape sensitivity assessment for Landscape Character Areas within DDC's administrative area, as set out in paragraphs 11.11.1 to 11.11.5.</p> <p>Paragraph 11.3.6 makes reference to the proposal for a new Air Traffic Control facility modelled with a height of 28 metres (m), to be located in the northwest of the main airport site, as well as hangars and cargo facilities at a height of 21m and 29m respectively. DDC would welcome further engagement on this proposal and alternatives, as greater detail emerges as part of the formal DCO process, to assess the potential landscape visual impact on the Dover District.</p>
<p>Chapter 12: Noise</p>	<p>DDC welcomes the preparation of a Noise Mitigation Strategy (paragraph 12.5.1) and would seek to work proactively with the Applicant to ensure the provision of necessary mitigation measures associated with the proposed development.</p> <p>With regard to paragraph 12.3.15, the reporting criteria to utilised in the assessment is robust and will consider the impacts of both construction phase and operational phase of the proposed development. The inclusion and consideration of sensitive residential properties in the Dover DC administrative area (e.g. West Stourmouth) in the assessment is welcomed.</p> <p>Paragraph 12.5.3 refers to a noise insulation scheme to help to avoid the significant effects of health and quality of life. It is recommended that careful consideration is given to the impact on residential properties (particularly at night) in the assessment.</p> <p>In addition, paragraph 3.2.152 (Chapter 3: Project Description) makes reference to the following proposed operational flight timings:</p> <p><i>"Normal operating hours...are defined as 07.00 to 23.00 but with limited exceptions during a shoulder period from 06.00 to 07.00 for certain passenger flights..."</i></p>

	<p>...Air freight operations...daytime, 07.00 to 23.00...There may be a requirement for a small number of night-time flights..."</p> <p>DDC notes that further details on this will be determined as part of project design associated with the DCO process and would welcome discussion with the applicant as this process advances.</p> <p>Furthermore, engagement regarding the preparation of the supporting Construction Environmental Management Plan would be welcomed.</p>
<p>Chapter 13: Socio-economics</p>	<p><i>Employment forecasts</i></p> <p>Table 13.21 sets out forecast direct and indirect job creation associated with airport operations at Manston. Additionally, supporting information regarding the methodology used to determine such forecasts, as well as justifications, is detailed in the Manston Airport: A Regional and National Asset (Volume IV).</p> <p>Specifically, DDC notes that the proposed development is forecast to generate a total 2,655 jobs and 30,326 jobs by years 2 and 20 respectively. In order to fully appraise the impacts of such forecasts on the economic and housing needs of the Dover District, further information such as comparative data from existing operations at Manston Airport, is recommended.</p> <p><i>Training and education</i></p> <p>The proposed provision of an aviation training and education facility close to or within the proposed development site is welcomed. In addition, the wider objective in using this facility to better engage with Further and Higher Education providers is supported.</p> <p>The delivery of a 'Centre of Excellence' will provide an exciting opportunity to develop skills and education of the local and regional workforce which will have wider benefits for the East Kent region.</p>
<p>Chapter 14: Traffic and Transportation</p>	<p>DDC supports the Applicant's intention to submit the following supporting documents as part of the formal DCO application: Operational Traffic Management Plan; Travel Plan; Public Transport Access Strategy; and Pedestrian, Cycle and Equestrian Access Strategy.</p> <p>The District Council is keen to engage with the Applicant as the preparation of these documents advances to ensure the provision of necessary infrastructure to accommodate visitors and staff, as well as sustainable links to the development site for residents in the Dover District.</p>
<p>Figures</p>	<p>Figures 3.32a to 3.32d set out indicative air space routes. In particular, figure 3.32d identifies airspace routes regarding departures for the west which comprises several villages in the Dover District such as Tilmanstone, Eythorne, Eastry, Elmstone and East Studdal. In addition, figure 3.32c identifies indicative air space routes for departures to the east which are located offshore between Cliffsend, Sandwich Bay and Deal.</p> <p>Further detail on proposed air space routes and procedures will be subject to a separate round of consultation, as part of the Civil Aviation Authority's airspaces change process. The District</p>

	<p>Council looks forward to working closely with the Applicant as this information emerges to assess the potential implications for the Dover District.</p>
<p>Manston Airport: A Regional and National Asset (Volume II)</p>	<p><i>Aircraft recycling facility</i></p> <p>Paragraph 1.1.5 of the PEIR sets out the Applicant's proposal for an aircraft recycling facility within the proposed development site. Page 54 in the consultation document, Manston Airport: A Regional and National Asset (Volume II), identifies that 10 aircrafts per year are forecast to be recycled.</p> <p>Further information and clarification regarding the logistics of waste movements would be welcomed.</p>



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16 February 2018

Dear Sirs

**Re: Manston Airport - Consultation
Section 42 Planning Act 2008**

Thank you for your letter dated 12 January 2018 notifying Kent County Council (KCC) of the second statutory consultation on the proposal led by RiverOak Strategic Partners to reopen Manston Airport.

In my letter dated 21 July 2017, I set out the Officer response to the first statutory consultation, providing a range of comments on various environmental and technical matters. For the avoidance of doubt, the following response should be read alongside my earlier letter.

Officers of the County Council have reviewed the current consultation documents and welcome the opportunity to comment on the updated Preliminary Environmental Information Report (PEIR), updated masterplan information and publication of a Noise Mitigation Plan.

Preliminary Environmental Information Report (PEIR):

Chapter 3 - Description of the Proposed Development

Paragraph 3.3.93 (pg. 14) states that where ground level reduction is required, it would be undertaken by, "... *earth moving machinery, which includes tracked dozers/ shovels, articulated dump trucks and blade levelling vehicles*". It should be noted that this would not be an acceptable methodology in areas where there is archaeological potential that requires mitigation by investigation.

Chapter 7 - Ecology

There remain outstanding ecological surveys for bats, reptiles, breeding birds (including barn owls) and invertebrates. KCC would expect all ecological surveys to be undertaken to fully inform any proposed mitigation or compensation measures.

It is noted that the proposed likely mitigation requirements (based on worse case scenarios) are extensive and robust. However, the County Council has concerns regarding the deliverability of any off-site compensation measures for breeding birds, and would expect to see further information demonstrating that the proposed measures are achievable and implementable.

Chapter 8 - Freshwater

As Lead Local Flood Authority, KCC has no further comments to make with respect to surface water management. This chapter summarises the position of the Authority in relation to any requirements with a clear, concise summary of representations made by other relevant authorities.

Chapter 9 - Historic Environment

KCC Heritage Conservation has a number of specific comments and for ease of reference, these are included at Appendix 1.

Appendix 9.1 - Desk Based Study

The desk based study is well written and provides a comprehensive account of the archaeological and built heritage assets within the site and study area as are known from published sources. As a baseline it is limited in the availability of specific information from existing surveys and trenching in the site, and is also limited by the extent of survey and trenching works to address the parameters of the DCO proposal. KCC Heritage Conservation agrees with the recommendation (Section 6.2, pg. 40) that further archaeological survey and trenching is needed.

The archaeology of Thanet is particularly rich and special. Due its ancient and historic gateway location, the character of its archaeology is often distinctive and unique. Remains that are of national significance but presently undesignated can often be encountered in investigations undertaken in this area of Thanet. Table 5.2 (pg. 34) recognises the potential for remains of national significance of prehistoric and Anglo-Saxon date, however potential remains of Roman date could have a national significance especially if associated with the historical events in the area. Similarly, a higher potential of regional significance could be applied to the medieval archaeology of the site should settlement remains such as those found at Thanet Earth be present.

Historic England and the Thanet Conservation Officer should take the lead on the provision of advice relating to the impact of the proposals on the significance of designated heritage assets.

Chapter 14 - Traffic and Transport

KCC Highways and Transportation has a number of specific comments and for ease of reference, these are included at Appendix 2.

Appendix 14.3 - Traffic Generation and Distribution Methodology

At this point in time, the freight cargo tonnage figures used to inform this appendix are taken at face value, as they have simply been provided by the client team. As these figures are used to form the basis of traffic impact estimates, it is important that there is a restriction imposed on the level of freight that the airport would be permitted to handle. In the absence of such a restriction, it is essential that the maximum freight handling capacity is robustly identified and justified, as this could have a material bearing on subsequent peak hour freight traffic figures.

A 30% reduction in cargo tonnage has been applied to allow for efficient HGV movements (i.e. those that enter and leave the site full). However, it is unclear where this figure has been derived from. It is essential that any reductions are fully justified using an appropriate evidence base. There is an assumption that the cargo movements will take place evenly across a 24-hour day, however in reality, there are likely to be peaks and troughs throughout the day. Whilst it is understandable that for ease of assessment, a simplistic view has been taken, for a robust assessment to be undertaken, it would be necessary to look at a worst-case scenario. A worst-case scenario would be the maximum amount of freight that could be theoretically handled at the airport within any given hour applied to the network peak, for assessment purposes.

A similar methodology should also be applied to proposed passenger flights. Whilst an attempt to estimate likely passenger numbers has been provided, a number of assumptions have been made that could have an impact on subsequent traffic generation. For a robust assessment to be undertaken, a realistic maximum passenger throughput should be estimated, and necessary restrictions placed on operations. Paragraph 3.1.22 (pg. 19) refers to aviation experts providing an estimate of passenger travel mode share, however no further information to cross reference these forecasts has been provided.

The methodology of using TRICS to inform Northern Grass area trip rates is largely accepted, however as outlined within the recent Transport Assessment (TA) scoping exercise, this is based on the understanding that land uses in this area of the site are restricted to the proportions as outlined within the assessment document.

Fuel tanker trips are noted, however it is necessary to provide further justification in relation to the number of deliveries required to service the site in a worst-case scenario. For example, the capacity of each tanker and how much fuel is required for each plane (as identified earlier within the report based on tank capacity). This should then correlate with the number of planes estimated, with an allowance made for operational fuel requirements for on-site vehicles and equipment.

As outlined in the TA scoping exercise, it is unrealistic to assume that all staff movements will occur outside of the network peak hours and that staff will all follow

the same shift patterns. It would be very difficult to monitor or ensure future compliance with such a regime and in turn, this could potentially underestimate the actual peak hour impact of staff movements.

The document states that a gravity model approach has been used to identify the origins and destinations and subsequent routes, and this has been informed by information provided by the wider project team. Further information to substantiate the assumptions made on origins and destinations would be helpful to support the final TA document. It is noted that a gravity model approach has also been used to derive origin and destination information for the Northern Grass uses. It would be more appropriate to use census data to provide an improved local perspective on likely trip distribution, and this could be derived by interrogating the data for local output areas that encompass other key employment areas within the Thanet District to provide a more robust basis for assessment.

Updated masterplan information:

Highways and Transportation

The provision for a new highway link between A256 Haine Road and the B2050 Manston Road, as outlined in the emerging Thanet Transport Strategy, is absent from the proposed masterplan. The indicative layout also appears to compromise the delivery of an appropriate form of link road in the future. Failure to comply with this emerging infrastructure requirement could prejudice the delivery of identified highway solutions to manage the impact of future housing growth requirements over the emerging Local Plan period (subject to further highway modelling outputs).

In addition, there are initial concerns in relation to the absence of provision for a new highway route to and from Westwood (including appropriate walking and cycling links). The proposed development has the potential to encourage inappropriate use of rural roads within the proximity of the site by both vehicles and non-motorised users. It is evident that limited pedestrian facilities or improvements are proposed outside of the immediate site confines, which further limits the accessibility of the site by non-motorised transport. The impact of the development within Manston Village remains a concern due to the restricted road geometry throughout the village, as well as the ability of the local road network to serve the site efficiently and reliably by public transport.

The previously indicated roundabout solution at the Spitfire Way has been replaced by a signalised junction arrangement. An initial appraisal would suggest that this is not an optimal form of junction and is potentially out of keeping with the nature of the approach roads to the site. There are initial concerns over the approach geometry to the junction and future capacity for increased traffic flow in line with planned growth. In the absence of strategic highway modelling and detailed junction appraisal, it would not be possible to confirm if this junction would be supported as an appropriate solution.

There is a proposed priority junction on B2050 Manston Road between the two new signalised junctions, which would appear to be intended to serve the cargo facilities. It is strongly recommended that access at this junction is restricted to emergency

access to manage traffic flow at the Spitfire Junction and traffic flow on the B2050. The proposed junction onto Manston Road (to the west of the Northern Grass) could potentially encourage HGV rat running along this section of highway.

A full Stage 1 Road Safety Audit and associated designer's response will be required for all proposed highway changes. In view of the above, at this moment in time it would not be possible to provide a definitive steer on the acceptability of the proposed highway alterations.

It is important to reiterate that due to its existing constrained geometry, the B2190 Spitfire Way (between Columbus Avenue and the proposed site access) is not suited to accommodate a significant increase in HGV movements. This section of highway should be improved to reflect the likely change in HGV demand from expanded aviation activity and associated development on the Northern Grass (both in terms of geometry and construction specification where appropriate). No improvements to the B2190 are indicated on the Masterplan document although Section 14.2.12 of the PEIR (pg. 14-2) refers to potential improvements on Spitfire Way/Manston Road, but with limited clarity on the extent of such proposals. Failure to appropriately improve these important highway links could have an impact on the ability of the local road network to serve the proposed development and could prejudice a future aviation operation.

The increase in on-site parking provision is noted. The ability of the main site access junction onto the B2050 Manston Road to accommodate the potential increase in demand will need to be examined within the detailed TA.

The ability for traffic (particularly HGVs and abnormal loads) to enter and leave the site in a forward gear should be demonstrated in the final submission. Any existing informal access points onto the public highway that are planned to remain in use will also need to be clarified along with their anticipated uses.

Heritage Conservation

The Masterplan continues to include areas of new development that have not been included in archaeological geophysical survey and evaluation trenching at the site. In particular, this includes the Northern Grass area and the proposed location for the helicopter facilities in the south east of the site.

The relocation of the Spitfire and Hurricane Memorial Museum is noted, and reference is made to the retention of a heritage building. The area north of Manston Road includes a number of built heritage assets and it is unclear in the Masterplan which ones will be retained. The way in which the museums, the built heritage of the airfield and the visual connection with the runway and operational areas combine to achieve a historic sense of place relating to an important theme of the Isle of Thanet's history, remains unclear. The museums area appears to be located between the business park and attenuation ponds, screened from a visual connection with the runway by the cargo hangers. The references in the PEIR (Volume III, Figures 3.4 and 3.5) do not assist in setting out the intentions here nor is there sufficient explanation in Chapter 3 of the PEIR.

Noise Mitigation Plan:

The County Council welcomes the public of a Noise Mitigation Plan. Aviation noise has received an increasing amount of attention in recent years from communities affected and in scientific research into the impacts of noise and particularly, sleep disturbance because of aircraft noise. Night noise is the least acceptable form of aviation noise and there is an increasing body of evidence into its effects on health and quality of life, including reduced educational attainment in children, cardiovascular impacts because of stress and potential links to Alzheimer's disease from a reduction in the amount of deep sleep a person gets. Noise through the daytime also affects quality of life as residents affected are unable to enjoy outdoor activities or perhaps even open their windows in the summer months without increasing the noise levels in their home.

The most recent Survey of Attitudes to Aviation Noise (published in 2017 using data from 2013/14) showed that communities have become more sensitive to aviation noise. Self-reported annoyance levels correlated with a self-reported health rating, suggesting that increased stress levels especially affect people's health. Importantly, there are a range of sensitivity levels and an individual's expectations of how the noise generated by an airport will change over time can affect their sensitivity. It is therefore vital to keep communities engaged and ensure that they can influence decisions that could change the way they experience noise. In the first instance, the design of the Noise Preferential Routes (NPRs) must include substantial community engagement as per the new Airspace Change Process. This must include demonstrating the likely impact using a range of metrics, for which Nx (number of events over a dB threshold in a defined period) could be very useful in clarifying the number of times a person is likely to hear an aircraft above a specified noise level during either the day or the night period.

The Noise Mitigation Plan proposes a voluntary Quota Count system comparable with the Department for Transport's regulated night flight regime at the designated airports (Heathrow, Gatwick and Stansted). The final Quota Count system could be implemented through a planning agreement, as it has been done at Bristol Airport. However, the designated airports (and Bristol Airport) also use a movement limit whereas the Manston Noise Mitigation Plan does not propose one. At the other airports, the movement limit complements the quota count limit by giving assurance that the number of flights in a year cannot be higher than a set level (i.e. influencing the perception communities will have of the likelihood of change in noise events year-on-year). KCC would like to see a movement limit implemented alongside the quota count limit in the final Noise Mitigation Plan.

Furthermore, Quota Count systems at other airports are divided into summer and winter seasons (corresponding to BST) whereas the Manston Noise Mitigation Plan is an annual quota allowance. The advantage of it being split seasonally is that it gives greater consistency to the amount of noise permitted and prevents an intensive concentration of noise when a large proportion of the quota could be used up. For example, as currently proposed the whole of Manston's proposed quota could be utilised in the summer season whereas a seasonal split would mitigate against this. KCC would therefore like to see the final Noise Mitigation Plan include a seasonal split in the quota allowance.

The proposed quota allowance is 4,000, plus an additional 2,000 for the shoulder period for passenger aircraft (0600-0700). This equates to 6,000 a year. For comparison purposes, the quota allowance at Bristol Airport (8.1 million passengers per year, 3rd busiest regional airport) is 2,160; at Heathrow it is 5,150 annually; and at Gatwick it is 6,935 with an actual usage of 5,868.75 in winter 2015 to summer 2016 (these airports operate a quota count system between 2330 and 0600). KCC welcomes the introduction of a quota allowance in the shoulder period as an effective way to manage noise when many people are still as sensitive as they are in the night period.

However, for both the night period and the shoulder period, the quota allowance is substantial and especially with the absence of a movement limit, KCC is concerned about the level of flights that could result in the night period because of such a high quota limit. This could be a high number of relatively 'quiet' flights or a lower number of some of the noisiest aircraft, noting the QC/4 are often freighters of the type that would be using Manston as a cargo airport. KCC asks that the quota allowance in both the night period and the shoulder period is given considerable review, including considering the views of the local community, and substantially lowered to an appropriate level. Until October 2017, the winter limit at Gatwick was 2,000 and the actual usage was 953 (winter 2015), and that equated to an average of 18 – 20 flights a night. This gives a real-life example of the potential scale of night flights that could be permissible with the suggested quota allowance. Given that the populations around Gatwick find this intolerable, and West Kent's dire situation with arrivals, night flights at Manston could substantially impact local residents.

The Quota Count does not include the new category for use at designated airports of QC/0.125 for aircraft in the 81-83.9 EPNdB range. This captures the latest generation of quieter aircraft and recognises that despite them being significantly quieter than older aircraft, they still do have a noise footprint that can cause disturbance. Such aircraft include the new A320 Neos and Boeing 747-200s. KCC would like the final Noise Mitigation Plan to include those aircraft classified as QC/0.125 rather than classifying them as exempt (i.e. QC/0). Without a movement limit, an unlimited number of exempt aircraft could operate from Manston in the night period, which could be of real detriment to local communities.

The Noise Mitigation Plan will not permit aircraft classified as QC/8 or QC/16 to take-off or land at night. This implies that QC/4 aircraft will be using Manston overnight, contrary to the regime at the designated airports where QC/4 aircraft are not permitted to be scheduled but can fly if they are delayed. QC/4 aircraft are some of the noisiest still in operation and it would be a real benefit to the local communities affected by overflight if there was a scheduling ban on them during the night period and shoulder period. Therefore, KCC asks that a scheduling ban is imposed on QC/4 aircraft between 2300 and 0700.

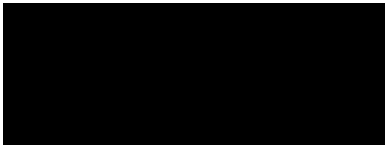
KCC supports the proposed noise insulation scheme and the criteria for eligibility. However, in some circumstances, a reasonable amount of discretion should be used where the scheme may bring real benefits to someone on the edge of the applicable contour, bearing in mind the variance in individual sensitivity to aircraft noise.

The Noise Mitigation Plan refers to working with aircraft operators to encourage procedures that minimise noise. This is welcomed and compliance with these (e.g. continuous descent operations), the proposed noise monitoring of individual aircraft and the flight track keeping can be done through a working group of airline representatives/operators and the airport, with relevant community engagement. Gatwick has found this approach to be beneficial to ensure compliance through their Noise and Track Monitoring Advisory Group (NaTMAG) and Flight Operations, Performance and Safety (FLOPC) group. KCC supports the proposed structure of the fines but recommends that their level is reviewed and finalised when the Consultative Committee is formed. Likewise, the use of income from fines to fund community projects in the area directly affected by noise from the airport is a practical and welcome approach.

KCC would like to be represented on a Consultative Committee as it was in the past and currently is on the Gatwick Airport Consultative Committee (GATCOM). KCC has significant experience in issues of aviation noise because of the experience of West Kent resulting from Gatwick Airport and would be able to bring this to a newly formed Committee for Manston.

If you require any further information or clarification on any matter in this letter, then please do not hesitate to contact me.

Yours faithfully



Barbara Cooper

Corporate Director – Growth, Environment and Transport

Appendix 1: Heritage Conservation comments

Appendix 2: Highways and Transportation comments

APPENDIX 1: Heritage Conservation comments

Historic Environment (Chapter 9)	
Paras. 9.1.5-9.1.6	<p>We note the stated limits to the study for the PEIR and it remains the case that this is based mainly on a desk study of published sources and since the previous submission, the undertaking of a site visit. It remains the case that the authors of the PEIR have not been able to access the results of survey work undertaken at the site that is critical for an understanding of the potential and significance of the archaeology present and the potential impacts that will arise.</p> <p>As per previous comments, the parameters of the development that was assessed by the geophysical and trial trenching works at the site are not the same as for the present DCO masterplan. In particular, the PEIR recognises at para 9.1.6 that the Northern Grass has not been subject to intrusive investigation, and indeed has not been subject to geophysical survey. To be able to understand the potential of this area and the helicopter area, further investigation is needed. An indicative Written Scheme of Investigation is not an appropriate alternative as it assumes that the impacts on the archaeology present in unevaluated areas can be mitigated through investigation. Reference is made elsewhere to adjustment to enable preservation if required following post determination evaluation, however it is not clear that this would be possible within the development parameters once permitted.</p> <p>We remain of the view that:</p> <ul style="list-style-type: none"> • The PEIR needs to take account of the discoveries in the recent investigations within the airport; and • Further survey and evaluation is needed in areas of the development proposals that have not yet been surveyed and / or evaluated.
Para. 9.3.8	The reference to the Historic England confirmation that archaeological works can be secured by requirements in the DCO does not appear in Table 9.5. We believe that Historic England is of the same view as ourselves; the decision needs to be informed by evaluation.
Table 9.3	The response to the KCC comment with respect to understanding certain sites outside the study area is not consistent with what had been agreed. The sites quoted are designated heritage assets rather than the archaeological investigations that illustrate the rich and unique character of Thanet's archaeology.
Table 9.4	Our position remains the same as discussed on the 30 October 2017: further intrusive investigation is needed in the Northern Grass Area and Geophysical Survey.

Table 9.5	A WSI is not an appropriate alternative to evaluation to inform a decision. Alterations to the project design may not be sufficient as they may be constrained by approved development parameters.
Para. 9.4.6	The cropmarks on Telegraph hill represent the evidence for the funerary activity and are not the focus in themselves. The EKA investigations investigated part of this activity but it is more widely known and a particularly rich heritage theme for Thanet.
Para. 9.4.7	The Wantsum was more a sea passage to the Thames Estuary and a harbour and point of entry to the Roman province. The remaining part of this paragraph doesn't make sense.
Para. 9.4.8	The Thanet landscape has played an important role in the nation's history. The shorelines here have seen the arrival of the Romans and their eventual departure, the arrival of the Saxons is celebrated through the Hengist and Horsa tradition and the arrival of the Augustinian Mission to re-establish Christianity happened here as well. It is correct to highlight the role that the area played in the two World Wars. Thanet has always been a gateway to new peoples, ideas, trade and on the forefront of invasion and defence. It is this which has left its mark through a rich and unique archaeological record.
Para. 9.4.29	The Roman road is not thought to follow the line of the A299 south of the airport. That is a more modern construct. The line of the main route is presently thought to lie slightly down slope south and west of the former airport but then swinging into the airport as discovered on the East Kent Access Road. There is a particular potential for Iron Age and Roman settlement found south of the airfield in the 1980s extending into the airfield.
Table 9.7	We agree that there is potential for undesignated archaeological assets of up to national significance. The incorporation of preservation measures relies upon having sufficient information to inform the decision and design and to ensure that this preservation is feasible within permitted development parameters.
Para. 9.8.5 and Table 9.14	Without evaluation through survey and trenching the risk of encountering archaeological remains that cannot be preserved in situ due to the parameters of such permitted development remains high. The Masterplan illustrates a high density of development in the North Grass Area with open space situated specifically around the Radar mast. The flexibility of development to avoid significant archaeology that warrants preservation is questionable, and as archaeology can be found at shallow depth engineering solutions are potentially limited.
Para. 9.9.3 and Table 9.14	The historic structures of the former airfield are an important part of the historic sense of place of Manston and provide an

	<p>opportunity to explain the history of the sense better. Incorporation of these where possible in a holistic interpretation scheme around the two museums is needed. A programme of recording rather than their preservation is very much a less favoured mitigation. The visual connection of the museums to the operational areas of the airport and especially the runway needs to be considered. It is not clear what is to be retained or demolished and the justification for this will need to be clearly set out in the EIA.</p>
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APPENDIX 2: Highways and Transportation comments

Traffic and Transport (Chapter 14)	
Para. 14.1.1 <i>Limitations of the Environmental Statement</i>	This section outlines a disparity in the data collection exercise. Further clarity regarding this disparity would be useful to understand how it might impact on the detailed TA.
Para. 14.2.4	It is stated that the new junctions proposed on Manston Road and Spitfire Way have been designed with full development and future traffic flows, however it is not clear if this allows for the growth requirements set out in the emerging Thanet Local Plan. It would seem unlikely that new infrastructure provision could be accurately forecast on the basis of the spreadsheet model approach that has been used. It is essential that any highway alterations/new junctions delivered as part of the development proposals take account of the likely growth in traffic across the Local Plan period (including new highway infrastructure).
Para. 14.2.12	KCC does not consider a signalised junction improvement to be the most appropriate solution at the B2050/ Spitfire Way junction.
Table 14.1	Limited reference is made to the emerging Thanet Transport Strategy. Whilst it is a draft document, it remains a key consideration for these development proposals, as the proposed aviation use of this site will directly impact on highways and transportation infrastructure identified in the strategy.
Para. 14.4.2	The manual classified turning count (MCC) locations are noted, however to fully identify junctions that are likely to be impacted by the proposals, a more detailed understanding of development traffic impact/ distribution would be required.
Para. 14.4.11	<p>The initial build process for the KCC Strategic Highway model has been completed and recent informal discussions have already taken place between KCC and RiverOak Strategic Partners in relation to potential access to this model.</p> <p>It is not entirely accurate to indicate that the model is unavailable to local developers, as further requests by RiverOak Strategic Partners in relation to the availability of the model have only recently been received due to the change in the anticipated timescale for submission of a DCO. As agreed through these recent discussions, KCC has yet to receive a scope of works/ specification for the modelling scenarios from RiverOak Strategic Partners to progress or facilitate any access requests. Given the scale and importance of the development proposals on the local highway network, it is essential that an appropriate strategic highway model is utilised to appraise the impact of the development. This will ensure that traffic impacts are considered consistently within the framework of the emerging Local Plan and</p>

	Draft Transport Strategy. It is recommended that RiverOak Strategic Partners liaise directly with the local planning authority to agree appropriate land use/ infrastructure scenarios.
Table 14.3	The responses to a number of consultee comments and considerations are noted. Amongst these, KCC highlighted the need for the development proposals to utilise the Strategic Highway Model. It was not agreed by KCC Highways and Transportation that the use of a spreadsheet model would be sufficient for the initial submission of a DCO. Given the likely timescale constraints that between submission of a DCO and its subsequent examination, KCC highly recommends that strategic modelling should be undertaken and fully completed in advance of the submission and completion of the supporting TA. This will ensure that the TA is completed with the necessary level of supporting highway information to inform robust outputs and conclusions. Failure to do so will result in a TA being produced that fails to appropriately consider the impact of the development on the local highway network.
Paras. 14.10.5-14.10.6	The environmental impacts of the development on Manston Court Road have been identified as minor. This is considered to be an underestimation of the potential impact that this development could have on this part of the local highway network. Given that this section of highway is largely single track in nature and serves a number of residential properties, businesses and two caravan parks, it is likely that variations in pedestrian and vehicle activity will occur. This road is extremely sensitive to increases in traffic flow (due to its constrained geometry) and therefore it is considered that a much lower increase in traffic could have a potentially disproportionate impact on the identified impact categories and as such these receptors should be reviewed accordingly. The same matters apply to Manston Village that is currently divided by the B2050 and is also subject to constrained geometry and limited pedestrian facilities.

ENDS

**Mr Mark Dance – Member for Whitstable
Cabinet Member for Economic Development**

Email address – mark.dance@kent.gov.uk



**Mr Tony Freudmann
Director
Riveroak Strategic Partners
50 Broadway Westminster
London
SW1H 0BL**

Members Suite

Kent County Council
Sessions House
County Hall
Maidstone, Kent
ME14 1XQ

Tel: 03000 411009
members.desk@kent.gov.uk

26th March 2018

Dear Mr Freudmann, Tony,

Manston Airport, Kent

I am writing to you in my capacity as Cabinet Member for Economic Development at Kent County Council (KCC) to establish whether, what I am reading in relation to the use of Manston Airport in the local press and assorted aviation magazines in the last month or so is true in that your Company has held recent talks with airline operators, or others, over the future use of Manston Airport. Or whether this is pure speculation on the part of the local press.

As I am certain you can imagine, I am regularly asked for an update on where the Council is on this matter and I would always want to be in possession of the most relevant, truthful and up to date facts. Speculation and rumour does not overly bother or concern me.

You will of course know the KCC's stated position in this matter. You will know that we fully support the continued regeneration of Manston Airport and we will

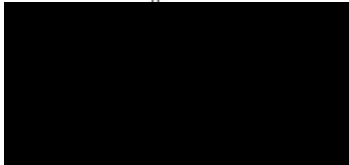


keep an open mind on whether that should be as a business park or an airport, depending upon the viability of such plans and the ability to deliver significant economic growth and job opportunity. The driver for the KCC continues to be to seize the best opportunity to create a significant number of new jobs and bring prosperity into East Kent.

As I say above, it is because of this that I am keen to get an accurate understanding of the situation as to whether your Company has been in discussion with any airline operators or others to establish an operating base out of Manston Airport or whether this is a piece of Fake News on this matter.

I look forward to receiving your clarification and/or comments in this matter.

Yours faithfully,

A black rectangular redaction box covering the signature of Mark Dance.

Mark Dance

Cabinet Member for Economic Development, Kent County Council



Our ref: 110553/4450150
Date: 28th March 2018
Ask For: Councillor Bob Bayford
Direct Dial: 01843 577002
Email: cllr-bob.bayford@thanet.gov.uk



Riveroak Strategic Partners
c/o Mr A Walker
Bircham Dyson Bell LLP
50 Broadway
London
SW1H 0BL

Dear Mr Walker,

Proposed Nationally Significant Infrastructure Project for Manston Airport

As you are aware, I have become the leader of Thanet District Council, beginning a new Conservative administration for the district. The future of the Manston Airport site has been a key concern of the Conservative party and I am committed to improving the Council's relationship with Riveroak Strategic Partners as promoters of the Nationally Significant Infrastructure Project for the re-opening of the site as a cargo airport.

As Cabinet Member for Strategic Planning, I am responsible for ensuring that the Council responds proactively in future engagement with you over this project. I will be receiving regular briefings by officers about the project as it progresses through the Planning Inspectorate's procedure, and I welcome your commitment to engage with the Council to provide sufficient resources for us to fulfill our role in this process.

Whilst I will not fetter objective analysis of your project by officers of the Council, I am keen for you to work with us to resolve the matters previously raised to ensure that the project can maximise the economic opportunities for residents whilst minimising environmental impacts from the development.

I am looking forward to working with you positively in the future on behalf of the residents of the district.

Yours sincerely

A handwritten signature in black ink, appearing to be "Bob Bayford", written over a black rectangular redaction box.

Councillor Bob Bayford
Leader of the Council

Councillor Bob Bayford
Leader of the Council

Direct line: 01843 577108
email: cllr-bob.bayford@thanet.gov.uk
Fax: 01843 290906

Thanet District Council
PO Box 9
Cecil Street
Margate
Kent
CT9 1XZ

01843 577000
www.thanet.gov.uk

Please ask for: Tim Chapman
Tel: 01634 331479
Our Ref: MC/18/0159
Date: 17 January, 2018

Mr George Yerrall



Serving You

Planning Service
Physical & Cultural Regeneration
Regeneration, Culture, Environment &
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Civic Headquarters
Gun Wharf
Dock Road
Chatham
Kent ME4 4TR
Telephone: 01634 331700
Facsimile: 01634 331195
Email:
planning.representations@medway.gov.uk

Dear Mr Yerrall,

TOWN AND COUNTRY PLANNING ACT 1990
The Town and Country Planning (General Management Procedure) (England) Order 2015

APPLICATION NUMBER: MC/18/0159
LOCATION: MANSTON AIRPORT, MARGATE, CT12 5DF
PROPOSAL: Consultation on proposed reopening of Manston airport

Thank you for your consultation letter which was received on 15 January, 2018. I will endeavour to ensure that you receive this Council's comments as soon as is practicable. If for any reason a formal response cannot be made within 21 days of receipt of details, the Case Officer, as advised above, will contact you within that period.

If you wish to enquire about the progress of your application please visit our website
<http://publicaccess.medway.gov.uk/online-applications/>

. All documents and plans relating to this application will be published on the above website. You can also phone the Planning Customer Contact Team on 01634 331700

Yours sincerely

Tim Chapman
Planning Officer

This letter is available in larger print size if required. For details please contact Lisa Maryott on 01634 331102

HAQ Rahil

Subject: RE: Issues with postal consultation in parts of Ramsgate - Other matters [BDB-BDB1.FID9947610]

From: WALKER Angus [<mailto:AngusWALKER@bdb-law.co.uk>]

Sent: 18 January 2018 13:11

To: 'Iain Livingstone' <iain.livingstone@officer.thanet.gov.uk>

Subject: RE: Issues with postal consultation in parts of Ramsgate - Other matters [BDB-BDB1.FID9947610]

Hi Iain

Thank you again for flagging these issues. Please find attached the contour within which we instructed the delivery company to deliver to all households, approximately 50,000. Where we have evidence of people not having received the postcard, we have immediately requested a redelivery. I can confirm that a redelivery was carried out at Nethercourt Estate yesterday upon receiving the information from you (and also a resident).

I have passed your request about the noise contour plans to our environmental consultants and they are preparing a larger-scale version which I or they will send you.

Regards



Angus Walker Partner (Head of Dept)

T +44 (0)20 7783 3441

M+44 (0)7973 254187

W www.bdb-law.co.uk

For and on behalf of Bircham Dyson Bell LLP
50 Broadway London SW1H 0BL

From: Iain Livingstone [<mailto:iain.livingstone@officer.thanet.gov.uk>]

Sent: 17 January 2018 11:27

To: WALKER Angus <AngusWALKER@bdb-law.co.uk>

Subject: Issues with postal consultation in parts of Ramsgate - Other matters

Dear Angus,

We have received a number of reports/comments that parts of Ramsgate have not received the postcards informing about the consultation and the consultation events, including the Nethercourt Estate at the western end of Ramsgate.

Please can this be looked at as a matter of urgency to ensure that all properties in Ramsgate have been sent a postcard by the end of this week, and can you provide details of how the postcards have been distributed and the location still to be done/not done in Ramsgate.

Also, with regard to the noise mitigation plan, the relevant contour plans (figures 12.4 and 12.5) are not at a scale sufficient to be able to identify the properties covered by the noise insulation scheme. I assume that this information is available to have determined the number of properties within the scheme (340 properties in year 20 of operation). Please can you arrange for plans showing the relevant daytime and nighttime

contours on a plan at a similar scale to Figure 9.5 (Extent of 60db Noise Contour) to be provided to the Council for comment.

Kind regards

Iain Livingstone

--

Iain Livingstone

Planning Applications Manager

01843 577140

Thanet District Council

www.thanet.gov.uk

@ThanetCouncil

COMMUNITY SERVICES

Please ask for: Iain Livingstone
Direct Line: 01843 577140
Date: 16/02/18



Mr Angus Walker
Bircham Dyson Bell LLP
50 Broadway
London
SW1H 0BL

Dear Mr Walker,

Application by Riveroak Strategic Partners for an Order Granting Development Consent for Manston Airport

Second Statutory Consultation on Proposed Project

Thank you for consulting Thanet District Council under the provisions of Section 42 of the Planning Act 2008.

We outline our specific comments on the information provided at this pre-application consultation stage of the process below. Regard should also be had to the Council's first response to the previous formal consultation earlier this year (dated 21st July 2017).

Principle and Basis of Project

As outlined with the Council's previous consultation response, the Council's empirical evidence demonstrates that airport operations at Manston over the Local Plan period are very unlikely to be financially viable. The updated work by Azimuth Associates still fails to adequately consider the importance of the significantly lower cost of belly-hold freight capacity and the peninsular location of Manston within the UK and the South-east, and it fails to show how the project would overcome these fundamental limitations.

The lack of any cogent business case for how the project will be funded and delivered has also not been addressed in the second consultation, nor have any reasoned or transparent financial projections been provided. All previous comments made by the Council regarding the business case are therefore still valid and significant uncertainty remains about the delivery of the project and the purported benefits.

Within your consultation documents the current capability of the airport in terms of flights is stated as zero. It is noted that this figure is contested by the owners of the airport site. This will form a key determination for the Planning Inspectorate when deciding whether the project constitutes a National Significant Infrastructure Project (NSIP). The Council would recommend that you clarify this matter as

a priority, to ensure that all stakeholders are assured of whether the NSIP will progress past the acceptance stage.

Policy Assessment

The Preliminary Environmental Information Report (PEIR) does not include the Proposed Revisions to the draft Local Plan (preferred options) from January 2017 in its analysis of local policy in various sections, however it includes the January 2015 consultation, which has equal weight in decision making at this stage in the production of the Council's Local Plan. The Environmental Statement (ES) should be updated to reflect the correct local policy framework.

Economic impacts

There continues to be a lack of clarity about the use of potential job growth as a result of your project. For example, the new PEIR states that the project would bring "4,000 direct and 30,000 indirect jobs to the local economy by 2038", whereas the previous PEIR stated that by year 20 of operation over 4,200 people would be directly employed at the airport site and a further 26,000 in the "wider regional economy". The economic area, be it the 'wider regional economy' or "local economy", is not defined in any of the consultation documentation and this should be added to the ES. These job numbers continue to be generated on the basis of a theoretical academic report with no acknowledgement or provision for optimism bias, rather than on a studied financial appraisal of the project and expected growth.

It is noted that the consultee comments of section 13 of the PEIR does not include the Council's previous comments, unlike the assessments made in other sections of the PEIR. There remains significant uncertainty about whether the socio-economic benefits from your project in terms of job creation attract significant weight in support of the project, with these benefits overstated in Section 13 of the PEIR. Due to the continued lack of explanation to address the above concerns, it is not considered that the effect on the economy of Thanet would be "major beneficial - significant" due to the limitations in the evidence produced.

Please refer to our previous consultation letter for how to address these concerns.

The proposed commercial development on the northern grass does not appear to be functionally required for operational purposes of the airport and should not form part of the projects viability assessment. This development could be situated on allocated employment land within the district, such as Manston Business Park.

Housing Requirements and Employment Implications

We note the "Review of Future Housing and Employment Growth and Capacity for Development" document which you are consulting upon (also referred to as 'Employment and Housing Land Technical Report' within the PEIR). The main thrust of this document, compiled by your planning consultants RPS, is that there are adequate alternative sites to deliver housing to meet the district's objectively assessed need (OAN) without designating the Manston Airport site for housing and that the Council have under-estimated the likely job growth within the new plan period.

The report produced makes basic and fundamental errors in its analysis of additional sites, including using out-of-date SHLAA information, identifying some sites already recommended for inclusion, double-counting of sites, assuming that all sites submitted are acceptable (ignoring obvious environmental constraints and the Council's sustainability appraisal), whilst the analysis of the potential economic growth in the plan period includes inaccuracies and a lack of understanding of the relationship between housing numbers and expected job growth.

However more importantly, this report fails to address the matters raised in our previous consultation response, that the implications of the job creation purported from this project would significantly affect the OAN for housing within the East Kent region. The impact is a likely significant increase in housing land requirements in Thanet. This may result in indirect effects, such as additional loss of countryside through housing development and significant new infrastructure demands, which has not been assessed in the PEIR. As previously outlined:

An assessment must be carried out within the full submission reviewing job creation in your project and the relevant plan documents in Thanet, Dover and Canterbury (phased over respective plan periods), reviewing the labour supply with existing studies available in all three areas, assessing where the projected workforce will be drawn from to the airport, modelling migration adjustment from this information therefore deriving implications on housing need in the district and the region.

This has not been provided, neither have the ramifications for this on Thanet's countryside been adequately assessed within your submission (including within the socio-economic and landscape visual impact sections of the Environment Statement (ES)).

Other socio-economic impacts

The following comments made in our previous consultation response remain valid:

Additional burdens on local services are considered to be major adverse impact during operation in the PEIR, which would result from the increase in residence of operational workers in the district. This effect should be linked to the work to be carried out around the increase housing requirement in the district and neighbouring authorities (above in Housing Requirement section), to quantify the impact on local services as accurately as possible.

Specific surveys of the location and character of vulnerable groups and community facilities to be undertaken do not appear to be provided in the PEIR, with more details to be provided in the ES. We will await this information, and request that the potential for local employment and training during construction and operational phase be outlined in full in the ES and subsequently secured via appropriate obligations, as per our previous comments.

Previous comments raised regarding the use of out-of-date data are relevant, as the tourism profile of the district provided within the PEIR has not been updated to reflect available data on visitors from the 2015 Cambridge Economic Impact Model, further information can be found via: <https://www.visitthanetbusiness.co.uk/>. The Council has adopted its Economic Growth Strategy, which is referenced at PEIR section 13.4.27, however the Experian report from 2012 was not adopted and is not considered up-to-date.

Information on how the likely effects on local amenity, businesses, the destination and the experience of visitors will be mitigated by environmental measures has not been outlined in PEIR, with the significance level of effect not yet assessed on key areas such as disruption to local communities and amenity effect on tourism during operation of the airport. As previously outlined, all indicative flight paths would travel over Ramsgate, and night flight mitigation (see Noise and impact on living conditions section) would not impact on the multiple flights during the day that could adversely affect local business, inward investment, the expanding filming industry and a successful tourism sector. We await the further assessments to inform necessary mitigation before commenting on whether these impacts are significantly harmful to local communities, business and tourism in the district.

Noise and Vibration, Land and Air Quality

The project has the potential to result in significant impacts as a result of noise and vibration and on land and air quality. Our response assesses each section in order of the PEIR Chapters.

Noise and Vibration

Scope of Assessment

Based on the PEIR 2018 and associated documents and appendices, the scope of the aircraft and ground noise assessments are generally considered appropriate and consistent with policy and current guidance at this stage.

The scope identifies that noise from operational static sources is not possible at this stage as detailed design has not been undertaken and therefore necessary information is not available. The PEIR states that without mitigation, impacts can arise from these sources and presents a commitment that within the embedded mitigation no significant impacts arise. It is considered that this approach is reasonable at this stage. The methodology and approach to assessing and controlling noise from sources of this nature is detailed in Appendix 12.5 and is considered to offer a reasonable approach at this stage. The PEIR states that noise from these sources shall be controlled such that the “rating level at the worst noise affected property minus the background level is not more than -5 when assessed in accordance with BS4142”. This is considered a reasonable approach and should become a Development Consent Order (DCO) Requirement.

