

From: [REDACTED]
To: [Manston Airport](#)
Subject: Manston Airport - TR020002- Second Oral Submission - 11.01.19 - Ian Hide.
Date: 12 January 2019 13:26:54

Dear Planning Inspectorate

My registration identification number is 20012234.

At the second open floor meeting held on Friday 11th January, I spoke near the end of the meeting..

Basically, while this is not an exact record of what I said, as what I said was unscripted, my points were or are -

NOISE - The representative of Margate town Centre Project poured scorn on the residents of Ramsgate complaining about noise. He said they knew what they were moving into. He is totally wrong and showed a complete lack of grasp of the difference between high speed intermittent RAF jets occasionally flying and much slower and noisier heavy cargo aircraft flying in and out possibly 24 hours a day. The duration and intensity of noise is much greater with freight aircraft. and RSP have asked for 24 hour operation.

There is locally a tendency for Margate to disregard the whole of the rest of Thanet, I live in Margate so I know about this, and some groups like Margate Town Centre Project seem insecure in their limited achievements and so will always criticise Broadstairs and Ramsgate. Local politics!

NIGHT FLIGHTS AND SECTION 106 AGREEMENT - I remember seeing minutes from the Manston Airport Consultative Committee minutes and seeing how little the fines were for out of hours night flights with one airline casually saying it was worth making the odd payment and breaking the curfew so as to complete a contract.

This suggests that the Section 106 Agreement was not that powerful and so any promises by RSP to abide by a Section 106 agreement needs to be regarded in the context that they want up to 83,000 ATM's a year including night flights - a 24/7 airport with all the impact that will have on Ramsgate and other areas like Herne Bay.

FUNDING - as the meeting progressed the lack of any real finances behind RSP became clearer and alarming.

I still feel that this lack of financial backing suggests that RSP have insufficient funds to open and operate an airport and that in fact RSP will not operate the site properly as an airport but as I have previously said are using the DCO to land grab the site at below market rates from the current owners, then fail as an airport operator and then develop the site for mass no amenity housing in a "Fire sale" where they can use minimal capital levels to get ownership of the site then sell it on to various housing developers at a great profit. The airport is a cover for a means to an end - real estate development. RSP are a real estate developer not an airport operator - they have admitted this when asked what their current experience is.

SPITFIRE MUSEUM - the current owners of the site have made generous provision for the museum including a heritage runway. The museum are in thrall of RSP. They will not be once the fact that, as I understand it all RSP have offered is a promise to give them facilities but no definite promises, and they find that RSP have other plans for the site.

TAG AVIATION -. When I lived in Broadstairs we experienced the training flights on a Sunday - hour after hour of a jumbo jet taking off and landing. The noise was terrible and friends visiting commented on the noise..The slowly recovering tourism and wealthy end of the retirement market who have money to spend will not stay in the area when other quieter locations are available. This also applies ref the plans for a Marina Village at Ramsgate. People with money for say a yacht will move on to another quieter location. ,

So that spending power goes so that we may at the absolute most get fewer jobs than a large supermarket generates at a financially unstable airport, while it lasts that is before going the same way the previous 4 operators went - Closed.

TAG Aviation speak of the need for the industry to provide training. Well they have that facility at Lydd Aoirport where they very quickly relocated when Manston closed. TAG Aviation may not like Stone Hill Park (the current owners) as they had to move so they may have a axe to grind.

At no point in their presentation did they give an assurance they would move back to Manston.

There are also other airports the industry could use for flight training - Shoreham in Sussex for light aircraft and Prestwick Scotland for jet aircraft training.

I object strongly to their suggestion the Manston runway allows for lots of error doing training. I hope they do not consider that Ramsgate should be possible collateral damage in the event of a accident.

The above is a mixture of what I said at the second open floor meeting and additional points I wish to raise.

Many thanks.

Yours faithfully

Ian Hide.

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