

From: [REDACTED]
To: [Manston Airport](#)
Subject: Manston Airport
Date: 15 January 2019 11:58:25

Dear Sirs

I am writing to add to my brief representation already made in September last year when we were asked to provide a brief summary of key points regarding what we felt about the airport. I was asked to give oral evidence at the enquiry at the Winter Gardens last week and I want to confirm the points I made.

At the enquiry I mentioned the cost to my company ranging from some £4000 to about £12500 pounds. In fact I forgot to include a flight to Muscat and the tables below show the additional journeys I have had to make to alternative airports and the occasional hotel costs involved when taking early flights and not wishing to risk hold ups on the M25. Two options are shown which vary according to the rate that is used for travel time. This is explained below.

The following shows additional costs incurred by me and my Company (GR Technologie Ltd. T/As Concrete Solutions). These were all on flights associated with my organisation of international conferences

OPTION 1 – Assuming travel time is charged at my full consultancy rate of £150 per hour.

Date	Trip	Airport	Miles	Rate	Hotel	Time hrs	Rate	Total
19.10.14	Thessaloniki	Gatwick	160	0.45	49.17	3	150	571.17
21.11.14	Amsterdam	Gatwick	160	0.45	0	3	150	522
01.03.15	Pescara	Stansted	190	0.45		2.5	150	460.5
15.04.15	Toulouse	Gatwick	160	0.45	0	3	150	522
24.06.15	Istanbul	Gatwick	160	0.45	0	3	150	522
14.09.15	Berlin	Gatwick	160	0.45	0	3	150	522
04.10.15	Leipzig	Stansted	190	0.45		3.5	150	610.5
16.12.15	Mumbai	LHR	208	0.45	100	4	150	793.6
11.06.16	Madrid	Stansted	190	0.45		3.5	150	610.5
15.09.16	Oman	LHR	208	0.45	100	4	150	793.6
07.11.16	Philadelphia	LHR	208	0.45		4	150	693.6
08.03.17	Brindisi	Stansted	190	0.45		3.5	150	610.5
15.04.17	Cluj Napoca	Luton	226	0.45	100	4	150	801.7
23.07.17	Amsterdam	Gatwick	160	0.45		3	150	522
17.08.17	Oman	LHR	208	0.45		4	150	693.6
20.09.17	Zurich	LHR	208	0.45		4	150	693.6
18.11.17	Muscat	LHR	208	0.45		4	150	693.6
20.10.17	Cluj Napoca	Luton	226	0.45		4	150	701.7
11.01.18	Belfast	Gatwick	160	0.45		3	150	522
21.04.18	Athens	Gatwick	160	0.45		3	150	522
13.11.18	Cape Town	LHR	208	0.45		4	150	693.6
							Total	13075.77

OPTION 2 – Assuming travel time is charged at a very basic £25 per hour

Date	Trip	Airport	Miles	Rate	Hotel	Time hrs	Rate	Total
19.10.14	Thessaloniki	Gatwick	160	0.45	49.17	3	25	196.17
21.11.14	Amsterdam	Gatwick	160	0.45	0	3	25	147
01.03.15	Pescara	Stansted	190	0.45		2.5	25	148

15.04.15	Toulouse	Gatwick	160	0.45	0	3	25	147
24.06.15	Istanbul	Gatwick	160	0.45	0	3	25	147
14.09.15	Berlin	Gatwick	160	0.45	0	3	25	147
04.10.15	Leipzig	Stansted	190	0.45		3.5	25	173
16.12.15	Mumbai	LHR	208	0.45	100	4	25	293.6
11.06.16	Madrid	Stansted	190	0.45		3.5	25	173
15.09.16	Oman	LHR	208	0.45	100	4	25	293.6
07.11.16	Philadelphia	LHR	208	0.45		4	25	193.6
08.03.17	Brindisi	Stansted	190	0.45		3.5	25	173
15.04.17	Cluj Napoca	Luton	226	0.45	100	4	25	301.7
23.07.17	Amsterdam	Gatwick	160	0.45		3	25	147
17.08.17	Oman	LHR	208	0.45		4	25	193.6
20.09.17	Zurich	LHR	208	0.45		4	25	193.6
18.11.17	Muscat	LHR	208	0.45		4	25	193.6
20.10.17	Cluj Napoca	Luton	226	0.45		4	25	201.7
11.01.18	Belfast	Gatwick	160	0.45		3	25	147
21.04.18	Athens	Gatwick	160	0.45		3	25	147
13.11.18	Cape Town	LHR	208	0.45		4	25	193.6
							Total	3950.77

So cost to my company varies from £4000 to £13000 depending on what is assumed for hourly cost. I am regularly able to charge £150 per hour as a Consultant and Expert Witness in major international construction litigation cases.

The point I made at the enquiry was that I am a very small enterprise (1 man) and yet have incurred quite significant additional costs in travel as a result of the airport closure. I strongly believe that the airport was deliberately wound down because of its potential value for housing – provided planning permission could be obtained. I believe that this was in planning for some years and I also believe that it had the support of Paul Carter of KCC – against the wishes of the people of Kent and indeed many on KCC itself.

If I as a one man band can incur such extra costs I am forced to wonder what the cost to the East Kent Economy as a whole is. I believe the cost probably runs into millions!

I also mentioned at the enquiry the sheer efficiency of travel from Manston. When travelling to an international conference in Edinburgh I was able to leave home at 11:15am and was in my hotel room in Edinburgh by 2:30 pm including the bus ride from the airport! I was also for some years a Visiting Professor at Queen's University and was able to fly directly from Manston to Belfast which was very useful indeed.

I also do private tuition for young people in Maths and Science and I am a STEM Ambassador for schools – regularly undertaking activities to promote the STEM subjects in schools. In East Kent we have precious little to offer young people seeking scientific careers and the possibilities offered by a reopened Manston Airport would be very very helpful for employment in this area.

I strongly believe that the current owner's plans for 4000 houses on the site are in fact just the tip of the iceberg and that a figure of 10,000 houses is actually planned. This figure was mentioned at an international conference by Quinn Estates when referring to opportunities in Kent for housebuilders when describing an unnamed site in Kent which was clearly Manston a few years ago. The impact on traffic, water resources, sewage, air pollution, emergency services like A&E etc from such a massive increase in the local population is frightening in my opinion.

Manston Airport has been an Airport for a hundred years and should remain so.

Professor Michael Grantham BA EurChem CChem FRSC HonFICT IEng MCQI CQP
Director
Concrete Solutions

T: [REDACTED]

M: [REDACTED]

E: [REDACTED]

W: www.concrete-solutions.info

Journal: <http://www.journals.elsevier.com/case-studies-in-construction-materials/>

Institute: <http://ict.concrete.org.uk>

LinkedIn Profile: [REDACTED]

University of Leeds: <https://www.engineering.leeds.ac.uk/civil/>

Michael Grantham is a Past President of the Institute of Concrete Technology, Editor in Chief of Elsevier's Case Studies in Construction Materials and a visiting Professor at The University of Leeds.

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>