The PEIR commits in a number of locations in the document to a specific course of action or outcome these should become conditions or requirements for DCO. It would be helpful if there was a table to track these commitments through the ES and the planning stages.

The scope of the construction noise, construction vibration and construction traffic noise assessments are generally considered appropriate and follow relevant guidance.

The scope of the phasing of the development and associated phasing overlaps are unclear. Paragraph 12.4.15 states that Year 2 is 2021 and year 20 is 2039, whilst paragraph 12.9.3 states 2020 as being Year 0 and 2026 as Year 15. These statements are inconsistent, the latter being incorrect and whilst this may simply be a typographic error, uncertainty is created by these statements. It is understood that Phase 1 is anticipated to last around 12 months and the other phases will be undertaken at an unknown date, as the airport expands. Further clarity is required to

be provided on the assessment years and phasing of the development. Consistency of assessment years and phasing details should be provided throughout the ES.

Cumulative and combined impacts from the various sources have not been assessed at this time. This will be required as part of the ES.

Assessment Methodology

The methodology and data gathering for assessment of aircraft and ground noise are generally considered appropriate. Associated legislation, policy and guidance have been considered and applied in an appropriate manner. The following points are made, including areas where clarification and/or additional analysis is required to be addressed within the ES:

- The methodology in particular considers the most recent policy developments associated with Heathrow Expansion and their application to Manston (the draft Airports National Policy Statement – draft ANPS) as well as the broader development of airspace policy and guidance.
- The establishment of LOAEL and SOAEL values is considered to be appropriate and based on the latest UK Government (draft) policies relating to aircraft noise and WHO guidance. The methodology recognises that current policies are draft, and adopts a lower threshold for LOAEL daytime than proposed in the draft ANPS. SOAEL values align with those proposed by draft policy and WHO for night-time noise exposure.
- The assessment method determines that likely significant effects from operational aircraft noise are determined by reference to absolute noise levels (or absolute values related to aircraft noise) with specific criteria for residential receptors for significant effects being attributed to exposure greater than SOAEL or another similar metric. Paragraph 12.8.28 of PEIR 2018 indicates a range of other considerations for determining significant adverse effects when the exposure is between LOAEL and SOAEL. However, these do not appear to have been considered in the assessment criteria for operational aircraft noise. For example, significant effects can arise when there is an adverse noise change as a result of change in the acoustic character of an area (as recognised in Planning Guidance – Noise (PPG-N)). Consideration should be given at the earliest opportunity as to whether this approach has implications for the identification of significant effects. This has a bearing on the identification of likely significant effects in the PEIR.
- The study area appears to be appropriate although it is not clear how this area has been determined and further detail on this should be provided..
- There have been no aircraft operating at Manston since 2014. The population considered in the study area can therefore be considered to be newly exposed to aircraft noise - it is not clear how the implications arising from this being a newly exposed population are being considered or how they may modify the effects. For example, there is evidence that initial annoyance responses may be greater at opening than the standard exposure response suggests, but over time this can moderate. As noted later in the report, the number of dwellings exposed to LOAEL increases over the 20 year assessment period. Consideration

should be given to the changing response over this time. It is noted however that there is no current methodology for applying the implications of this apparent habituation.

- Table 12.14 identifies “impact criteria” for non-residential receptors. The table title appears to be incorrect referring to “non-sensitive” receptors rather than “non-residential”. The identified impact criteria are considered appropriate for the categories defined. However, the potential effects are considered to be understated for schools and hospitals. For schools, the effect of noise is a developmental delay (at least in Primary Schools) resulting from change in noise levels. For hospitals there is evidence that there are delays to recovery if noise levels are significant enough. In both cases the higher noise level and change the worse the effect. This should be noted and addressed.
- In DCO terms, the proposed scheme is the ground based development. The development consent for this ground development does not provide consent to fly aircraft onto or off the renewed runway. Consent for the new air traffic movements has to be secured separately, from the CAA, in line with the new UK airspace policy, guidance and procedures and therefore consent for the specific effects of aircraft noise falls to that process. That said assessment of effects from the airspace must still be reported within the DCO process. Concerns may arise associated with the lack of detailed definition of the airspace design and therefore lack of certainty over the effects from airborne aircraft noise. The airspace design process as presented in CAP1520 (and adopted for this project) requires assessment of effects from aircraft noise in the same terms relating to government aims of noise policy as per the Noise Policy Statement for England. Further stages of consultation are required through that process.
- The PEIR notes the issues surrounding airspace design. An assessment approach is proposed and described in Appendix 12.3 – the consideration of effects from airborne aircraft relating to evaluating airspace design options is detailed and well considered given the information available at this time from the airspace design process.
- The application of the aims of Government noise policy (ie avoid significant; mitigate and minimise adverse; and improve where possible) on sustainable development, as required at DCO and through the airspace change process represents a more stringent set of tests than would have previously been applied under the existing APF and previous airspace design guidance.
- In considering the effects of night flights, the methodology goes beyond the requirements of policy in its consideration of “objective awakenings”. However, there is a lack of clarity on how this is considered, assessed and derived. Further explanation of the concept of “objective awakenings” and how this considers events rather than just average noise levels should be provided in the ES, in particular explanation should be provided in non-technical language as, far as possible.
- Paragraph 12.6.8 appears to scope out “Quiet Areas” on the basis that it is “understood that there are no areas within the study area that would be referred to in the NPPF as being prized for their recreational and amenity value”. Clarity is sought on where this understanding comes from. Figure 11.38 indicates that there are many areas at the more tranquil end of the tranquillity spectrum (as defined by the Campaign to Protect Rural England). Whilst it is

recognised that “Quiet” is not the only determinant of tranquillity, clarity should be sought on how these areas are being considered in the assessment and where the understanding that there are no quiet areas is derived from.

- Appendix 12.3 describes the methodology in more detail. In the “options appraisal approach” the use of WebTAG for monetisation is identified but this does not feature in the main body noise and vibration section (ie Chapter 12). In Appendix 12.3 it is indicated that one of the dose-response relationships used in webTAG has been replaced stating that “dose response cover replaced by RIVM 2014 as it was identified as being the best fit for the Proposed Development”. Clarity should be sought on what this means and on the rationale for adopting the RIVM 2014 approach which is not referenced nor described anywhere else in the documentation and the implications of this are not clear or explained for the analysis.
- Policy requires that WebTAG be the primary tool for assessing effects, other methods can be applied but these should be as a secondary, sensitivity analysis. Clarity is required on how the RIVM 2014 dose response relationship has been applied, the evidence base for applying this and the precedent in this context (there is no alignment with policy) and whether the results presented in the options appraisal are based on that or WebTAG and whether any sensitivity analysis is available. At the ES, all the options appraisal should primarily present WebTAG results, anything else must be treated as a sensitivity analysis.
- The WebTAG spreadsheets for aircraft noise were updated towards the end of 2017 to enable analysis to 1dB resolution (previously 3dB bands) and to consider population rather than dwellings. Scheme appraisal for the ES should be undertaken with the latest version.

Whilst the assessment methodology for construction noise and vibration is generally considered as appropriate the following points need further consideration:

- The BS5228:2009+A1:2014 “ABC Method” has been used and Category C thresholds are identified in Chapter 12 to correlate with SOAEL and Category B and Category A thresholds as LOAEL. This is not a precise interpretation with the notes to Table E.1 in BS5228. Note 1 to Table E.1 (in BS5228) states “A potential significant effect is indicated if the LAeq,T noise level arising from the site exceeds the threshold level for the category appropriate to the ambient noise level”. Therefore a potential significant effect could occur at thresholds lower than interpreted in the Chapter 12 assessment. It is noted that there are a number of “static caravan” type homes at locations around the airport and given the lower level of sound reduction from the building envelop a potential significant effect may occur at these lower levels, in particular at night. These static caravans are detailed in the landscape assessment but do not appear to be mentioned in the noise and vibration assessment.
- The earthworks activities may require consideration of Section E.5 of BS5228:2009+A1:2014. This section gives guidance on the application of criteria to long term earthworks more akin to mineral extraction than conventional construction activity. BS5228 suggests that the limit of 55 dB LAeq,1h is adopted for daytime construction noise for these types of activities but only where the works are likely to occur for a period in excess of six months. Precedent for this approach has been set within a number of landmark appeal decisions associated with the construction of ports. Whilst it is noted this criteria is not commonly applied it could be considered applicable given the scale and duration of the earthworks at the airport.

- The construction noise assessment does not give both typical and worse-case noise levels. Appendix 12.3.1 details they are construction levels when the activity is at the closest work area to a receptor and therefore can be considered as worse-case noise levels. It is noted that the core construction hours are stated as 0800 to 1800 yet a LAeq,12hr is given. Similarly the night time noise assessment uses a LAeq,8hr noise level whereas BS5228 uses LAeq,1hr for the assessment of night time noise.
- The construction noise levels are described in Appendix 12.3 as being a LpAeq,T as a free-field level relating to a position 3.5m from any building. Free-field noise levels have been used in the baseline survey. It is noted if a facade correction is applied to consideration of a point of interest 1m from the façade of a sensitive receptor then predicted construction noise levels will be higher. Appendix 12.3 states that assessment considers conservative daily noise levels calculated from the worst case location in the working area. It is noted if a facade correction is added to some of the predicted noise levels the apparent threshold may be exceeded e.g. Table 12.17 Receptor 1, Receptor 8 and Receptor 9.
- The methodology adopted for the calculation of vibration levels from construction activities is that advocated within Transport and Road Research Laboratory Research Project 429 – Groundborne vibration caused by mechanised construction works and BS5228-2:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'. The assessment is limited to 100m and is consistent with the aforementioned guidance. This approach is consistent with guidance and contemporary assessments.
- The assessment adopts a VDV of 0.2 as the criteria for the onset of a significant effect. The assessment predicts PPV of 3.6 mms-1 external to sensitive receptors but no significant effect is identified as the VDV does not meet the criteria for a human response significant effect. Though the VDV response, is not met other contemporary assessments use PPV criteria for human response and a PPV of 3.6 mms-1 can be considered a significant effect, depending on the duration. The duration of the anticipated PPV of 3.6 mms-1 and the number of receptors affected is not described and so the significance is not clear. It is also not clear if vibrations during start up and shut down of vibratory compaction equipment have been considered. Clarification is required as to the duration of the potential effect from vibratory compaction and whether the start-up and shut-down of compaction equipment has been considered. The ES should clarify whether or not this results in a significant effect, that is currently not identified.

Baseline

The baseline noise levels for the periods used to establish the BS5228 ABC category are detailed in Appendix 12.4. The expanse of the survey is considered generally suitable although it is noted that the reporting does not include night time LAeq,1hr baseline noise level used in the Environmental Statements for recent high profile schemes where construction working at night is required, such as for HS2 and Tideway. The PEIR suggests that night time construction may be required in Phases 2-4 and as such regard should be given to night time LAeq,1hr baseline noise levels.

The baseline surveys for the Chapter 12 assessment, reported in Appendix 12.4 indicate a LAeq,8hr has been used and when the variation in LAeq,1hr levels over the quietest part of the night have been considered there is potential for lower baseline noise levels at a particular site and thus a potential increase in effect. It is noted that the application of LAeq,1hr to the assessment of night time construction noise is by no means universally accepted however it is the Council's preferred reference period for the assessment of the construction works against a LAeq,1hr baseline for night-time working.

No baseline assessment of vibration has been conducted and is deemed not to be required given the absence of sources of baseline vibration. This approach is considered appropriate.

Assessment of effects

The assessment of effects from aircraft and ground noise is considered to have been generally undertaken using an appropriate methodology. The review has identified a number of areas where clarification and/or additional analysis is required to be addressed within the ES. There are also comments about the adequacy of the mitigation plan which should be addressed within the ES. These are presented below:

- The assessment does not make clear the direct and indirect effects of the development. This should be made clear at ES.
- The combined effects of construction (for those construction phases after opening), road and operational aircraft do not appear to be considered. Particularly of concern would be those combined night-time effects after opening arising from night-time construction activities. This should be addressed in the ES.
- There does not appear to be reference to cumulative effects with other major projects in the area. Clarity is sought and this assessment should be included within the ES. The assessment of effects does not clearly demonstrate how the aims of Government noise policy have been met. This should be included in ES.
- Night flights:
 - Sleep disturbance caused by night flights is perhaps the most sensitive aspect of any airport operations at Manston, particularly where cargo operations are central to the case. The results presented at Table 12.25 indicate that at night that the number of dwellings exposed to noise levels >night-time SOAEL is 225 in year 20, an increase from zero in Year 2.
 - The mitigation identified for this residual "significant effect" appears to be in the form of the "sound insulation grant scheme". It is standard practice when addressing aim 1 (avoiding significant effects) to apply a noise insulation and compensation scheme. This scheme as proposed in the mitigation plan however is only a £4000 contribution towards the costs of insulation and ventilation. There is a question as to whether a "contribution" is adequate for "avoiding" significant effects as per aim 1 of the Government's noise policy. Further, paragraph 12.9.45 indicates that the mitigation "will avoid or reduce significant effects at many receptors". Noise insulation schemes

of this nature only “avoid” significant effects where the noise insulation is actually installed at the property. It is considered unlikely that the cost of noise insulation and ventilation would be less than £4,000 and so this will then generally require a contribution from the homeowner. Consequently, take-up is generally low when a grant type scheme with a contribution to the costs only are provided - to drive take-up of the scheme full costs need to be provided alongside provision of acoustic glazing options. It is considered that this scheme would not provide adequate coverage to enable a claim that the significant effects from aircraft noise are avoided.

- The aviation policy at Heathrow has more generous compensation package and restriction on night flights (11pm-7am). The Air Navigation Guidance 2017 sets LOAEL of 51dB LAeq16hr for daytime noise and 45dB LAeq8hr – so the proposed contours (50/40) are significantly ‘tighter’ but mitigation doesn’t apply until 63dB day and 55dB night to properties within the contours, which is significantly worse than proposed by Heathrow extension.
- The proposed night flying restrictions presented in the Noise Mitigation Plan indicate that only the QC8 and 16 aircraft cannot operate between 11pm and 7am. As the PEIR points out, aircraft technology is improving and aircraft are getting quieter. Clarity should be sought on the extent to which this would make a difference to minimising the effects of night flights. Consideration should be given to ways to incentivise the use of quieter aircraft types at night and/or how the noise limits and fines can be used in combination to act as an incentive.
- The assessment identifies that there are no dwellings where there would be at least one additional awakening either at Year 2 or Year 20. It is not possible to verify this as there are no contours presented, however this seems unlikely given there are over 200 dwellings inside the night-time SOAEL in Year 20. The method for the calculation of awakenings is not apparent through the documentation – key considerations need to be understood to enable understanding of this result. This should be included within the ES.
- The assessment considers there is likely to be an even temporal distribution of flights across the night – ie 1 per hour. Clarity should be sought on the likelihood and reality of this happening in practice given the nature of the night-time operation being cargo only. This assumption may partially explain why there are no additional awakenings forecast - additional awakenings is a function of the magnitude of internal noise events, the number of the events and the time/frequency between events. It is therefore essential that clarification is provided on the proposed night flights schedule and this should be detailed and assessed within the ES.
- The analysis indicates that the most effective means for reducing sleep disturbance is the preferential runway use proposal which reduces flights over Ramsgate. Clarity should be provided on the feasibility of this, if it is to be presented as a mitigation option (though it is recognised that this is a matter for airspace design so may not be relevant for the DCO).

- Notwithstanding the issues outlined, the number of movements within the night-time period should be limited to 8 in accordance with all environmental information produced, otherwise all work in the Environmental Statement would not adequately assess the impact of the development. Therefore there should be no objection for this restriction to be stated as a DCO requirement.
- Schools:
 - Seven schools have been identified as having a significant effect arising from the development (Paragraph 12.9.58 and Table 12.10). Table 12.26 presents the predicted aircraft noise levels for non-residential receptors including schools (as identified meeting the impact criteria). Paragraph 12.9.61 indicates that “noise sensitive schools... have been identified which are exposed to noise levels in excess of 60 dB LAeq,16hr”, however the noise levels in Table 12.26 do not support this statement, presenting no schools having noise levels greater than 58 dB LAeq,16hr, unless the magnitude of the change has resulted in this identification. Clarity should be provided on which criteria has identified significant effects for these schools.
 - In respect of the mitigation applied to schools where a significant effect has been identified. In Appendix 1, Section 3 of the noise mitigation plan the proposals for the Noise insulation scheme are set out. This section states that “The airport will provide reasonable levels of noise insulation and ventilation for schools and community buildings within the 60 dB LAeq (16 hour) day time contour.” The data presented in Table 12.26 would suggest that there are no schools that meet the eligibility criteria for the scheme – so whilst seven schools are identified with significant effects these would not qualify for the noise insulation scheme. The proposed noise insulation scheme for schools is considered insufficient to mitigate the significant effects that have been identified.
 - Further details and revision of the noise insulation scheme for schools should be provided as part of the ES that demonstrate adequacy to address the identified effects. The scheme currently defines that the project “will provide reasonable levels of noise insulation and ventilation”. There needs to be greater clarity on the approach to define reasonable and what criteria would be applied. A good starting point would be the application of noise insulation and ventilation to enable the requirements of BB93 to be met. A revised mitigation plan should be provided with greater detail on this scheme.
 - The noise contour plans show additional contours i.e. the extent of 57dB(LAeq16hr-daytime) contour as this is the threshold where the Aviation Policy Framework suggest there is the onset of significant community annoyance, as well as the 60dB contour (which had to be requested additionally by the Council for the consultation).
- The analysis indicates (para 12.9.53 and Table 12.25) that the number of dwellings exposed to daytime SOAEL increases from 48 to 115 between year 2 and 20. As with the night-time SOAEL point raised above, there is a question of adequacy of the proposed noise insulation scheme if this to be the primary means to “avoid” significant effects.

- The analysis indicates that the number of dwellings exposed to noise levels greater than LOAEL both daytime and night-time is likely to increase. Whilst it is understood that the number of movements is forecast to grow and hence the noise exposure footprint gets larger, and that this is largely a matter of airspace design, some clarity of how the mitigation measures presented might address this to reduce the effects commensurate with the growth forecast is required to be provided. It is not clear how the mitigation measures reduce the effects over time. For example, as with night flights, there appear to be few incentives for operators to consider operating least noisy aircraft available and appropriate to the service.
- Paragraph 12.9.45 refers to “embedded” mitigation from the mitigation plan as outlined in section 12.7. However, it is not clear which of those items in the mitigation plan would be considered embedded and which of them contribute to reducing noise levels – not all of them do, eg the noise and track monitoring system is a management tool, whilst this is an important tool for reporting it would not necessarily reduce noise. Further it is not clear which ones have been considered in the development of the dwelling counts exposed to SOAEL and LOAEL values.
- The evaluation of airport mitigation options presented in Appendix 12.3 is considered appropriate.
- Mitigation Plan:

In addition to the specific effects comments raised above with respect to night flights and schools the following points are made, that should be addressed within the ES:

- It is considered that the mitigation plan as currently presented does not provide sufficient information as to how the items enable the aims of noise policy to be achieved and which of the aims of noise policy each addresses. There should also be an evaluation of the mitigation elements to demonstrate how they each meet the aims of noise policy to avoid significant effects; mitigate and minimise adverse effects; and improve the effects on health and quality of life. The evaluation should demonstrate why they are considered appropriate.
- Further, the NMP indicates that the requirements of the ICAO Balanced Approach have been considered in the development of the mitigation but it is not clear how each item relates to the aspects of the ICAO Balanced Approach.
- The assessment of effects clearly shows that the effects worsen over time as movements grow and so there is no mechanism built in to the mitigation to apply some measure of control over the growth of adverse effects as the airport grows, ie there is an implication that worsening effects is a consequence of growth. This is a limited view and the mitigation plan should present mechanisms to incentivise the airport and or its operators to improve performance and reduce these effects over time, in particular where there are significant effects identified eg from night flights and to schools.
- The mitigation plan presents some night flight restrictions with annual quota limits applied to the core night quota period (2300 to 06:00 in this case) of 4000, with an additional quota of 2000 for flights in the shoulder period (defined as 06:00 to 07:00 for

this airport) – that is a total of 6,000. The analysis indicates a maximum of 8 flights per night and so an overall average quota count per movement of 2. However, there is no restriction on the number of movements in this period, so there could be many more movements by aircraft at the lower quota count range, or fewer at the higher end. This Quota Count approach can be an effective mechanism for managing the effects of night flights, especially when considered in conjunction with the noise insulation scheme. However, given the current limitations on the information provided, it is unclear how effective this mechanism will be until all matters raised have been addressed.

- It is not clear what the securing mechanisms are for these mitigation items, clarity should be presented at ES on how these items will be secured.
- Paragraph 1.4 includes planes “scheduled to land” within the night-time period, but omits those aircraft that land during the night-time period when the scheduled landing time has been altered.
- Appendix 12.3 presents an appraisal of the airport mitigation options for displaced thresholds and alternative glideslopes. This analysis indicates that these potentially offer relatively small benefits over the standard positioning and slopes and so they have not been adopted. Limitations in the way in which these have been assessed mask the benefits for those that would benefit (in particular people in Ramsgate). This may be acceptable for the early years of operation where the impacts have been demonstrated to be much smaller it is, in later years the impacts have been shown to worsen, with no mitigation present to reduce noise levels as the airport grows other than assumptions that technology will deliver. It is therefore considered that in the ES further analysis should be presented to demonstrate that without these (and potentially other) mitigation elements that all the aims of noise policy can be met; how these options could be deployed over time to offset some of the worsening of effects that accompanies the growth of the airport; and to demonstrate how significant effects have been avoided as far as possible before the application of a noise insulation scheme.
- The adoption of continuous descent approach does not appear in the list of mitigation elements. Evaluation of this should be provided within the ES.
- Measures should be developed, considered, assessed and analysed that could be implemented over time as the airport grows to offset the increased effects (increased glideslope may well be one of these).
- An analysis and evaluation of the noise limits and fine proposals should be undertaken to support the mitigation plan so that some understanding can be provided of how much of a deterrent the proposals may be. This should be detailed within the ES.
- It is important to emphasise that residents will not have recourse to complaint to the Council Environmental Health team to investigate complaints of aircraft noise because Statutory Nuisance does not apply to aviation which is specifically exempted hence why it is vital all residents affected are made aware in plain English of the implications of the potential noise..

- There are a number of different noise metrics units used within the noise mitigation plan including EPNdB and LAMax that are used to describe noise levels from individual aircraft. These could be considered complex for the layperson to understand and it is recommended that a non-technical version of the mitigation plan is prepared to accompany the ES.
- The description of the proposals for night flight restrictions is long and complex – the tables of aircraft types are very lengthy – consideration should be given to providing a simplified explanation (perhaps with a more technical supporting note). This should be simplified to enable better understanding. A time period of application and review should also be applied.
- The justification for the number and location of noise monitors is not provided. The proposals for the noise monitoring terminals indicate a position of 6.5km from start of roll. The reason for this positioning should be made clear. It is assumed that this is because this is the same approach as that taken at other airports where noise limits are in place as it relates to the measurement position used for determining take off noise in the ICAO aircraft noise certification process. The potential locations should be highlighted on a map for ease of understanding. Whilst this approach is appropriate as a minimum, there are other options for citing noise monitoring terminals. For example, noise monitors could additionally be cited in communities where significant effects have been identified – this would be especially helpful to track noise levels over time, especially when this has been identified as worsening. This would provide transparency. Greater justification should be provided in the ES on the noise monitoring arrangements including reasons for rejection of alternative/supplementary community based approaches and who will monitor the data and how will this be reported.
- World Health Organisation (WHO) and the former PPG24 indicate that exceeding an LAMax of 45dB can cause sleep disturbance inside bedrooms at night or 60dBLAMax outside an open bedroom windows. This is a significant concern and the NMP takes no account of this maximum noise level at night other than to penalise aircraft who breach this at a considerable distance from the runway; 82dB at the reference point 6.5km away is going to be significantly louder over Ramsgate and the intervening land under the flight path. The WHO nighttime noise thresholds recommend an even lower LAMax of 45 dB given that it is reasonable for people to have their windows open. By year 20 approx 10,139 dwellings will be exposed to noise levels in excess of 80dB LASMax. Greater justification should be provided in the ES to clarify what “in excess of” means, and how the NMP would mitigate this impact.
- There are no time-based incentives, performance targets, or review periods identified so it is not clear how the mitigation plan will be reviewed over time for adequacy and effectiveness (including the financial penalties to be imposed) and to incentivise the development and implementation of further mitigation (eg new technology) to be introduced to reduce effects over time.

From a construction perspective the following comments are made:

- The overlap of activities within a phase may not have been presented as only the construction activity noise levels are given and not the overlap of activities that may occur temporally as such further significant construction noise effects may emerge. The effect of overlapping activities may be greater than the effect for the individual activities. Consideration of cumulative impacts needs to be included within the assessment contained within the ES.
- The construction vibration concludes that at Spitfire Way will exceed the SOAEL for construction vibration for works lasting more than one month and states that the potential significant adverse effect from construction vibration will be managed by managing the amplitude at which the compactor operates. It is confirmed that potential significant adverse vibration effects can be avoided through the CEMP specifying requirements around the use of the of vibratory compaction equipment.
- Paragraph 12.9.25 sets out the noise mitigation plan associated with construction activities. The approach set out is considered reasonable and follows standard practice with other major construction projects. The s61 application process will ensure further opportunity for TDC to ensure that effects of noise and vibration are mitigated appropriately to enable significant effects to be avoided as indicated in Paragraph 12.9.26.

Conclusion of preliminary significance

For aircraft and ground noise the PEIR identifies areas where there are likely significant effects for residential receptors and schools. In particular night time effects are identified and these worsen over time. These results are considered to be sufficiently robust given the stage of the process. However, the implications of noise level change for identifying significant effects have not been assessed for residential receptors and this could lead to effects being missed.

It is not clear how effective the mitigation proposed will be and how this manages the worsening of exposure over time. Specific points have been raised in section 4.5 of this review. It is expected that greater clarity should be provided in the ES and that the airspace design will have evolved further (though not yet finalised) to provide greater certainty.

From a construction assessment perspective:

- The summary of significant effect details for construction noise there is a minor/moderate temporary effect on the community of Minster with minor/moderate/sleep disturbance at 14 dwellings at Bell Davies Drive and Spitfire Way.
- With consideration of the overlap of construction activities and the other points raised above there may (or may not) be further significant effects or an extension of the duration of significant effects.

Combined effects are not presented.

Non-technical summary (NTS)

The NTS presents an overview of the significant effects from aircraft and ground noise and where they may arise for residential receptors. Whilst indicating that the effects on schools have been considered, it does not present the number of schools where a significant effect has been identified and how these are to be addressed. Whilst the NTS presents the number of dwellings with significant effects in Year 20, it does not indicate that the effects worsen from Year 2 through to Year 20, nor how the mitigation plan will address this.

The NTS does not discuss the implications of the noise mitigation plan, other than the noise insulation scheme for residential dwellings. The NTS goes on to say that properties exposed to significant noise levels (ie greater than SOAEL) that they “qualify for noise insulation under the proposed noise insulation scheme. The noise insulation scheme will reduce noise inside all dwellings such that it does not reach a level where it will significantly affect residents” – this is a statement that is not used elsewhere and if part of the scheme should form part of the description of the scheme. There is, as previously mentioned, a question to be asked as to whether a scheme that only provides a financial contribution, not the products, not the suppliers, nor an assessment of improvement can be deemed adequate to meeting the “avoid” significant adverse effects noise policy aim and whether it supports this statement in the NTS.

The NTS provides the summary below with regards to construction noise and this is considered an adequate and accurate summary of the Chapter 12 assessment.

Air Quality

Scope of the assessment

An assessment of odour has been carried out in accordance with the Institute of Air Quality Management Guidance and is presented in an Appendix 6.4. It identifies the fuel farm as a highly significant source of odour and recommends that mitigation measures, such as vapour recovery or floating roof design, should be applied. These measures should be demonstrated that there are sufficient to mitigate the impacts. Furthermore, the results of the odour assessment should be referenced within Chapter 6 including conclusions within Table 6.40.

The assessment found that the significance of odours arising from aircraft operations were uncertain. It is appreciated that there are inherent difficulties in estimating odours from airports before they start operating, however, the project should seek to quantify the impacts further and propose mitigation if necessary.

Summary Comments

We consider the scope of the assessment to be appropriate. It addresses the key impacts at relevant locations and assesses these for appropriate years.

The air quality chapter provides adequate responses to comments raised during consultation with one exception. This being our previous comment that an emissions mitigation assessment must be provided in accordance with Thanet District Council Air Quality Technical Planning guidance 2016.

Section 6.13 of PEIR only sets out a monetisation of air quality effects and the only mitigation assessed is the upgrading of construction plant to meet Stage IV emission standards. It is therefore

considered that the PEIR does not fulfil the requirements of Thanet District Council's Air Quality Technical Planning Guidance (2016).

Assessment methodology

We consider the data gathering and assessment methodology to be appropriate and that the assessment has generally been carried out in accordance with good practice, and the results were supported by the evidence.

The assessment used appropriate legislation, policy and guidance. The methods for determining significance were clearly identified and are considered appropriate.

The exceptions to this are set out below:

- Fugitive dust emissions were not explicitly assessed. It is proposed that these will be addressed via the proposed Dust Management Plan (DMP). However, this PEIR should have included an evaluation using the relevant guidance, to identify potentially significant impacts and appropriate mitigation. Such assessment should be included within the ES.
- The use of ADMS to assess aircraft sources does not account for aircraft specific plume characteristics. The use of an aircraft specific model such as ADMS-airport would have been preferable. However, the use of ADMS is likely to have overestimated rather than underestimated the impacts.
- The use of transects of receptors for the roads modelling is unclear and not a standard approach. This has led to the exclusion of the road traffic contributions from the contour plots.

Baseline

We consider the baseline data and its sources to be appropriate and adequate to enable the identification of likely significant effects.

The future baseline has been assumed to be the same as the current baseline. This is considered a conservative assumption.

Assessment of effects

The assessment identified the likely significant environmental effects for all relevant operational phases. However, demolition and construction impacts have not been evaluated at this stage. Such assessment should be sought to be included in the ES.

The environmental effects have generally been assessed using an appropriate assessment methodology. However, the use of transects of receptors for the roads modelling is unclear and not a standard approach. This has led to the exclusion of the road traffic contributions from the contour plots.

It is considered that the assessment addresses the relevant types of effect associated the development.

The assessment has considered the cumulative effects with other existing and/or approved projects. It identified residential developments and included the additional road traffic they are expected to generate in the traffic model. However, no details of how this was done are given and further details on this approach are required to assess the robustness of the conclusions.

Conclusions of preliminary significance

The conclusions of the assessment are generally considered appropriate and robust, and the significance of the effects have been identified.

The assessment found that the impact of the proposed development on annual mean NO₂ concentrations was slight in St Lawrence where the background is very high due to existing road traffic. It proposed mitigation measures (construction plant to meet Stage IV emission standards) for year 2. For years 6 and 20 it again found a slight impact in St Lawrence, but proposed no mitigation. For year 20 the assessment it was expected that measures to reduce road vehicle emissions over the next twenty years would lead to the airport impact being classed as negligible, but these reductions have not fed through to the assumed background concentrations, so it is not possible to verify this conclusion.

St Lawrence currently fails air quality objectives and the Council's draft policy will not permit worsening of air quality where levels already exceed legally binding limits. Therefore, the project needs to either demonstrate that the impact in St Lawrence is negligible, or propose alternative mitigation to offset the impact in St Lawrence (e.g. possible junction improvements to reduce existing traffic related NO₂).

The monetisation of air quality effects (provided in section 6.13 of PEIR) could be used as a basis to calculate a contribution for Emissions mitigation payments to be agreed between the applicant and the Council.

Moderate impacts at a small number of properties close to the airport are identified, although it is recognised that currently NO₂ concentrations are sufficiently below legal limits.

The small, but not insignificant, impact on the annual mean NO_x objective at the major ecological sites means that it cannot be screened from further assessment. The Biodiversity chapter includes further assessment of the ecological sites. It is noted that an appropriate Habitats Regulations Assessment (HRA) will be needed for the proposed development. This will need to consider the impacts on European habitat sites of the proposed development itself, and in-combination with other plans and projects.

Land Quality

Scope of the assessment

The proposal within the PEIR is that an outline Construction Environment Management Plan (CEMP) will be provided with the DCO application, based on currently available information, and that a full CEMP, informed by intrusive site investigation and risk assessment, will be produced at a later stage.

All consultees make comment on the requirement for an intrusive site investigation, and the importance of the CEMP as a tool for managing risks due to land quality.

The Land Quality Assessment undertaken and reported in the PEIR 2018 comprised: a desk study, including review of existing desk study reports and two intrusive investigation reports (each for a small area of the site); a site walkover; identification of information gaps; and a geotechnical assessment. The intrusive investigations that exist cover a very small portion of the site, and there is no intrusive site investigation data for most of the site.

Assessment methodology

There is no allowance in the scheme of definitions for ‘harm’ such as allergic reaction, dermatitis, skin irritation, headache or nausea that might arise from exposure to contaminated soils, but which does not result in significant harm.

An assessment of effects is carried out on each receptor, and a summary of significance of effects is provided in Table 10.14. The assessment would benefit from a table showing the sensitivity of each receptor, which is currently buried in the text.

Table 10.13 provides the significance criteria, which include a site sensitivity of very high. This has not been defined – receptor sensitivities as set out in Table 10.11 are defined for high, medium and low. A definition of ‘very high’ sensitivity should be included in the assessment. The matrix allows for two categories of significance, these being ‘significant’ and ‘not significant’. Only three of the matrix squares results in a significant effect, which is not consistent with other Chapters (e.g. Chapter 12, Noise). Further justification for the significance criteria is required.

The sequencing of the assessment methodology is confusing and potentially misleading for the reader. Potential environmental effects (on groups of receptors) and Mitigation Measures are discussed in Table 10.8, before receptors have been defined. Receptors are then introduced in Table 10.10. Environmental effects on receptors are then assessed in Section 10.8, variably assuming that Environmental (Mitigation) Measures are already in place. It is difficult for the reader to map back to Table 10.8 from section 10.8, as the receptor groupings are not consistent.

In consequence, it is difficult to judge whether the proposed Environmental (Mitigation) Measures are appropriate, as they are described prior to a discussion of effects. The assessment would be improved by removing Table 10.8 and including a preliminary assessment of environmental effects, pre-mitigation, identification of Environmental (Mitigation) Measures, followed by a revised assessment of the residual environmental effects and environmental significance in Table 10.14.

Baseline

A Phase 1 Geoenvironmental Desk Study is presented in Appendix 10.1, from which much of the baseline section of the assessment is derived. Reports are cited on two phases of site investigation a tank farm (the Jentex Tank Farm), located directly southeast of the airfield on Canterbury Road. A site investigation report also exists for the area of the radar mast in the north western area of the site. There are no intrusive site investigation data for the majority of the development site. Baseline soil and groundwater quality is therefore unknown. The conclusions of the Phase 1 geoenvironmental assessment (10.4.49) do not include radiological sources, although these are identified in the

preceding text. Historic and recent aircraft breaking activities have not been included in the baseline assessment, although these have been raised by the Council as requiring consideration.

The site is underlain by the Principal Chalk aquifer, overlain in places by quaternary head deposits. The baseline describes the site being underlain by quaternary deposits comprising clay and silt, whereas mapping shows these to be absent over much of the site. Clarification of the extent of superficial cover overlying the Chalk is required.

The site lies entirely within the catchment of the Source Protection Zone (SPZ) for the Lord of the Manor groundwater abstraction. This abstraction, which is a significant groundwater resource, relies substantially on an adit in the Chalk which runs below the existing runway, approximately 50m below the site. The runway and part of the site are in SPZ Zone 1, and the south-central and south-east part of the site is in SPZ Zone 2. The Chalk aquifer derives its permeability from secondary permeability (fracture flow) and is therefore highly susceptible to pollution due to rapid transport of dissolved and particulate contaminants through fracture networks. The geoenvironmental report (Appendix 10.1) is considered to understate the sensitivity of coastal water (moderate to high) which should be high due to international designations, and the ecological sensitivity, which does not include the ecological importance of Pegwell Bay.

The baseline description of groundwater is not consistent with the Hydrogeological Impact Assessment (HIA) presented in Appendix 8.1, and would be improved by using this document as a source. Groundwater flow directions are inconsistent between the two documents. Baseline groundwater quality is not described in Chapter 10, however Appendix 8.1 states that the local groundwater quality is impacted by nitrates, and organic compounds including TCE and carbon tetrachloride, both chlorinated solvents that are thought to have been in use at the airfield (see 3.3.4.1 in HIA, App 8.1). Baseline groundwater quality should be included in the baseline, and flow and quality descriptions should be consistent between Chapters 8 and 10.

The baseline does not describe the likely distribution of soil or groundwater contamination at the site, as there has been little site investigation undertaken across the site. It is considered that the identification of significant effects is hampered by a lack of intrusive site investigation data, as baseline soil and groundwater quality is not known.

The assessment proposes that the current baseline be used as a future baseline, as 'in the absence of the Proposed Development, there are no known factors that are expected to affect the current baseline conditions'. Climate change is anticipated to affect rainfall infiltration rates and groundwater levels, both of which are likely to have a measurable effect on contaminant mobility and migration. The ES should consider the effects of climate change on the estimate of the significance of effects, and on the likely Environmental Measures that might be required to mitigate environmental effects.

Assessment of effects

The Lord of the Manor Public Water Supply (PWS) is not identified as a separate receptor. This is an omission and should be included, due to the presence of an adit which feeds the PWS directly below the runway. Specific measures may be needed to protect this receptor that would not apply to the wider aquifer.

The effects are considered in three phases; the construction phase, operational phase, and the decommissioning phase. It is not recognised that part of the airport will be operational whilst further phases of construction are undertaken, which has particular implications for protection of human health.

Combined effects are considered, but none are identified with regard to any of the receptors. The combined effects of flooding and land quality should be considered, as should the combined effects of potentially contaminated groundwater baseflow and surface run-off to drains and Pegwell Bay via the site discharge. Chapter 8 and Chapter 10 have many areas of overlap, and the combined effects should be stated explicitly. Any combined effects with Chapter 15 (Public Health) should also be identified.

Cumulative effects are not discussed; Chapter 18 states that cumulative effects will be assessed in the ES but not as part of the PEIR. Environmental effects are not described explicitly in terms of direct, indirect, secondary, transboundary, short-term, medium-term, long-term, permanent or temporary, positive or negative effects.

The following sections describe uncertainties and omissions in the assessment.

- Effects on humans:
 - The potential presence of radiological material is not acknowledged. Solvents may include chlorinated solvents, which are not mentioned specifically. The potential for asbestos to be present in soils (possibly in deliberate disposal pits of significant volume) has not been recognised.
 - Nowhere does it explicitly state that there is a potential risk to future site users arising from in-situ soil and groundwater contamination, and that these will be mitigated through site investigation, risk assessment, remediation and verification to ensure that the site is suitable for use with respect to protection of human health.
 - The assessment of effects assumes that mitigating measures can be found and implemented via a CEMP, however there is insufficient baseline data to outline what those mitigating measures might be, how long they might take, or where they may be required. Potential impacts of the measures on the phasing and design of the scheme are therefore unknown.
 - The assessment of the operational phase does not include protection of site users due to ongoing construction i.e. managing those phases of construction that occur when the airport is open to the public. Environmental measures may be required to protect site users of the operational part of the airport from construction effects.
 - Crucially, for this proposed development which has the potential to impact a significant public water supply, the human health effects of pollution of the water supply have not been assessed.
 - The assessment of the effect on human health of the permeation of drinking water supply pipes with contaminants has not been assessed.

- Effects on groundwater (Chalk Aquifer):
 - The effects of construction (including site investigations) on turbidity in the Lord of the Manor PWS have not been considered, nor have Environmental Methods been proposed to mitigate against this risk. The effects of the day to day operation of the airport and the potential for landing large aircraft on the runway to cause turbidity or instability in the adit have not been considered.
 - Foundation construction, particularly piling, has the potential to directly impact the Lord of the Manor PWS by creating pathways for contaminant transport. Foundation design should be informed by geotechnical and land quality investigations, and should be agreed with the Environment Agency. Approval of these designs by the Environment Agency should be a pre-commencement requirement of the DCO.
 - Soil and groundwater investigation and remediation activities have the potential to adversely impact the aquifer and the PWS, and these have not been considered.
 - The operational phase assessment does not include the effects of general spillages of hazardous materials across the estate, fire-fighting activities, the use of pesticides, or de-icing activities on the aquifer or PWS.
 - The report states that 'A combination of good practice and site-specific measures for the protection of the Chalk aquifer, in combination with further consultation with the EA and with Southern Water, will result in a negligible magnitude of effect'.
 - It is possible that standard approaches to groundwater protection will not be sufficient to protect the PWS, due to its location only 50m below the runway (bearing in mind that the Chalk is recharged via fractures and fissures that allow rapid transport of contaminants and suspended solids) on a site that is likely to be impacted by fuels and chlorinated solvents, and potentially by radiological material. Site investigations are required to establish the nature and spatial extent of contamination at the site. It is equally considered possible that the results of site investigations and risk assessment will result in changes to the phasing and/or design of the scheme, in order to accommodate remediation activities or to provide mitigating features through redesign. For these reasons, it is proposed that some exploratory intrusive site investigation is undertaken prior to the DCO submission, to provide further information on sources of contamination. The significance of effects can then be judged with greater certainty, and mitigating measures identified with greater confidence.
 - The effects of a plane crash on the Chalk principal aquifer and PWS are not considered and should be included in the assessment.
- Effects on Coastal Waters:
 - There is the potential to affect coastal waters as it is understood that discharge from the site will be via an existing pipe that discharges to Pegwell Bay. There is ambiguity regarding the sensitivity of the receptor. Coastal waters are stated to have high

sensitivity (10.10.2), but Pegwell Bay is stated to have moderate sensitivity (10.10.3). The national ecological designations at Pegwell Bay indicate that it is a high sensitivity receptor and should be considered as such.

- Paragraph 10.10.10 describes how water treatment will take place on site in attenuation ponds, and water will only be pumped to the discharge pipe from these ponds once appropriate water quality standards are reached. The potential for leakage from these ponds and impact on groundwater quality has not been assessed.
- Effects on Soils:
 - The effects of a plane crash on soil quality have not been considered and should be included in the assessment. The effects of de-icing activities should also be included in the assessment.
- Effects on building and services:
 - It is accepted that the proposed measures if appropriately implemented can result in a not significant effect on buildings and services.

Conclusions of preliminary significance

The conclusions of preliminary significance are presented in Table 10.14. The conclusions are that none of the Environmental Effects identified in the assessment are significant, if the identified Environmental Measures are implemented.

It is not easy to link the information contained in Tables 10.8 and 10.9, which contains the Environmental Measures, and Table 10.14, nor to link these tables to the discussions in Sections 10.8 – 10.12. It is suggested that the sequencing of the report is altered in the DCO submission to allow the reader to be led from receptors to effects to environmental measures to preliminary significance. As it stands, the report does not allow the reader to readily assess whether all the issues that have been raised through the chapter are adequately addressed.

A weakness of the conclusions is that many of the Environmental Measures are yet undefined. It is proposed to develop a CEMP which will detail these measures, with a draft plan to be submitted with the DCO application, and a full version to be developed 'if necessary prior to commencement of works'.

The design of mitigation measures and hence the detail of the CEMP must be informed by a thorough intrusive site investigation and risk assessment. It is proposed that 'the need to complete an intrusive investigation will be secured through the DCO'.

It is considered that the former land use is likely to have resulted in potentially significant land quality impacts, particularly in the runway area where FIDO was carried out and runway foams were used. The use of chlorinated solvents and radiological materials are also potentially significant issues that may be complex to deal with. The adit under the runway which feeds the Lord of the Manor PWS is a highly sensitive receptor; protecting this receptor may require rephrasing or redesign of the scheme once the distribution of contamination is better understood. It is considered that the CEMP that will be

submitted to with the DCO application should be supported by some intrusive site investigation and assessment, even if the level of investigation is exploratory. It is considered that further information is required in order to support the conclusions of preliminary significance.

The potential for receptors to be impacted currently by land quality, and for investigation and remediation measures to be required to prevent ongoing pollution has not been assessed.

The potential for site investigation and remediation measures in themselves to pose a risk to receptors has not been assessed.

The effects of a plane crash on land quality and the Environmental Measures to be taken to mitigate risks to the identified receptors has not been assessed.

Non Technical Summary

The NTS section on Land Quality does not mention the Lord of the Manor groundwater abstraction, or the adit that lies under the runway that feeds this PWS.

The NTS does not mention the likely use of chlorinated solvents at the site, and known impact of the Lord of the Manor PWS with chlorinated solvents, nor does it mention the historic FIDO practices which may mean that there is potentially significant impact to land and groundwater quality with hydrocarbons. The NTS also fails to state how the land may be impacted by a wide range of contaminants, including radiological materials, associated with historic site activities.

'It states that the 'highest risk of contamination is associated with the risk to groundwater from the Jentex Fuel Farm site.', although in the absence of intrusive site investigation data, this assertion is not supported.

The NTS states that a finalised CEMP will be submitted with the DCO application, to include measures to manage any land quality effects. This contradicts Table 10.8 of Chapter 10 which states that 'a CEMP will be prepared and agreed following consultation with the EA and other relevant stakeholders if necessary prior to commencement of works. A draft outline CEMP will be submitted as part of the DCO application'.

The NTS states that 'An aerodrome manual will be produced for the operational phase of the proposed development and will include measures to manage effects on land quality' An aerodrome manual is however not included in Tables 10.8 or 10.14 of Chapter 10 which describe Environmental Measures and conclusions of preliminary significance respectively.

Landscape and Visual Impact

The inclusion of additional viewpoints in line with our previous comments is welcomed. The viewpoint plan submitted broadly accords with the comments in the Council's response to the PEIR, however viewpoint 5 is sited on Canterbury Road West, rather than on the A256 adjacent to the eastern extent of the site to the south of the Manston green site. The response to the Council's request in Table 11.7 of the PEIR is noted, however a viewpoint should still be provided situated to the east of the eastern extent of the site on the Haine Road, given the visibility of the airport from this area from the road and the committed residential development at Manston Green and visual receptor that will be present in this community.

The PEIR provides wireframes at all 22 locations at Appendix 11.1. These show the highly urbanising effect of the proposed development on the landscape of the district, with a significant effect deemed at multiple viewpoints at Appendix 11.3 and the particular effect of the “aircraft breakdown hangers” shown in the wireframe drawings on residential receptors at Manston, amongst other. It would assist the Council if the methodology for the production of the wireframe analysis could be provided, as this is not outlined in any of the documentation, to ensure transparency and accuracy of the display of visual effects of the development. This will also help with explaining to the community how they were produced.

As no detailed mitigation has been produced, nor has this been integrated into the Masterplan, we are not in a position to assess whether the impact on visual receptors and the landscape of the district will be acceptable or not. For example, from viewing the masterplan, no buffer or screening is proposed to be provided along the eastern extent of the site to the south of Manston Road and Manston Village, which will contribute to a significant impact on close views of the site from the village.

We note that you intend to provide only 6, 9 and 20 viewpoints as visualisations. We are still awaiting an example of the night-time visualisation example previously requested and we will use this to provide our view on which of the viewpoints require visualisation as well as night-time viewpoint assessments. As per our comments last year, no assessment of the effects of lighting from the proposed development has occurred according to the PEIR, which in turn means that night-time visualisations have not been produced for consultation. We await further information on the impact on visual receptors from this element of the development.

The PEIR states that the mitigation measures incorporated into the proposed development are stated at Table 11.11, whereas it appears these are contained within 11.13. As the submission outlines, these are generic principles which are to be incorporated into the “Manston Airport Design Principles” document which will accompany the DCO. This is at odds with Table 11.7’s response to previous TDC comment, which states that the Design and Access statement sets out the Manston Airport Design Principles. No Design and Access statement is being consulted upon and from the information provided the masterplan has not been informed by the outcomes of the landscape and visual impact assessment in the PEIR. The continued lack of information creates difficulty in commenting at this stage on how the negative visual impact of the development could be limited by the design of buildings and potential embedded mitigation.

The landscape and visual impact will be considered within the Council’s Local Impact Report upon receipt of the required information.

Historical Environment

No additional information regarding archaeological investigation appears to have occurred since the previous consultation. The response to the Council’s comments on required trial trenching is stated as:

“Due to limitations on access for intrusive surveys, specific information requirements will be addressed when access can be obtained. The scope of further intrusive survey will be discussed with KCC, TDC and HE. An Archaeological Written Scheme of Investigation will be provided with the ES

chapter. It is recognised that given the gap in understanding, alterations to some of the project design may be required to preserve significant assets in situ in the northern grass area.”

As previously outlined, given the extent of development on the Northern grass within your proposal, it is considered highly likely that you will be required to carry out your own trial trenching in this location to support your submission to the Planning Inspectorate.

Kent County Council (KCC) and Historic England have been consulted on the proposal, and these bodies are key consultees and their expertise should be relied upon.

In relation to indirect-effects from the operation of the airport, paragraph 9.6.16 identifies that the Conservation Areas of Ramsgate, Broadstairs, Minster and Acol are potential receptors of significant adverse indirect effects. The indirect effects of noise on designated heritage assets under the flightpath does not appear to have been considered within the assessment of indirect effects, rather focusing on the physical changes to the airport site, rather than changes resulting from its operation. For example, listed buildings in the flight path will be unable to change windows to provide additional alleviation from aircraft noise without potential harm to the significance of the asset. This should be addressed within the PEIR, as the report at reference 169 does not consider this type of indirect impact, rather focusing on the measure of noise impact.

Traffic and Transportation

KCC will comment on the impact from the development on the highway network, and their expertise should be relied upon.

As previously outlined, the scope of the transport assessment should include the expected housing requirement within the Proposed Revisions to draft Local Plan (preferred options) document from January 2017, including any additional housing requirement resulting from your development. We remain concerned about the potential impacts on the network surrounding the site from both construction and operational phase given the likely level of traffic generated by the proposed development, especially regarding Spitfire Way, Spitfire Junction and Manston Court Road.

The methodology for distributing trips on the network for the Transport Assessment should be based on either the KCC and TDC strategic model, or a similar strategic model compatible with the KCC and TDC built for the purpose of analysing the distribution of trips on the network . A spreadsheet model is considered inappropriate for the level of trip generation created by the project without further information on how compatible this model is with the strategic model. Please refer to KCC Highways and Transportation for further guidance.

Physical improvements to the network are alluded to within the updated PEIR, however they are only briefly outlined with no detailed plans produced. A crossroad junction proposed at the junction of Spitfire Way and Manston Road would be preferably a roundabout, however we await further information on how this revised junction would operate with the movement proposed. The project does not include the northern link from Manston Road to Westwood Cross within the site. This link forms part of the ‘inner circuit’ within the Thanet Transport Strategy (TTS). Given that the commercial development on the northern grass appears to serve no functional purpose to the operation of the airport to the south, this area can and should be re-designed to include this route. The project will

also be required to contribute a proportionate amount to the Manston Airport-Haine Road link in the TTS outside of the extent of the site.

Biodiversity

KCC, Natural England and Environment Agency will comment as key consultees on the impact from the proposal on biodiversity and their expertise should be relied upon.

Health and Wellbeing

The PEIR states that a number of factors contribute towards a greater potential sensitivity to health impacts in the district, with the magnitude of impact on public health dependent on the size of the change in noise or air pollution. Significant concerns are raised about the potential impact from the project at all stages on public health and wellbeing, especially regarding potential sleep disturbance from the operation of the airport.. This section of the PEIR is intrinsically linked to Sections 6 and 12 of the PEIR and the assessments made. However as the significance of this impact is yet to be quantified, with the Health Impact Assessment (HIA) yet to be carried out, we are unable to comment on the implications of the project on this matter.

The non-technical PEIR summary states that an HIA Scoping Statement has been produced, however this has not been provided for comment. It is also noted that a health forum is to be carried out in coordination with the Kent Director of Public Health. Thanet District Council should be invited to participate in this forum, given the potential significant effects suggest by the PEIR on the local population.

Given the current deficiency in information with a lack of an HIA at this stage of consultation, the Council will await further information in your submission before considering the impact of your project on health and wellbeing.

Other matters

Aircraft Teardown Hangers

The previous consultation stated the presence of an "Aircraft Teardown Facility" within your project, however provided little detail within the PEIR. This facility appears to be replaced in the new PEIR by three "Maintenance, Repair and Overhaul (MRO)" hangers to be provided over the four phases of construction, with all hangers stated as being capable of accommodating the largest aircraft (Class F). This facility is separately referred to in the PEIR as "a small maintenance repair and overhaul (MRO) facility with approximately 10 aircraft per year being dismantled and recycled". No other information is provided, and therefore our comments in our previous consultation response remain valid. These are found below:

"it is worth noting our concern with this proposal given the historic use of the site and enforcement action taken against similar operations previously due to potential contamination. It is imperative that more information is provided at the earliest stage to the local community about this facility and how it will operate. This should include but not be restricted to how fuels and other harmful or toxic materials will be removed from airplanes during breaking. We advise early discussions with the Environment Agency on this element of the project. On the basis of no information being provided about the

facility, we are concerned about the need, viability and operation of such a facility within a Groundwater Source Protection Zone.”

Climate Change

Environment Agency will comment as key consultees on the impact from the proposal on climate change and their expertise should be relied upon.

Major Accident and Disasters

The Council note that this section will continue to be developed for inclusion within the ES to be submitted. Initial comments are made with regard to the lack of details of the anticipated Public Safety Zones for the airport, whether the Civil Aviation Authority have been engaged at this stage on the matter, and how this impacts on the potential receptors affected by the proposed development, particular with regarding to the existing or future residential population (including committed development).

Cumulative Impact

The inclusion of the Manston Green and Eurokent sites into the cumulative effects assessment is welcomed. The assessment of cumulative impact may require additional sites for inclusion when the ES is finalised.

Conclusion

There are potentially significant detrimental environmental and amenity impacts on Thanet and its local community from the development and these have not been addressed in the PEIR. The Council remain significantly concerned about the potential impact from your proposed development on the living conditions of those residential occupiers within close proximity of the airport, those residents living under the (indicative) flight paths, especially in relation to night flights, as well as disruption to multiple schools within the district. Further survey and investigatory work is required before the full impacts of your project can be quantified.

The ramifications on the proposal on the countryside has still not been assessed adequately in terms of visual impact and potential housing need, and there is a deficiency in information relating to delivery of the project or viability over the short, medium and long term which undermines any perceived economic benefits to the district from the project.

If the DCO and compulsory acquisition is successful, you will be required to work with the Council as the host authority, when dealing with detailed matters for the project. We are extremely disappointed that you have been unwilling to enter into a Planning Performance Agreement (PPA) with Thanet District Council to allow us to ensure that adequate resources for handling the NSIP process are available and to encourage joint working between the applicant and statutory consultees.

The above comments are made without prejudice to the Council's written representation submission, adequacy of consultation and local impact report on the NSIP application.

Yours sincerely



Iain Livingstone
Planning Applications Manager
Thanet District Council

Subject: RE: Thanet District Council response to Manston Airport NSIP Consultation 2018

Original Message

From: cllr-Robert Bayford <cllr-Robert.Bayford@THANET.GOV.UK>

Sent: Tuesday, 20 February 2018 11:33 PM

To: WALKER Angus

Subject: Thanet District Council response to Manston Airport NSIP Consultation 2018

To Angus Walker
Bircham Dyson Bell LLP

Dear Mr Walker

I have seen a copy of the submission made on behalf of Thanet District Council to the consultation relating to the future of Manston Airport.

This document has not been approved by Thanet District's elected Councillors and does not reflect the view expressed in a vote of the full council held on 18th January. That vote, carried by large majority, rejected the draft local plan specifically because the plan included a change of use for the Manston Airport site from aviation to housing and industrial use.

I believe that the submission made on behalf of TDC should be discounted as unrepresentative and flawed.

Yours sincerely

Bob Bayford (Cllr)
Leader of the Conservative Group TDC

Sent from my iPad

This email and any files transmitted with it may contain privileged or confidential information. It is intended solely for the person to whom it is addressed. If you are not the intended recipient please destroy or delete the content of this message immediately and notify the sender by reply email. Opinions, conclusions and other information in this message that does not relate to the official business of Thanet District Council shall be understood as neither given nor endorsed by the council.

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
CONSULTATION REPORT APPENDICES
DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 47

Copy of combined s.47 and s.48 Notice, as placed

Winter warming soup maker to be won



PLUS Win a Google Home Mini



PLUS YOUR 2018 KENT EVENTS CALENDAR ALL IN YOUR WHAT'S ON MAGAZINE



An inflatable snowman at Betteshanger Park could not be used because it was damaged

Thieves spoil festive joy for visitors

Break-in spoiler at fun park

Thieves put a dampener on festive activities at Betteshanger Park including snow tubing, cave crawling and a giant inflatable snowman.

The park, created on the former colliery spoil tip, was closed for a day and the specially organised events cancelled while police carried out investigations.

The break-in happened overnight between Thursday and Friday, December 27 and 28 and



Betteshanger Country Park

a spokesman said refunds are being processed.

Four bikes were stolen, lead-

ing to the closure of the cycle hire facility.

The park is a family and fitness attraction run by Hadlow College and is undergoing construction of an £8million visitor centre with a mining museum, paying tribute to the part the site played in the history of the Kent Coalfield. It will be opened in 2018.

Police have appealed for information.

For the full story, see page 5

INSIDE



Star lives on
Mum pays tribute to IVF cash donor George Michael

PAGE 3



TV chase
Father and son are Hunted in Channel 4 show

PAGE 12



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Johanna Hardy

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LEISURE

Events

Auctions / Markets

KJ AUCTIONS EVERY FRIDAY General Auction at Northbourne Parish Hall, The Drive CT14 0LN. Goods in from 8am to 8.30am Auction starts 8pm Refreshments Available 07944 840774

FAMILY ADVICE FROM PREGNANCY TO TEENS THE ONE-STOP DESTINATION FOR FAMILIES IN KENT MY KENT FAMILY

NOTICES

Public Notices

JOHN DUDLEY ERNEST GOULD (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 183 Middle Street Deal Kent CT14 6LW, who died on 19/08/2017, are required to send particulars thereof in writing to the undersigned Solicitors on or before 09/03/2018, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice. WILLIAMSON & BARNES 12/14 Queen Street Deal Kent CT14 6EU 7519225

Public Notices

For all your public notices, AGMs and meetings

KM Call and speak to one of our Advisors on 01622 717744 Email: publicnotices@thekmgp.co.uk

RIVEROAK STRATEGIC PARTNERS LIMITED

SECTION 42, SECTION 47(6)(a) AND SECTION 48 OF THE PLANNING ACT 2008

REGULATION 4, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 ("THE 2009 REGULATIONS")

NOTICE OF PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION AND NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR MANSTON AIRPORT

Notice was given in May and June 2017 that RiverOak Strategic Partners Limited ("RiverOak") of 50 Broadway, London SW1H 0BL intends to apply to the Secretary of State for Transport for a Development Consent Order ("DCO") under section 37 of the Planning Act 2008 ("the 2008 Act") to authorise the reopening of Manston Airport in Kent ("the Project"). Following the notice RiverOak undertook statutory consultation in accordance with the 2008 Act and the 2009 Regulations between 12 June and 23 July 2017 relating to the redevelopment and reopening of the Manston Airport site, which comprises approximately 296 hectares (732 acres), and which first operated as an RAF base in 1916 and most recently operated as a passenger airport until it was closed in May 2014. RiverOak is proposing to redevelop and reopen the site as a hub for international air freight which also offers passenger, executive travel and aircraft engineering services.

In considering the responses to the statutory consultation and through ongoing design development, RiverOak has developed and refined its proposals and has taken the decision to ensure that its consultation and application documentation is compliant with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the 2017 Regulations"). It is following the latest 2017 Regulations to make sure that its assessment is as up-to-date and comprehensive as possible. The assessment will now additionally consider the effects of climate change on the Project, the effects of the Project on climate change, impacts of waste, impacts on human health and impacts from the risks of major accidents and disasters. RiverOak has also considered the comments received on mitigating aircraft noise and has developed a series of commitments which it proposes to make to control the adverse impacts of aircraft noise. These proposals are detailed in the "Noise Mitigation Plan" which is one of the new consultation documents published and RiverOak are seeking views on this document in particular.

Under sections 42 and 47 of the 2008 Act RiverOak has a duty to consult the local community and has produced a Statement of Community Consultation ("SoCC") which sets out how RiverOak will undertake its consultation. Additionally, RiverOak has a duty to publicise the proposed application under section 48 of the 2008 Act in line with Regulation 4 of the 2009 Regulations. This notice therefore outlines the main details of the application and where a copy of the consultation documents can be viewed.

Proposed Works

The proposed DCO will, amongst other things, authorise—

- upgrading the runway and improving the parallel taxiway;
• constructing 19 new air cargo stands;
• constructing four new passenger aircraft stands and a new passenger terminal;
• completely re-fitting the airfield navigation aids;
• refurbishing or replacing the existing fire station and constructing a new fire training area;
• building new air cargo facilities;
• developing a new air traffic control service, demolishing the current Air Traffic Control tower;
• an aircraft recycling facility;
• a flight training school;
• a fixed-base operation for executive travel;
• building new aircraft maintenance hangars and developing areas of the 'Northern Grass' for airport related businesses; and
• highway improvement works to ensure improved access to and around Manston Airport, including a new, permanent, dedicated access on Spitfire Way which will help to reduce airport related traffic on the local road network.

The proposed project is an Environmental Impact Assessment development ("EIA development"), as defined by the 2017 Regulations. This means that the proposed works constitute development for which Environmental Impact Assessment will be required. An Environmental Statement will therefore be submitted as part of the proposed application containing information about the environmental effects of the proposed development. Preliminary environmental information can be found in the updated Preliminary Environmental Information Report ("PEIR") which forms part of the consultation material.

Details of the proposed application and copies of the consultation documents include—

- an introduction to the consultation;
• an updated preliminary environmental information report ("PEIR");
• a non-technical summary of the PEIR;
• an updated masterplan;
• a Noise Mitigation Plan;
• a Statement of Community Consultation;
• an updated analysis on air freight capacity and need; and
• a feedback form.

From Friday 12 January to Friday 16 February 2018 you can view and download the consultation documents on and from RiverOak's project website at www.rsp.co.uk. Hard copies will also be available to view free of charge at the following locations and times. Due to its size, hard copies of the PEIR will only be available at Deal, Margate and Ramsgate libraries, the other libraries will have on-screen versions.

Table with 2 columns: Venue, Opening Hours. Lists various libraries such as Birchington, Broadstairs, Cliftonville, Deal, Herne Bay, Margate, Minster-in-Thane, Newington, Ramsgate, Sandwich, and Westgate.

All of the libraries can be contacted by telephone on 03000 41 31 31. The opening hours are correct at the time of publication. Copies of the consultation documents will also be available to view at the following Consultation Events at which anyone is welcome to attend—

Table with 2 columns: Consultation Event, Date and Time. Lists events at Ramsgate and Herne Bay.

One copy per person of all consultation documents, except for the PEIR, will be made available, free of charge, by emailing manston@communityrelations.co.uk or by telephoning 0800 030 4137 Mondays to Fridays between 9am and 5pm. A hard copy of the PEIR can be provided but this will incur a charge of up to £500 for printing and delivery. A USB copy of all consultation documents, including the PEIR, can also be provided free of charge.

Comments on the proposals can be made:

- Online: A copy of the Feedback Form is available to fill in at the project website: www.rsp.co.uk;
• By email: Consultation responses can be emailed to manstonconsultation@bdb-law.co.uk;
• By post: Feedback Forms and any other consultation responses can be posted to Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL; and
• At the Consultation Events: Feedback Forms will be available at the Consultation Events and can be left at the Event or returned by post to the address stated above.

Comments must be received no later than 11.59pm on Friday 16 February 2018.

RiverOak requests that responses state the ground of representation, the nature of your interest in the proposed Project, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

Personal information that is supplied to RiverOak 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 RiverOak connected companies, agents, contractors and advisors who provide services to RiverOak in connection with the preparation of an application for development consent under the Planning Act 2008. This will allow RiverOak to fully consider the responses and use them in the preparation of application materials. Upon submission of our application for development consent under the Planning Act 2008 or in connection with our application for any consents or licences from the Civil Aviation Authority, the Secretary of State or the Civil Aviation Authority may require RiverOak to supply copies of all consultation responses received. If a request is made, RiverOak is under a legal obligation to supply copies of the response to the Secretary of State. By submitting a consultation response to RiverOak, a respondent agrees that we may supply a copy of their response to the Secretary of State via the Planning Inspectorate if required to do so, or to the Civil Aviation Authority if requested.

How to contact us:

If you have any questions about this consultation please contact the Project Team by: Email: manstonconsultation@bdb-law.co.uk Post: Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL Telephone: 0800 030 4137 Mondays to Fridays 9am to 5pm 3 January 2018



NEW PLANNING APPLICATIONS

The Council gives notice that it has received the following applications which it is required to advertise under Town and Country Planning, and Wildlife and Countryside legislation

Notice is hereby given that application(s) have been made to the Dover District Council for consent to carry out the following proposal(s):

Table with 4 columns: Application Number, Site Address, Description, and Designation. Lists various planning applications such as 17 01280, 17 01435, 17 01188, etc.

The applications can be viewed on the Council's website, www.dover.gov.uk, at the Council Offices, White Cliffs Business Park, Dover CT16 3PJ, at the Dover Gateway, 71 Castle Street, the Area Office in Deal Library and at the Guildhall Sandwich. Representations on the applications can be made via the Council's website.

This is the Council's preferred method as it is the speediest way to log your views into our electronic system. Alternatively, representations can be emailed to developmentcontrol@dover.gov.uk or sent by letter to the Development Management Section at the White Cliffs Business Park address.

Representations should be made within 21 days from the date of publication of this notice and should quote the application reference number. Any representations received will be available for public inspection. Representations will not be acknowledged but those making representations will be informed of the Council's decision.

Please note that this is not a full list of applications recently received by the Council. The full list can be viewed on the Council's website.

DRIVETIME Rob Wills | 6pm

MUSIC BLASTER KMFm KENT'S BIGGEST HITS advertisement with colorful abstract background and confetti.

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PLUS Win a top soup & smoothie maker

PLUS BEACH HUTS TO SECURE PADDLING POOL SEE PAGE 3



Panto starts extended run

A year of hard work and months of rehearsals have come together for the 2018 Sgt's Mess Panto. The curtain lifted on Wonky Willy at the Astor theatre on Thursday, when the cast and crew put on the first of 10 shows. The productions are a tradition started by Royal Marine bandsmen when the School of Music was based at Deal. Each year they raise tens of thousands for charities, split between The Royal Marines Charitable Trust and scores of local good causes. If you weren't lucky enough to get tickets, you can read the review. See page 12

Drugs den at disabled man's flat

Home was used to sell heroin

A man who lost his leg in an industrial accident claimed his Walmer home was used as a "cuckoo nest" by a London drugs dealer.

Mark Buery, 42, who was awarded £1.4 million in compensation after the incident in 2008, blew most of it and turned to a life of drugs and crime, a court heard.

This week he avoided jail after admitting he allowed his home to be used in the supply of heroin.

Judge Simon James told Buery of Canada

Road, he had "spun a line" when he was interviewed by a probation officer "because it is abundantly clear to me that when it suits you rely on your disability and the sympathy it quite properly attracts."

Buery, a former JCB telescopic handler, was sentenced to eight months suspended for 18 months at Canterbury Crown Court.

Co-habitant David Fontaine, 19, originally from south London, admitted drug dealing.

When he was told he was being sent to a young offender institution for 30 months, he was led away from the dock screaming for his mum.

■ Full story - page 5

INSIDE



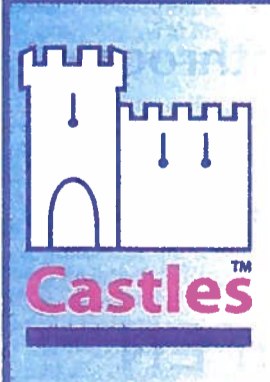
Ellice latest Girl's Wish to Walk campaign gets funding boost

PAGE 10



Sport Lions suffer controversial defeat

BACK PAGE



- Removals
- Storage
- Shipping
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RIVEROAK STRATEGIC PARTNERS LIMITED

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REGULATION 4, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 ("THE 2009 REGULATIONS")

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Notice was given in May and June 2017 that RiverOak Strategic Partners Limited ("RiverOak") of 50 Broadway, London SW1H 0BL intends to apply to the Secretary of State for Transport for a Development Consent Order ("DCO") under section 37 of the Planning Act 2008 ("the 2008 Act") to authorise the reopening of Manston Airport in Kent ("the Project"). Following the notice RiverOak undertook statutory consultation in accordance with the 2008 Act and the 2009 Regulations between 12 June and 23 July 2017 relating to the redevelopment and reopening of the Manston Airport site, which comprises approximately 296 hectares (732 acres), and which first operated as an RAF base in 1916 and most recently operated as a passenger airport until it was closed in May 2014. RiverOak is proposing to redevelop and reopen the site as a hub for international air freight which also offers passenger executive travel and aircraft engineering services.

In considering the responses to the statutory consultation and through ongoing design development, RiverOak has developed and refined its proposals and has taken the decision to ensure that its consultation and application documentation is compliant with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the 2017 Regulations"). It is following the latest 2017 Regulations to make sure that its assessment is as up-to-date and comprehensive as possible. The assessment will now additionally consider the effects of climate change on the Project, the effects of the Project on climate change, impacts of waste, impacts on human health and impacts from the risks of major accidents and disasters. RiverOak has also considered the comments received on mitigating aircraft noise and has developed a series of commitments which it proposes to make to control the adverse impacts of aircraft noise. These proposals are detailed in the "Noise Mitigation Plan" which is one of the new consultation documents published and RiverOak are seeking views on this document in particular.

Under sections 42 and 47 of the 2008 Act RiverOak has a duty to consult the local community and has produced a Statement of Community Consultation ("SoCC") which sets out how RiverOak will undertake its consultation. Additionally, RiverOak has a duty to publicise the proposed application under section 48 of the 2008 Act in line with Regulation 4 of the 2009 Regulations. This notice therefore outlines the main details of the application and where a copy of the consultation documents can be viewed.

Proposed Works

- The proposed DCO will, amongst other things, authorise—
 - upgrading the runway and improving the parallel taxiway;
 - constructing 19 new air cargo stands;
 - constructing four new passenger aircraft stands and a new passenger terminal;
 - completely re-fitting the airfield navigation aids;
 - refurbishing or replacing the existing fire station and constructing a new fire training area;
 - building new air cargo facilities;
 - developing a new air traffic control service, demolishing the current Air Traffic Control tower;
 - an aircraft recycling facility;
 - a flight training school;
 - a fixed-base operation for executive travel;
 - building new aircraft maintenance hangars and developing areas of the "Northern Grass" for airport related businesses; and
 - highway improvement works to ensure improved access to and around Manston Airport, including a new permanent, dedicated access on Spitfire Way which will help to reduce airport related traffic on the local road network.

The proposed project is an Environmental Impact Assessment development ("EIA development") as defined by the 2017 Regulations. This means that the proposed works constitute development for which Environmental Impact Assessment will be required. An Environmental Statement will therefore be submitted as part of the proposed application containing information about the environmental effects of the proposed development. Preliminary environmental information can be found in the updated Preliminary Environmental Information Report ("PEIR") which forms part of the consultation material.

Details of the proposed application and copies of the consultation documents include—

- an introduction to the consultation;
- an updated preliminary environmental information report ("PEIR");
- a non-technical summary of the PEIR;
- an updated masterplan;
- a Noise Mitigation Plan;
- a Statement of Community Consultation;
- an updated analysis on air freight capacity and need; and
- a feedback form.

From Friday 12 January to Friday 16 February 2018 you can view and download the consultation documents on and from RiverOak's project website at www.rsp.co.uk. Hard copies will also be available to view free of charge at the following locations and times. Due to its size, hard copies of the PEIR will only be available at Deal, Margate and Ramsgate libraries, the other libraries will have on-screen versions.

Venue	Opening Hours
Birchington Library Alpha Road, Birchington, CT17 9EG	Monday, Tuesday, Thursday, Friday: 9am-6pm; Saturday: 10am-2pm; Wednesday & Sunday: Closed
Broadstairs Library The Broadway, Broadstairs, CT10 2BS	Monday, Tuesday, Wednesday, Friday: 9am-6pm; Thursday: 9am-8pm; Saturday: 9am-5pm; Sunday: Closed
Cliftonville Library Queen Elizabeth Avenue, Margate, CT9 3JX	Monday, Tuesday, Thursday, Friday: 9am-5pm; Wednesday & Saturday: 9am-1pm; Sunday: Closed
Deal Library Broad Street, Deal, CT14 6ER	Monday to Friday: 9am-6pm; Saturday: 9am-5pm; Sunday: 10am-4pm
Herne Bay Library 124 High Street, Herne Bay, CT6 5JY	Monday to Friday: 9am-6pm; Saturday: 9am-5pm; Sunday: Closed
Margate Library Thanet Gateway Plus, Cecil Street, Margate, CT9 1RE	Monday, Tuesday, Wednesday, Friday: 9am-6pm; Thursday: 9am-8pm; Saturday: 9am-5pm; Sunday: Closed
Minster-in-Thanel Library 4A Monkton Road, Minster, Ramsgate, CT12 4EA	Monday, Tuesday & Thursday: 9am-1pm & 2pm-5pm; Friday: 9am-5pm; Saturday: 9am-1pm; Wednesday & Sunday: Closed
Newington Library Marlowe Academy, Marlowe Way, Ramsgate, CT12 6NB	Monday, Tuesday, Thursday, Friday: 9am-6pm; Saturday: 10am-2pm; Wednesday & Sunday: Closed
Ramsgate Library Guildford Lawn, Ramsgate, CT11 9AY	Monday to Friday: 9am-6pm; Saturday: 9am-5pm; Sunday: Closed
Sandwich Library 13 Market Street, Sandwich, CT13 9DA	Monday, Tuesday, Thursday, Friday: 9am-5pm; Wednesday: 9am-1pm; Saturday: 10am-1pm; Sunday: Closed
Westgate Library Minster Road, Westgate-On-Sea, CT8 8BP	Monday & Wednesday: 9am-5pm; Tuesday & Friday: 9am-6pm; Saturday: 10am-2pm; Thursday & Sunday: Closed

All of the libraries can be contacted by telephone on 03000 41 31 31. The opening hours are correct at the time of publication. Copies of the consultation documents will also be available to view at the following Consultation Events at which anyone is welcome to attend—

Consultation Event	Date and Time
Ramsgate Comfort Inn, Victoria Parade, Ramsgate, CT11 8DT	Tuesday 23 January: 12 Noon-8pm
Herne Bay The King's Hall, Beacon Hill, Herne Bay, CT6 6BA	Wednesday 24 January: 12 Noon-8pm

One copy per person of all consultation documents, except for the PEIR, will be made available, free of charge, by emailing manston@communityrelations.co.uk or by telephoning 0800 030 4137 Mondays to Fridays between 9am and 5pm. A hard copy of the PEIR can be provided but this will incur a charge of up to £500 for printing and delivery. A USB copy of all consultation documents, including the PEIR, can also be provided free of charge.

Comments on the proposals can be made:

- Online:** A copy of the Feedback Form is available to fill in at the project website: www.rsp.co.uk;
- By email:** Consultation responses can be emailed to manstonconsultation@bdb-law.co.uk;
- By post:** Feedback Forms and any other consultation responses can be posted to Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL; and
- At the Consultation Events:** Feedback Forms will be available at the Consultation Events and can be left at the Event or returned by post to the address stated above.

Comments must be received no later than 11.59pm on Friday 16 February 2018.

RiverOak requests that responses state the ground of representation, the nature of your interest in the proposed Project, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

Personal information that is supplied to RiverOak 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 RiverOak connected companies, agents, contractors and advisors who provide services to RiverOak in connection with the preparation of an application for development consent under the Planning Act 2008. This will allow RiverOak to fully consider the responses and use them in the preparation of application materials. Upon submission of our application for development consent under the Planning Act 2008 or in connection with our application for any consents or licences from the Civil Aviation Authority, the Secretary of State or the Civil Aviation Authority may require RiverOak to supply copies of all consultation responses received. If a request is made, RiverOak is under a legal obligation to supply copies of the response to the Secretary of State. By submitting a consultation response to RiverOak, a respondent agrees that we may supply a copy of their response to the Secretary of State via the Planning Inspectorate if required to do so, or to the Civil Aviation Authority if requested.

How to contact us:

If you have any questions about this consultation please contact the Project Team by:

Email: manstonconsultation@bdb-law.co.uk
Post: Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL
Telephone: 0800 030 4137 Mondays to Fridays 9am to 5pm
3 January 2018

LICENSING ACT 2003
THE ROSE HOTEL, 91 HIGH STREET, DEAL, CT14 6ED
Notice of application for a full variation of a premises licence
Notice is hereby given that CHRISTOPHER HICKS has applied to Dover District Council for a full variation of the premises licence for:

- 1) Enable the sale of alcohol between 09:00 to 00:00 Mon to Sun
- 2) To enable the sale of alcohol for guests staying at hotel
- 3) To enable the sale of alcohol for extended hours at Bank Holidays and on other limited days as specified in the application
- 4) To enable Regulated Entertainment to be provided within the Premises, as specified in the application.

Recorded music 23:00 to 00:00 Mon to Sun
To enable the provision of hot food and drink after 23:00 hours and before 05:00 hours Mon to Sun

A register of licensing applications can be inspected at <http://www.dover.gov.uk> or at the Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ tel: 01304 872295, by appointment with the Licensing Team between 10am and 4pm Monday to Friday.

Any person wishing to submit relevant representations to this application must give notice in writing to the address shown above, giving in detail the grounds of objection by 31.01.2018
Dated: 03.01.2018

The Council will not entertain representations where the writer requests that his identity remains anonymous. Copies of all representations will be included in the papers presented to the Licensing Panel and will therefore pass into the public domain. Representations must relate to one or more of the four Licensing Objectives: the Prevention of Crime and Disorder, Public Safety, the Prevention of Public Nuisance and the Protection of Children from Harm.

It is an offence liable on conviction to a fine up to Level 5 on the standard scale under Section 158 of the Licensing Act 2003 to knowingly or recklessly make a false statement in connection with this application.

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- Rediscover Renaissance riches.
- Climb leaning towers. Explore the Colosseum, Trevi Fountain, the Vatican, as well as chic designer boutiques.
- Then, after rounding the Pillars of Hercules in Gibraltar (not to mention some fantastic duty-free shopping), it's a leisurely couple of days home to Southampton.

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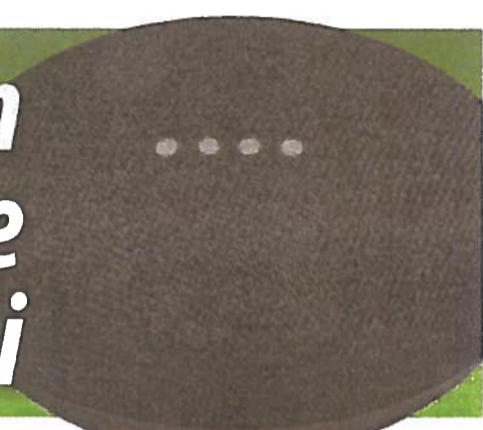
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Winter warming soup maker to be won



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Defending borders with 'Dad's Army'

MP's fears over plans for volunteers to guard ports



MP Charlie Elphicke

Dad's Army style volunteers could be pitted against dreaded ISIS terrorists.

That's the fear of Dover MP Charlie Elphicke who is alarmed at the Home Office considering Border Force Special Volunteers to guard smaller ports and airports.

Mr Elphicke says he is determined that no such thing eventually happens in Dover.

He believes that the UK can't have a "Dad's Army-type of set up" when the country is faced with jihadists trying to get back into the country after training in Syria.

He stressed that border security is a skilled job needing years of training to also detect other criminal activities such as people trafficking and drugs smuggling.

The Public and Commercial Services Union has also dismissed the idea as "ridiculous."

■ Full story on Page 2



Classic characters from the TV show Dad's Army

INSIDE



On television
 Father and son are Hunted in C4 show

PAGE 12



R.I.P Dawn
 Tributes paid to snooker mum

PAGE 13



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HEALTH

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Johanna Hardy
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Verrucas, Thickened Toe
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Athlete's Foot, Calluses,
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I do home visits
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and weekends.
I am registered, have a
DBS check. First Aider
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0759 444 0404

LEISURE

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General Auction
at Northbourne Parish Hall,
The Grove CT14 0LN.
Goods in from 8am to 8.30am
Auction starts 8pm
Refreshments Available
07944 840774

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FOR FAMILIES IN KENT

NOTICES

Public Notices

JOHN DUDLEY ERNEST
GOULD (Deceased)
Pursuant to the Trustee Act 1925
any persons having a claim against
or an interest in the Estate of the
aforementioned deceased, late of
183 Middle Street Deal Kent CT14
6LW, who died on 19/09/2017, are
required to send particulars thereof
in writing to the undersigned
Solicitors on or before 09/03/2018,
after which date the Estate will be
distributed having regard only to
claims and interests of which they
have had notice.
WILLIAMSON & BARNES
12/14 Queen Street Deal
Kent CT14 6EU

Public Notices

For all your public
notices, AGMs
and meetings

KM

Call and
speak to
one of our
Advisors on

01622
717744

Email: publicnotices@
thekmgroupp.co.uk

RIVEROAK STRATEGIC PARTNERS LIMITED
SECTION 42, SECTION 47(6)(a) AND SECTION 48
OF THE PLANNING ACT 2008

REGULATION 4, INFRASTRUCTURE PLANNING
(APPLICATIONS: PRESCRIBED FORMS AND
PROCEDURE) REGULATIONS 2009
("THE 2009 REGULATIONS")

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COMMUNITY CONSULTATION AND NOTICE
PUBLICISING A PROPOSED APPLICATION FOR A
DEVELOPMENT CONSENT ORDER FOR
MANSTON AIRPORT

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Limited ("RiverOak") of 50 Broadway, London SW1H 0BL intends to
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Order ("DCO") under section 37 of the Planning Act 2008 ("the 2008
Act") to authorise the reopening of Manston Airport in Kent ("the Project").
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accordance with the 2008 Act and the 2009 Regulations between 12 June
and 23 July 2017 relating to the redevelopment and reopening of the
Manston Airport site, which comprises approximately 296 hectares (732
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RiverOak are seeking views on this document in particular.

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the local community and has produced a Statement of Community
Consultation ("SoCC") which sets out how RiverOak will undertake its
consultation. Additionally, RiverOak has a duty to publicise the proposed
application under section 48 of the 2008 Act in line with Regulation 4 of
the 2009 Regulations. This notice therefore outlines the main details of
the application and where a copy of the consultation documents can be
viewed.

Proposed Works

The proposed DCO will, amongst other things, authorise—

- upgrading the runway and improving the parallel taxiway;
• constructing 19 new air cargo stands;
• constructing four new passenger aircraft stands and a new
passenger terminal;
• completely re-fitting the airfield navigation aids;
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new fire training area;
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• an aircraft recycling facility;
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the 'Northern Grass' for airport related businesses; and
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access on Spitfire Way which will help to reduce airport related
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The proposed project is an Environmental Impact Assessment
development ("EIA development"), as defined by the 2017 Regulations.
This means that the proposed works constitute development for which
Environmental Impact Assessment will be required. An Environmental
Statement will therefore be submitted as part of the proposed application
containing information about the environmental effects of the proposed
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Details of the proposed application and copies of the consultation
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• an updated preliminary environmental information report ("PEIR");
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of charge at the following locations and times. Due to its size, hard copies
of the PEIR will only be available at Deal, Margate and Ramsgate libraries,
the other libraries will have on-screen versions.

Table with 2 columns: Venue, Opening Hours. Lists various libraries and their opening times.

All of the libraries can be contacted by telephone on 03000 41 31 31.
The opening hours are correct at the time of publication.
Copies of the consultation documents will also be available to view at the
following Consultation Events at which anyone is welcome to attend—

Table with 2 columns: Consultation Event, Date and Time. Lists specific consultation events.

One copy per person of all consultation documents, except for the
PEIR, will be made available, free of charge, by emailing
manston@communityrelations.co.uk or by telephoning 0800 030 4137
Mondays to Fridays between 9am and 5pm. A hard copy of the PEIR can
be provided but this will incur a charge of up to £500 for printing and
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can also be provided free of charge.

Comments on the proposals can be made:

- Online: A copy of the Feedback Form is available to fill in at the
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• By email: Consultation responses can be emailed to
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can be posted to Manston Airport Consultation, Bircham Dyson
Bell, 50 Broadway, London SW1H 0BL; and
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accordance with the Data Protection Act 1998. The information may be
disclosed to or shared with RiverOak connected companies, agents,
contractors and advisors who provide services to RiverOak in connection
with the preparation of an application for development consent under the
Planning Act 2008. This will allow RiverOak to fully consider the
responses and use them in the preparation of application materials. Upon
submission of our application for development consent under the
Planning Act 2008 or in connection with our application for any consents
or licences from the Civil Aviation Authority, the Secretary of State or the
Civil Aviation Authority may require RiverOak to supply copies of all
consultation responses received. If a request is made, RiverOak is under
a legal obligation to supply copies of the response to the Secretary of State.
By submitting a consultation response to RiverOak, a respondent agrees
that we may supply a copy of their response to the Secretary of State via
the Planning Inspectorate if required to do so, or to the Civil Aviation
Authority if requested.

How to contact us:

If you have any questions about this consultation please contact the
Project Team by:

Email: manstonconsultation@bdb-law.co.uk
Post: Manston Airport Consultation, Bircham Dyson Bell,
50 Broadway, London SW1H 0BL
Telephone: 0800 030 4137 Mondays to Fridays 9am to 5pm
3 January 2018

NEW PLANNING APPLICATIONS

The Council gives notice that it has received the following applications which it is required to
advertise under Town and Country Planning, and Wildlife and Countryside legislation

Notice is hereby given that application(s) have been made to the Dover District Council for
consent to carry out the following proposal(s):

Table with 4 columns: Application Number, Description, Details, and Status. Lists various planning applications.

The applications can be viewed on the Council's website, www.dover.gov.uk, at the Council Offices, White Cliffs
Business Park, Dover CT16 3PJ, at the Dover Gateway, 71 Castle Street, the Area Office in Deal Library and at the
Guildhall Sandwich. Representations on the applications can be made via the Council's website.

This is the Council's preferred method as it is the speediest way to log your views into our electronic system.
Alternatively, representations can be emailed to developmentcontrol@dover.gov.uk or sent by letter to the
Development Management Section at the White Cliffs Business Park address.

Representations should be made within 21 days from the date of publication of this notice and should quote the
application reference number. Any representations received will be available for public inspection. Representations
will not be acknowledged but those making representations will be informed of the Council's decision.

Please note that this is not a full list of applications recently received by the Council. The full list can be viewed on
the Council's website.

DRIVETIME

Rob Wills | 6pm

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PLUS Win a top soup & smoothie maker

PLUS DODS PERFORM ROBIN HOOD PAGES 22-23



Exhibition goes down a storm

Wild, sometimes spectacular weather is the subject of a new exhibition at Saphire Hoe. The beauty spot, made from rubble dug up during the creation of the Channel Tunnel, is hosting the show from now until February 28. Paul Holt Partnership Officer at the Hoe is exhibiting some of his own pictures at the site's education centre. ■ For the full story, see page 31

Picture: Paul Amos FM5040773

INSIDE



HONOURED Channel swimmer trainer made MBE

PAGE 7



GLORY TRAIL Whites FA Trophy pursuit preview

SPORT, BACK PAGE

Teen death shock

Duke of York's Royal Military School has paid tribute to a former pupil who died suddenly on Saturday.

The cause of 19-year-old Alex Namey's death has not been confirmed although it is thought to have been a medical incident.

A spokesman for the school said: "We are saddened to hear the news of Alex Namey's death and our thoughts are with his family at this difficult time."

"He attended the school from November 2012 to October 2014. He

had previously been a student at a Deal secondary school before joining DOYRMS and went on to complete his education at Astor College in Dover."

Tributes on social media describe the teen as a "nice lad" with a "kind heart" and "good soul".

Owen Michael said: "Rest in paradise Alex Namey, aka big bird. I'll love you even if I didn't show it sometimes. Brilliant friend with only brilliant intentions, such a nice lad taken way too early. Love you brother."

Kim Bailey said: "It's a sad day for people. Prayers with everyone who knows him, R.I.P Alex Namey."

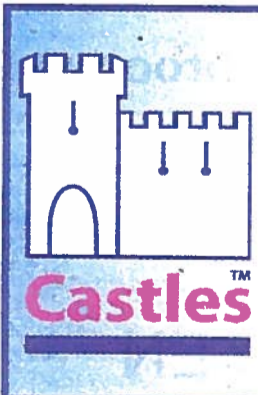
Emily Rose Wheeler said: "Rest in peace Alex Namey. Such a sound boy with a kind heart. Taken way too soon!"

Jake Smissen posted: "Rest in peace Alex Namey, hard to even fathom that you're gone really. Still trying to wrap my head round it. Such a good soul taken way too soon. Sleep well."

Alex was also a former pupil at Walmer Science College in Deal.



Alex Namey died on Saturday



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Public Notices

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- an aircraft recycling facility;
- a flight training school;
- a fixed-base operation for executive travel;
- building new aircraft maintenance hangars and developing areas of the "Northern Grass" for airport related businesses; and
- highway improvement works to ensure improved access to and around Manston Airport including a new permanent, dedicated access on Spittle Way, which will be in to reduce airport related traffic on the local road network.

The proposed project is an Environmental Impact Assessment development ("EIA development") as defined by the 2017 Regulations. This means that the proposed works constitute development for which Environmental Impact Assessment will be required. An Environmental Statement will therefore be submitted as part of the proposed application containing information about the environmental effects of the proposed development. Preliminary environmental information can be found in the updated Preliminary Environmental Information Report ("PEIR") which forms part of the consultation material.

Details of the proposed application and copies of the consultation documents include—

- an introduction to the consultation;
- an updated preliminary environmental information report ("PEIR");
- a non-technical summary of the PEIR;
- an updated masterplan;
- a Noise Mitigation Plan;
- a Statement of Community Consultation;
- an updated analysis on air freight capacity and need; and
- a feedback form.

From Friday 12 January to Friday 16 February 2018 you can view and download the consultation documents on and from RiverOak's project website at www.rsp.co.uk. Hard copies will also be available to view free of charge at the following locations and times. Due to its size, hard copies of the PEIR will only be available at Deal, Margate and Ramsgate libraries, the other libraries will have on-screen versions.

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How to contact us:

If you have any questions about this consultation please contact the Project Team by:
Email: manstonconsultation@bdb-law.co.uk
Post: Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL
Telephone: 0800 030 4137 Mondays to Fridays 9am to 5pm
3 January 2018

LICENSING ACT 2003
THE ROSE HOTEL, 91 HIGH STREET, DEAL, CT14 6ED
Notice of application for a full variation of a premises licence
Notice is hereby given that CHRISTOPHER HICKS has applied to Dover District Council for a full variation of the premises licence for:
1) To enable the sale of alcohol between 09:00 to 00:00 Mon to Sun
09:00 to 09:00 Mon to Sun for guests staying at hotel
2) To enable the sale of alcohol for extended hours at Bank Holidays and on other limited days as specified in the application
3) To enable Regulated Entertainment to be provided within the Premises, as specified in the application.
Recorded music 23:00 to 00:00 Mon to Sun
4) To enable the provision of hot food and drink after 23:00 hours and before 05:00 hours Mon to Sun
A register of licensing applications can be inspected at http://www.dover.gov.uk or at the Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ Tel. 01304 872295, by appointment with the Licensing Team between 10am and 4pm Monday to Friday.
Any person wishing to submit relevant representations to this application must give notice in writing to the address shown above, giving in detail the grounds of objection by 31.01.2018.
Dated: 03.01.2018.
The Council will not entertain representations where the writer requests that his identity remains anonymous. Copies of all representations will be included in the papers presented to the Licensing Panel and will therefore pass into the public domain. Representations must relate to one or more of the four Licensing Objectives: the Prevention of Crime and Disorder, Public Safety, the Prevention of Public Nuisance and the Protection of Children from Harm.
It is an offence liable on conviction to a fine up to Level 5 on the standard scale under Section 158 of the Licensing Act 2003 to knowingly or recklessly make a false statement in connection with this application.

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Vicar's ex finds his own personal Jesus

INSIDE



Great delivery
 Christmas baby is a beautiful gift

PAGE 4



Retired clergyman Philip Clements with his estranged husband Florin Marin
 Picture: Paul Amos FM4731311

Model, 24, who split from retired priest, 79, has new Spanish lover

The vicar who found himself homeless after marrying a Romanian model and signing his flat over to him has since learned his estranged husband has a new boyfriend called Jesus.

Retired Eastry priest Philip Clements and Florin Marin asked the Church of England to change its stance on same-sex marriages for ex-clergymen when they tied the knot in April.

Less than five months later, after selling his £214,000 Eastry home and moving to

Bucharest, the pair split. Mr Clements, 79, returned home to live with friends – just days after signing over ownership of the flat in the Romanian capital to his husband.

Now he faces fresh heartache after learning Mr Marin has been dating wealthy Spanish businessman Jeronimo Jesus de Vega, 48, in Alicante, which he admitted on Romanian TV show Fashionista.

Mr Clements and Mr Marin had been discussing a reunion in a year's time, possibly moving to a Kentish town like Dover because village life did not suit Mr Marin.

The 24-year-old said on TV he flew to Spain when his new lover agreed to buy him plane tickets so they could meet.

Now, Mr Clements says he will ask Mr Marin if he went behind his back.

■ For the full story, see page 9



Palace at sea
 MP's campaign for new royal yacht

PAGE 9



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Jewel will shine again

Pledge to reopen nature reserve by spring

Supporters of Gazen Salts Nature Reserve are going all out to ensure 2018 is the year it returns to its former glory. The nature reserve's committee chairman Bernard Butcher and members have set the target of a spring reopening of the site once dubbed the jewel in Sandwich's crown. It comes four years after the 15-acre reserve was forced to close due to severe flooding. Cllr Butcher said: "It's an expensive project but it's our aim." The nature reserve in Strand Street was established in 1973 and is home to some 160 species of birds. It was flooded by 5ft of salt water during the tidal surge in December 2013, losing about 450 trees. Cllr Butcher said jobs include recreating the footpath and work on the lake. Cllr Butcher said: "We're looking at dredging the lake and restocking it as we lost all of the fresh water fish. "But we can't have too heavy machinery because it will compress the land so badly that any heavy rainfall would flood it again." Another complexity is that work must be carried out at times which avoid disruption to nesting birds. Dover District Council and Sandwich Town Council have contributed funds, in addition to a Tesco Bags of Help grant. Cllr Butcher said: "It will be the jewel in Sandwich's crown once we get it polished back up again."



INSIDE



Ellice latest Girl's Wish to Walk campaign gets funding boost

PAGE 10



Sport Lions suffer controversial defeat

BACK PAGE



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Public Notices

RIVEROAK STRATEGIC PARTNERS LIMITED SECTION 42, SECTION 47(6)(a) AND SECTION 48 OF THE PLANNING ACT 2008

REGULATION 4, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 ("THE 2009 REGULATIONS")

NOTICE OF PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION AND NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR MANSTON AIRPORT

Notice was given in May and June 2017 that RiverOak Strategic Partners Limited ("RiverOak") of 50 Broadway, London SW1H 0BL intends to apply to the Secretary of State for Transport for a Development Consent Order ("DCO") under section 37 of the Planning Act 2008 ("the 2008 Act") to authorise the reopening of Manston Airport in Kent ("the Project").

Following the notice RiverOak undertook statutory consultation in accordance with the 2008 Act and the 2009 Regulations between 12 June and 23 July 2017 relating to the redevelopment and reopening of the Manston Airport site which comprises approximately 296 hectares (732 acres) and which first operated as an RAF base in 1916 and most recently operated as a passenger airport until it was closed in May 2014.

Under sections 42 and 47 of the 2008 Act RiverOak has a duty to consult the local community and has produced a Statement of Community Consultation ("SCC") which sets out how RiverOak will undertake its consultation.

Proposed Works

- The proposed DCO will, amongst other things, authorise—
• upgrading the runway and improving the parallel taxiway
• constructing 19 new air cargo stands
• constructing four new passenger aircraft stands and a new passenger terminal
• completely re-fitting the airfield navigation aids
• refurbishing or replacing the existing fire station and constructing a new fire training area
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The proposed project is an Environmental Impact Assessment development ("EIA development") as defined by the 2017 Regulations. This means that the proposed works constitute development for which Environmental Impact Assessment will be required.

Details of the proposed application and copies of the consultation documents include—

- an introduction to the consultation
• an updated preliminary environmental assessment report (PEAR)
• a non-technical summary of the PEAR
• an updated methodology
• a Statement of Community Consultation
• an updated Statement of Environmental Reasons and Needs and
• a DCO Form

From Friday 12 January to Friday 16 February 2018
If you have any questions about the consultation please contact the

Table with 2 columns: Venue and Opening Hours. Lists various libraries and their operating times.

All of the libraries can be contacted by telephone on 03000 41 31 31. The opening hours are correct at the time of publication.

Table with 2 columns: Consultation Event and Date and Time. Lists events at Ramsgate and Herne Bay.

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How to contact us
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LICENSING ACT 2003 THE ROSE HOTEL, 91 HIGH STREET, DEAL, CT14 6ED. Notice of application for a full variation of a premises licence. Includes details of the premises and the proposed conditions.

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Patients told not to use A&E for minor injuries



Emergency departments are struggling to cope over winter

By Sean Doherty
sean.doherty@kentlive.news

THE interim chairman responsible for the QEOM hospital has encouraged patients to use alternative services as the hospitals continue to struggle under pressure during winter.

Susan Acott has called on people to reduce strain on hospital facilities by using the other injury units and pharmacies where possible.

It comes as figures show nine in 10 beds are occupied at hospitals in the region.

She said: "As well as 24/7 A&Es at Ashford and Margate, there are an additional eight minor injury units in east Kent open 8am to 8pm 365 days a year.

"The Trust encourages people to use these and pharmacies to take pressure off its emergency departments."

New figures revealed by the NHS have shown the strain that hospitals in the area are currently under.

In the week running up to New Year, hospitals handled by East Kent had an average bed usage

rate of 92.8 per cent, well above the 85 per cent bed occupancy rate which the NHS states is a 'safe' level.

Patients arriving to East Kent hospitals in ambulances also suffered some significant delays during the Christmas week, with 585 of 1,350 patients waiting more than 30 minutes to be seen after arriving at hospital.

The QEOM Hospital in Margate

FULL STORY: Highest level of alert declared page 7 ONLINE: For the latest news from the isle kentlive.news

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In considering the responses to the statutory consultation and through ongoing design development, RiverOak has developed and refined its proposals and has taken the decision to ensure that its consultation and application documentation is compliant with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the 2017 Regulations"). It is following the latest 2017 Regulations to make sure that its assessment is as up-to-date and comprehensive as possible. The assessment will now additionally consider the effects of climate change on the Project, the effects of the Project on climate change, impacts of waste, impacts on human health and impacts from the risks of major accidents and disasters. RiverOak has also considered the comments received on mitigating aircraft noise and has developed a series of commitments which it proposes to make to control the adverse impacts of aircraft noise. These proposals are detailed in the "Noise Mitigation Plan" which is one of the new consultation documents published and RiverOak are seeking views on this document in particular.

Under sections 42 and 47 of the 2008 Act RiverOak has a duty to consult the local community and has produced a Statement of Community Consultation ("SoCC") which sets out how RiverOak will undertake its consultation. Additionally, RiverOak has a duty to publicise the proposed application under section 48 of the 2008 Act in line with Regulation 4 of the 2009 Regulations. This notice therefore outlines the main details of the application and where a copy of the consultation documents can be viewed.

Proposed Works

The proposed DCO will, amongst other things, authorise—

- upgrading the runway and improving the parallel taxiway;
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- constructing four new passenger aircraft stands and a new passenger terminal;
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- **By post:** Feedback Forms and any other consultation responses can be posted to Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL; and
- **At the Consultation Events:** Feedback Forms will be available at the Consultation Events and can be left at the Event or returned by post to the address stated above.

Comments must be received no later than 11.59pm on Friday 16 February 2018.

RiverOak requests that responses state the ground of representation, the nature of your interest in the proposed Project, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

Personal information that is supplied to RiverOak 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 RiverOak connected companies, agents, contractors and advisors who provide services to RiverOak in connection with the preparation of an application for development consent under the Planning Act 2008. This will allow RiverOak to fully consider the responses and use them in the preparation of application materials. Upon submission of our application for development consent under the Planning Act 2008 or in connection with our application for any consents or licences from the Civil Aviation Authority, the Secretary of State or the Civil Aviation Authority may require RiverOak to supply copies of all consultation responses received. If a request is made, RiverOak is under a legal obligation to supply copies of the response to the Secretary of State. By submitting a consultation response to RiverOak, a respondent agrees that we may supply a copy of their response to the Secretary of State via the Planning Inspectorate if required to do so, or to the Civil Aviation Authority if requested.

How to contact us:
If you have any questions about this consultation please contact the Project Team by:
Email: manstonconsultation@bdb-law.co.uk
Post: Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL
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Isle of Thanet Gazette

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Daughter's heartbreak after mum is found dead in house fire

'She has been my rock and I will love her forever'

By Victoria Chessum
victoria.chessum@kentlive.news

A DAUGHTER has spoken of her heartbreak just a day after her mother was found dead in a house fire.

Julia Brown, in her 50s, was found unresponsive in a house in Rectory Road, Broadstairs, which started just after 6.30pm. The fire was not put out until after 9pm.

Officers confirmed on Tuesday morning that a woman was pronounced dead at the scene and her next of kin had been informed.

A police statement said: "A Kent Police spokesman said: "Officers attended and closed the road while the fire was being tackled.

"A report is being prepared for the coroner. Investigations into the cause of the fire are ongoing."

Ms Brown's daughter Izzy, said



Izzy Brown with her mother Julia

Photo: IZZY BROWN

on Facebook: "I am at a loss of what words are right to say but sadly my mum lost her life last night in a house fire.

"It's been a shock to the whole family and close friends. She will be missed, she been my rock and I will love her forever.

"If anyone has any enquiries about the funeral wake or something like that then send me a message.

"Please pass this on to anyone who knew her and has not got Facebook as I have no contacts or addresses."



POSTMAN IS LEFT WITH SHOCKING INJURIES AFTER BEING HIT BY CAR

FULL STORY: **PAGE 7**

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Public Notices

RIVEROAK STRATEGIC PARTNERS LIMITED
SECTION 42, SECTION 47(6)(a) AND SECTION 48
OF THE PLANNING ACT 2008

REGULATION 4, INFRASTRUCTURE PLANNING
(APPLICATIONS: PRESCRIBED FORMS AND
PROCEDURE) REGULATIONS 2009
("THE 2009 REGULATIONS")

NOTICE OF PUBLICATION OF STATEMENT OF
COMMUNITY CONSULTATION AND NOTICE
PUBLICISING A PROPOSED APPLICATION FOR A
DEVELOPMENT CONSENT ORDER FOR
MANSTON AIRPORT

Notice was given in May and June 2017 that RiverOak Strategic Partners Limited ("RiverOak") of 50 Broadway, London SW1H 0BL intends to apply to the Secretary of State for Transport for a Development Consent Order ("DCO") under section 37 of the Planning Act 2008 ("the 2008 Act") to authorise the reopening of Manston Airport in Kent ("the Project"). Following the notice RiverOak undertook statutory consultation in accordance with the 2008 Act and the 2009 Regulations between 12 June and 23 July 2017 relating to the redevelopment and reopening of the Manston Airport site, which comprises approximately 296 hectares (732 acres), and which first operated as an RAF base in 1916 and most recently operated as a passenger airport until it was closed in May 2014. RiverOak is proposing to redevelop and reopen the site as a hub for international air freight which also offers passenger, executive travel and aircraft engineering services.

In considering the responses to the statutory consultation and through ongoing design development, RiverOak has developed and refined its proposals and has taken the decision to ensure that its consultation and application documentation is compliant with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the 2017 Regulations"). It is following the latest 2017 Regulations to make sure that its assessment is as up-to-date and comprehensive as possible. The assessment will now additionally consider the effects of climate change on the Project, the effects of the Project on climate change, impacts of waste, impacts on human health and impacts from the risks of major accidents and disasters. RiverOak has also considered the comments received on mitigating aircraft noise and has developed a series of commitments which it proposes to make to control the adverse impacts of aircraft noise. These proposals are detailed in the "Noise Mitigation Plan" which is one of the new consultation documents published and RiverOak are seeking views on this document in particular.

Under sections 42 and 47 of the 2008 Act RiverOak has a duty to consult the local community and has produced a Statement of Community Consultation ("SoCC") which sets out how RiverOak will undertake its consultation. Additionally, RiverOak has a duty to publicise the proposed application under section 48 of the 2008 Act in line with Regulation 4 of the 2009 Regulations. This notice therefore outlines the main details of the application and where a copy of the consultation documents can be viewed.

Proposed Works

The proposed DCO will, amongst other things, authorise—

- upgrading the runway and improving the parallel taxiway;
- constructing 19 new air cargo stands;
- constructing four new passenger aircraft stands and a new passenger terminal;
- completely re-fitting the airfield navigation aids;
- refurbishing or replacing the existing fire station and constructing a new fire training area;
- building new air cargo facilities;
- developing a new air traffic control service, demolishing the current Air Traffic Control tower;
- an aircraft recycling facility;
- a flight training school;
- a fixed-base operation for executive travel;
- building new aircraft maintenance hangars and developing areas of the 'Northern Grass' for airport related businesses; and
- highway improvement works to ensure improved access to and around Manston Airport, including a new, permanent, dedicated access on Spitfire Way which will help to reduce airport related traffic on the local road network.

The proposed project is, an Environmental Impact Assessment development ("EIA development"), as defined by the 2017 Regulations. This means that the proposed works constitute development for which Environmental Impact Assessment will be required. An Environmental Statement will therefore be submitted as part of the proposed application containing information about the environmental effects of the proposed development. Preliminary environmental information can be found in the updated Preliminary Environmental Information Report ("PEIR") which forms part of the consultation material.

Details of the proposed application and copies of the consultation documents include—

- an introduction to the consultation;
- an updated preliminary environmental information report ("PEIR");
- a non-technical summary of the PEIR;
- an updated masterplan;
- a Noise Mitigation Plan;
- a Statement of Community Consultation;
- an updated analysis on air freight capacity and need; and
- a feedback form.

From Friday 12 January to Friday 16 February 2018 you can view and download the consultation documents on and from RiverOak's project website at www.rsp.co.uk. Hard copies will also be available to view free of charge at the following locations and times. Due to its size, hard copies of the PEIR will only be available at Deal, Margate and Ramsgate libraries, the other libraries will have on-screen versions.

Venue	Opening Hours
Birchington Library Alpha Road, Birchington, CT7 9EG	Monday, Tuesday, Thursday, Friday: 9am-6pm; Saturday: 10am-2pm; Wednesday & Sunday: Closed
Broadstairs Library The Broadway, Broadstairs, CT10 2BS	Monday, Tuesday, Wednesday, Friday: 9am-6pm; Thursday: 9am-8pm; Saturday: 9am-5pm; Sunday: Closed
Cliftonville Library Queen Elizabeth Avenue, Margate, CT9 3JX	Monday, Tuesday, Thursday, Friday: 9am-5pm; Wednesday & Saturday: 9am-1pm; Sunday: Closed
Deal Library Broad Street, Deal, CT14 6ER	Monday to Friday: 9am-6pm; Saturday: 9am-5pm; Sunday: 10am-4pm
Herne Bay Library 124 High Street, Herne Bay, CT6 5JY	Monday to Friday: 9am-6pm; Saturday: 9am-5pm; Sunday: Closed
Margate Library Thanet Gateway Plus, Cecil Street, Margate, CT9 1RE	Monday, Tuesday, Wednesday, Friday: 9am-6pm; Thursday: 9am-8pm; Saturday: 9am-5pm; Sunday: Closed
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Sandwich Library 13 Market Street, Sandwich, CT13 9DA	Monday, Tuesday, Thursday, Friday: 9am-5pm; Wednesday: 9am-1pm; Saturday: 10am-1pm; Sunday: Closed
Westgate Library Minster Road, Westgate-On-Sea, CT8 8BP	Monday & Wednesday: 9am-5pm; Tuesday & Friday: 9am-6pm; Saturday: 10am-2pm; Thursday & Sunday: Closed

All of the libraries can be contacted by telephone on 03000 41 31 31. The opening hours are correct at the time of publication. Copies of the consultation documents will also be available to view at the following Consultation Events at which anyone is welcome to attend—

Consultation Event	Date and Time
Ramsgate Comfort Inn, Victoria Parade, Ramsgate, CT11 8DT	Tuesday 23 January: 12 Noon-8pm
Herne Bay The King's Hall, Beacon Hill, Herne Bay, CT6 6BA	Wednesday 24 January: 12 Noon-8pm

One copy per person of all consultation documents, except for the PEIR, will be made available, free of charge, by emailing manston@communityrelations.co.uk or by telephoning 0800 030 4137 Mondays to Fridays between 9am and 5pm. A hard copy of the PEIR can be provided but this will incur a charge of up to £500 for printing and delivery. A USB copy of all consultation documents, including the PEIR, can also be provided free of charge.

Comments on the proposals can be made:

- **Online:** A copy of the Feedback Form is available to fill in at the project website: www.rsp.co.uk;
- **By email:** Consultation responses can be emailed to manstonconsultation@bdb-law.co.uk;
- **By post:** Feedback Forms and any other consultation responses can be posted to Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL; and
- **At the Consultation Events:** Feedback Forms will be available at the Consultation Events and can be left at the Event or returned by post to the address stated above.

Comments must be received no later than 11.59pm on Friday 16 February 2018.

RiverOak requests that responses state the ground of representation, the nature of your interest in the proposed Project, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

Personal information that is supplied to RiverOak 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 RiverOak connected companies, agents, contractors and advisors who provide services to RiverOak in connection with the preparation of an application for development consent under the Planning Act 2008. This will allow RiverOak to fully consider the responses and use them in the preparation of application materials. Upon submission of our application for development consent under the Planning Act 2008 or in connection with our application for any consents or licences from the Civil Aviation Authority, the Secretary of State or the Civil Aviation Authority may require RiverOak to supply copies of all consultation responses received. If a request is made, RiverOak is under a legal obligation to supply copies of the response to the Secretary of State. By submitting a consultation response to RiverOak, a respondent agrees that we may supply a copy of their response to the Secretary of State via the Planning Inspectorate if required to do so, or to the Civil Aviation Authority if requested.

How to contact us:

If you have any questions about this consultation please contact the Project Team by:
Email: manstonconsultation@bdb-law.co.uk
Post: Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL
Telephone: 0800 030 4137 Mondays to Fridays 9am to 5pm
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RAIDERS TARGET VILLAGE CHURCH

BURGLARS FLEE WITH £3,000 MACHINES - SEE PAGE 3



INSIDE



RAISE A GLASS
Town brewers to launch first ale

PAGE 5



MEDAL DELIGHT
Honours list for gymnastics queen

PAGE 11



PHONE FURY
Landlord's anger over trade loss

PAGE 13

Winter crisis

AMBULANCE

- Woman, 85, waited four hours in Faversham street with broken pelvis
- One 999 call to ambulance service every 20 seconds
- 200 fewer ops planned - but others cancelled on the day

SPECIAL REPORT PAGES 8-9

SALE

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* Exclusions apply.

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DETAILS ON PAGE 14

INSIDE



SENTENCED
 Mum-of-12 is spared jail for handling cash

PAGE 7



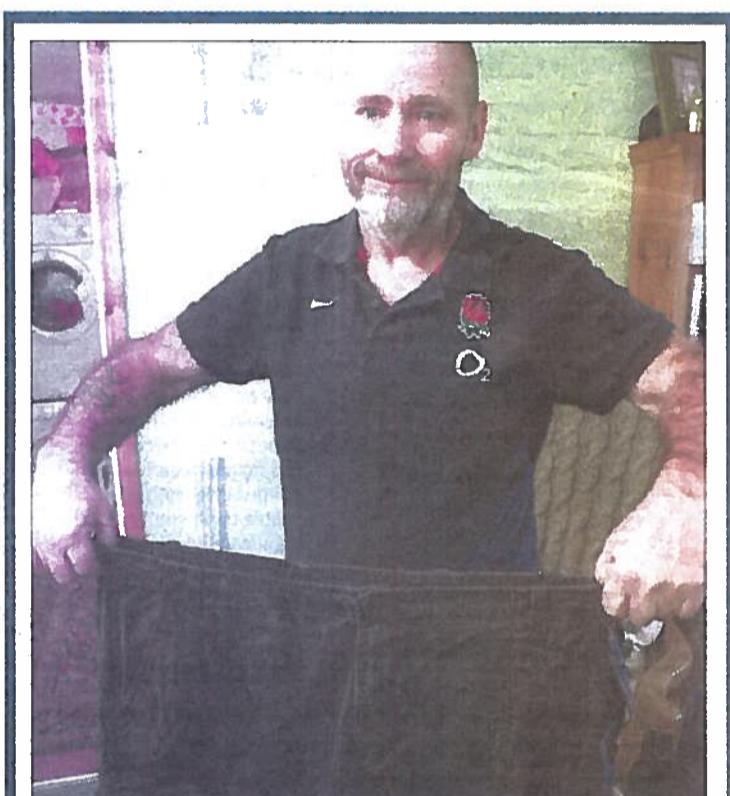
HEALTH
 Patients' fears over GP surgery's grant delay

PAGE 3



TRIBUTE
 Farewell to shoe shop's Harry West

PAGE 29



Trevor Sage with a pair of his now redundant shorts
 Picture: Chris Davey FM5042876

I'm shorter of weight!

Dad-of-four Trevor Sage is feeling fabulous. He has shed nine stone in as many months after a doctor told him he couldn't have a knee operation while he weighed 26 stone. And his efforts have seen him crowned Slimming World's Man of the Year.
 ■ For more, turn to page 4

Man died after 999 hold-up

- Pensioner died after waiting hours for help
- Concerned delivery man raised the alarm
- Neighbours criticise emergency response

FOR THE FULL STORY, TURN TO PAGE 5

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MAN STAMPED ON BY THUGS IN HORRIFIC STREET ATTACK

SEE PAGE 5



INSIDE



TOUGH TEST

Canterbury is hardest place for learners

PAGE 3



HOW MUCH?!

Questions over bill for subway renovations

PAGE 7



GRATEFUL

Gran thanks teens who rushed to help

PAGE 15

Winter crisis



- Woman, 85, waited four hours in street with broken pelvis
- One 999 call to ambulance service every 20 seconds
- 200 fewer ops planned - but others cancelled on the day

SPECIAL REPORT PAGES 8-9

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RIVEROAK STRATEGIC PARTNERS LIMITED

SECTION 42, SECTION 47(6)(a) AND SECTION 48 OF THE PLANNING ACT 2008

REGULATION 4, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 ("THE 2009 REGULATIONS")

NOTICE OF PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION AND NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR MANSTON AIRPORT

Notice was given in May and June 2017 that RiverOak Strategic Partners Limited ("RiverOak") of 50 Broadway, London SW1H 0BL intends to apply to the Secretary of State for Transport for a Development Consent Order ("DCO") under section 37 of the Planning Act 2008 ("the 2008 Act") to authorise the reopening of Manston Airport in Kent ("the Project").

In considering the responses to the statutory consultation and through ongoing design development, RiverOak has developed and refined its proposals and has taken the decision to ensure that its consultation and application documentation is compliant with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the 2017 Regulations").

Under sections 42 and 47 of the 2008 Act RiverOak has a duty to consult the local community and has produced a Statement of Community Consultation ("SoCC") which sets out how RiverOak will undertake its consultation.

Proposed Works

- The proposed DCO will, amongst other things, authorise— upgrading the runway and improving the parallel taxiway; constructing 19 new air cargo stands; constructing four new passenger aircraft stands and a new passenger terminal; completely re-fitting the airfield navigation aids; refurbishing or replacing the existing fire station and constructing a new fire training area; building new air cargo facilities; developing a new air traffic control service, demolishing the current Air Traffic Control tower; an aircraft recycling facility; a flight training school; a fixed-base operation for executive travel; building new aircraft maintenance hangars and developing areas of the 'Northern Grass' for airport related businesses; and high way improvement works to ensure improved access to and around Manston Airport, including a new, permanent, dedicated access on Spitfire Way which will help to reduce airport related traffic on the local road network.

The proposed project is an Environmental Impact Assessment development ("EIA development"), as defined by the 2017 Regulations. This means that the proposed works constitute development for which Environmental Impact Assessment will be required.

Details of the proposed application and copies of the consultation documents include—

- an introduction to the consultation; an updated preliminary environmental information report ("PEIR"); a non-technical summary of the PEIR; an updated masterplan; a Noise Mitigation Plan; a Statement of Community Consultation; an updated analysis on air freight capacity and need; and a feedback form.

From Friday 12 January to Friday 16 February 2018 you can view and download the consultation documents on and from RiverOak's project website at www.rsp.co.uk. Hard copies will also be available to view free of charge at the following locations and times.

Table with columns: Venue, Opening Hours. Lists libraries like Birchington, Broadstairs, Cliftonville, Deal, Herne Bay, Margate, Minster-in-Thetan, Newington, Ramsgate, Sandwich, Westgate.

All of the libraries can be contacted by telephone on 03000 41 31 31. The opening hours are correct at the time of publication. Copies of the consultation documents will also be available to view at the following Consultation Events at which anyone is welcome to attend—

Table with columns: Consultation Event, Date and Time. Lists events at Ramsgate and Herne Bay.

One copy per person of all consultation documents, except for the PEIR, will be made available, free of charge, by emailing manston@communityrelations.co.uk or by telephoning 0800 030 4137 Mondays to Fridays between 9am and 5pm.

Comments on the proposals can be made:

- Online: A copy of the Feedback Form is available to fill in at the project website: www.rsp.co.uk; By email: Consultation responses can be emailed to manstonconsultation@bdb-law.co.uk; By post: Feedback Forms and any other consultation responses can be posted to Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL; and At the Consultation Events: Feedback Forms will be available at the Consultation Events and can be left at the Event or returned by post to the address stated above.

Comments must be received no later than 11.59pm on Friday 16 February 2018.

RiverOak requests that responses state the ground of representation, the nature of your interest in the proposed Project, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

Personal information that is supplied to RiverOak 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 RiverOak connected companies, agents, contractors and advisors who provide services to RiverOak in connection with the preparation of an application for development consent under the Planning Act 2008.

How to contact us:

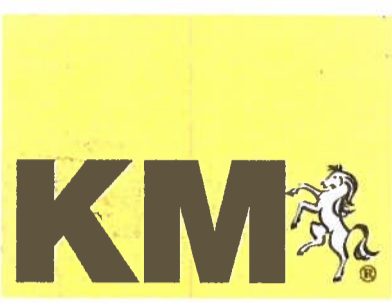
If you have any questions about this consultation please contact the Project Team by: Email: manstonconsultation@bdb-law.co.uk Post: Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL Telephone: 0800 030 4137 Mondays to Fridays 9am to 5pm 3 January 2018

NOTICES

Public Notices

Planning applications Canterbury City Council. Notice under Article 13 of the Town & Country Planning (Development Management Procedure) (England) Order 2015. Notice under Article 8 of the Town & Country Planning (General Development Procedure) Order 1995. Notice under Section 67 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Notice under Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990. Notice under Regulation 2 of the Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015.

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DETAILS ON PAGE 14

INSIDE



TURN IT OFF!
Care home blasted by Beyoncé and Bon Jovi

PAGE 3



POLITICS
Julian Brazier: I'll not stand again

PAGE 4



TRIBUTE
Farewell to shoe shop's Harry West

PAGE 29



'IT RUINS LIVES'

■ FAMILIES' GRIEF AS PAIR
KILLED BY NEW STREET DRUG

■ EXPERT WARNS OF 'SHARP
INCREASE' IN CHINA WHITE USE

FULL
STORY
PAGE 7

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Public Notices

RIVEROAK STRATEGIC PARTNERS LIMITED SECTION 42, SECTION 47(6)(a) AND SECTION 48 OF THE PLANNING ACT 2008

REGULATION 4, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 ("THE 2009 REGULATIONS")

NOTICE OF PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION AND NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR MANSTON AIRPORT

Notice was given in May and June 2017 that RiverOak Strategic Partners Limited ("RiverOak") of 50 Broadway, London SW1H 0BL intends to apply to the Secretary of State for Transport for a Development Consent Order ("DCO") under section 37 of the Planning Act 2008 ("the 2008 Act") to authorise the reopening of Manston Airport in Kent ("the Project").

Following the notice RiverOak undertook statutory consultation in accordance with the 2008 Act and the 2009 Regulations between 12 June and 23 July 2017 relating to the redevelopment and reopening of the Manston Airport site, which comprises approximately 296 hectares (732 acres), and which first operated as an RAF base in 1916 and most recently operated as a passenger airport until it was closed in May 2014.

In considering the responses to the statutory consultation and through ongoing design development, RiverOak has developed and refined its proposals and has taken the decision to ensure that its consultation and application documentation is compliant with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the 2017 Regulations").

Proposed Works

- The proposed DCO will, amongst other things, authorise—
• upgrading the runway and improving the parallel taxiway;
• constructing 19 new air cargo stands;
• constructing four new passenger aircraft stands and a new passenger terminal;
• completely re-fitting the airfield navigation aids;
• refurbishing or replacing the existing fire station and constructing a new fire training area;
• building new air cargo facilities;
• developing a new air traffic control service, demolishing the current Air Traffic Control tower;
• an aircraft recycling facility;
• a flight training school;
• a fixed-base operation for executive travel;
• building new aircraft maintenance hangars and developing areas of the 'Northern Grass' for airport related businesses; and
• highway improvement works to ensure improved access to and around Manston Airport, including a new, permanent, dedicated access on Spitfire Way which will help to reduce airport related traffic on the local road network.

The proposed project is an Environmental Impact Assessment development ("EIA development"), as defined by the 2017 Regulations. This means that the proposed works constitute development for which Environmental Impact Assessment will be required.

Details of the proposed application and copies of the consultation documents include—

- an introduction to the consultation;
• an updated preliminary environmental information report ("PEIR");
• a non-technical summary of the PEIR;
• an updated masterplan;
• a Noise Mitigation Plan;
• a Statement of Community Consultation;
• an updated analysis on air freight capacity and need; and
• a feedback form.

From Friday 12 January to Friday 16 February 2018 you can view and download the consultation documents on and from RiverOak's project website at www.rsp.co.uk. Hard copies will also be available to view free of charge at the following locations and times.

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URSULA CHARLOTTE BETTANY (Deceased)

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To advertise please call

01622 717744 KM

Planning applications



Notice under Article 13 of the Town & Country Planning (Development Management Procedure) (England) Order 2015
Notice under Article 8 of the Town & Country Planning (General Development Procedure) Order 1995
Notice under Section 67 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990
Notice under Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990
Notice under Regulation 2 of the Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015

The following applications have been submitted for consideration by the council:

- CA/17/02743/FUL: 140 Regent Street, Whitstable, CT5 1JW Proposed two-storey rear extension. Applicant: Mr and Mrs Butler Reason: Conservation area.
CA/17/02780/ADV: 15-17 Oxford Street, Whitstable, CT5 1DB Retrospective application for the erection and display of two non-illuminated fascia signs to front elevation. Applicant: Mr Richardson Reason: Conservation area.
CA/17/02822/VAR: 31A Hollow Lane, Canterbury, CT1 3SB Variation of condition 02 (drawings) of planning permission CA/17/01575/FUL for the proposed roof over garage and front projection; to allow variation to external materials. Applicant: Mr Berry Reason: Conservation area.
CA/17/02834/FUL: 34 Joy Lane, Whitstable, CT5 4LT Proposed single-storey rear extension, single-storey outbuilding/car port to rear and porch infill to front following demolition of extension. Applicant: Mr Harnett Reason: Conservation area.
CA/17/02851/LB: Collared, 24 Burgate, Canterbury, CT1 2HA Application for listed building consent for internal alterations including insertion of wall. Applicant: Mr Biggs Reason: Work to a listed building.
CA/17/02852/LB: 30-32 Burgate, Canterbury, CT1 2HA Application for listed building consent to replace cement render with lime render painted cream. Applicant: Chapter of Canterbury Cathedral Reason: Work to a listed building.
CA/17/02858/VAR: University of Kent, Giles Lane, Blean, CT2 7NZ Variation of condition 07 (foul and surface water) of planning permission CA/17/00745/FUL for the proposed three-storey academic building, with associated landscaping, infrastructure and other works following demolition of the existing KRDC building; to allow change of wording from pre-commencement to pre-occupation. Applicant: Willmott Dixon Reason: Major development.
CA/17/02873/LB: 49 St Peters Street, Canterbury, CT1 2BE Application for listed building consent for internal and external alterations including windows to side elevation. Applicant: Submarine Sandwiches Corby Ltd Reason: Work to a listed building.
CA/17/02874/ADV: 45 High Street, Whitstable, CT5 1AS Erection and display of one non-illuminated fascia sign and one non-illuminated projecting sign. Applicant: Box of Frogs Reason: Conservation area.
CA/17/02875/LB: 17 Blackfriars Street, Canterbury, CT1 2AP Application for listed building consent for replacement front door. Applicant: Inspired Acquisitions Ltd Reason: Work to a listed building.
CA/17/02881/VAR: Polo Farm Sports Club, Littlebourne Road, Canterbury, CT3 4AF Removal of condition 07 (code for sustainable homes) and variation of condition 02 (approved drawings) of planning permission CA/14/00535/FUL for the proposed residential development comprising 18 dwellings; to allow change of materials, alterations to elevations including roof configurations and repositioning of dwelling and garages (plots 6-18). Applicant: Millwood Designer Homes Ltd Reason: Major, development plan and public right of way.
CA/17/02895/LB: Sayes Court, Hatch Lane, Chatham, CT4 7LP Application for listed building consent for replacing a section of roof at rear from Kent peg tiles to lead. Applicant: Mrs Churchill Reason: Work to a listed building.
CA/17/02904/FUL: 19 High Street, Herne Bay, CT6 5LJ Proposed conversion of lower ground floor to form a two-bedroom flat and alterations to upper ground floor level to form a one bedroomed flat together with raising of roof height. Applicant: Mr Ahd Reason: Conservation area.
CA/17/02905/FUL: 32 Conyngham Lane, Bridge, CT4 5JX Proposed single-storey rear extension following demolition of existing extension together with pitched roof to side garage. Applicant: Mr and Mrs Lubenko Reason: Conservation area.
CA/17/02909/FUL: 19 Guildford Road, Canterbury, CT1 3QD Proposed single-storey rear extension. Applicant: Mr and Mrs Van De Merwe Reason: Conservation area.
CA/17/02924/FUL: 3 Church Lane, Adisham, CT3 3JH Proposed creation of new parking space and formation of access. Applicant: Mr F Mount Reason: Conservation area.

Any representations should be submitted via public access on the planning pages of the website www.canterbury.gov.uk to arrive on or before Friday 2 February 2018.

The weekly list of applications can be viewed on our website at www.canterbury.gov.uk

Friday 12 January 2018



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'I'VE NEVER SEEN IT THIS BAD' TURN TO PAGES 8 AND 9

Fears over plan for seafront flats

Neighbours unimpressed with proposals for three-storey block

Neighbours living near a proposed three-storey block of flats near the seafront say it is "out of character" and construction work could damage local roads.

An ambitious proposal has been put forward to build the apartments – demolishing an existing building to make way for the development.

But locals are concerned and have branded the developer behind the project "ridiculous" after discovering its name is Impressive Erections.

The architect designing the building insists it will "freshen up" the area and be suitable.

A meeting between the residents association, councillors and architects takes place today (Thursday).

■ Full story – page 3



Residents say they fear damage to roads if an "out of character" development gets the go-ahead in Studd Hill

INSIDE



RAIL FURY

Anger over hike in fares

PAGE 5



SPOOKY

Is top fashion shop haunted?

PAGE 14



GRATEFUL

Gran thanks teens who rushed to help

PAGE 15

SALE
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RIVEROAK STRATEGIC PARTNERS LIMITED

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NOTICES

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Planning applications Canterbury City Council. Notice under Article 13 of the Town & Country Planning (Development Management Procedure) (England) Order 2015.

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DETAILS ON PAGE 14

INSIDE



ROADS

Electric car points revealed

PAGE 2



HEALTH

Is Aussie flu set to sweep in?

PAGE 11



ENVIRONMENT

Getting tough on plastics

PAGE 22

PLANS IN FOR 450 HOMES ON TOWN'S OUTSKIRTS

GARDEN VILLAGE HOMES BY 2019

FULL STORY ON PAGE 7



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Under sections 42 and 47 of the 2008 Act RiverOak has a duty to consult the local community and has produced a Statement of Community Consultation ("SoCC") which sets out how RiverOak will undertake its consultation. Additionally, RiverOak has a duty to publicise the proposed application under section 48 of the 2008 Act in line with Regulation 4 of the 2009 Regulations.

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Departing from Dover, let Boudicca be your guide to exploring the remote, yet breathtaking regions of Greenland.

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HEALTH SERVICE IN GRIP OF 'WORST EVER' WINTER CRISIS



'I'VE NEVER SEEN IT THIS BAD' TURN TO PAGES 8 AND 9



Banking on burritos

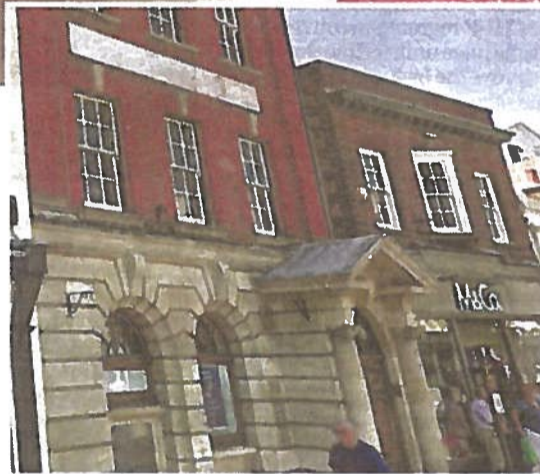
A former bank building on the High Street is on the verge of being converted into a Mexican restaurant – with its vaults hosting private parties.

NatWest moved out of the site last summer. Now a couple want to bring a touch of tacos to the town centre by converting it into a “cool” eatery. They also want to

provide a cocktail bar plus outside seating. Plans have been submitted to city councillors with the team behind it hoping if all goes to plan, it could be open for busi-

ness by May. They also want to turn one of the former vaults into a function room available for hire.

■ See page 5



The former NatWest building in Whitstable High Street could become a Mexican restaurant

INSIDE



TRIBUTES
 Town remembers club stalwart

PAGE 3



SPOOKY
 Is top fashion store haunted?

PAGE 14



GRATEFUL
 Gran thanks teens who came to aid

PAGE 15

SALE
 FURTHER REDUCTIONS*

*Exclusions apply

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INSIDE



ROADS
Electric car points revealed

PAGE 2



HEALTH
Is Aussie flu set to sweep in?

PAGE 11



ENVIRONMENT
Getting tough on plastics

PAGE 22



'I won't stand again'

Former Whitstable MP Sir Julian Brazler says he will not apply to stand for re-election.
The veteran Tory lost his seat to Labour's Rosie Duffield in a shock result at the ballot box in June.
And this week, amid much speculation about who his successor will be, he officially took himself out of the running to fight the next election. See page 4

£5,000 DEBT REMAINS DESPITE APPEAL

CHRISTMAS LIGHTS ORGANISERS
STILL IN RED DESPITE £22,500
COLLECTION

FULL STORY
PAGE 9

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Public Notices

RIVEROAK STRATEGIC PARTNERS LIMITED SECTION 42, SECTION 47(6)(a) AND SECTION 48 OF THE PLANNING ACT 2008

REGULATION 4, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 ("THE 2009 REGULATIONS")

NOTICE OF PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION AND NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR MANSTON AIRPORT

Notice was given in May and June 2017 that RiverOak Strategic Partners Limited ("RiverOak") of 50 Broadway, London SW1H 0BL intends to apply to the Secretary of State for Transport for a Development Consent Order ("DCO") under section 37 of the Planning Act 2008 ("the 2008 Act") to authorise the reopening of Manston Airport in Kent ("the Project").

Following the notice RiverOak undertook statutory consultation in accordance with the 2008 Act and the 2009 Regulations between 12 June and 23 July 2017 relating to the redevelopment and reopening of the Manston Airport site, which comprises approximately 296 hectares (732 acres), and which first operated as an RAF base in 1916 and most recently operated as a passenger airport until it was closed in May 2014.

In considering the responses to the statutory consultation and through ongoing design development, RiverOak has developed and refined its proposals and has taken the decision to ensure that its consultation and application documentation is compliant with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the 2017 Regulations").

Under sections 42 and 47 of the 2008 Act RiverOak has a duty to consult the local community and has produced a Statement of Community Consultation ("SoCC") which sets out how RiverOak will undertake its consultation. Additionally, RiverOak has a duty to publicise the proposed application under section 48 of the 2008 Act in line with Regulation 4 of the 2009 Regulations.

- Proposed Works
The proposed DCO will, amongst other things, authorise—
• upgrading the runway and improving the parallel taxiway;
• constructing 19 new air cargo stands;
• constructing four new passenger aircraft stands and a new passenger terminal;

The proposed project is an Environmental Impact Assessment development ("EIA development"), as defined by the 2017 Regulations. This means that the proposed works constitute development for which Environmental Impact Assessment will be required.

Details of the proposed application and copies of the consultation documents include—

- an introduction to the consultation;
• an updated preliminary environmental information report ("PEIR");
• a non-technical summary of the PEIR;
• an updated masterplan;
• a Noise Mitigation Plan;
• a Statement of Community Consultation;
• an updated analysis on air freight capacity and need; and
• a feedback form.

From Friday 12 January to Friday 16 February 2018 you can view and download the consultation documents on and from RiverOak's project website at www.rsp.co.uk. Hard copies will also be available to view free of charge at the following locations and times.

Table with 2 columns: Venue and Opening Hours. Lists various libraries and their operating times.

All of the libraries can be contacted by telephone on 03000 41 31 31. The opening hours are correct at the time of publication.

Table with 2 columns: Consultation Event and Date and Time. Lists events at Ramsgate and Herne Bay.

One copy per person of all consultation documents, except for the PEIR, will be made available, free of charge, by emailing manston@communityrelations.co.uk or by telephoning 0800 030 4137.

- Comments on the proposals can be made:
• Online: A copy of the Feedback Form is available to fill in at the project website: www.rsp.co.uk;
• By email: Consultation responses can be emailed to manstonconsultation@bdb-law.co.uk;
• By post: Feedback Forms and any other consultation responses can be posted to Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL; and
• At the Consultation Events: Feedback Forms will be available at the Consultation Events and can be left at the Event or returned by post to the address stated above.

Comments must be received no later than 11.59pm on Friday 16 February 2018.

RiverOak requests that responses state the ground of representation, the nature of your interest in the proposed Project, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

Personal information that is supplied to RiverOak 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 RiverOak connected companies, agents, contractors and advisors who provide services to RiverOak in connection with the preparation of an application for development consent under the Planning Act 2008.

How to contact us: If you have any questions about this consultation please contact the Project Team by: Email: manstonconsultation@bdb-law.co.uk

Post: Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL Telephone: 0800 030 4137 Mondays to Fridays 9am to 5pm 3 January 2018

URSULA CHARLOTTE BETTANY (Deceased) Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of Senefelder Strasse 6A Stuttgart Germany formerly of Elsniore Bridge Hill Bridge Canterbury Kent CT4 5AX, who died on 08/10/2017, are required to send particulars thereof in writing to the undersigned Solicitors on or before 16/03/2018, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

HAZEL CYNTHIA NEALE (Deceased) Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 8 Lawrence Gardens Herne Bay Kent CT6 6NL, who died on 19/10/2017, are required to send particulars thereof in writing to the undersigned Solicitors on or before 16/03/2018, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

EVELYN MAY DOWELL (Deceased) Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the deceased, late of 36 Clarendon Road, Aylesham, Canterbury, CT3 3AG, who died on 22/10/2017, must send written particulars to the address below by 12/03/2018, after which date the Estate will be distributed having regard only to claims and interests notified.

To advertise please call 01622 717744 KM

Planning applications



Notice under Article 13 of the Town & Country Planning (Development Management Procedure) (England) Order 2015
Notice under Article 8 of the Town & Country Planning (General Development Procedure) Order 1995
Notice under Section 67 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990
Notice under Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990
Notice under Regulation 2 of the Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015

The following applications have been submitted for consideration by the council:

- CAI/17/02743/FUL: 140 Regent Street, Whitstable, CT5 1JW Proposed two-storey rear extension. Applicant: Mr and Mrs Butler Reason: Conservation area.
CAI/17/02780/ADV: 15-17 Oxford Street, Whitstable, CT5 1DB Retrospective application for the erection and display of two non-illuminated fascia signs to front elevation. Applicant: Mr Richardson Reason: Conservation area.
CAI/17/02822/VAR: 31A Hollow Lane, Canterbury, CT1 3SB Variation of condition 02 (drawings) of planning permission CAI/17/01575/FUL for the proposed roof over garage and front projection; to allow variation to external materials. Applicant: Mr Berry Reason: Conservation area.
CAI/17/02834/FUL: 34 Joy Lane, Whitstable, CT5 4LT Proposed single-storey rear extension, single-storey outbuilding/car port to rear and porch infill to front following demolition of extension. Applicant: Mr Harnett Reason: Conservation area.
CAI/17/02851/LB: Collared, 24 Burgate, Canterbury, CT1 2HA Application for listed building consent for internal alterations including insertion of wall. Applicant: Mr Biggs Reason: Work to a listed building.
CAI/17/02852/LB: 30-32 Burgate, Canterbury, CT1 2HA Application for listed building consent to replace cement render with lime render painted cream. Applicant: Chapter of Canterbury Cathedral Reason: Work to a listed building.
CAI/17/02858/VAR: University of Kent, Giles Lane, Blean, CT2 7NZ Variation of condition 07 (foul and surface water) of planning permission CAI/17/00745/FUL for the proposed three-storey academic building, with associated landscaping, infrastructure and other works following demolition of the existing KRDC building; to allow change of wording from pre-commencement to pre-occupation. Applicant: Willmott Dixon Reason: Major development.
CAI/17/02873/LB: 49 St Peters Street, Canterbury, CT1 2BE Application for listed building consent for internal and external alterations including windows to side elevation. Applicant: Submarine Sandwiches Corby Ltd Reason: Work to a listed building.
CAI/17/02874/ADV: 45 High Street, Whitstable, CT5 1AS Erection and display of one non-illuminated fascia sign and one non-illuminated projecting sign. Applicant: Box of Frogs Reason: Conservation area.
CAI/17/02875/LB: 17 Blackfriars Street, Canterbury, CT1 2AP Application for listed building consent for replacement front door. Applicant: Inspired Acquisitions Ltd Reason: Work to a listed building.
CAI/17/02881/VAR: Polo Farm Sports Club, Littlebourne Road, Canterbury, CT3 4AF Removal of condition 07 (code for sustainable homes) and variation of condition 02 (approved drawings) of planning permission CAI/14/00535/FUL for the proposed residential development comprising 18 dwellings; to allow change of materials, alterations to elevations including roof configurations and repositioning of dwelling and garages (plots 6-18). Applicant: Millwood Designer Homes Ltd Reason: Major, development plan and public right of way.
CAI/17/02895/LB: Sayes Court, Hatch Lane, Chartham, CT4 7LP Application for listed building consent for replacing a section of roof at rear from Kent peg tiles to lead. Applicant: Mrs Churchill Reason: Work to a listed building.
CAI/17/02904/FUL: 19 High Street, Herne Bay, CT6 5LJ Proposed conversion of lower ground floor to form a two-bedroom flat and alterations to upper ground floor level to form a one bedroomed flat together with raising of roof height. Applicant: Mr Ahd Reason: Conservation area.
CAI/17/02905/FUL: 32 Conyngham Lane, Bridge, CT4 5JK Proposed single-storey rear extension following demolition of existing extension together with pitched roof to side garage. Applicant: Mr and Mrs Lubenko Reason: Conservation area.
CAI/17/02909/FUL: 19 Gullford Road, Canterbury, CT1 3QD Proposed single-storey rear extension. Applicant: Mr and Mrs Van De Merwe Reason: Conservation area.
CAI/17/02924/FUL: 3 Church Lane, Adisham, CT3 3JH Proposed creation of new parking space and formation of access. Applicant: Mr F Mount Reason: Conservation area

Any representations should be submitted via public access on the planning pages of the website www.canterbury.gov.uk to arrive on or before Friday 2 February 2018.

The weekly list of applications can be viewed on our website at www.canterbury.gov.uk

Friday 12 January 2018



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ENVIRONMENT & INFRASTRUCTURE

ENVIRONMENTAL PROTECTION

RIVEROAK STRATEGIC PARTNERS LIMITED

SECTION 42, SECTION 47(6)(a) AND SECTION 48 OF THE PLANNING ACT 2008

REGULATION 4, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 ("THE 2009 REGULATIONS")

NOTICE OF PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION AND NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR MANSTON AIRPORT

Notice was given in May and June 2017 that **RiverOak Strategic Partners Limited ("RiverOak")** of 50 Broadway, London SW1H 0BL intends to apply to the Secretary of State for Transport for a Development Consent Order ("DCO") under section 37 of the Planning Act 2008 ("the 2008 Act") to authorise the reopening of Manston Airport in Kent ("the Project").

Following the notice RiverOak undertook statutory consultation in accordance with the 2008 Act and the 2009 Regulations between 12 June and 23 July 2017 relating to the redevelopment and reopening of the Manston Airport site, which comprises approximately 296 hectares (732 acres), and which first operated as an RAF base in 1916 and most recently operated as a passenger airport until it was closed in May 2014. RiverOak is proposing to redevelop and reopen the site as a hub for international air freight which also offers passenger, executive travel and aircraft engineering services.

In considering the responses to the statutory consultation and through ongoing design development, RiverOak has developed and refined its proposals and has taken the decision to ensure that its consultation and application documentation is compliant with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the 2017 Regulations"). It is following the latest 2017 Regulations to make sure that its assessment is as up-to-date and comprehensive as possible. The assessment will now additionally consider the effects of climate change on the Project, the effects of the Project on climate change, impacts of waste, impacts on human health and impacts from the risks of major accidents and disasters. RiverOak has also considered the comments received on mitigating aircraft noise and has developed a series of commitments which it proposes to make to control the adverse impacts of aircraft noise. These proposals are detailed in the "Noise Mitigation Plan" which is one of the new consultation documents published and RiverOak are seeking views on this document in particular.

Under sections 42 and 47 of the 2008 Act RiverOak has a duty to consult the local community and has produced a Statement of Community Consultation ("SoCC") which sets out how RiverOak will undertake its consultation. Additionally, RiverOak has a duty to publicise the proposed application under section 48 of the 2008 Act in line with Regulation 4 of the 2009 Regulations. This notice therefore outlines the main details of the application and where a copy of the consultation documents can be viewed.

Proposed Works

The proposed DCO will, amongst other things, authorise—

- upgrading the runway and improving the parallel taxiway;
- constructing 19 new air cargo stands;
- constructing four new passenger aircraft stands and a new passenger terminal;
- completely re-fitting the airfield navigation aids;
- refurbishing or replacing the existing fire station and constructing a new fire training area;
- building new air cargo facilities;
- developing a new air traffic control service, demolishing the current Air Traffic Control tower;
- an aircraft recycling facility;
- a flight training school;
- a fixed-base operation for executive travel;
- building new aircraft maintenance hangars and developing areas of the 'Northern Grass' for airport related businesses; and
- highway improvement works to ensure improved access to and around Manston Airport, including a new, permanent, dedicated access on Spitfire Way which will help to reduce airport related traffic on the local road network.

The proposed project is an Environmental Impact Assessment development ("EIA development"), as defined by the 2017 Regulations. This means that the proposed works constitute development for which Environmental Impact Assessment will be required. An Environmental Statement will therefore be submitted as part of the proposed application containing information about the environmental effects of the proposed development. Preliminary environmental information can be found in the updated Preliminary Environmental Information Report ("PEIR") which forms part of the consultation material.

Details of the proposed application and copies of the consultation documents include—

- an introduction to the consultation;
- an updated preliminary environmental information report ("PEIR");
- a non-technical summary of the PEIR;
- an updated masterplan;
- a Noise Mitigation Plan;
- a Statement of Community Consultation;
- an updated analysis on air freight capacity and need; and
- a feedback form.

From **Friday 12 January to Friday 16 February 2018** you can view and download the consultation documents on and from RiverOak's project website at www.rsp.co.uk. Hard copies will also be available to view free of charge at the following locations and times. Due to its size, hard copies of the PEIR will only be available at Deal, Margate and Ramsgate libraries, the other libraries will have on-screen versions.

Venue

Birchington Library, Alpha Road, Birchington, CT7 9EG

Broadstairs Library, The Broadway, Broadstairs, CT10 2BS

Cliftonville Library, Queen Elizabeth Avenue, Margate, CT9 3JX

Deal Library, Broad Street, Deal, CT14 6ER

Herne Bay Library, 124 High Street, Herne Bay, CT6 5JY

Margate Library, Thanet Gateway Plus, Cecil Street, Margate, CT9 1RE

Opening Hours

Monday, Tuesday, Thursday, Friday: 9am-6pm; Saturday: 10am-2pm;
Wednesday & Sunday: Closed

Monday, Tuesday, Wednesday, Friday: 9am-6pm; Thursday:
9am-8pm; Saturday: 9am-5pm; Sunday: Closed

Monday, Tuesday, Thursday, Friday: 9am-5pm; Wednesday &
Saturday: 9am-1pm; Sunday: Closed

Monday to Friday: 9am-6pm; Saturday: 9am-5pm; Sunday: 10am-4pm

Monday to Friday: 9am-6pm; Saturday: 9am-5pm; Sunday: Closed

Monday, Tuesday, Wednesday, Friday: 9am-6pm; Thursday:
9am-8pm; Saturday: 9am-5pm; Sunday: Closed

Venue

Minster-in-Thanel Library, 4A Monkton Road, Minster, Ramsgate, CT12 4EA

Newington Library, Marlowe Academy, Marlowe Way, Ramsgate, CT12 6NB

Ramsgate Library, Guildford Lawn, Ramsgate, CT11 9AY

Sandwich Library, 13 Market Street, Sandwich, CT13 9DA

Westgate Library, Minster Road, Westgate-On-Sea, CT8 8BP

Opening Hours

Monday, Tuesday & Thursday: 9am-1pm & 2pm-5pm; Friday: 9am-5pm; Saturday: 9am-1pm; Wednesday & Sunday: Closed

Monday, Tuesday, Thursday, Friday: 9am-6pm; Saturday: 10am-2pm; Wednesday & Sunday: Closed

Monday to Friday: 9am-6pm; Saturday: 9am-5pm; Sunday: Closed

Monday, Tuesday, Thursday, Friday: 9am-5pm; Wednesday:

9am-1pm; Saturday: 10am-1pm; Sunday: Closed

Monday & Wednesday: 9am-5pm; Tuesday & Friday: 9am-6pm;

Saturday: 10am-2pm; Thursday & Sunday: Closed

All of the libraries can be contacted by telephone on 03000 41 31 31. The opening hours are correct at the time of publication.

Copies of the consultation documents will also be available to view at the following **Consultation Events** at which anyone is welcome to attend

Consultation Event

Ramsgate, Comfort Inn, Victoria Parade, Ramsgate, CT11 8DT

Herne Bay, The King's Hall, Beacon Hill, Herne Bay, CT6 6BA

One copy per person of all consultation documents, except for the PEIR, will be made available, free of charge, by emailing manston@communityrelations.co.uk or by telephoning 0800 030 4137 Mondays to Fridays between 9am and 5pm. A hard copy of the PEIR can be provided but this will incur a charge of up to £500 for printing and delivery. A USB copy of all consultation documents, including the PEIR, can also be provided free of charge.

Comments on the proposals can be made:

- **Online:** A copy of the Feedback Form is available to fill in at the project website: www.rsp.co.uk;
- **By email:** Consultation responses can be emailed to manstonconsultation@bdb-law.co.uk;
- **By post:** Feedback Forms and any other consultation responses can be posted to Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL; and
- **At the Consultation Events:** Feedback Forms will be available at the Consultation Events and can be left at the Event or returned by post to the address stated above.

Comments must be received no later than 11.59pm on Friday 16 February 2018.

RiverOak requests that responses state the ground of representation, the nature of your interest in the proposed Project, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

Personal information that is supplied to RiverOak 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 RiverOak connected companies, agents, contractors and advisors who provide services to RiverOak in connection with the preparation of an application for development consent under the Planning Act 2008. This will allow RiverOak to fully consider the responses and use them in the preparation of application materials. Upon submission of our application for development consent under the Planning Act 2008 or in connection with our application for any consents or licences from the Civil Aviation Authority, the Secretary of State or the Civil Aviation Authority may require RiverOak to supply copies of all consultation responses received. If a request is made, RiverOak is under a legal obligation to supply copies of the response to the Secretary of State. By submitting a consultation response to RiverOak, a respondent agrees that we may supply a copy of their response to the Secretary of State via the Planning Inspectorate if required to do so, or to the Civil Aviation Authority if requested.

How to contact us:

If you have any questions about this consultation please contact the Project Team by:

Email: manstonconsultation@bdb-law.co.uk

Post: Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL

Telephone: 0800 030 4137 Mondays to Fridays 9am to 5pm

3 January 2018

(2939391)

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of a length of Stanley Street at Salford in the City of Salford.

If made, the Order would authorise the stopping up only to enable development as permitted by City of Salford Council under references 16/68325/OUT and 17/70082/REM.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at City of Salford Council, Salford Civic Centre, Chorley Road, Salford M27 5AW in the 28 days commencing on 04 January 2018, and may be obtained, free of charge, from the address stated below quoting NATTRAN/NW/S247/3127.

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **01 February 2018**. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.

G Patrick, Casework Manager (2941621)

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of a south western part width of Pott Street at Altrincham in the Metropolitan Borough of Trafford.

If made, the Order would authorise the stopping up only to enable development as permitted by Trafford Council, under reference 87009/FUL/15.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Altrincham Town Hall, Market Street, Altrincham WA14 1PG in the 28 days commencing on 04 January 2018, and may be obtained, free of charge, from the address stated below (quoting NATTRAN/NW/S247/3113).

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **01 February 2018**. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.

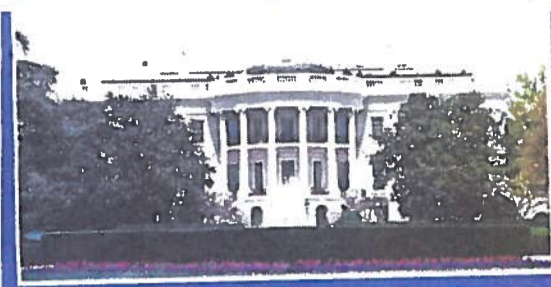
G Patrick, Casework Manager (2941622)

THE TIMES

Thursday January 4 2018 | thetimes.co.uk | No 72423

26

Only £1 to subscribers £1.60



Exclusive extract Inside the White House

Pages 8-9



Blair 'warned Trump' that UK may have spied on him

Gove forced to plough £10bn into farm grants

● New book claims former PM was angling for job ● President 'horrified' at own election victory

Ben Webster Environment Editor

Rhys Blakely, Boer Deng Washington

Tony Blair warned Donald Trump's aides that British intelligence may have spied on them during the election, according to an explosive new book.

The former prime minister met Jared Kushner, son-in-law to Donald Trump and a senior aide, at the White House last February.

According to the author Michael Wolff, Mr Blair shared a "juicy rumour" during their meeting — "that the British had had the Trump campaign staff under surveillance, monitoring its telephone calls and other communications and possibly even Trump himself".

The claim is made in *Fire and Fury: Inside the Trump White House*, which draws on 200 interviews with Mr Trump's circle and the president himself.

Mr Blair is said to have been angling for a role as an adviser to Mr Trump on the Middle East. A month after his tip-off, Britain's relationship with the United States nosedived when Sean Spicer, then the White House press secretary, claimed that GCHQ, the British signals intelligence agency, had spied on Trump Tower during the election. GCHQ denied the claims as "utterly ridiculous".

The book suggests that Mr Blair gave the impression that the Obama administration may have dropped hints that such surveillance would be helpful.

Last night a spokeswoman for the former prime minister responded: "It is all a complete and total fabrication," adding that Mr Blair had made no pitch to be the president's Middle East envoy.

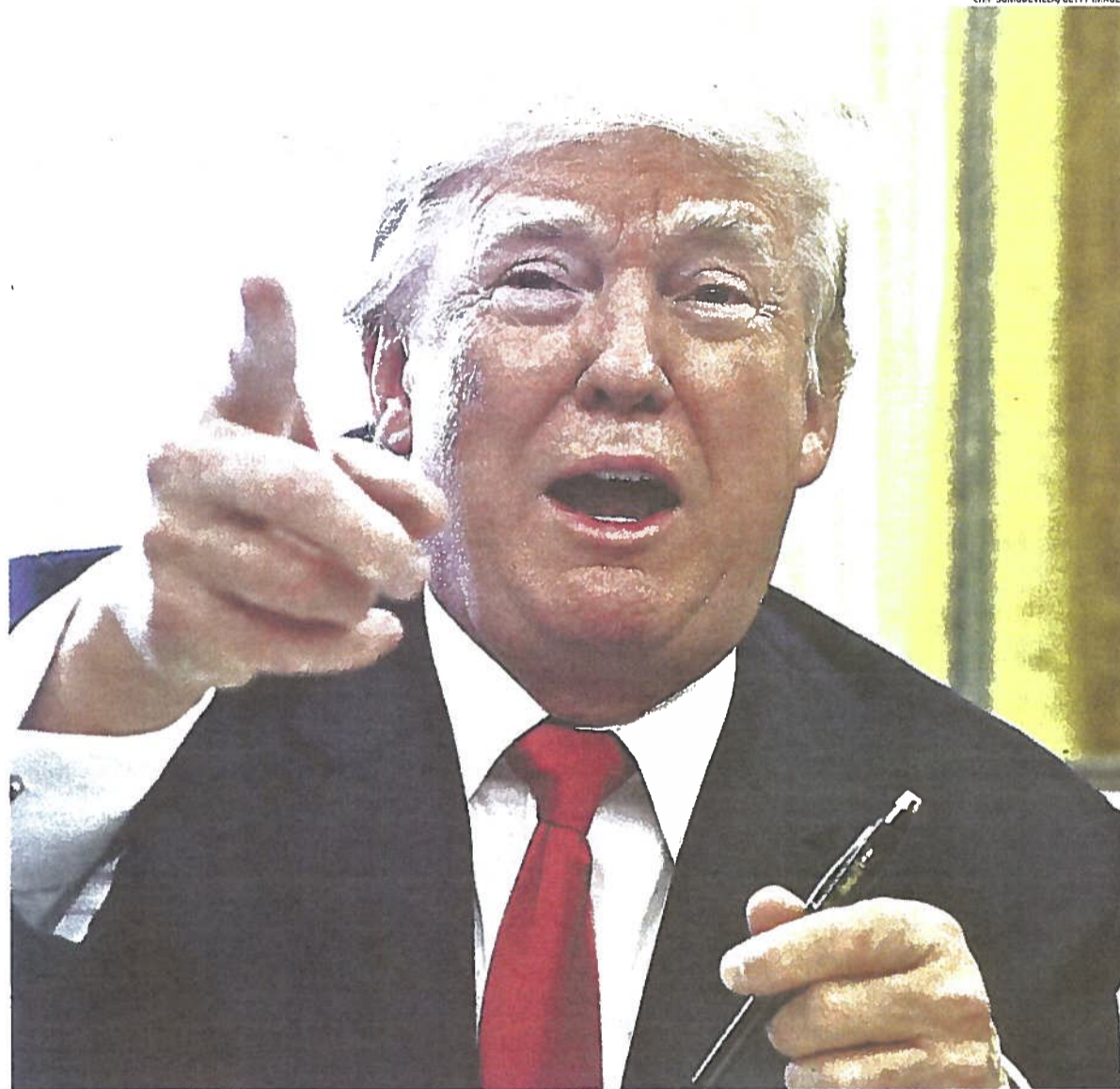
The account provides a scathing portrait of Mr Trump and a West Wing hit by inexperience and feuding among its senior staff. It claims that:

● Mr Trump promised his wife, Melania, that he would not win the presidency. The future first lady wept when she realised that he had won.

● Ivanka Trump, his daughter who is married to Mr Kushner, wants to be the first female president.

● Steve Bannon, Mr Trump's former chief political strategist, said that a meeting between three top Trump campaign officials and a lawyer linked to the Kremlin amounted to "treason". Mr Trump said last night that Mr Bannon had "lost his mind".

The book claims that Mr Trump started election day in a buoyant mood. He expected to lose but believed that his campaign had boosted his personal brand and would prove lucrative. Mr Bannon allegedly later recounted how Mr Trump's demeanour transformed as



President Trump's White House is portrayed as being dogged by inexperience and feuding among the senior staff

the votes came in: "A befuddled Trump morphing into a disbelieving Trump and then into a horrified Trump." When he realised that he was on course to become president, Mr Trump "looked as if he had seen a ghost", according to his eldest son, Donald Jr.

On inauguration day Mr Trump was "visibly fighting" with his wife. He is said to have found the White House an intimidating home. He and Melania have separate bedrooms, the first residents to sleep apart since the Kennedys. Mr Trump asked for two more TVs to be installed in his bedroom, bringing the

total to three. He demanded a lock on the door, resulting in a stand-off with his secret service, who insisted on having access to his room.

He was said to have banned domestic staff from touching his belongings, especially his toothbrush, partly because of a fear he could be poisoned. This phobia apparently helps to explain his taste for fast food, which is "safely pre-made" by a McDonald's cook who has no idea who will eat it. Mr Trump told his housekeepers when he wanted his sheets changed, and would strip his own bed. Ivanka Trump is said to treat

her father with "a degree of detachment", mocking his hairstyle to friends. The colour, she would point out, was from a product called Just for Men — the longer it was left on, the darker it got. Impatience resulted in Mr Trump's orange-blond hair.

A spokeswoman for Mrs Trump described the book as "bargain fiction". Stephanie Grisham added: "Mrs Trump supported her husband's decision to run for president. She was confident he would win and very happy when he did." Exclusive extract, pages 8-9
Trump taunts North Korea, page 30

Farmers will be guaranteed the same level of subsidy they now receive from the European Union for five years after Brexit in a government U-turn expected to cost more than £10 billion.

Michael Gove, the environment secretary, will tell industry leaders that "basic payments" made per acre under the EU's common agricultural policy (CAP) will continue until March 2024.

The commitment, to be made in a speech at the Oxford Farming Conference today, follows intense lobbying by the National Farmers' Union for its members to be given greater certainty.

Mr Gove has repeatedly criticised the CAP and its central concept of paying farmers according to the amount of land they own. More than two thirds of the £3 billion that farmers receive annually under the CAP is paid per acre, with subsidies accounting for more than half their total income.

The environment secretary has pledged radical reform to link future farm subsidies to public benefits, such as protecting wildlife, but today will admit that the new system will take longer to implement than envisaged.

The government promised in last year's election manifesto to match the "same cash total" paid to farmers under the CAP until 2022. The manifesto did not commit to matching individual payments to farmers, many of whom have complained that they cannot invest in new tractors and other items because of uncertainty over Brexit.

While Mr Gove's announcement will give certainty to most farmers, he will also warn the largest landowners that their payments may be capped before 2024. The government has yet to decide the level of the cap but it could be implemented using a sliding scale, with the 3,500 farmers who receive more than £100,000 each annually getting a lower amount per acre above a certain number of acres.

Several billionaires are among recipients of the highest farm subsidies under the CAP, including Khalid Abdullah al-Saud, who breeds racehorses on a Newmarket farm that receives more than £400,000 a year. There are 39 recipients of £1 million or more a year, including farms owned by Sir James Dyson, the inventor who backed Brexit.

Mr Gove will say: "I want to give farmers and land managers time and the tools to adapt to the future, so we avoid a precipitate cliff edge but also prepare properly for the changes which are coming. I want to develop a new
Continued on page 2, col 3

Public Notices

RIVEROAK STRATEGIC PARTNERS LIMITED SECTION 42, SECTION 47(6)(a) AND SECTION 48 OF THE PLANNING ACT 2008 REGULATION 4, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 ("THE 2009 REGULATIONS")

NOTICE OF PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION AND NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR MANSTON AIRPORT

Notice was given in May and June 2017 that RiverOak Strategic Partners Limited ("RiverOak") of 50 Broadway, London SW1H 0BL intends to apply to the Secretary of State for Transport for a Development Consent Order ("DCO") under section 37 of the Planning Act 2008 ("the 2008 Act") to authorise the reopening of Manston Airport in Kent ("the Project").

Following the notice RiverOak undertook statutory consultation in accordance with the 2008 Act and the 2009 Regulations between 12 June and 23 July 2017 relating to the redevelopment and reopening of the Manston Airport site, which comprises approximately 296 hectares (732 acres), and which first operated as an RAF base in 1916 and most recently operated as a passenger airport until it was closed in May 2014. RiverOak is proposing to redevelop and reopen the site as a hub for international air freight which also offers passenger, executive travel and aircraft engineering services.

In considering the responses to the statutory consultation and through ongoing design development, RiverOak has developed and refined its proposals and has taken the decision to ensure that its consultation and application documentation is compliant with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the 2017 Regulations"). It is following the latest 2017 Regulations to make sure that its assessment is as up-to-date and comprehensive as possible. The assessment will now additionally consider the effects of climate change on the Project, the effects of the Project on climate change, impacts of waste, impacts on human health and impacts from the risks of major accidents and disasters. RiverOak has also considered the comments received on mitigating aircraft noise and has developed a series of commitments which it proposes to make to control the adverse impacts of aircraft noise. These proposals are detailed in the "Noise Mitigation Plan" which is one of the new consultation documents published and RiverOak is seeking views on this document in particular.

Under sections 42 and 47 of the 2008 Act RiverOak has a duty to consult the local community and has produced a Statement of Community Consultation ("SoCC") which sets out how RiverOak will undertake its consultation. Additionally, RiverOak has a duty to publicise the proposed application under section 48 of the 2008 Act in line with Regulation 4 of the 2009 Regulations. This notice therefore outlines the main details of the application and where a copy of the consultation documents can be viewed.

Proposed Works

The proposed DCO will, amongst other things, authorise—

- upgrading the runway and improving the parallel taxiway;
• constructing 19 new air cargo stands;
• constructing four new passenger aircraft stands and a new passenger terminal;
• completely re-fitting the airfield navigation aids;
• refurbishing or replacing the existing fire station and constructing a new fire training area;
• building new air cargo facilities;
• developing a new air traffic control service, demolishing the current Air Traffic Control tower;
• an aircraft recycling facility;
• a flight training school;
• a fixed-base operation for executive travel;
• building new aircraft maintenance hangars and developing areas of the 'Northern Grass' for airport related businesses; and
• highway improvement works to ensure improved access to and around Manston Airport, including a new, permanent, dedicated access on Spitfire Way which will help to reduce airport related traffic on the local road network.

The proposed project is an Environmental Impact Assessment development ("EIA development"), as defined by the 2017 Regulations. This means that the proposed works constitute development for which Environmental Impact Assessment will be required. An Environmental Statement will therefore be submitted as part of the proposed application containing information about the environmental effects of the proposed development. Preliminary environmental information can be found in the updated Preliminary Environmental Information Report ("PEIR") which forms part of the consultation material.

Details of the proposed application and copies of the consultation documents include—

- an introduction to the consultation;
• an updated preliminary environmental information report ("PEIR");
• a non-technical summary of the PEIR;
• an updated masterplan;
• a Noise Mitigation Plan;
• a Statement of Community Consultation;
• an updated analysis on air freight capacity and need; and
• a feedback form.

From Friday 12 January to Friday 16 February 2018 you can view and download the consultation documents on and from RiverOak's project website at www.rsp.co.uk. Hard copies will also be available to view free of charge at the following locations and times. Due to its size, hard copies of the PEIR will only be available at Deal, Margate and Ramsgate libraries, the other libraries will have on-screen versions.

Table with columns: Venue, Opening Hours. Lists libraries like Birchington, Broadstairs, Cliftonville, Deal, Herne Bay, Margate, Minster-in-Thanel, Newington, Ramsgate, Sandwich, Westgate.

All of the libraries can be contacted by telephone on 03000 41 31 31. The opening hours are correct at the time of publication.

Copies of the consultation documents will also be available to view at the following Consultation Events at which anyone is welcome to attend—

Table with columns: Consultation Event, Date and Time. Lists events at Ramsgate and Herne Bay.

One copy per person of all consultation documents, except for the PEIR, will be made available, free of charge, by emailing manston@communityrelations.co.uk or by telephoning 0800 030 4137 Mondays to Fridays between 9am and 5pm. A hard copy of the PEIR can be provided but this will incur a charge of up to £500 for printing and delivery. A USB copy of all consultation documents, including the PEIR, can also be provided free of charge.

Comments on the proposals can be made:

- Online: A copy of the Feedback Form is available to fill in at the project website: www.rsp.co.uk;
• By email: Consultation responses can be emailed to manstonconsultation@bdb-law.co.uk;
• By post: Feedback Forms and any other consultation responses can be posted to Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL; and
• At the Consultation Events: Feedback Forms will be available at the Consultation Events and can be left at the Event or returned by post to the address stated above.

Comments must be received no later than 11.59pm on Friday 16 February 2018.

RiverOak requests that responses state the ground of representation, the nature of your interest in the proposed Project, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

Personal information that is supplied to RiverOak 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 RiverOak connected companies, agents, contractors and advisors who provide services to RiverOak in connection with the preparation of an application for development consent under the Planning Act 2008. This will allow RiverOak to fully consider the responses and use them in the preparation of application materials. Upon submission of our application for development consent under the Planning Act 2008 or in connection with our application for any consents or licences from the Civil Aviation Authority, the Secretary of State or the Civil Aviation Authority may require RiverOak to supply copies of all consultation responses received. If a request is made, RiverOak is under a legal obligation to supply copies of the response to the Secretary of State. By submitting a consultation response to RiverOak, a respondent agrees that we may supply a copy of their response to the Secretary of State via the Planning Inspectorate if required to do so, or to the Civil Aviation Authority if requested.

How to contact us: If you have any questions about this consultation please contact the Project Team by: Email: manstonconsultation@bdb-law.co.uk

Post: Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL Telephone: 0800 030 4137 Mondays to Fridays 9am to 5pm 3 January 2018

Fellows

The following were admitted as Fellows of the Royal Society of Chemistry in November 2017 and are entitled to use the letters FRSC:

Fellow (FRSC)

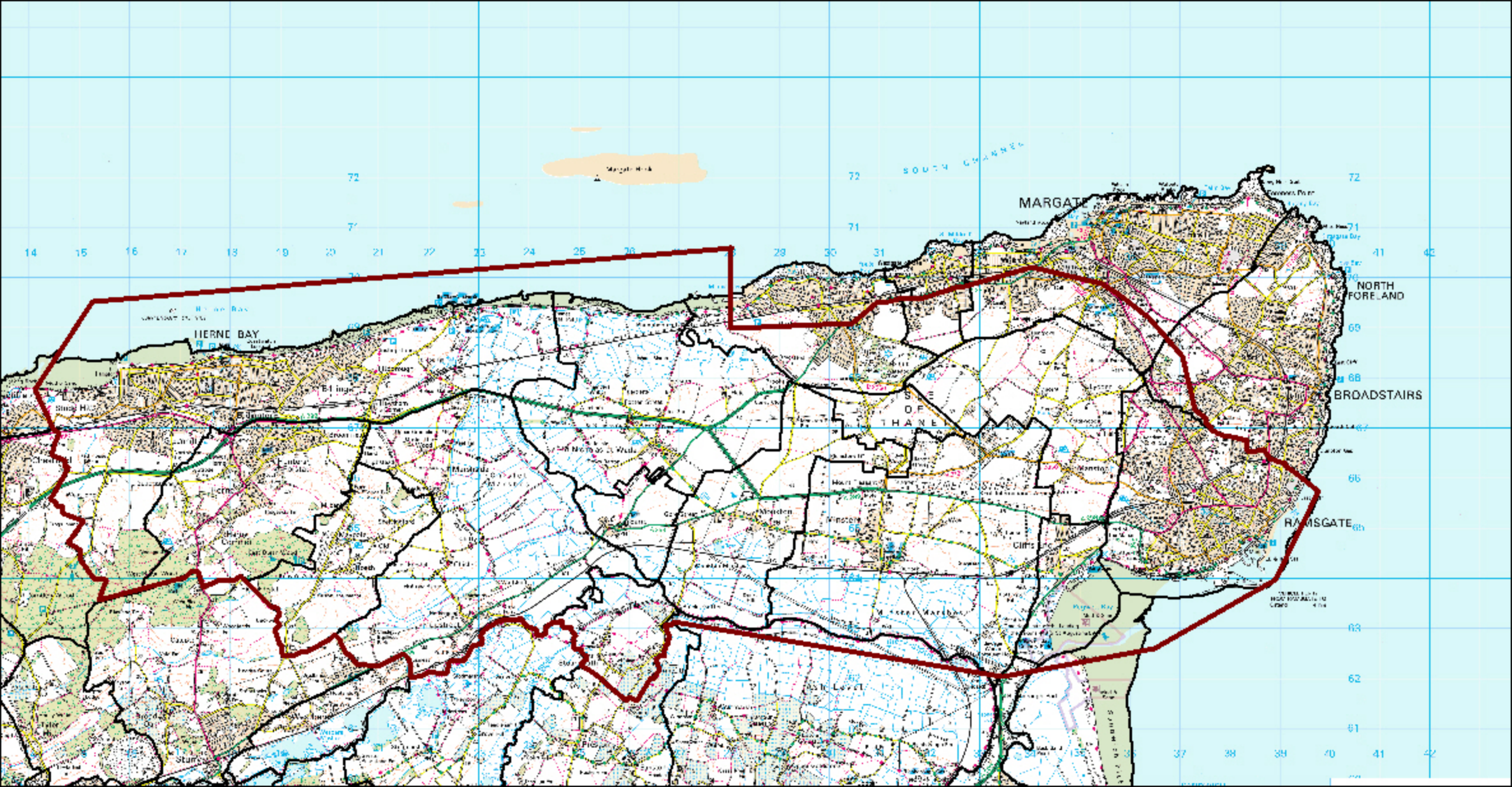
- Phil Abbott, Shahrul Aliang Ahmad, Yatimah Alias, Edward Anderson, Anthony Asbridge, Mark Ashton, Martin Attfield, Helena Azevedo, Benjamin Barsley, Perdita Barran, Patrick Barrie, Rashid Bashir, William Baszyk, Stuart Batten, Andrew Beale, Elena Besley, Sean Bew, Martin K. Beyer, Matteo Biagetti, Stephen Bond, Istvan Boros, Goutam Brahmachari, Paul Bristowe, Colin Brown, Peter Bruggeller, Harold Robert Buckland, Lucia Burgio, Kulliah Byrappa, Stuart Cameron, Lucy Carpenter, Ashley Causton, Paola Ceroni, John Chappell, Venkat Nageswara Rao Chava, Gaojian Chen, Guangming Chen, Oliver Choroba, Roy Christopherson, Yoshiaki Chujo, Alan Clark, Jack Clegg, Diane Coe, Richard Cooper, Anna Corrias, Hazel Cox, James Crawford, Ian Ronald Crossley, Cathleen Crudden, Anthea Davies, Matthew Davies, Michael Davies, Silvia Marilia De Brito Costa, Francesco De Sarlo, Ramesh C. Deka, Hai Deng, Louis Diorazio, Mary Kate Donais, David Douce, Jianzhong Du, John Dunlop, Warwick Dunn, Christopher Dyer, Rainer Ebel, Dave English, Dell Faman, Rasmus Fehrmann, Joel Ferguson, Robert Field, Caroline Finucane, Ian Fisk, Linda Forsyth, Bruce Foxman, Maria French, Caroline German, Bruce Gibb, John Gilday, Phil Goddard, Royston Goodacre, Sarah Goodchild, Andrew Goodwin, Colin Graves, Nicole Grobert, Owen Guy, Jason Hallett, Wadood Hamad, Ming-Yong Han, Erica Harper, Pascal Harper, David Harris, Keith Harris, Kenneth Harris, Jeremy Hastings, Clare Hawkins, Jr Hau He, Amanda Jane Heath, Tom Henman, Stephen Hickey, William Martin Marie Hogan, Darren Holling, Luciano Howard, Xing-Jiu Huang, Philip Hughes, Corrie Imrie, Michael Johnson, Judith Jones, Rakesh Joshi, Anthony John Timothy Jull, Kouros Kalantar-Zadeh, Thomas C. Keane, Jeffery W. Kelly, John Kerr, Francesca Kerton, Victoria Kett, Boris Kharissov, Petr Kilian, Martin King, Aart Willem Kleijn, Timothy Kortzer, Sylvain Ladame, Choon Lam, Oliver Lanning, Sarah Larsen, Charles Laughton, Gavin Lazaro, Zhen Li, David A. Lightner, Thisbe K. Lindhorst, Rob Liskamp, Jianli Liu, Sudantha Liyanage, Antony Lord, Graeme Lowe, Owen Roger Lozman, Alenka Luzar, Michelle Lynch, Suman Majumder, John Malkinson, Chuanbin Mao, Martin James Maple, Daniel Nelson Margetson, Maria Paula Marques, Rudi Marquez, Lennart Martens, Sarah Masters, Alastair McIntosh, Alison McMullan, Jose Luis Medina-Franco, Alfred J. Meixner, Peng Miao, Ian Miller, Peter Minshall, Tomoyuki Mochida, Vicent Moliner, Helen Muirhead, Ravi Naidu, Roger Newman, Peter Nockemann, Alison Nordon, Gregory Offer, Martin Palmer, Ananth Pannala, Kamal Kishore Pant, Timothy Parkinson, Jayantilal Patel, Ian Paton, Richard Payne, Sarah Perrett, Chris Phillips, Eli Pollak, Stephen Poulston, Stephen Price, Adham Ramadan, Andrew Ray, Guy Richards, Raphaël Rodriguez, Nima Roohpour, Howard Rosenberg, Sharon Rossiter, Kei Saito, Mark Salisbury, Ramanujam Sarathi, Dipak Sarker, Shailendra K Saxena, Taro Sekikawa, Steven Setford, Arun Shanker, Michael Shaver, Robert Shaw, Helen Sheridan, Yvonne Sharon Sheridan, Anderson Ho Cheung Shum, Jan Skakle, Andrew Smith, Claire Louise Spencer, Deborah Steel, Hazel Stephenson, Carsten Streb, Ramesh T. Subramaniam, Sowrirajan Sumathi, Changquan Calvin Sun, Zhihua Sun, Kevin Sutcliffe, Thomas Swanston, Martin Sweatman, Bien Tan, Tomoaki Tanase, Chuanning Tang, Peter Tomkins, Sergio Trasatti, Eimer Tuite, William Bruce Turnbull, Tell Tuttle, Israr Ul Hassan, Pascal Van Der Voort, John Varcoe, Yan Voloshin, Gary Walker, Nicholas Walker, Guoxiu Wang, Mingkui Wang, Elaine Waterson, Julia Wates, Mike Watkinson, John Weightman, Gina Wenham, Ian Wesley, LLD Arunakumari Wickramanayake, Alan Francis Williams, Michael Williams, Thomas Francon Williams, Alison Willows, Gerald Wilson, Lu Xiao-Quan, Bengang Xing, Zhichuan J. Xu, Takashi Yamashita, Huai Yang, Xiangdong Yao, Masaaki Yoshifuji, Nigel Andrew Young, Zulkarnain Zainal, Tianyu Zhai, Xian-Zheng Zhang, Yong Zhang, Feng Zhao, Eli Zysman-Colman

THE TIMES LEGAL, PUBLIC, COMPANY & PARLIAMENTARY NOTICES To place notices for these sections please call: 020 7481 4000 or email: supportservices@news.co.uk Notices are subject to confirmation and should be...

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
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DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 48

2018 Consultation Zone Map



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Appendix 49

Table of compliance with SoCC and supporting information

Appendix 49: Table of compliance with 2018 SoCC and supporting information

Section	Commitment	Evidence
4.1	Statutory consultation under section 47 of the Act will take place between Friday 12 January and Friday 16 February 2018.	The dates were advertised on consultation documents including in the published Statement of Community Consultation.
4.2	This covers a period of five weeks. The minimum required under the Act is 28 days.	The dates were advertised on consultation documents including in the published Statement of Community Consultation.
4.3	This statutory consultation is open to everyone. It will provide an opportunity for both organisations and the general public to scrutinise and comment on our proposals, which include more detailed information than was available during our earlier first statutory consultation held between Monday 12 June and Sunday 23 July 2017. It will include details of the proposed noise mitigation plan, as well as further information on environmental matters and how the proposals have developed.	<p>Details of the consultation were widely advertised in the local media (see Appendix 52 of the Consultation Report).</p> <p>Postcards were delivered to all properties within a three kilometre radius of the airport site, as well as the whole of Ramsgate and Herne Bay, and areas in between. This area consisted of over 50,000 properties. A copy of the postcard and distribution areas can be found at Appendix 51. Prescribed bodies (see Appendix 42), non-statutory organisations and local elected members, MPs and MEPs (see Appendix 43) were also consulted.</p> <p>Copies of the consultation documents (see Appendices 32 and 34-41) were available for the duration of the consultation on the Project website and in local libraries as well as the two public consultation events.</p> <p>RSP produced a non-technical summary of the Preliminary Environmental Information Report (PEIR) as part of the suite of consultation documents.</p> <p><i>An Introduction to the Consultation</i> document provided an overview of what was being consulted on and what had changed between 2017 and 2018 consultations.</p>

4.5	We will therefore be including preliminary environmental information as part of the consultation documents.	The full PEIR (nine volumes) was available for the duration of the consultation on the Project website and in local libraries as well as the two public consultation events. USBs containing the full suite of consultation documents was also available at each of the above and on request.
5.1	<p>We will promote the consultation in a number of different ways, including:</p> <ul style="list-style-type: none"> • sending the suite of consultation documents to all those properties in the following categories: • those whose land would be subject to compulsory acquisition powers in our application should agreement not be reached on acquiring the land voluntarily; • those whose land would be subject to the compulsory acquisition of existing interests in their land or the creation of new interests in or restrictions over it, should agreement not be reached on acquiring or creating these voluntarily; and • those whose land is not subject to acquisition but we have been advised that the landowners may be entitled to make a claim for compensation due to either the construction or operation of the project. 	<p>The list of addresses set out to the left can be found at Appendix 52.</p> <p>A covering letter was posted to each address with the following enclosed:</p> <p>In hard copy:</p> <ul style="list-style-type: none"> • an Introduction to the Consultation; • a Feedback Form, which can be used to respond to the consultation • a copy of RiverOak’s notice under section 42, section 47(6)(a) and section 48 of the Act (which we are required to include in our consultation material). <p>In electronic copy:</p> <ul style="list-style-type: none"> • an updated preliminary environmental information report (“PEIR”); • a non-technical summary of the PEIR; • an updated masterplan; • a Noise Mitigation Plan; • a Statement of Community Consultation; and • an updated analysis on air freight capacity and need.

5.1	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 the first week of the consultation.	Copies of adverts as seen in newspapers can be found at Appendix 52 and copies of the combined s.47/s.48 notice as seen in newspapers can be found at Appendix 47. Between these two sets of advertising, both non-statutory and statutory, these covered a combination of 3 weeks advertising, with the first as follows: - 3/4/5 January: s.47/s.48 notice 10/11/12 January: s.47/s.48 notice and non-statutory advert - 17/18/19: non-statutory advert
5.1	Sending emails to those who have previously expressed an interest in the Project and provided us with an email address.	Copies of the emails sent to those who had previously expressed an interest can be found at Appendix 60.
5.1	Sending letters and/or emails to elected representatives in the area including MPs, MEPs, Thanet District and Kent County councillors.	A list of addresses can be found at Appendix 43. Letters were also sent to Dover District and Canterbury City councillors. A template letter can be found at Appendix 61.
5.1	Sending letters and/or emails to local community groups and organisations who we are aware are active in the area and for whom we have contact details.	A list of addresses can be found at Appendix 43. A template letter can be found at Appendix 61.
5.1	Providing information about the consultation on our website, www.rsp.co.uk .	Details of the information provided on the RSP website and statistics for visits during the consultation can be found at Appendix 52.
5.1	Issuing press releases to local press. This will be done once at the start of consultation and once later in the consultation to encourage people to get involved.	A list of media outlets were sent a press release about the consultation. Copies of the press releases and copies of coverage can be found the statutory consultation Media Report at Appendix 52.
5.1	Using Twitter, @RSPManston and Facebook, www.facebook.com/RSPManston to send out updates during the consultation period. Please note, feedback will not be accepted through social media.	Copies of all tweets and a selection of facebook posts can be found in the statutory consultation Media Report in Appendix 52. For a full list of facebook posts please visit https://www.facebook.com/RSPManston/

6.1	<p>The consultation documents will be made available in the following ways:</p> <ul style="list-style-type: none"> • published on our Project website, www.rsp.co.uk for the duration of the consultation, Friday 12 January 2018 to Friday 16 February 2018; • printed copies will be available at consultation events to review. Copies of the Feedback Form and Introduction to the consultation will be available to take away; and • printed copies of consultation documents will be placed in the libraries listed below for review, for the duration of the consultation period. Due to the size of the PEIR, it will only be available to review at Deal, Margate and Ramsgate libraries as well as online and at the consultation events. The other libraries will include all other consultation documents, including the non-technical summary of the PEIR. We will check on a weekly basis that the full suite of consultation documentation remains available and intact at each of these locations. 	<p>Details of the information provided on the RSP website and statistics for visits during the consultation can be found at Appendix 52.</p> <p>Documents were available at each consultation event.</p> <p>Documents were placed in libraries for the duration of the consultation. A record of library checks can be found at Appendix 54.</p> <p>A full copy of the PEIR was also placed in Herne Bay library following a request from a local resident.</p>
6.1	<p>One copy per person of all consultation documents, except for the PEIR, will be made available, free of charge, by emailing manstonconsultation@bdb-law.co.uk or by telephoning 0800 030 4137 Mondays to Fridays between 9am and 5pm. A hard copy of the PEIR can be provided but this will incur a charge of up to £500 for printing and delivery. A USB copy of all consultation documents, including the PEIR, can also be provided free of charge.</p>	<p>Service was made available but no requests for the full PEIR were received.</p> <p>Eight copies of the USB were requested and issued. Seven copies of the full suite of documentation (other than the PEIR) were requested and issued.</p>

7.1	During the consultation period we will hold two further events, which anyone who is interested in the Project can attend, read the consultation documents, see visual displays of our proposals, talk to our professional team, and leave feedback. These events will be staffed by members of the RiverOak team and their professional advisors.	Two consultation events were held, as advertised. Copies of visual displays can be seen at Appendix 62.
8.1	There are various ways that you can respond to the consultation. All consultation responses must be received no later than 11.59pm on Friday 16 February 2018, or we may not be able to take them into account. By post / online feedback form / by email / at the consultation events.	A variety of feedback channels were provided. The Freepost address, email address, website address and telephone number were provided on the Consultation Postcard (Appendix 51), Feedback Form (Appendix 34), Introduction to Consultation (Appendix 35) and elsewhere such as on the Project website.
8.2	Please note that unless there are exceptional circumstances, the Project team will not accept oral feedback given either at events or via our helpline. All feedback must be provided in writing as set out above.	No requests were made to provide oral feedback.
8.3	We will provide an acknowledgement for consultation responses that include an email address or postal address.	Acknowledgments were issued for each submission of feedback.
9.1	We have identified a range of community organisations with a potential interest in the Project, including representatives of local 'hard to reach' people. To ensure that 'hard to reach' groups are encouraged to get involved in the consultation, the materials will be prepared to be accessible and clear.	The list of community organisations and hard to reach groups provided with information on the consultation can be found at Appendix 43.
10.2	The contact telephone number and email address are prominent on all published material (including this SoCC) and enable individuals to contact the team directly with questions or requests.	The Freepost addresses, email address, website address and telephone number were provided on the Consultation Postcard (Appendix 51), Feedback Form (Appendix 34), Introduction to Consultation document (Appendix 35) and elsewhere such as on the Project website.

10.2	The Introduction to the Consultation and Feedback Form can be made available in alternative forms on request (e.g. large print, braille, languages other than English)	No requests were received.
10.2	Representatives of the identified community groups and organisations will be contacted directly with details about the consultation.	The list of community organisations and 'hard to reach' groups provided with information on the consultation can be found at Appendix 43.
10.2	We have sought to ensure that venues are accessible and can be reached by public as well as private transport. For anyone with specific additional requirements in relation to consultation events, please email manstonconsultation@bdb-law.co.uk or call 0800 030 4137.	Details of how to access each venue via public transport were provided in section 7.1 of the Statement of Community Consultation (Appendix 40) and on the Project website.
10.1	We will also be carrying out statutory consultation with statutory consultees and those with an interest in the land under sections 42, 43 and 44 of the Act; and publicising the Project in local and national publications under section 48 of the Act.	Direct mail/emails were also sent prior to the consultation to prescribed bodies (see Appendix 45). Copies of the combined s.47/s.48 notice as displayed in local and national publications can be found at Appendix 47.
11.2	We will carefully consider all of the issues raised in the feedback and will take this into account when finalising the DCO application. Issues identified from feedback will be included in a detailed Consultation Report submitted as part of the DCO application, where RiverOak will show how each issue has been considered and if it has led to a change in the proposals.	The Consultation Report is document TR020002/APP/6.1 of the submitted application.
11.3	If, as a result of the feedback, the Project changes to the extent that it is necessary to undertake further statutory consultation or it is decided to undertake further consultation for any other reason, this will be undertaken, with those likely to be affected, in accordance with the principles set out in this SoCC.	Not required.
App. 1	Below is a list of community groups and organisations, over and above statutory consultees, that we are contacting directly with details of the consultation.	The list of community organisations and hard to reach groups provided with information on the consultation can be found at Appendix 43.

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

CONSULTATION REPORT APPENDICES

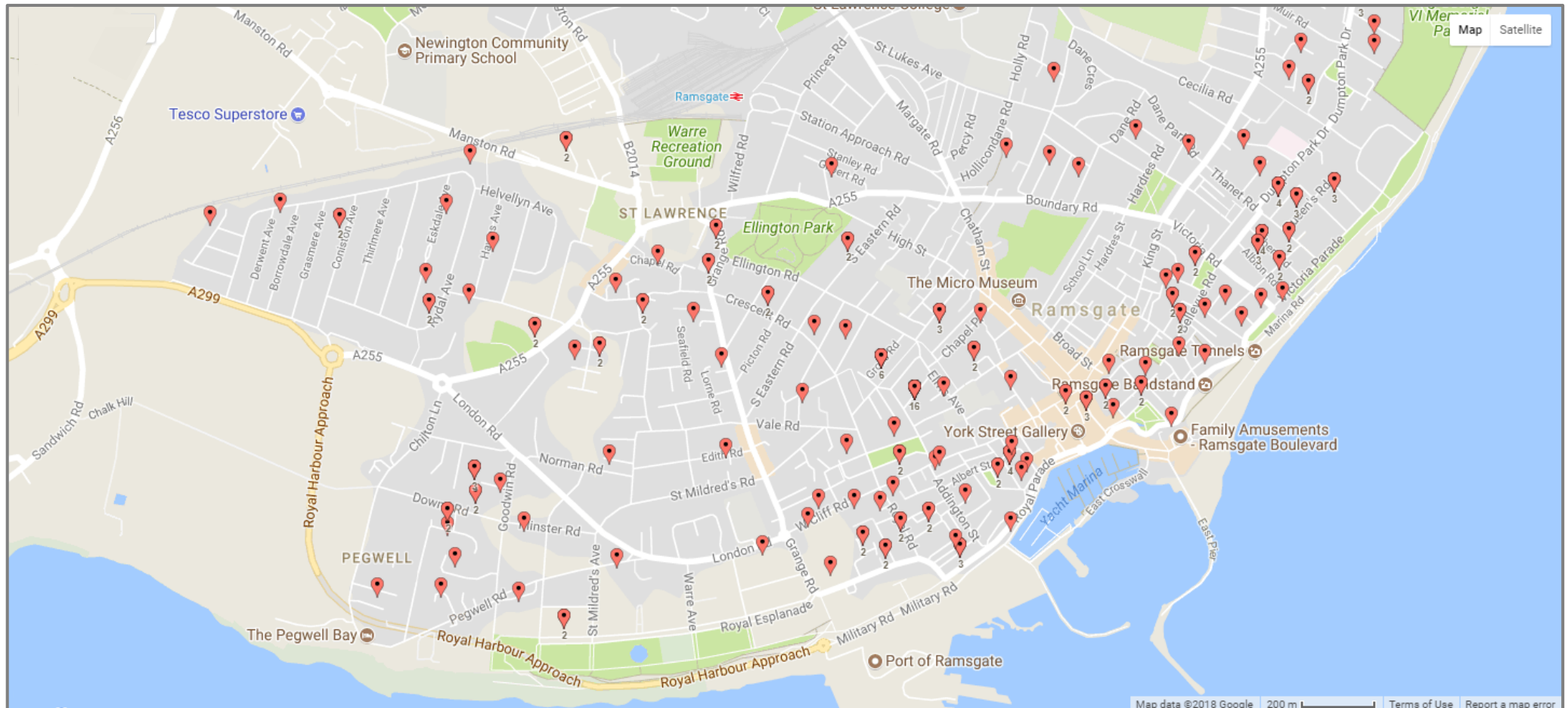
DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 50

Maps of event attendees' postcodes showing spread of locations of attendees

Manston Airport Consultation postcode mapping

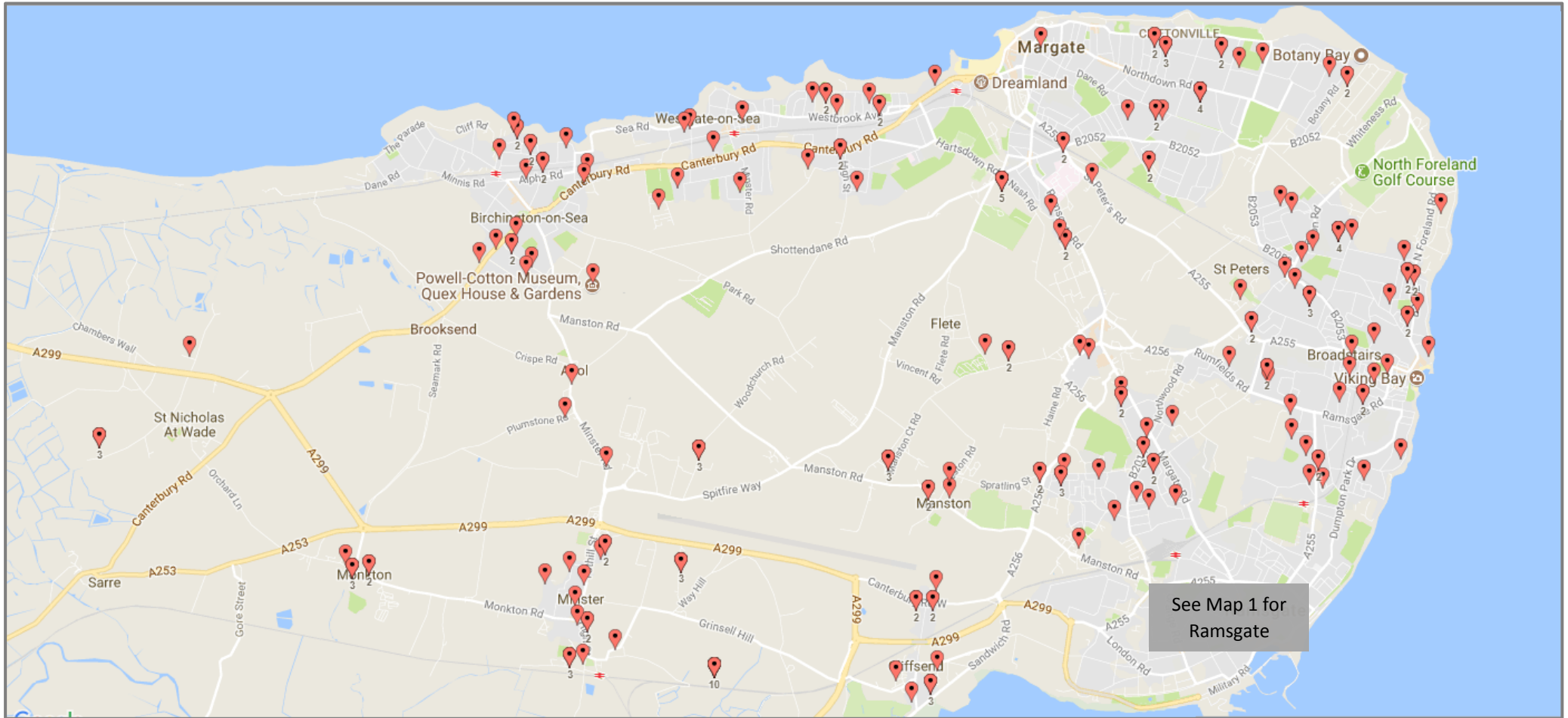
The following four maps (and the accompanying online versions; see website links) display the postcodes of individuals who attended the Manston Airport public consultation events on 23rd (Ramsgate) and 24th (Herne Bay) January 2018. However, it should be noted that not all of approximate 870 attendees signed in, and only 693 provided their postcodes. The software used to generate the maps has a limit of 250 postcodes per map, and so the postcodes are grouped by location for ease of display. The number of times a postcode was provided is indicated underneath the individual red location icon.



Map 1. Ramsgate

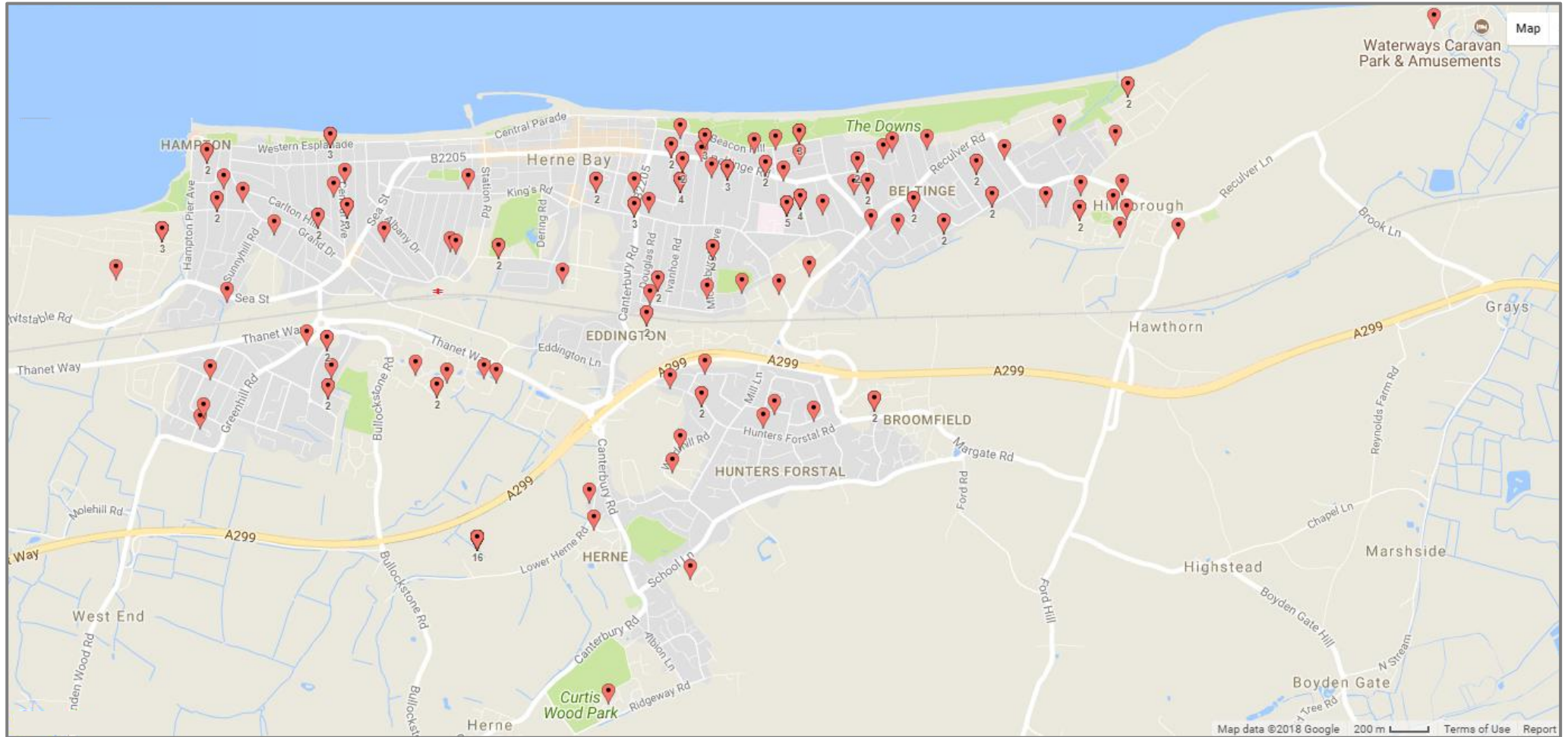
<https://batchgeo.com/map/f29b6875c49fe0fe2091b09dd38907db>

*Copy and paste web link



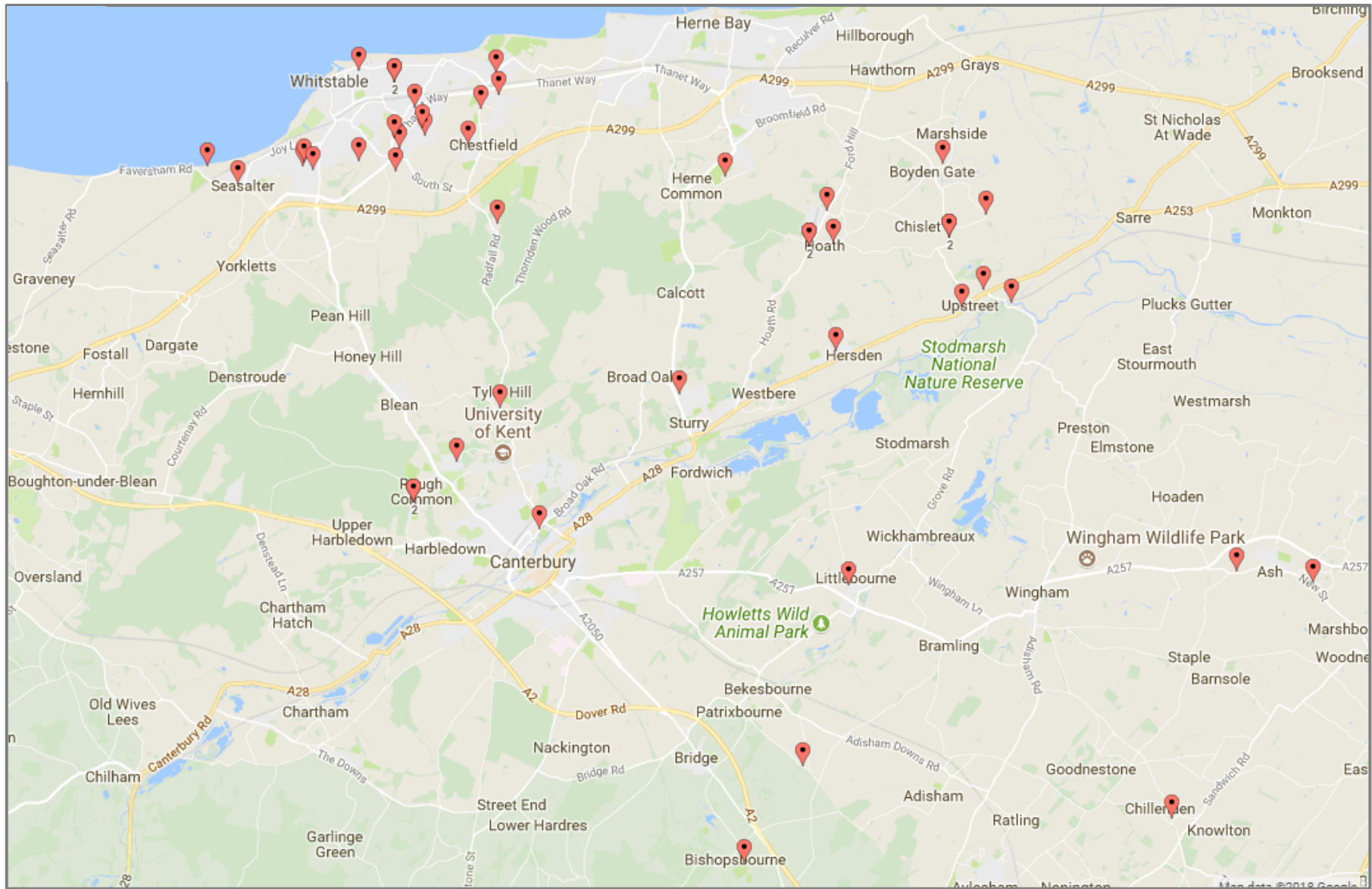
Map 2. Thanet

<https://batchgeo.com/map/b40cf59bd49d373b12bfd6298b1a2ca6>



Map 3. Herne Bay

<https://batchgeo.com/map/818460750881c42c8bc61efcaf05c6c1>



Map 4. Canterbury

<https://batchgeo.com/map/5110413e371403c81aa8c0c883c4d151>

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Appendix 51

Copy of consultation postcard and distribution areas



RiverOak Strategic Partners

Consultation Invitation

Reopening Manston Airport

Consultation: Friday 12 January to Friday 16 February 2018

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

The proposals will help meet a growing demand for air freight in the UK, support the regional economy and protect the Airport's unique heritage.

Since our consultation in summer 2017, we have developed our proposals in response to your feedback. We would now like to hear your views on changes to the masterplan and additional environmental information. **To find out more, please visit www.rsp.co.uk.**

You can download documents from our website or view them at local libraries (details overleaf).

You are also invited to attend our consultation events to view our plans and speak to the project team.

Ramsgate Comfort Inn, Victoria Parade, Ramsgate, CT11 8DT

Tuesday 23 January 2018: 12 noon - 8pm

Herne Bay The King's Hall, Beacon Hill, Herne Bay, CT6 6BA

Wednesday 24 January 2018: 12 noon - 8pm

We look forward to hearing from you.

George Yerrall Director, RiverOak Strategic Partners Limited

You can respond to the consultation by 11.59pm on Friday 16 February 2018 by completing a feedback form at the events, online, by email or by post.



Consultation documents are available to view at the following libraries.

Due to its size, printed copies of the Preliminary Environmental Information Report are only available at Deal, Margate and Ramsgate libraries. Printed feedback forms and memory sticks containing all consultation documents are available to take away from all libraries.

Library	Opening hours
Birchington Library Alpha Road, Birchington, CT7 9EG	Mon, Tue, Thu, Fri: 9am-6pm Sat: 10am-2pm, Wed, Sun: closed
Broadstairs Library The Broadway, Broadstairs, CT10 2BS	Mon, Tue, Wed, Fri: 9am-6pm Thu: 9am-8pm, Sat: 9am-5pm, Sun: closed
Cliftonville Library Queen Elizabeth Avenue, Margate, CT9 3JX	Mon, Tue, Thu, Fri: 9am-5pm Wed, Sat: 9am-1pm, Sun: closed
Deal Library Broad Street, Deal, CT14 6ER	Mon-Fri: 9am-6pm, Sat: 9am-5pm Sun: 10am-4pm
Herne Bay Library 124 High Street, Herne Bay, CT6 5JY	Mon-Fri: 9am-6pm, Sat: 9am-5pm Sun: closed
Margate Library Thanet Gateway Plus, Cecil Street, Margate, CT9 1RE	Mon, Tue, Wed, Fri: 9am-6pm Thu: 9am-8pm, Sat: 9am-5pm, Sun: closed
Minster-in-Thanel Library 4A Monkton Road, Minster, Ramsgate, CT12 4EA	Mon, Tue, Thu: 9am-1pm and 2pm-5pm, Fri: 9am-6pm, Sat: 9am-1pm, Wed, Sun: closed
Newington Library Marlowe Academy, Marlowe Way, Ramsgate, CT12 6NB	Mon, Tue, Thu, Fri: 9am-6pm Sat: 10am-2pm, Wed, Sun: closed
Ramsgate Library Guildford Lawn, Ramsgate, CT11 9AY	Mon-Fri: 9am-6pm, Sat: 9am-5pm, Sun: closed
Sandwich Library 13 Market Street, Sandwich, CT13 9DA	Mon, Tue, Thu, Fri: 9am-5pm, Wed: 9am-1pm, Sat: 10am-1pm, Sun: Closed
Westgate Library Minster Road, Westgate-On-Sea, CT8 8BP	Mon, Wed: 9am-5pm, Tue, Fri: 9am-6pm, Sat: 10am-2pm, Thu, Sun: closed

To find out more,
please visit the
project website,
www.rsp.co.uk

RSP

RiverOak Strategic Partners

Contact us at:

Email manstonconsultation@bdb-law.co.uk

Post Bircham Dyson Bell,
50 Broadway, London SW1H 0BL

Telephone 0800 030 4137

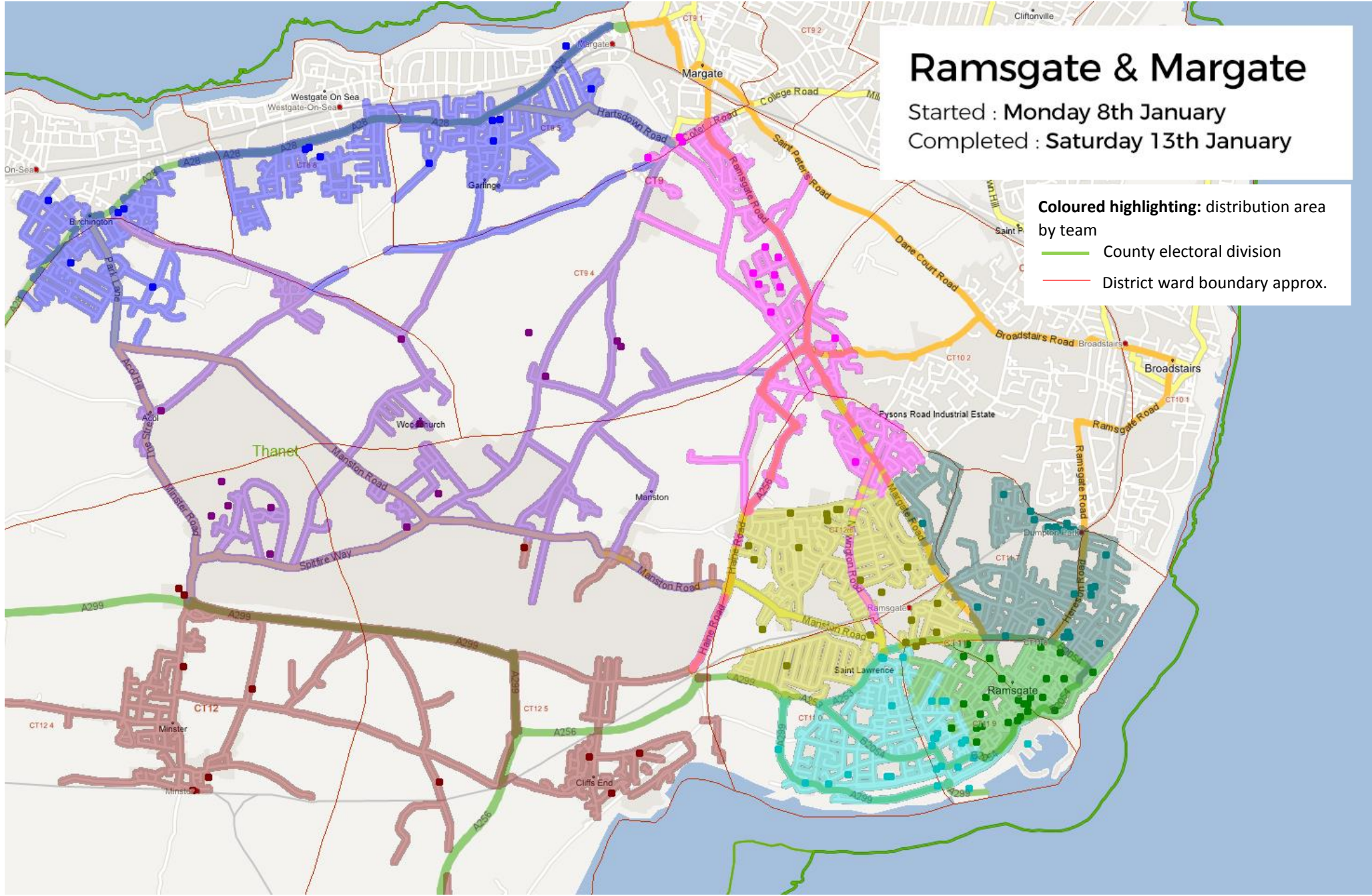
Visit www.rsp.co.uk

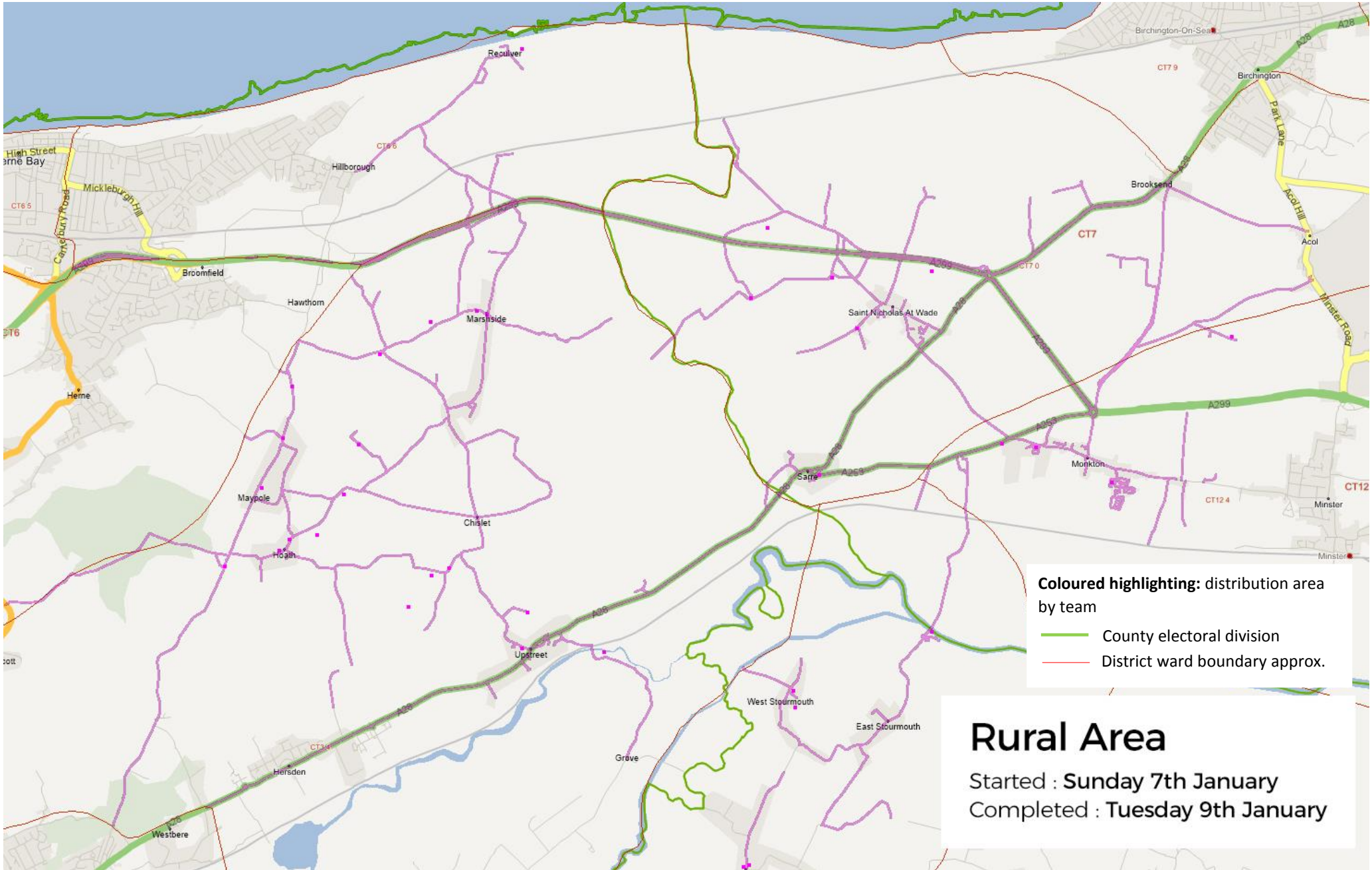
Ramsgate & Margate

Started : Monday 8th January

Completed : Saturday 13th January

- Coloured highlighting: distribution area by team
- County electoral division
- District ward boundary approx.





Coloured highlighting: distribution area by team

- County electoral division
- District ward boundary approx.

Rural Area
Started : Sunday 7th January
Completed : Tuesday 9th January

Herne Bay

Started : Saturday 6th January

Completed : Monday 8th January

Coloured highlighting: distribution area by team

- County electoral division
- District ward boundary approx.



THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
CONSULTATION REPORT APPENDICES
DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 52

Stage 3 Media Report

Statutory Consultation January-February 2018

Local media and Publicity Report

The Statutory consultation held in January and February 2018 was promoted via print advertising and editorial, social media and email.

Consultation Event Advertising

Advertising space was secured in three local publications to promote the consultation and consultation events.

On this occasion there was a particular focus on Herne Bay and Ramsgate communities, given the nature of this phase of the consultation:

- Dover Express (11 January, 18 January)
- Kentish Gazette (11 January, 18 January)
- Thanet Gazette (12 January, 19 January)

RSP RiverOak Strategic Partners
Proposals to reopen Manston Airport – 2018 Consultation

RiverOak Strategic Partners Limited (RiverOak) is carrying out a second phase of statutory consultation on its proposals to reopen Manston Airport from 12 January to 16 February 2018.

RiverOak has refined and developed its proposals to reopen Manston Airport following over 2,000 responses to consultation carried out between 12 June and 23 July 2017. We would now like to hear your views on changes to the masterplan, additional environmental information and our proposed noise mitigation plan, in particular, although we will have regard to all responses received on any issue relating to the Project. Responses given during the 2017 consultation remain valid and need not be repeated.

The Manston Airport site has existed as an airfield since 1916 and most recently operated as a passenger airport until it closed in May 2014. RiverOak is proposing to redevelop and reopen the site as a hub for international air freight which also offers passenger, executive travel and aircraft engineering services.

The proposals include:

- an area for cargo operations with the capacity to handle at least 10,000 movements per year;
- upgrading the runway and improving the parallel taxiway;
- constructing 16 new air cargo stands;
- constructing four new passenger aircraft stands and a new passenger terminal;
- completely reconfiguring the airfield configuration;
- refurbishing or replacing the existing fire station and constructing a new fire training area;
- building new air cargo facilities;
- developing a new air traffic control tower, controlling the current Air Traffic Control tower;
- an aircraft parking facility;
- a flight tracking school;
- a business operation for maintenance;
- building new aircraft maintenance hangars and connecting areas of the Northern Grass for airport-related facilities; and
- highly improved works to ensure improved access to and around Manston Airport including some permanent dedicated access on Spilvey Way which will help to reduce impact on local roads and

From 12 January to 16 February 2018 you can view and download the consultation documents on and from our project website at www.rsp.co.uk.

Due to the size of the updated Preliminary Environmental Information Report (PEIR), it will only be available to view at Donk, Margate and Ramsgate libraries, as well as online and at the consultation events. The other libraries will include all other consultation documents, including hard copies of the feedback form and memory sticks containing all documents to take away.

Documents will be available from the following libraries during normal opening hours:
 Broadstairs Library, Deal Library, Margate Library, Ramsgate Library, Swalecliffe Library, Herne Bay Library, Newington Library, Westgate Library, Cliffside Library, Margeite Library, Newington Library, Westgate Library

RiverOak will be holding consultation events at the following locations and on the date you should be able to view our plans and speak to our project team:
 Ramsgate Central Bus, Victoria Road, Ramsgate, CT11 8DT | Tues 23 Jan, 12 Noon-4pm
 Herne Bay The King's Hall, Beacon Hill, Herne Bay, CT16 8BA | Wed 24 Jan, 12 Noon-5pm

Contact us:
 Email: manstonconsultation@bob-jaw.co.uk
 Post: Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL
 Visit: www.rsp.co.uk | Tel: 0800 030 4137 (Mon - Fri, 9am-5pm)

KM **GIANT campus**

"CAN POTENTIAL CUSTOMERS ACTUALLY FIND YOU WHEN THEY SEARCH ONLINE?"

SEARCH | SOCIAL MEDIA | ANALYTICS | CONTENT | BUSINESS SKILLS

DIGITAL MARKETING TRAINING

TO GROW YOUR BUSINESS ONLINE

FIND US ON THE BUSINESS PAGES ON **KM KentOnline**

Lord Whisky Sanctuary Fund
 Registered Charity 20187

Four lovely cats are looking for homes, either together or in pairs. They would suit any loving, comfortable home and are only here as their previous owner is moving.

Burns Night Supper
 at the Lord Whisky Tea Rooms
 Thursday 25th January 7pm for 7.30pm
 (Three courses apply to 18+ (vegetarian option available) - Social drink optional)
 Booking essential, ring 01203 862622

Therapy (Rufus black & white) and Tyrone (grey) are two male half-year-old brothers. They are both neutered and micro-chipped.

Cherise (yellow & white) and Ella (orange & white) are two-year-old brother and sister and are also both neutered and micro-chipped.

A 12-year-old gelding needs a loving home.

For further & more information, please call 01203 862622. Please email info@lordwhiskyfund.co.uk or visit our website www.lordwhiskyfund.co.uk

Port House, Stalling Minnis, Kent CT14 6AN | Tel: 01203 862622 | Fax: 01203 862897

NEW YEAR SALE NOW ON

BOOK AT THESE BULK PRICES UP TO 6 MONTHS IN ADVANCE. VRT PLATEHOLDER OR CALL YOUR LOCAL CENTRE ON THE NUMBER BELOW

TYRES SAVE £22'S ON MORE TYRES IN BRANCH & ONLINE

SERVICING £10 OFF MASTER CAR WAS WAX NOW £105

MOT'S £5 OFF OR £15.00 (INCLUDES VRT)

formula one autocentres

EXAMINERS | MOTORS | BRUSH | SHAMPOO | CLEANERS | AIR CON | WASH EQUIPMENT | UNLIMITED FREE CARPARKING!

CANTERBURY 01227 762211

ALSO AT: GUILDFORD • HASTINGS • HITCHING • SITTINGBOURNE • STROUD • WESTWOOD GREENS

APRIL: 8.30am - 5pm, 5.30pm - 9pm. SAT 8.30am - 5pm, 5.30pm - 10pm - 6pm. All other branches open until 7.30pm by post only. All cars subject to availability while stocks last. No 24-hour breakdown service on site.

Social Media

Total Social Media reach of the second statutory consultation was **40,937**.

Comprising:

- Twitter posts: 34,220
- Facebook posts: 6,717

27 tweets and posts were published in relation to the second consultation. All are available to view on RSP Manston's Twitter and Facebook pages.

Emails

Total email reach of the second statutory consultation was **5,695.92**

- Size of database: 2,637
- Average open rate 54.9% (1,423.98)

Four campaign emails sent in relation to the second consultation.

Digital advertising

Total digital advertising reach of the second consultation was a maximum of **441,273** views.

Advert on Isle of Thanet News from 17 January – 16 February

- The advert was visible on all pages of the website and there were 281,270 visits to the site during this time.
- The advert received 146 click throughs to the RSP website.

Advert on Kent Courier website (Kent Live) from 13 January – 2 February

- There were 160,003 confirmed views of the advert during this time.
- The advert received 445 click throughs to the RSP website.

Website

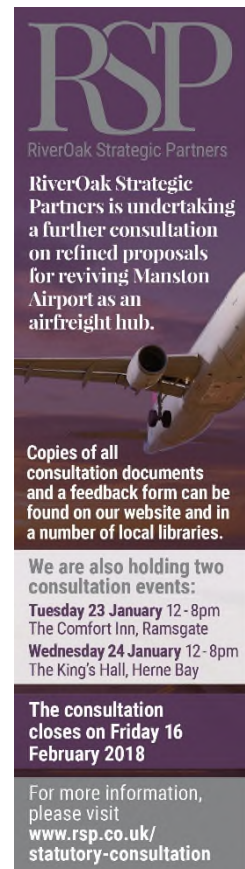
There were **129,866** views of pages or documents on the RSP website relating to the statutory consultation during January and February 2018.

Overall, the RSP website was visited **35,894** times in January and February, with a total of **112,330** page views during that time. Including:

- The statutory consultation page on the website was visited **9,897** times, during January and February, in relation to the second consultation.
- Six news stories published on RSP website specifically in relation to the second consultation, with a total of **10,318** views between them.
- Consultation documents hosted on the RSP website were viewed **17,536** times and downloaded **1,425** times.

Press releases and media coverage

Six press releases were issued to the local media in relation to the second statutory consultation:



RSP
RiverOak Strategic Partners

RiverOak Strategic Partners is undertaking a further consultation on refined proposals for reviving Manston Airport as an airfreight hub.

Copies of all consultation documents and a feedback form can be found on our website and in a number of local libraries.

We are also holding two consultation events:
Tuesday 23 January 12-8pm
The Comfort Inn, Ramsgate
Wednesday 24 January 12-8pm
The King's Hall, Herne Bay

The consultation closes on Friday 16 February 2018

For more information, please visit www.rsp.co.uk/statutory-consultation

- 22 November: RiverOak to ask the public about its fully-developed plans for Manston Airport
- 7 December: RiverOak confirms consultation events for January 2018
- 5 January: Statement of Community consultation published/details of consultation
- 12 January: Refined proposals and plans to reduce the impact of aircraft noise form heart of 2018 Manston Airport Consultation
- 22 January: RiverOak Manston consultation events get underway
- 26 January: Almost 900 people attend RiverOak consultation events

Selection of coverage achieved (does not include print versions of Kent Live/Kent Online stories which were published in the Thanet Gazette, Kent Courier, Thanet Extra and Kentish Gazette, not coverage achieved on BBC Kent, BBC South East and ITV Meridian). We are also advised that many of the print articles appeared in multiple local editions, extending the reach significantly further.

A selection of the coverage can be viewed below.

<https://theisleofthanetnews.com/new-consultation-dates-announced-for-manston-airport-site-proposals/>

<https://www.kentlive.news/news/kent-news/manston-airport-riveroak-dco-delay-818470>

<http://www.aircargonews.net/news/airport/single-view/news/manston-airport-reopening-more-consultations.html>

<http://www.aircargoweek.com/reducing-aircraft-noise-heart-plan-reopen-manston-airport/>

<https://theisleofthanetnews.com/riveroak-strategic-partners-consultation-dates-and-events/>

<http://www.kentonline.co.uk/thanet/news/delay-for-companys-bid-to-135806/>

<https://theisleofthanetnews.com/rsp-manston-site-consultations-on-heels-of-voting-down-of-the-draft-thanet-local-plan/>

<http://www.kentonline.co.uk/thanet/news/consultation-events-after-council-no-158946/>

<https://theisleofthanetnews.com/riveroak-strategic-partners-release-noise-mitigation-proposals-for-manston-airport-site/>

<http://www.bbc.co.uk/news/av/uk-england-kent-43026895/what-next-for-manston-airport>

<https://www.kentlive.news/news/kent-news/manston-airport-re-opens-noisier-1220372>

<https://theisleofthanetnews.com/manston-airport-rsp-consultation-night-flights-ryanair-and-stone-hill-park/>

Consultation Launch 2018

[Campaign Preview](#)[HTML Source](#)[Plain-Text Email](#)[Details](#)

Updates from RiverOak Strategic Partners about the Manston Airport DCO

[View this email in your browser](#)



RSP confirms details for 2018 public consultation events

RiverOak Strategic Partners has today published details of a further public consultation, on proposals to reopen Manston Airport, in a Statement of Community Consultation. The consultation will be held from Friday 12 January to Friday 16 February 2018 and will include two events, as follows:

- The Comfort Inn, Ramsgate, Tuesday 23 January: 12pm – 8pm
- The King's Hall, Herne Bay, Wednesday 24 January: 12pm – 8pm

These events are open to any member of the public that would like to attend and further details of the locations, local public transport services and other information can be found in the Statement of Community Consultation which can be downloaded from www.rsp.co.uk.

Copies of consultation documents will be available from 12 January at www.rsp.co.uk and at the following public libraries during their normal opening hours: Birchington, Broadstairs, Cliftonville, Deal, Herne Bay, Margate, Minster-in-Thanel, Newington, Ramsgate, Sandwich and Westgate.

As the full Preliminary Environmental Impact Report (PEIR) is a very large document, it will

only be available in hard copy at Deal, Ramsgate and Margate libraries, although it will be available in electronic form at all libraries. A non-technical summary will be available at all libraries, at the two consultation events, and on the RSP website.

Click [here](#) to view the Statement of Statutory Consultation. Please note, if you would prefer to unsubscribe from this list you can do so at any time using the link below.

Stay in touch with us via Twitter or our website. Just click the links below...



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You asked to be kept updated with developments relating to RiverOak Strategic Partners' Development Consent Order application in respect of Manston Airport.

Our mailing address is:

RiverOak Strategic Partners
Audley House
9 North Audley Street
London, W1K 6WF
United Kingdom

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The MailChimp logo, featuring the brand name in a white, cursive script font centered within a grey rounded rectangular box.

Consultation Open

[Campaign Preview](#)[HTML Source](#)[Plain-Text Email](#)[Details](#)

Updates from RiverOak Strategic Partners about the Manston Airport DCO

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The 2018 public consultation on our proposals for Manston Airport is open

RiverOak Strategic Partners Limited is proposing to reopen Manston Airport in Kent, primarily as a cargo airport. The proposals will help meet a growing demand for air freight in the UK, support the regional economy and protect the airport's unique heritage.

Since our consultation held between 12 June and 23 July 2017, we have developed our proposals in response to feedback received. We would now like to hear your views on changes to the masterplan, additional environmental information and our proposed noise mitigation plan, in particular, although we will have regard to all responses that we receive on any issue relating to the Project. Responses given during the 2017 consultation remain valid and need not be repeated.

Consultation on our proposals starts today, **Friday 12 January 2018**. The deadline for receiving responses to the consultation is **11.59pm on Friday 16 February 2018**.

Feedback received during the consultation will be considered alongside the responses received to the previous consultation in 2017 and the on-going technical work, and used to help develop our final proposals before we submit our application later in 2018.

Copies of our consultation documents and an online feedback form, as well as more information about the consultation and two **events** we are holding on **Tuesday 23 and Wednesday 24 January**, are available at <http://rsp.co.uk/statutory-consultation/>.

If you would prefer to not receive further emails from RiverOak Strategic Partners, please click on the link at the bottom of the page to unsubscribe.

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Consultation Events

[Campaign Preview](#)[HTML Source](#)[Plain-Text Email](#)[Details](#)

Updates from RiverOak Strategic Partners about the Manston Airport DCO

[View this email in your browser](#)



RiverOak's public consultation events get underway this week

Two consultation events by RiverOak Strategic Partners (RiverOak) take place this week, on the opportunity to revive Manston Airport as an air freight hub, with the airport site no longer under threat of rezoning – following last week's council vote.

Although not underestimating the huge task ahead of the council to reshape and regain support for its Local Plan, RiverOak has welcomed the decision not to re-designate the airport for mixed use, including housing – believing that it is not only the correct decision, but also allows the consultation to focus on the detail of RiverOak's proposals without underlying uncertainty about the use of the airport site.

George Yerrall, a director of RiverOak said: *“Last week's decision by the elected members of Thanet is in line with the Inspector's appeal decision, in July 2017, which endorsed the strength and weight of the EC4 zoning (aviation use) for Manston and confirmed that it accorded with national planning policy and the aviation policy framework – irrespective of whether the airport was open or closed at the present time. At that time the rezoning policy had 'little weight', as a result of last week's decision it now has no weight.*

“If our Development Consent Order is granted, RiverOak remains committed to collaborating fully with Thanet District Council to deliver a thriving, vibrant airport which supports the creation of thousands of local jobs. We would also be pleased to work closely with their planning team to contribute to a Local Plan which supports these outcomes, maximises the growth potential of the Isle and still delivers the housing requirements placed upon Thanet by government.”

The consultation events are being held as follows:

Stay in touch with us via Twitter, Facebook or our website. Just click the links below...



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You provided your email details when you attended a consultation event in June or July 2017.

Our mailing address is:

RiverOak Strategic Partners
Audley House
9 North Audley Street
London, W1K6WF
United Kingdom

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900 Attend Consultation Events

[Campaign Preview](#)[HTML Source](#)[Plain-Text Email](#)[Details](#)

Updates from RiverOak Strategic Partners about the Manston Airport DCO

[View this email in your browser](#)



Almost 900 people attend Manston consultation events

Consultation remains open until Friday 16 February 2018

Despite some appalling January weather, 870 people attended our two consultation events this week, in Ramsgate and Herne Bay, to review the refined plans for Manston Airport and speak with some of our environmental and planning experts, as well as the RiverOak team, about a wide range of issues - including a proposed Noise Mitigation plan, fully developed Preliminary Environmental Information Report and amended masterplan for the airport.

Director of RiverOak, George Yerrall said: *"It's been a fantastic couple of days – both because we have met with some of the airport's many supporters and been able to show them in more detail our proposals, but also we've been able to address some of the questions local people have about our proposals."*

"The consultation remains open until 16 February 2018 so there is still plenty of time for members of the community and local organisations to submit feedback."

Copies of all consultation documents are available online, there are copies of the documents and feedback forms in eleven local libraries (four of which hold complete copies of the 2,000-page Preliminary Environmental Information Report – Margate, Deal, Herne Bay and Ramsgate) and a feedback form online too – all at www.rsp.co.uk.

If you would prefer not to receive any further updates from us, please click the link at the bottom of the page.

- The Comfort Inn, Victoria Parade, Ramsgate CT11 8DT, from 12 noon to 8pm on Tuesday 23 January 2018
- The King's Hall, Beacon Hill, Herne Bay CT6 6BA, from 12 noon to 8pm on Wednesday 24 January 2018.

The deadline for responses is **11.59pm on Friday 16 February 2018**. Responses to the consultation can be made online, by email, by post or at the consultation events and copies of all consultation documents, together with full details of how to respond, are available at rsp.co.uk.

If you no longer wish to receive updates from us, please click the link at the bottom of this page to unsubscribe.

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Selection of Facebook posts

For a full list of posts please visit <https://www.facebook.com/RSPManston/>

2018 Consultation

RSP Manston
15 February · 🌐

The consultation on our refined plans for #Manston Airport closes at 23:59 tomorrow (Friday). If you'd still like to contribute click below for details.

We're aware Deal library is now closed for essential works, however there are other options available:

1. View/download the documents and submit your feedback via our website [www.rsp.co.uk/statutory-consultation](http://www.rsp.co.uk/statutory-consultation;);... See more

RSP

RSP.CO.UK
Statutory Consultation | RSP
RiverOak Strategic Partners RiverOak Strategic Partners Home About Us...

👤 140 people reached [Boost Post](#)

👍 Like 💬 Comment ➦ Share RSP ▼

👤 [redacted] and 2 others Oldest ▼



RSP Manston

24 January · 🌐



Delighted to see so many hardy souls who have braved the weather to visit us at The Kings Hall so far today - we are open for almost another four hours if you are intending to pop in. #Manston



👤 283 people reached

Boost Post

👍 Like

💬 Comment

➦ Share

RSP ▼



and 11 others

Oldest ▼

3 shares



RSP Manston

23 January · 🌐



It's been really busy so far, but there's plenty of time left if you're still intending to come today. We are open until 8pm.



👤 308 people reached

Boost Post

👍 Like

💬 Comment

➦ Share

RSP ▼



and 14 others

5 shares



RSP Manston

12 January · 🌐



Our 2018 Manston Airport consultation is now open. The consultation documents can be viewed and downloaded on our website and you will also find information about two consultation events we are holding in Ramsgate & Herne Bay. There's also a link to provide feedback. The consultation closes at 23:59 on Friday 16 February 2018.

<http://rsp.co.uk/statutory-consultation/>.



RSP.CO.UK

Statutory Consultation | RSP

RiverOak Strategic Partners RiverOak Strategic Partners Home About Us...

860 people reached

Boost Post

Like

Comment

Share

RSP ▾



and 10 others

11 shares



RSP Manston

7 December 2017 · 🌐



Dates for the consultation events are now confirmed:

<http://rsp.co.uk/.../rsp-confirms-consultation-events-for-ja.../>



RSP.CO.UK

RSP confirms consultation events for January 2018 | RSP

RiverOak Strategic Partners RiverOak Strategic Partners Home About Us Reopening Manston Statutory Consultation Our Teams Professional...

👤 406 people reached

Boost Post

👍 Like

💬 Comment

➦ Share

RSP ▼



and 9 others

Oldest ▼

6 shares

2017 CONSULTATION

TWEETS

Six hours to go until the RSP Manston consultation closes -
<https://mailchi.mp/88bd7bff102b/finalconsultationreminder>

23 Jul 2017

Just a few hours until our #Manston consultation closes. Make sure you submit your feedback before 11.59pm tonight. <http://rsp.co.uk/statutory-consultation/> ...

2 replies . 12 retweets 8 likes

21 Jul 2017

The #RSPManston2017 consultation closes on Sunday. Don't forget to send in your feedback. 1,200 people already have! <http://rsp.co.uk/statutory-consultation/> ...

1 reply . 15 retweets 11 likes

Reply 1 Retweet 15 Like 11 View Tweet activity

18 Jul 2017

Manston Airport 2017 Consultation - week 2 update -
<http://mailchi.mp/992d4ab9e251/consultationeventsweek2update-981525>

1 reply . 8 retweets 8 likes

17 Jul 2017

@RSPManston sets the record straight on @ThanetCouncil comments about our consultation:
<http://rsp.co.uk/news/consultation-with-thanet-district-council-regarding-manston-airport-proposals/> ...

3 replies . 18 retweets 16 likes

17 Jul 2017

Further comments from @RSPManston on last week's Appeal decision:
<http://rsp.co.uk/news/stone-hill-parks-plans-for-manston-airport-thrown-out/> ...

2 replies . 10 retweets 8 likes

6 Jul 2017

More

There's a consultation event in Chislet tonight at Chislet Centre in the Parish Church from 7pm-9pm.
#RSPManston2017

5 Jul 2017

RiverOak Strategic Partners announces partnership with Securitas: <http://rsp.co.uk/news/riveroak-announces-partnership-with-securitas/> ... #RSPManston2017

3 replies . 15 retweets 20 likes

3 Jul 2017

Another very busy event - thank you to those who came. There is another at Chislet Centre at 7pm on Thursday. #RSPManston2017

4 replies . 25 retweets 27 likes

3 Jul 2017

There's an evening consultation event at The Centre, Birchington at 19.30 tonight. #RSPManston2017

0 replies . 15 retweets 9 likes

3 Jul 2017

There are plenty of ways to submit your feedback to the #RSPManston2017 consultation before it closes on 23/7:

0 replies . 13 retweets 6 likes

27 Jun 2017

There is another information event, at Acol Village Hall, tomorrow (28 June) from 7-9pm #RSPManston2017

1 reply . 13 retweets 13 likes

26 Jun 2017

There is an informal information evening at Minster Village Hall tomorrow (27 June) from 7pm: <http://www.minsterpc.kentparishes.gov.uk/> #RSPManston2017

0 replies . 5 retweets 8 likes

26 Jun 2017

There are plenty of ways to submit your feedback to the #RSPManston2017 consultation before it closes on 23/7: https://www.youtube.com/watch?time_continue=32&v=ded3Q_MeXT0

3 replies . 12 retweets 9 likes

24 Jun 2017

Thanks to everyone who came to @ComfortInnRam today. There's still plenty of ways to get involved in the consultation [http://mailchi.mp/21693cf9a5a1/consultationeventsweek2update ...](http://mailchi.mp/21693cf9a5a1/consultationeventsweek2update...)

2 replies . 13 retweets 19 likes

Reply 2 Retweet 13 Like 19 View Tweet activity

23 Jun 2017

Today's #RSPManston2017 consultation event is @ComfortInnRam, 10:00-14:00. If you can't attend there are still 4 more weeks to give feedback

5 replies . 6 retweets 6 likes

20 Jun 2017

There's a strong economic case for reopening #Manston Airport. Find out more during our consultation & have your say

2 replies . 24 retweets 32 likes

20 Jun 2017

Today's #RSPManston2017 event is at the Guildhall, Sandwich, 2pm-8pm. Can't make it? Check out the other dates here:

0 replies . 6 retweets 3 likes

17 Jun 2017

For information, a correction has been made to the downloadable Overview Report & corresponding exhibition panel. <http://rsp.co.uk/news/correction-overview-report/> ...

1 reply . 10 retweets 5 likes

17 Jun 2017

Great to welcome members of the Margate community & beyond to today's consultation at the @SandsHotelMarga #RSPManston2017

1 reply . 13 retweets 12 likes

16 Jun 2017

Manston Airport 2017 consultation gets underway with events in Herne Bay & Broadstairs <http://mailchi.mp/07c7a1d1c6e8/consultationeventsweek1> ...

1 reply . 5 retweets 5 likes

16 Jun 2017

A very busy Cliffsend Village Hall. Great to see so many people here for the #RSPManston2017 consultation. Open 'till 8pm.



3 replies . 6 retweets 13 likes

16 Jun 2017

Today, the #RSPManston2017 consultation events move to Cliffsend Village Hall - Open 2-8pm - we look forward to seeing the local community.

1 reply . 12 retweets 7 likes

The business briefing is underway in sunny Broadstairs @BroadstairsPav #RSPManston2017

3 replies . 7 retweets 12 likes

15 Jun 2017

The consultation events move on to @BroadstairsPav today. Business briefing at 10...public event from 2-8pm. #RSPManston2017

2 replies . 4 retweets 5 likes

14 Jun 2017

Great to welcome the community to @Kings_Hall_HB to view our plans for #Manston #RSPManston2017



2 replies . 9 retweets 12 likes

14 Jun 2017

If you're coming to any of our #RSPManston2017 consultation events you will be able to look at our proposals in miniature form too!



4 replies . 15 retweets 22 likes

14 Jun 2017

We're looking fwd to today's consultation events at @Kings_Hall_HB. We believe there's a strong case for #Manston:

0 replies . 10 retweets 12 likes

13 Jun 2017

Consultation events kick off tomorrow at @Kings_Hall_HB. Here's a reminder of all the ways you can participate in the consultation:

1 reply . 14 retweets 7 likes

12 Jun 2017

Here's a guide to all of the ways you can take part in the #RSPManston2017 consultation:

RSP
RiverOak Strategic Partners

How to take part in the Manston Airport 2017 Consultation

Monday 12 June 2017 to Sunday 23 July 2017

We are consulting on proposals to reopen Manston Airport as a vibrant air freight hub with associated business aviation and passenger services, creating almost 30,000 jobs by the airport's 20th year of operation.

Here's three ways to take part in the consultation:

- 1 Call in to your local library**
Documents will be available for inspection in the following libraries, during their normal opening hours:
Bichington, Broadstairs, Cliftonville, Deal*, Heme Bay*, Margate*, Minster-in-Thamet, Newington, Ramsgate, Sandwich and Westgate.
(*Full copies of the Preliminary Environmental Information Report available)
- 2 Visit a consultation event**

Herne Bay, The King's Hall, Weds 14 June, 2pm - 8pm
Broadstairs, The Pavilion, Thurs 15 June, 2pm - 8pm
Cliffsend, Village Hall, Fri 16 June, 2pm - 8pm
Margate, The Sands Hotel, Sat 17 June, 10am - 2pm
Sandwich, The Guildhall, Tues 20 June, 2pm - 8pm
Canterbury, ABode Hotel, Thurs 22 June, 2pm - 8pm
Ramsgate, Comfort Inn, Sat 24 June, 10am - 2pm
- 3 Read the information online**
You can find copies of all consultation documents and a feedback form on our website, www.rsp.co.uk

? Any questions?
Contact us on 0800 030 4137 (Monday 9.30 - 5.30pm) or by emailing manston@communityrelations.co.uk

@ Four ways to send us your feedback

1. by post to PO Box 3297, Bristol, BS1 9LL
2. online at www.rsp.co.uk
3. by email to manston@communityrelations.co.uk
4. filling out a form at a consultation event

0 replies . 10 retweets 8 likes

11 Jun 2017

We are proposing to reopen #Manston as a vibrant air freight hub creating thousands of jobs:

<https://youtu.be/Ewb6-9oArvE> #RSPManston2017

7 replies . 27 retweets 28 likes

11 Jun 2017

Good morning, our 2017 #Manston Airport consultation is underway. Please click here to find out more: <http://rsp.co.uk/statutory-consultation/> ...

6 replies . 19 retweets 18 likes

6 Jun 2017

Local employers, would you like to find out more about our plans for #manston? Register for our business briefings: <http://www.rsp.co.uk/blog/post/riveroak-strategic-partners-invites-business-community-to-find-out-more-about-plans-to-reopen-manston> ...

1 reply . 16 retweets 13 likes

31 May 2017

We're holding briefings for businesses on 14/15 June. Find out here how to register to attend:
[http://www.rsp.co.uk/blog/post/riveroak-strategic-partners-invites-business-community-to-find-out-more-about-plans-to-reopen-manston ...](http://www.rsp.co.uk/blog/post/riveroak-strategic-partners-invites-business-community-to-find-out-more-about-plans-to-reopen-manston...)

RSP
RiverOak Strategic Partners

Business briefings

An opportunity for local businesses to find out more about RiverOak's plans for Manston Airport.

Location	Date and time
The King's Hall, Beacon Hill, Herne Bay, CT6 6BA	Wednesday 14 June, 10 - 11.30am
The Pavilion, Harbour Street, Broadstairs, CT10 1EU	Thursday 15 June, 10 - 11.30am

Manston is not only rich in history, it is a valuable regional and national asset. In an increasingly competitive economic climate, the UK cannot afford to lose one of its most long established and strategically significant airports.

RiverOak is proposing to secure the future of this valuable national aviation asset by redeveloping and reopening it as a successful hub for international air freight.

The plans also involve reinstating scheduled and charter passenger services and RiverOak also plans to attract executive travel and aircraft engineering services, as well as retaining and enhancing the much-loved RAF Manston and Hurricane and Spitfire museums.

Through our proposals, the airport can make a substantial future contribution to the economy and wellbeing of Thanet and the wider country, creating almost 30,000 jobs, on the airport site and in the wider region, by its twentieth year in operation.

Ahead of the start of the public consultation, come and find out more RiverOak's proposals and what they could mean for your business. The RiverOak team and its professional consultants will be available to answer your questions.

Please email manston@communityrelations.co.uk to register your business for a place at one of these briefings by no later than Friday 9 June 2017.

To find out more, please visit www.rsp.co.uk

1 reply . 13 retweets 10 likes

26 May 2017

Today we've published our Statement of Community Consultation, with details of 7 public consultation events in June: [http://www.rsp.co.uk/blog/post/riveroak-strategic-partners-confirms-seven-public-consultation-events-for-manston-airport-dco ...](http://www.rsp.co.uk/blog/post/riveroak-strategic-partners-confirms-seven-public-consultation-events-for-manston-airport-dco...)

2 replies . 15 retweets 10 likes

26 Apr 2017

Our public consultation on plans for #Manston will begin on Monday 12 June:
[http://www.rsp.co.uk/blog/post/riveroak-strategic-partners-confirms-consultation-on-plans-to-reopen-manston-airport-will-start-on-monday-12-june ...](http://www.rsp.co.uk/blog/post/riveroak-strategic-partners-confirms-consultation-on-plans-to-reopen-manston-airport-will-start-on-monday-12-june...)

3 replies . 27 retweets 22 likes

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
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Appendix 53

Copy of Electronic Feedback Form

2018 RSP Manston Airport Consultation

Overview

RiverOak Strategic Partners ('RiverOak') is proposing to reopen Manston Airport in Kent, primarily as a cargo airport ('the Project'). The proposals will help meet a growing demand for air freight in the UK, support the regional economy and protect the Airport's unique heritage. RiverOak has refined and developed its proposals to reopen Manston Airport following over 2,200 responses to consultation carried out in June and July 2017. We would now like to hear your views on changes to the masterplan, additional environmental information and our proposed noise mitigation plan, in particular, although we will have regard to all responses received on any issue relating to the Project. Responses given during the 2017 consultation remain valid and need not be repeated.

The consultation will run from 12 January and 16 February 2018

The statutory consultation period has now closed. However, for certain statutory consultees, the consultation period did not start until a later time. For this reason the consultation period for them has been extended until 9 March.

Why we are consulting

Based on the addition of 19 aircraft stands from when the airport previously operated, on the basis that the airport is currently unable to operate, this would increase the capability of the airport by well over 10,000 air transport movements per year. This means that the Project is classified as a 'Nationally Significant Infrastructure Project' by the Planning Act 2008 ('the Act'). As a Nationally Significant Infrastructure Project, we must make an application under the Act for a permission known as a 'Development Consent Order' ('DCO') to construct and operate Manston Airport. The application will be submitted to the Planning Inspectorate which will examine it and make a recommendation to the Secretary of State for Transport, who will then make a decision on whether the Project is granted consent. This consultation will fulfil the requirements of sections 42, 47 and 48 of the Act.

Similarly to the 2017 consultation, 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 a further 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.

About you

Data protection

Personal information that is supplied to RiverOak 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 RiverOak connected companies, agents, contractors and advisors who provide services to RiverOak in connection with the preparation of an application for development consent under the Planning Act 2008. This will allow RiverOak to fully consider the responses and use them in the preparation of application materials. Upon submission of our application for development consent under the Planning Act 2008 or in connection with our application for any consents or licences from the Civil Aviation Authority, the Secretary of State or the Civil Aviation Authority may require RiverOak to supply copies of all consultation responses received. If a request is made, RiverOak is under a legal obligation to supply copies of the response to the Secretary of State. By submitting a consultation response to RiverOak, a respondent agrees that we may supply a copy of their response to the Secretary of State via the Planning Inspectorate if required to do so, or to the Civil Aviation Authority if requested.

What is your name?

What is your age?

Please select only one item

- 18 - 24 25 - 34 35 - 44 45 - 54 55 - 64 65 +

What is your address?

Please enter your address

What is your postcode?

Please enter your full UK postcode (including the space)

What is your email address?

If you enter your email address then you will automatically receive an acknowledgement email when you submit your response.

Are you providing feedback on behalf of an organisation?

(Required)

Please select only one item

Yes No

If so, please let us know which one

Question 1

1. Do you have any comments on RiverOak's updated Masterplan for Manston Airport?

Following the previous consultation in Summer 2017, RiverOak has taken on board the comments received on the proposed Masterplan for the airport and has made a number of proposed amendments, including upgrading the Spitfire Way junction and changes to the Northern Grass area. Further information can be found at Annex 1 in the **introduction to the consultation** <<http://rsp.co.uk/documents/consultation/01-an-introduction-to-the-consultation-2018/>> document.

Please provide any comments on RiverOak's updated Masterplan for Manston Airport.

Questions 2, 3 and 4

2. Do you have any comments on the additional environmental information provided?

Since the previous consultation in Summer 2017, RiverOak has carried out further assessment of the likely effects of the Project on the environment. Further information can be found at Annex 2 in the **introduction to the consultation** <<http://rsp.co.uk/documents/consultation/01-an-introduction-to-the-consultation-2018/>> document as well as the updated **Preliminary Environmental Information Report** <<http://rsp.co.uk/statutory-consultation/>> .

Please provide any comments on the additional environmental information.

3. Do you have any comments on the additional areas we are assessing?

RiverOak is in the process of assessing four additional areas under the 2017 Environmental Impact Assessment Regulations, details of which can be found at Annex 3 in the **introduction to the consultation** <<http://rsp.co.uk/documents/consultation/01-an-introduction-to-the-consultation-2018/>> document as well as the updated **Preliminary Environmental Information Report** <<http://rsp.co.uk/statutory-consultation/>> . The main additional categories are the effects of climate change on the Project and the effects of the Project on climate change, impacts of waste, impacts on human health and major accidents and disasters.

Please provide comments on the additional areas we are assessing.

4. Do you have any comments on the Noise Mitigation Plan that RiverOak has published as part of this consultation?

Following the previous consultation in Summer 2017, RiverOak has taken on board the comments received on mitigating aircraft noise and has developed a series of commitments it proposes to make to control the adverse impacts of aircraft noise. The **Noise Mitigation Plan** <<http://rsp.co.uk/documents/consultation/05-noise-mitigation-plan-2018/>> is one of the suite of consultation documents.

Please provide any comments on the Noise Mitigation Plan.

Question 5

5. Do you have any other comments about our proposal for reopening Manston Airport?

Please provide any further comments you may have.

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
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Appendix 54

Log evidencing when deposited consultation materials were checked

Library name			
	w/c 01/01	w/c 08/01	w/c 15/01
Birchington	SoCC	30 Introduction to the Consultation 30 Feedback Forms 30 USBs 1 copy of the Updated Masterplan, Noise Mitigation Plan, Non-technical summary of the PEIR and Updated analysis on air freight capacity and need	None
Broadstairs	SoCC	30 Introduction to the Consultation 30 Feedback Forms 30 USBs 1 copy of the Updated Masterplan, Noise Mitigation Plan, Non-technical summary of the PEIR and Updated analysis on air freight capacity and need	3 x Introduction to Consultation 3 x Feedback Forms 3 x USBs
Cliftonville	SoCC	30 Introduction to the Consultation 30 Feedback Forms 30 USBs 1 copy of the Updated Masterplan, Noise Mitigation Plan, Non-technical summary of the PEIR and Updated analysis on air freight capacity and need	1 x Introduction to Consultation

Deal	SoCC	<p>30 Introduction to the Consultation</p> <p>30 Feedback Forms</p> <p>30 USBs</p> <p>1 copy of the Updated Masterplan, Noise Mitigation Plan, Non-technical summary of the PEIR and Updated analysis on air freight capacity and need</p> <p>All 11 volumes of the Preliminary Environmental Information Report</p>	<p>10 x Introduction to Consultation</p> <p>10 x Feedback Forms</p> <p>10 x USBs</p>
Herne Bay	SoCC	<p>30 Introduction to the Consultation</p> <p>30 Feedback Forms</p> <p>30 USBs</p> <p>1 copy of the Updated Masterplan, Noise Mitigation Plan, Non-technical summary of the PEIR and Updated analysis on air freight capacity and need</p>	None
Margate	SoCC	<p>30 Introduction to the Consultation</p> <p>30 Feedback Forms</p> <p>30 USBs</p> <p>1 copy of the Updated Masterplan, Noise Mitigation Plan, Non-technical summary of the PEIR and Updated analysis on air freight capacity and need</p> <p>All 11 volumes of the Preliminary Environmental Information Report</p>	<p>10 x Introduction to Consultation</p> <p>10 x Feedback Forms</p> <p>10 x USBs</p>

Minister in Thanet	SoCC	30 Introduction to the Consultation 30 Feedback Forms 30 USBs 1 copy of the Updated Masterplan, Noise Mitigation Plan, Non-technical summary of the PEIR and Updated analysis on air freight capacity and need	6 x Introduction to Consultation 6 x Feedback Forms 6 x USBs
Newington	SoCC	30 Introduction to the Consultation 30 Feedback Forms 30 USBs 1 copy of the Updated Masterplan, Noise Mitigation Plan, Non-technical summary of the PEIR and Updated analysis on air freight capacity and need	None
Ramsgate	SoCC	30 Introduction to the Consultation 30 Feedback Forms 30 USBs 1 copy of the Updated Masterplan, Noise Mitigation Plan, Non-technical summary of the PEIR and Updated analysis on air freight capacity and need All 11 volumes of the Preliminary Environmental Information Report	8 x Introduction to Consultation 8 x Feedback Form 8 x USB 1 copy of the Updated Masterplan and Non-technical summary of the PEIR

Sandwich	SoCC	30 Introduction to the Consultation 30 Feedback Forms 30 USBs 1 copy of the Updated Masterplan, Noise Mitigation Plan, Non-technical summary of the PEIR and Updated analysis on air freight capacity and need	2 x Introduction to Consultation 2 x Feedback Forms 2 x USBs
Westgate	SoCC	30 Introduction to the Consultation 30 Feedback Forms 30 USBs 1 copy of the Updated Masterplan, Noise Mitigation Plan, Non-technical summary of the PEIR and Updated analysis on air freight capacity and need	None

Delivery details - 2018

w/c 22/01	w/c 29/01	w/c 05/02
15 x Introduction to Consultation 12 x Feedback Forms 23 x USBs	3 x Introduction to Consultation 19 x USBs	5 x Introduction to Consultation 20 x USBs
10 x Introduction to Consultation 22 x Feedback Forms 7 x USBs	1 x Introduction to Consultation 4 x USBs	None
1 x Introduction to Consultation 7 x USBs	None	None

<p>3 x Introduction to Consultation 2 x USBs</p>	<p>None</p>	<p>None</p>
<p>14 x Introduction to Consultation 8 x Feedback Forms 14 x USBs 1 x Noise Mitigation Plan 1 x SoCC All 11 volumes of the Preliminary Environmental Information Report</p>	<p>7 x Introduction to Consultation 6 x Feedback Forms 17 x USBs</p>	<p>2 x Feedback Forms 3 x USBs</p>
<p>1 x Feedback Forms 3 x USBs</p>	<p>1 x Feedback Forms 7 x USBs</p>	<p>1 x USBs</p>

2 x Introduction to Consultation 3 x Feedback Forms 9 x USBs	2 x Introduction to Consultation 1 x Feedback Forms	1 x Feedback Forms 4 x USBs
2 x USBs	1 x USBs	None
3 x Introduction to Consultation 2 x Feedback Form 1 x SoCC Volumes of the PEIR	6 x Introduction to Consultation 3 x Feedback Forms 4 x USBs	6 x Introduction to Consultation 5 x Feedback Forms 7 x USBs

None	1 x USBs	None
9 x Introduction to Consultation 8 x Feedback Form 8 x USBs	1 x Introduction to Consultation	2 x Introduction to Consultation 2 x Feedback Forms 1 x USBs

w/c 12/02	w/c 19/02	w/c 26/02
7 x USBs	5 x USBs	x 1 Introduction to Consultation
3 x USBs	1 x Feedback Forms 1 x USBs	None
5 x USBs	2 x USBs	None

None	None	None
None	1 x Feedback Forms 1 x USBs	None
3 x Introduction to Consultation 3 x Feedback Forms 6 x USBs	2 x Introduction to Consultation 2 x USBs	None

1 x Introduction to Consultation 1 x Feedback Forms 8 x USBs	3 x USBs	None
None	None	None
2 x Introduction to Consultation 2 x Feedback Forms 3 x USBs	1 x Feedback Forms	x 5 USBs

None	None	None
1 x Feedback Form	None	None

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

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Appendix 55

Copy of the letter sent to PINS notifying them that RiverOak would provide an ES in respect of the Proposed Development



BIRCHAM DYSON BELL

The Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Your Ref

Our Ref

APH/ADW/164652.0001

Date

19 February 2016

Dear Sir

**RiverOak Investment Corp. - Proposed Manston Airport Development ('the Development')
Regulation 6(1)(b) Notification**

We act for RiverOak Investment Corp. ('RiverOak') in connection with the Development, for which it intends to obtain development consent under the Planning Act 2008. We write to notify you, in accordance with Regulation 6(1)(b) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, that RiverOak proposes to provide an Environmental Statement in respect of the Development.

Yours faithfully

Bircham Dyson Bell LLP

T +44 (0)20 7783 3417
M +44 (0)7973 373204
F +44 (0)20 7233 1351
E alexhallatt@bdb-law.co.uk

cc The Planning Inspectorate

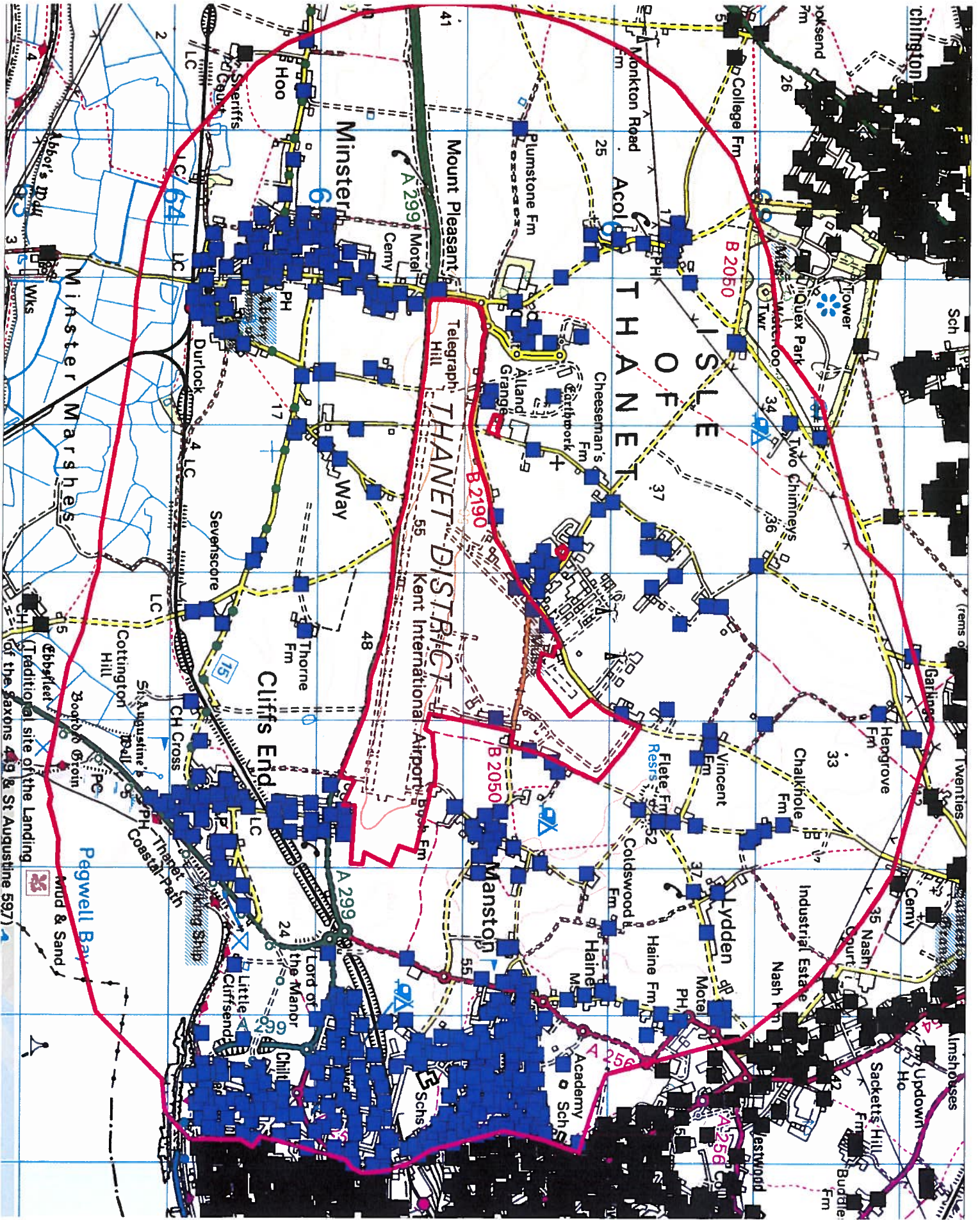
14078561.1

50 Broadway London T +44 (0)20 7227 7000
SW1H 0BL United Kingdom F +44 (0)20 7222 3480
DX 2317 Victoria W www.bdb-law.co.uk

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Appendix 56

2017 Consultation Zone Map



THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

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Appendix 57

2017 – Copies of emails sent to those who previously expressed an interest in the Proposed Development

2017 CONSULTATION – EMAILS SENT TO THOSE WHO PREVIOUSLY EXPRESSED AN INTEREST

All original posts can be found on RiverOak's twitter account: <https://twitter.com/rspmanston>

16.06.2017 <https://mailchi.mp/07c7a1d1c6e8/consultationeventsweek1>

Updates from RiverOak Strategic Partners about the Manston Airport 2017 Consultation [View this email in your browser](#)



Manston 2017 Public Consultation events get underway

The first two of seven public consultation events have now been held in Herne Bay and Broadstairs, as part of a six-week consultation period on RiverOak Strategic Partners' proposals to reopen Manston Airport as an air freight hub, creating thousands of jobs for Thanet and the wider regional economy. Today, there is a third event at Cliffend Village Hall, which opened at 2pm and closes at 8pm.



After today, there will be four further public consultation events, in Margate, Canterbury, Sandwich and Ramsgate and details of these can be found below.

In the consultation events visitors will be able to view consultation documents, talk to members of RiverOak's professional team and give their feedback. This feedback will enable RiverOak to refine the proposals further before submitting the Development Consent Order application to the Planning Inspectorate later this year.

There will also be evening information events in Whitton Village Hall on 27 June and Acol Village Hall on Wednesday 29 June. These meetings will include a short presentation, followed by a Q&A session. The events are an opportunity to view the plans and meet members of the project team and discuss the project.

Feedback forms will be available at all events. They can also be submitted online, emailed or posted to us, right up until the closing date of the consultation on Sunday 23 July.

[Click here](#) to access the Statutory Consultation page on our website for full details of how to participate.

The consultation period closes on Sunday 23 July 2017.

- £1.3 NEW CAPED FACILITIES
- IMPROVE THE PASSENGER TERMINAL
- BUILD NEW AIRCRAFT PARKING STANDS
- IMPROVE ROAD ACCESS
- INVEST IN THE RAF MANSTON & HURRICANE AND SPITFIRE MUSEUMS

Remaining consultation event dates

The Sands Hotel, Margate
Saturday 17 June: 10am - 2pm
The Guildhall, Sandwich
Tuesday 20 June: 2pm - 8pm
Abode Hotel, Canterbury
Thursday 22 June: 2pm - 8pm
The Cliffend Inn, Ramsgate
Saturday 24 June: 10am - 2pm

Consultation documents in libraries

Copies of consultation documents will be available from 12 June at www.rsp.co.uk and at these public libraries during their normal opening hours:

Brixington, Broadstairs, Cliffville, Deal, Herne Bay, Margate, Minster-in-Thames, Newington, Ramsgate, Sandwich and Westgate.

Stay in touch with us via Twitter, our website or our new Facebook page. Just click the links below...



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Want to change how you receive these emails?
You can update your preferences or unsubscribe from this list.



Updates from RiverOak Strategic Partners about the Manston Airport 2017 Consultation [View this email in your browser](#)



Four weeks until the Manston Airport 2017 Consultation closes

With six events now completed, there is one further public consultation event remaining - which will be held today, in Ramsgate, at the Comfort Inn and will be open from 10:00-14:00.

We look forward to welcoming the local community to the event. However, if you're not able to attend but would still like to send us your feedback on our proposals, the consultation remains open for another four weeks and there are a number of ways to participate...see below for details.



Evening Information Events

Three evening information events have been arranged: in Minster Village Hall on Tuesday 27 June, Acol Village Hall on Wednesday 28 June and The Centre, Birchington on Monday 3 July.

The Minster and Acol events start at 19:00, the Birchington event starts at 19:30.

These meetings will include a short presentation, followed by a Q&A session. The events are an opportunity to view the plans and meet members of the project team and discuss the project.

OUR MULTIMILLION-POUND REDEVELOPMENT PLAN WILL:

- 6,000 NEW CARP FACILITIES
- IMPROVE THE PASSENGER TERMINAL
- BUILD NEW AIRCRAFT PARKING STANDS
- IMPROVE ROAD ACCESS
- INVEST IN THE RAF NAWSTON & HURRICANE AND SPITFIRE MUSEUMS

Consultation documents available online and in libraries

Copies of consultation documents are available at www.rdg.co.uk and at these public libraries during their normal opening hours:

Birchington, Broadstairs, Cliftonville, Deal, Herne Bay, Margate, Minster-in-Thornel, Newington, Ramsgate, Sandwich and Westgate.

Due to its size, the full P&R is only available at Margate, Ramsgate and Deal libraries.

Feedback forms can be submitted during events, online, or either emailed or posted to us, right up until the closing date of the consultation.

The consultation period closes at 23:59 on Sunday 23 July 2017.

Stay in touch with us via Twitter, our website or our new Facebook page. Just click the links below...



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Updates from RiverOak Strategic Partners about the Manston Airport 2017 Consultation [View this email in your browser](#)



Only a few days remaining until the Manston Airport 2017 Consultation closes

With 7 days to go for the RiverOak Strategic Partners, we seek your valuable views, all from a perspective if you're not a local gate keeper.

More than 1,000 members of the Best Kent community attended the seven day/one statutory consultation events and over 200 attended the parish council information evenings in Chislehurst, Broomfield, Uffington and Easton with the Broomfield and Uffington events meeting full capacity, meaning some people had to be turned away. The Ramsgate event on Saturday 24 June attracted the most attendees (over 100) as local residents took the opportunity to discuss more about RiverOak's plans for regenerating Manston airport.

George Harrell, Director of RiverOak Strategic Partners, said: "We are delighted with how many people attended the consultation events and information evenings, as this is a measure of how important the future of Manston Airport will be to the local community."

The active participation of so many local people, and their willingness to speak frankly with us, has given RiverOak and its professional team a valuable insight into the hopes and concerns of the community for the future of the airport, which we will reflect in the development of our proposals before the Development Consent Order application is submitted later this year.

7 local airports who have not yet responded and have views about the airport to submit a consultation feedback form in either writing, by email or by post may find us on our report in 2018 or the views of the local section of the regional community as possible and how we are addressing them. We know that Manston is part of the 2017 of the Thames community and we want to give access to address the needs of and be shared by the people living around the airport."

The next consultation of 2018 will be on Monday 23 July.



How to take part in the consultation

Copies of consultation documents are available at [consultation](#) and at these public libraries during their normal opening hours...

Broomfield, Broomfield, Chislehurst, Deal, Hove Bay, Margate, Uffington/Thames, Uffington, Ramsgate, Sandwich and Faversham.

Please note that in case the UK PR is only available at Margate, Ramsgate and Deal libraries.

Send feedback via email to feedback@riveroak.co.uk.

- by post: Feedback forms and any other consultation responses can be posted to PO Box 2007, Email SS1 2UJ.
- online at riveroak.co.uk
- by email to manston@communityrelations.co.uk. Feedback forms can be submitted as hard 'letters' or requested by sending our community information line on 0800 020 0127 (Monday-Friday, 9am-5pm) or by emailing manston@communityrelations.co.uk.

RiverOak Strategic Partners responds to Thanet Council statement on consultation

On 6 August 7 July 2017, Thanet District Council (TDC) issued its statement about the statutory consultation on RiverOak Strategic Partners' (RSP) proposals for the Manston Airport.

The statement contains a number of inaccuracies and misunderstandings that we are happy to set straight. [Click here to read more.](#)

Stone Hill Park's plans for Manston Airport thrown out

Stone Hill Park's proposal to change the use of four buildings at Manston Airport to new offices has been thrown out by the independent Planning Inspectorate (13 July 2017).

During the inquiry, as part of the appeal to change the use of the buildings, Stone Hill Park as the landowner for the site asserted that their proposals would generate any 'massive' economic benefits.

In contrast, the Inspector found that the adopted development plan, the National Planning Policy Framework, and national aviation policy all recognise the economic importance of the airport and supports the airport site for aviation use.

[Click here to read more.](#)



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Updates from RiverOak Strategic Partners about the Manston Airport 2017 Consultation

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Final chance to submit feedback to to the RSP Manston Consultation

There are only a few hours left until the RiverOak Strategic Partners six-week consultation closes, but there's still time to participate if you haven't yet submitted your feedback.

Copies of all consultation documents are available by clicking [here](#) and you can submit your comments either via the online form or by email to manston@communityrelations.co.uk.

The consultation closes at 23.59 tonight, Sunday 23 July.



OUR MULTIMILLION-POUND REDEVELOPMENT PLAN WILL:

- BUILD NEW CARGO FACILITIES
- IMPROVE THE PASSENGER TERMINAL
- BUILD NEW AIRCRAFT PARKING STANDS
- IMPROVE ROAD ACCESS
- INVEST IN THE RAF MANSTON & HURRICANE AND SPITFIRE MUSEUMS

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THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

CONSULTATION REPORT APPENDICES

DOCUMENT REFERENCE TR020002/APP/6.2

2017 – Appendix 58

Template letters/emails to elected representatives, MPs, MEPs, councillors, local community groups and organisations



RiverOak Strategic Partners Ltd

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E manston@communityrelations.co.uk
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[Title] [Name]
[Organisation]
[Address 1]
[Address 2]
[Address 3] [Address 4]
[Post code]

12 June 2017

Reopening Manston Airport – 2017 Consultation

RiverOak Strategic Partners Limited ('RiverOak') is proposing to redevelop and reopen Manston Airport as a hub for international air freight which also offers passenger, executive travel and aircraft engineering services.

RiverOak is carrying out a consultation on its proposals from Monday 12 June 2017 to Sunday 23 July 2017. We are writing to you as a representative of the local community and we would like to hear your views. Feedback received during the consultation will be considered alongside on-going technical work, and will be used to help develop our final proposals before we submit our application later this year.

The proposals include the ability for the Airport to handle at least 10,000 air freight movements per year, which means the Project is classified as a 'Nationally Significant Infrastructure Project' by the Planning Act 2008 ('the Act'). As a Nationally Significant Infrastructure Project, we must make an application under the Act for a permission known as a 'Development Consent Order' to construct and operate Manston Airport. The application will be submitted to the Planning Inspectorate who will examine it and make a recommendation to the Secretary of State for Transport, who will then decide on whether the Project is granted consent. We expect a decision in late 2018 or early 2019.

Included with this letter is a copy of our Consultation Leaflet and Feedback Form, both of which are being distributed to homes and businesses within 2km of the Manston Airport site. Also enclosed is a copy of our Overview Report, which sets out more detail about the proposals and provides a non-technical summary of our preliminary environmental information.

More information about the consultation and the proposals are available at www.rsp.co.uk.

Yours sincerely,

George Yerrall
Director
RiverOak Strategic Partners Limited
T: 0800 030 4137
E: manston@communityrelations.co.uk
W: www.rsp.co.uk

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
CONSULTATION REPORT APPENDICES
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Appendix 59

2017 – Consultation event visual displays



RSP
RiverOak Strategic Partners

Realising Strategic Potential

with the reopening of Manston Airport

RiverOak Strategic Partners
www.rsp.co.uk



RiverOak Strategic Partners

Manston Airport 2017 Consultation

Realising Strategic Potential

with the reopening of Manston Airport

Welcome

Thank you for coming to our exhibition. We, RiverOak Strategic Partners Limited (‘RiverOak’), are proposing to reopen Manston Airport as a vibrant air freight hub with associated business evolution and passenger services, creating almost 30,000 jobs within East Kent and the wider economy by the airport’s 2020 year of operation.

We are consulting on our proposals before we submit an application for a Development Consent Order to the Planning Inspectorate later in the year. Should we get consent, initial airport services will start in 2022 and full services will start in 2023.

Our consultation runs from Monday 12 June 2017 to Sunday 27 July 2017 and we would like to hear your views.

RiverOak’s proposals

Our plans to redevelop and reopen Manston as an airport are supported by a significant and much-needed air freight hub, with at least 10,000 air freight movements a year. To achieve this, we are proposing a multi-million-pound, five-phase construction and redevelopment plan, which will be delivered across an estimated 10 years. The proposals include both the use of the existing airport infrastructure and the installation of new facilities. Our key proposals include:

- upgrading runways and expanding the alpha parallel taxiway;
- constructing 19 new air cargo stands;
- completing re-flaring the airfield navigation aids;
- refurbishing or replacing the existing fire station and constructing a new fire training area;
- building new air cargo facilities;
- developing a new air traffic control services, including the current Air Traffic Control tower;
- building new aircraft maintenance hangars and developing areas of the Northern District for airport related businesses; and
- highway improvement works to ensure improved access to and around Manston Airport, including a new, permanent, dedicated airport access on Spalding Way which will help to reduce airport related traffic on the local road network.

Our proposals will also retain and enhance the existing Spalding & Hopton Memorial Museum and the old Manston railway Museum by creating a museum quarter on the site of the former Air Traffic Control tower.

The case for Manston Airport

Manston Airport is a vital asset to the local economy. It is the only airport in the UK that is currently owned and operated by a local authority. The airport is currently used for general aviation and is a key asset for the local economy. The airport is currently used for general aviation and is a key asset for the local economy. The airport is currently used for general aviation and is a key asset for the local economy.



Manston Airport Location Plan

A powerful economic impact

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Employment opportunities

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Have your say

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Next steps

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Visit www.rsp.co.uk for more details of our proposals

RSP
RiverOak Strategic Partners

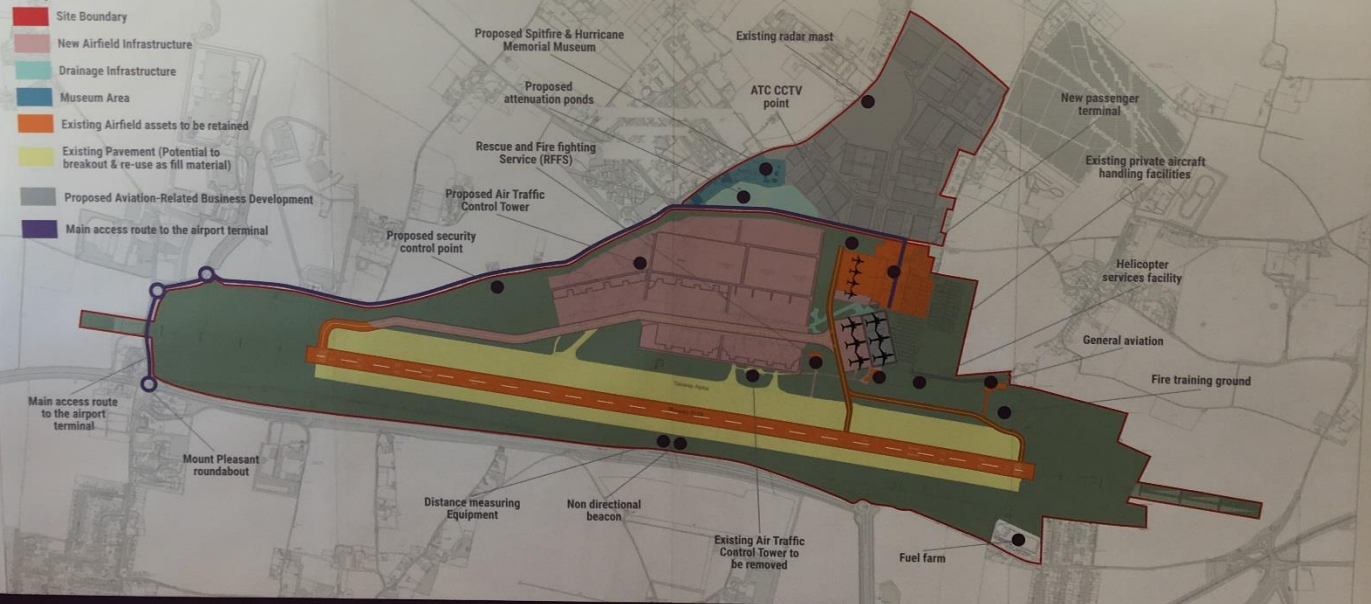
THERE'S A NEED FOR MANSTON AIRPORT

Realising
Strategic
Potential

with the reopening
of Manston Airport

Key

- Site Boundary
- New Airfield Infrastructure
- Drainage Infrastructure
- Museum Area
- Existing Airfield assets to be retained
- Existing Pavement (Potential to breakout & re-use as fill material)
- Proposed Aviation-Related Business Development
- Main access route to the airport terminal



Visit www.rsp.co.uk for more details of our proposals



RSP
RiverOak Strategic Partners

OUR MIDDLETON POND REDEVELOPMENT PLAN WILL:
- BUILD A NEW LARGE FACILITY
- IMPROVE THE PASSENGER TERMINAL

RiverOak Strategic Partners
with the reopening
of Manston Airport

RSP
RiverOak Strategic Partners

**Manston Airport
2017 Consultation**

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with the
of Manston

Key



Visit www.rsp.co.uk for more

**Manston
Airport**

Visit www.rsp.co.uk for more details of our proposals

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

CONSULTATION REPORT APPENDICES

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Appendix 60

2018 – Copies of emails sent to those who previously expressed an interest in the Proposed Development

2018 CONSULTATION – EMAILS SENT TO THOSE WHO PREVIOUSLY EXPRESSED AN INTEREST

All original posts can be found on RiverOak's twitter account: <https://twitter.com/rspmanston>

05.01.2018 <https://mailchi.mp/57bdbd12cea5/riveroak-strategic-partners-confirms-2018-consultation-details>

Updates from RiverOak Strategic Partners about the Manston
Airport DCO

[View this email in your browser](#)



RSP confirms details for 2018 public consultation events

RiverOak Strategic Partners has today published details of a further public consultation, on proposals to reopen Manston Airport, in a Statement of Community Consultation. The consultation will be held from Friday 12 January to Friday 16 February 2018 and will include two events, as follows:

- The Comfort Inn, Ramsgate, Tuesday 23 January: 12pm – 8pm
- The King's Hall, Heme Bay, Wednesday 24 January: 12pm – 8pm

These events are open to any member of the public that would like to attend and further details of the locations, local public transport services and other information can be found in the Statement of Community Consultation which can be downloaded from www.rsp.co.uk.

Copies of consultation documents will be available from 12 January at www.rsp.co.uk and at the following public libraries during their normal opening hours: Birchington, Broadstairs, Cliftonville, Deal, Heme Bay, Margate, Minster-in-Thanel, Newington, Ramsgate, Sandwich and Westgate.

As the full Preliminary Environmental Impact Report (PEIR) is a very large document, it will only be available in hard copy at Deal, Ramsgate and Margate libraries, although it will be available in electronic form at all libraries. A non-technical summary will be available at all libraries, at the two consultation events, and on the RSP website.

Click [here](#) to view the Statement of Statutory Consultation. Please note, if you would prefer to unsubscribe from this list you can do so at any time using the link below.

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Updates from RiverOak Strategic Partners about the Manston Airport DCO

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The 2018 public consultation on our proposals for Manston Airport is open

RiverOak Strategic Partners Limited is proposing to reopen Manston Airport in Kent, primarily as a cargo airport. The proposals will help meet a growing demand for air freight in the UK, support the regional economy and protect the airport's unique heritage.

Since our consultation held between 12 June and 23 July 2017, we have developed our proposals in response to feedback received. We would now like to hear your views on changes to the masterplan, additional environmental information and our proposed noise mitigation plan, in particular, although we will have regard to all responses that we receive on any issue relating to the Project. Responses given during the 2017 consultation remain valid and need not be repeated.

Consultation on our proposals starts today, **Friday 12 January 2018**. The deadline for receiving responses to the consultation is **11.59pm on Friday 16 February 2018**.

Feedback received during the consultation will be considered alongside the responses received to the previous consultation in 2017 and the on-going technical work, and used to help develop our final proposals before we submit our application later in 2018.

Copies of our consultation documents and an online feedback form, as well as more information about the consultation and two events we are holding on **Tuesday 23 and Wednesday 24 January**, are available at <http://rsp.co.uk/statutory-consultation/>.

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Updates from RiverOak Strategic Partners about the Manston
Airport DCO

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RiverOak's public consultation events get underway this week

Two consultation events by RiverOak Strategic Partners (RiverOak) take place this week, on the opportunity to revive Manston Airport as an air freight hub, with the airport site no longer under threat of rezoning – following last week's council vote.

Although not underestimating the huge task ahead of the council to reshape and regain support for its Local Plan, RiverOak has welcomed the decision not to re-designate the airport for mixed use, including housing – believing that it is not only the correct decision, but also allows the consultation to focus on the detail of RiverOak's proposals without underlying uncertainty about the use of the airport site.

George Yerrall, a director of RiverOak said: 'Last week's decision by the elected members of Thanet is in line with the Inspector's appeal decision, in July 2017, which endorsed the strength and weight of the EC4 zoning (aviation use) for Manston and confirmed that it accorded with national planning policy and the aviation policy framework – irrespective of whether the airport was open or closed at the present time. At that time the rezoning policy had 'little weight', as a result of last week's decision it now has no weight.

'If our Development Consent Order is granted, RiverOak remains committed to collaborating fully with Thanet District Council to deliver a thriving, vibrant airport which supports the creation of thousands of local jobs. We would also be pleased to work closely with their planning team to contribute to a Local Plan which supports these outcomes, maximises the growth potential of the Isle and still delivers the housing requirements placed upon Thanet by government.'

The consultation events are being held as follows:

- The Comfort Inn, Victoria Parade, Ramsgate CT11 8DT, from 12 noon to 8pm on Tuesday 23 January 2018
- The King's Hall, Beacon Hill, Heme Bay CT6 6BA, from 12 noon to 8pm on Wednesday 24 January 2018.

The deadline for responses is 11.59pm on Friday 16 February 2018. Responses to the consultation can be made online, by email, by post or at the consultation events and copies of all consultation documents, together with full details of how to respond, are available at rsp.co.uk.

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MailChimp

Updates from RiverOak Strategic Partners about the Manston Airport DCO

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Almost 900 people attend Manston consultation events

Consultation remains open until Friday 16 February 2018

Despite some appalling January weather, 870 people attended our two consultation events this week, in Ramsgate and Herne Bay, to review the refined plans for Manston Airport and speak with some of our environmental and planning experts, as well as the RiverOak team, about a wide range of issues - including a proposed Noise Mitigation plan, fully developed Preliminary Environmental Information Report and amended masterplan for the airport.

Director of RiverOak, George Yerrall said: *"It's been a fantastic couple of days – both because we have met with some of the airport's many supporters and been able to show them in more detail our proposals, but also we've been able to address some of the questions local people have about our proposals."*

"The consultation remains open until 16 February 2018 so there is still plenty of time for members of the community and local organisations to submit feedback."

Copies of all consultation documents are available online, there are copies of the documents and feedback forms in eleven local libraries (four of which hold complete copies of the 2,000-page Preliminary Environmental Information Report – Margate, Deal, Herne Bay and Ramsgate) and a feedback form online too – all at www.rsp.co.uk.

If you would prefer not to receive any further updates from us, please click the link at the bottom of the page.

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THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

CONSULTATION REPORT APPENDICES

DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 61

Template letters/emails to elected representatives, MPs, MEPs, councillors, local community groups and organisations



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50 Broadway, London SW1H 0BL
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E manstonconsultation@bdb-law.co.uk
W www.rsp.co.uk

[Organisation]

[Address]

12 January 2018

Dear [Salutation] [Last name]

Reopening Manston Airport – 2018 Consultation

RiverOak Strategic Partners Limited ('RiverOak') is proposing to reopen Manston Airport in Kent, primarily as a cargo airport. The proposals will help meet a growing demand for air freight in the UK, support the regional economy and protect the Airport's unique heritage.

Since our consultation held between 12 June and 23 July 2017, we have developed our proposals in response to feedback received. We would now like to hear your views on changes to the masterplan, additional environmental information and our proposed noise mitigation plan, in particular, although we will have regard to all responses that we receive on any issue relating to the Project. Responses given during the 2017 consultation remain valid and need not be repeated.

Consultation on our proposals starts on Friday 12 January 2018. The deadline for receiving responses to the consultation is 11.59pm on Friday 16 February 2018.

Feedback received during the consultation will be considered alongside the responses received to the previous consultation in 2017 and the on-going technical work, and used to help develop our final proposals before we submit our application later in 2018.

Included with this letter is a copy of our introduction to consultation document and feedback form, both of which are being distributed to homes and businesses in the local area around the Manston Airport site.

More information about the consultation and the proposals are available at www.rsp.co.uk.

In the meantime, should you have any further questions please do not hesitate to contact me on the details provided below.

Yours sincerely,

George Yerrall

Director

RiverOak Strategic Partners Limited

T: 0800 030 4137

E: manstonconsultation@bdb-law.co.uk

W: www.rsp.co.uk

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER
CONSULTATION REPORT APPENDICES
DOCUMENT REFERENCE TR020002/APP/6.2

Appendix 62

2018 – Consultation event visual displays



Manston Airport 2017 Consultation

Realising
Strategic
Potential

with the reopening
of Manston Airport

Welcome

Thank you for coming to our exhibition. We, RiverOak Strategic Partners Limited ("RiverOak"), are proposing to reopen Manston Airport as a vibrant air freight hub with associated business aviation and passenger services, creating almost 30,000 jobs within East Kent by the airport's 20th year of operation.

We are consulting people on our proposals before we submit an application for a Development Consent Order to the Planning Inspectorate later in the year. Should we get consent, initial airport services will start in 2020 and the Airport will start handling flights in 2021.

This consultation runs from Monday 12 June 2017 to Sunday 23 July 2017 and we would like to hear your views.

RiverOak's proposals

Our 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 freight movements a year. To achieve this, we are proposing a multimillion-pound, four-phase construction and redevelopment plan, which will be delivered across an estimated 15 years. The proposals include both the use of the existing airport infrastructure and the introduction of new facilities. In summary, our proposals include:

- upgrading the runway and improving the alpha parallel taxiway;
- constructing 19 new air cargo stands;
- completely re-fitting the airfield navigation aids;
- refurbishing or replacing the existing fire station and constructing a new fire training area;
- building new air cargo facilities;
- developing a new air traffic control service, demolishing the current Air Traffic Control tower;
- building new aircraft maintenance hangars and developing areas of the 'Northern Grass' for airport related businesses; and
- highway improvement works to ensure improved access to and around Manston Airport, including a new, permanent, dedicated airport access on Spitfire Way which will help to reduce airport related traffic on the local road network.

Our proposals will also retain and enhance the existing Spitfire & Hurricane Memorial Museum and the RAF Manston History Museum by creating a museum quarter on the site of the former Air Traffic Control tower.

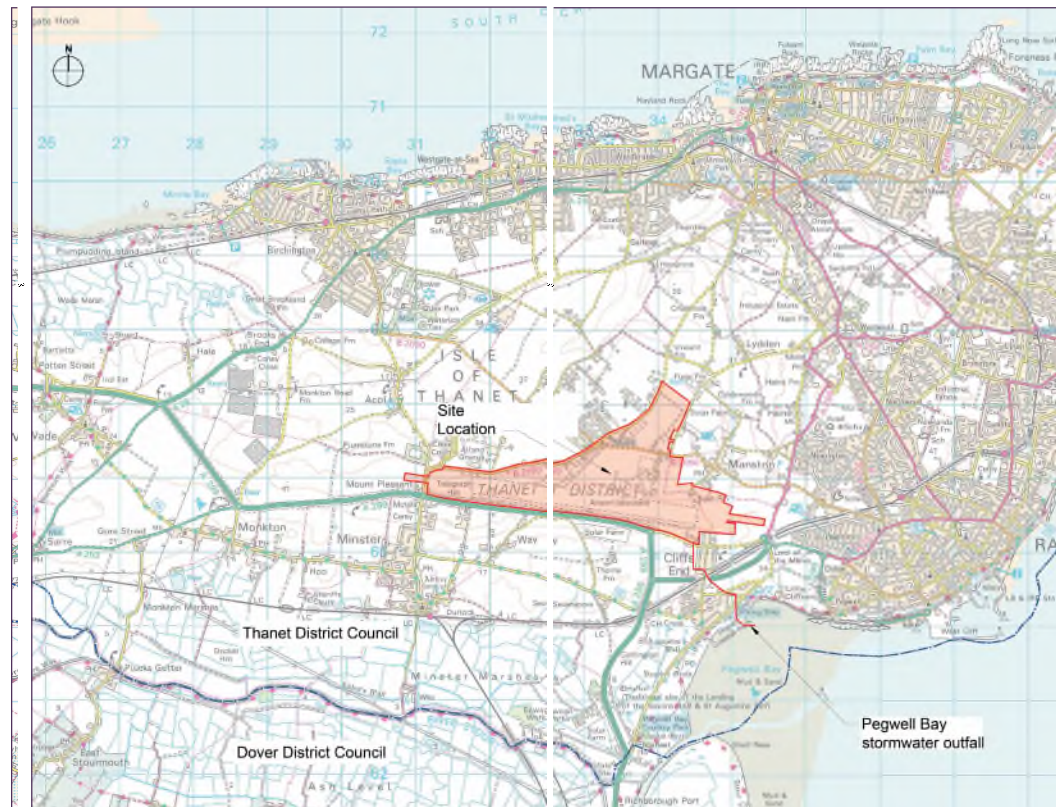
The case for Manston Airport

Manston Airport is a unique and important strategic transport asset to the UK that is currently unused. Located in the South East where aviation industry demand is highest and most constrained, the airport already has an illustrious history as a Battle of Britain airfield and more than 40 years' experience of commercial operations.

An estimated £2 billion is lost to the UK economy each year due to capacity constraints in the London airports system. This figure is set to rise to £3.9 billion by 2050, even with an additional runway at Heathrow. Manston Airport is ideally placed to help recapture this traffic, which is being displaced to mainland Europe.

Reopening Manston Airport as a hub for international air freight will help deliver economic prosperity and employment across Kent, address the chronic shortage of runway capacity in the South East and protect a vital aviation resource for the nation.

RiverOak has secured the necessary investment, has the right strategy and has the commitment of a senior team, all of whom have been dedicated to the Airport since 2014. This is Manston Airport's opportunity to fulfil its economic potential and, in doing so, become a vibrant catalyst for economic growth not only in East Kent but across the UK.



Manston Airport Location Plan

A powerful economic impact

Airports pack a particularly powerful economic punch. A 2015 Airports Council International Europe study showed that aviation in Europe was worth 4% of the entire economic output of the European Union, worth 12.5 million jobs, or €675 billion in Gross Domestic Product each year. A revived and successful Manston Airport would deliver economic prosperity through direct employment at the airport, provide direct support for supply chains in the local area, as well as providing indirect support through the increased spending created by these additional jobs. Some of these benefits will be tangible and easy to attribute to the airport's activities, however there will also be benefits that are felt a long way down the supply chain, and in the increased expenditure within the region, as a result of the increased confidence that the airport's success would inspire.

Employment opportunities

Over 4,200 people would be employed at Manston by its 20th year of operation. Employment at the airport would be a mix of role types including:

- Freight services
- Passenger services
- Rescue and fire fighting Services
- Airport operations
- Maintenance
- Site and freight security
- Administration
- Air Traffic Services

Have your say

There are various ways that you can respond to the consultation. All consultation responses must be received by 11.59pm on the last day of the consultation, 23 July 2017, or we may not be able to take them into account. You can collect a feedback form at the exhibition today.

- by post: feedback forms and any other consultation responses can be posted to PO Box 5297, Bristol, BS1 9LL;
- online: A copy of the feedback form is available to fill in on our consultation website www.rsp.co.uk;
- by email: Consultation responses can be emailed to manston@communityrelations.co.uk; and
- at the consultation events: you can leave your feedback with us today.

We will provide an acknowledgement for consultation responses that include an email address or postal address.

Next steps

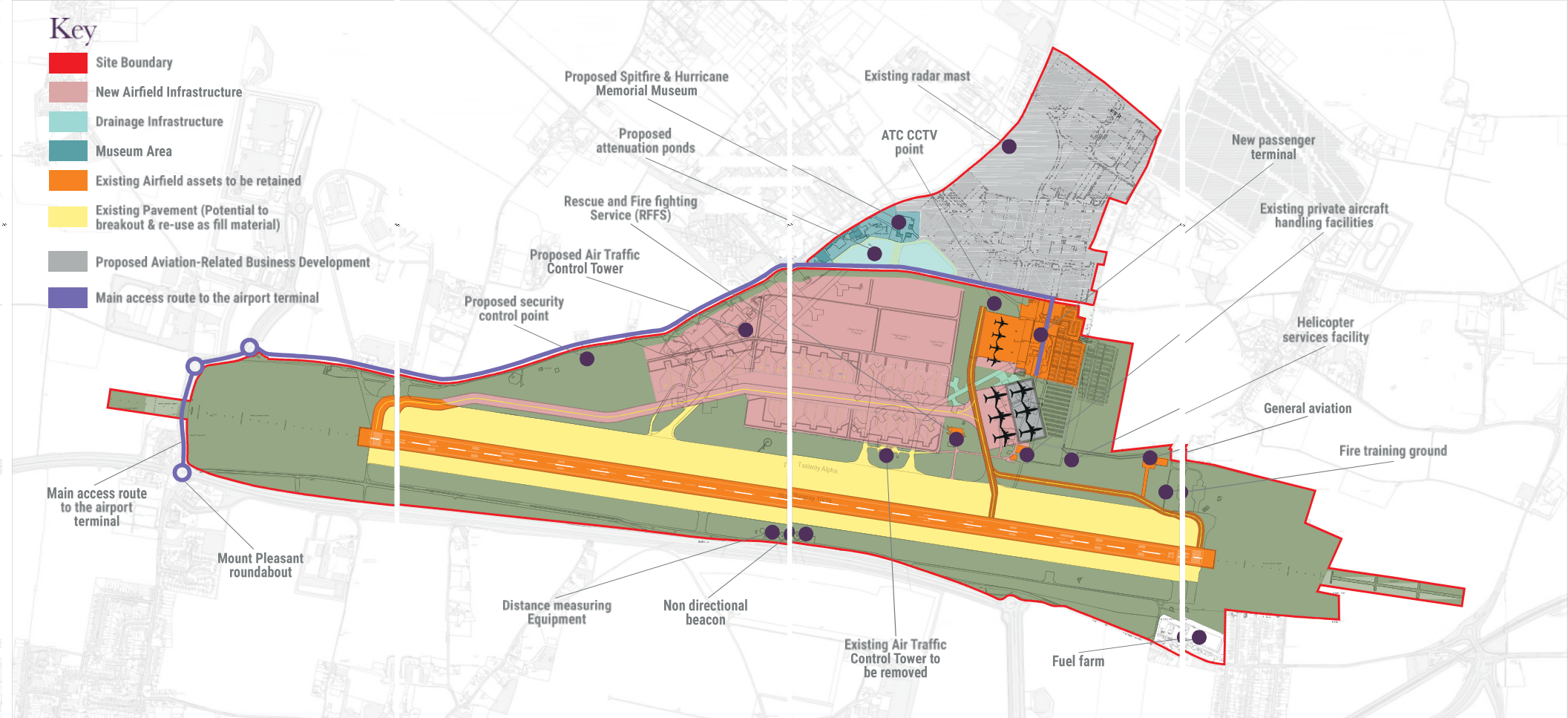
After the consultation, we will review all the feedback we've received and use it to help develop our final proposals. How we've considered each issue raised in the feedback will be published in a Consultation Report, including with our forthcoming application.

We are planning to apply to the Planning Inspectorate for a Development Consent Order later in 2017 with a decision expected to be made by the Secretary of State in late 2018 or early 2019.

Should a Development Consent Order be granted, the plan is for Manston Airport to reopen within two years, with 10,000 air freight flight movements per year predicted within five years of operation. Manston Airport no longer has an aerodrome licence.

The Airport will need a new EASA 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.

Visit www.rsp.co.uk for more details of our proposals



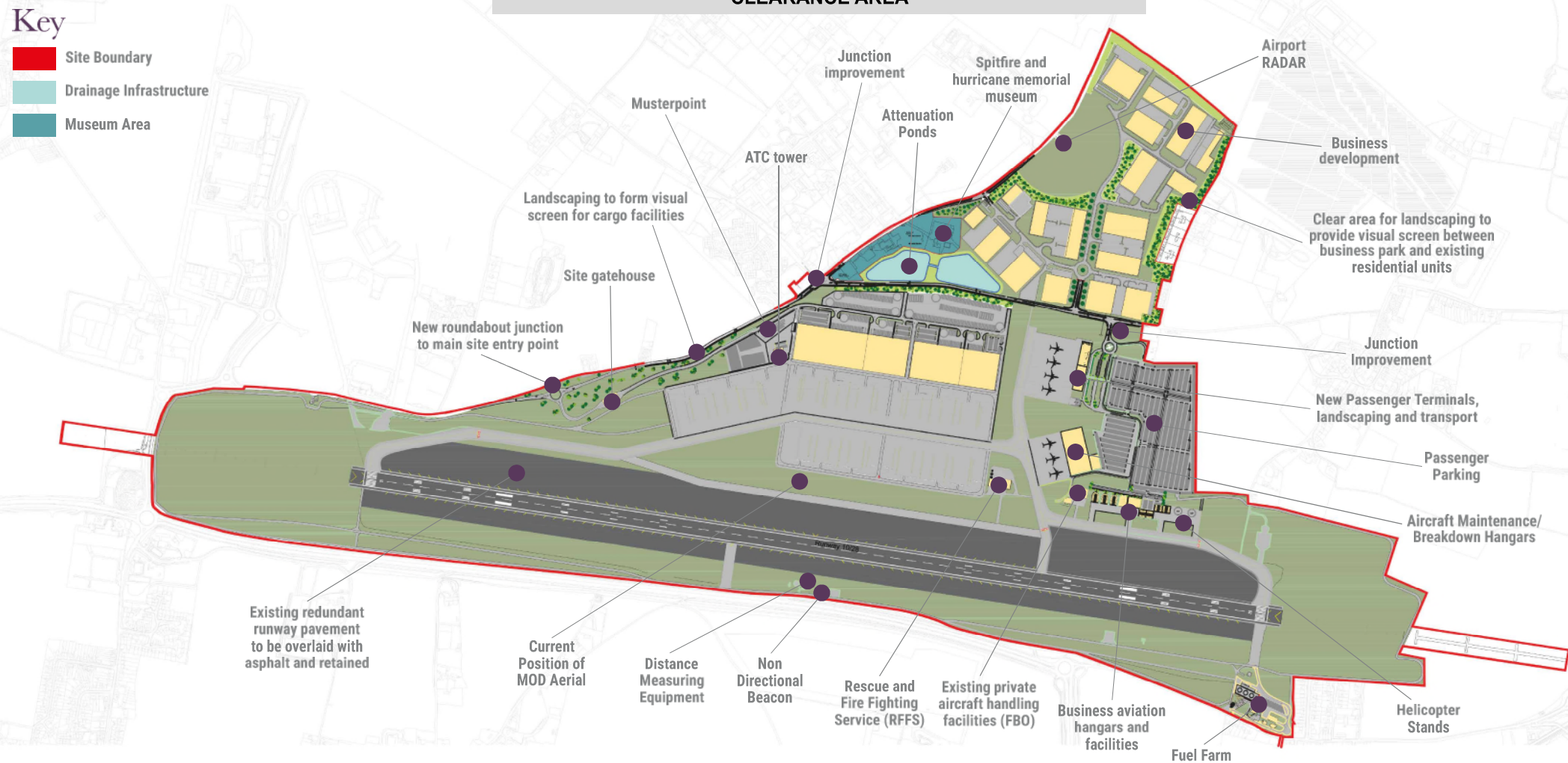
80mm GAP

LED TV AREA
1090mm x 625mm

Realising
Strategic
Potential

with the reopening
of Manston Airport

CLEARANCE AREA



Manston Airport 2018 Consultation

Realising
Strategic
Potential

with the reopening
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We are undertaking a further consultation on our proposals before we submit an application for a Development Consent Order to the Planning Inspectorate.

This consultation runs from **Friday 12 January 2018 to Friday 16 February 2018** and we would like to hear your views.

Our proposals

Our 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 freight movements a year. To achieve this, we are proposing a multimillion-pound, four-phase construction and redevelopment plan, which will be delivered across an estimated 15 years. The proposals include both the use of the existing airport infrastructure and the introduction of new facilities.

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The case for Manston Airport

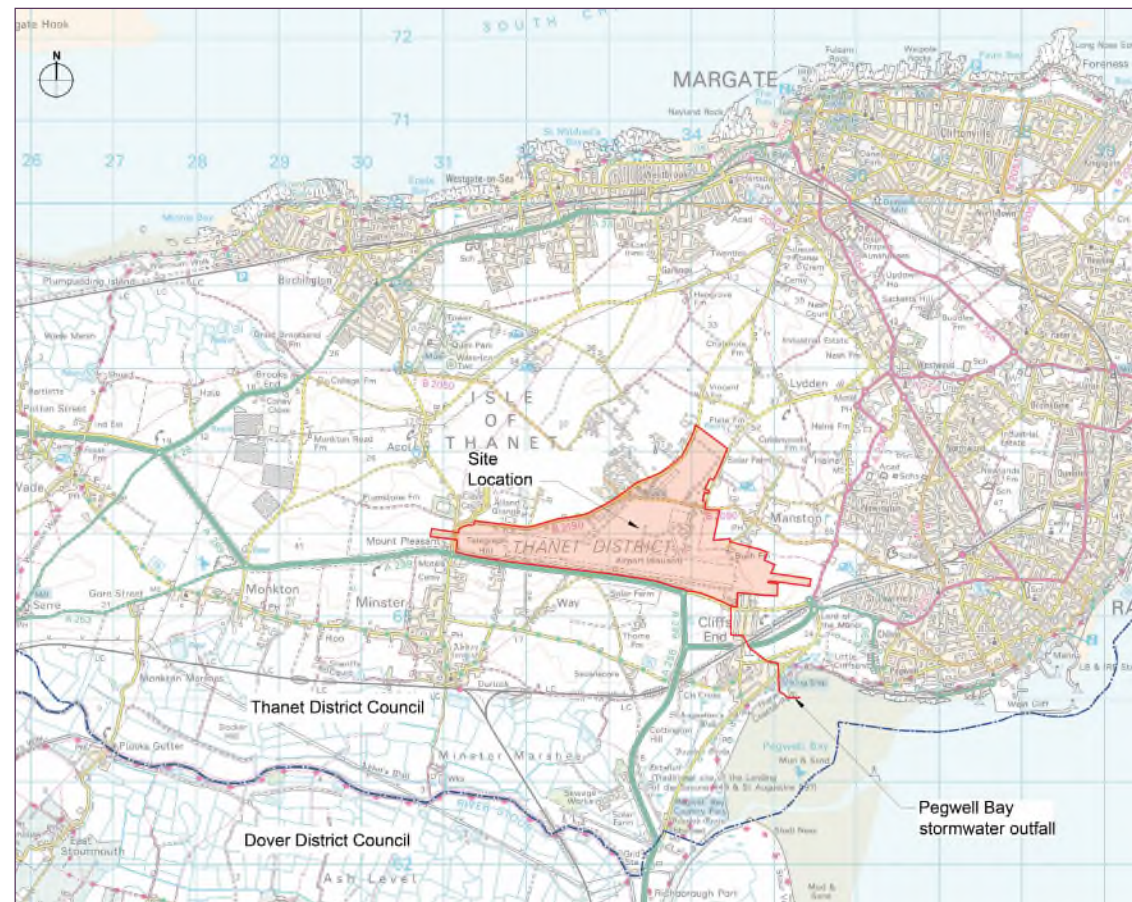
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- Airport operations
- Maintenance
- Site and freight security
- Administration
- Air Traffic Services

Have your say

There are various ways that you can respond to the consultation. All consultation responses must be received by 11.59pm on the last day of the consultation, Friday 16 February 2018, or we may not be able to take them into account. You can collect a feedback form at the exhibition today.

You can also respond:

- **by post:** feedback forms and any other consultation responses can be posted to: Manston Airport Consultation, Bircham Dyson Bell, 50 Broadway, London SW1H 0BL;
- **online:** A copy of the feedback form is available to fill in on our consultation website www.rsp.co.uk;
- **by email:** Consultation responses can be emailed to manstonconsultation@bb-law.co.uk; and
- **at the consultation events:** you can leave your feedback with us today.

We will provide an acknowledgement for consultation responses that include an email address or postal address.

Next steps

After this consultation, we will review all the additional feedback we've received and use it to help develop our final proposals. How we've considered each issue raised in the feedback will be published in a Consultation Report, included with the Development Consent Order application.

We are planning to apply to the Planning Inspectorate for a Development Consent Order later in 2018 with a decision expected to be made by the Secretary of State in early 2019.

Should a Development Consent Order be granted, the plan is for Manston Airport to reopen within two years, with 10,000 air freight flight movements per year predicted within five years of operation.

Manston Airport no longer has an aerodrome licence.

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