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**Sent:** 09 March 2019 00:01  
**To:** Manston Airport <ManstonAirport@pins.gsi.gov.uk>  
**Cc:** Manston Airport <ManstonAirport@pins.gsi.gov.uk>  
**Subject:** SUBMISSION TO DL4 : RESPONSE TO Q&A > NEED

2)

**Case for overturning previously held decisions and guidance with regards to development of Manston Airport.**

Manston

has a long history of commercial failure of both the airport itself and of a great many of the airline operators who have tried and failed to operate from the site, often themselves going into liquidation in the process.

This

is not solely an issue of commercial viability, which is debatable, but a question of geography, which is not. This being the case, I would ask you to please consider whether there is a case for the Examining Authority to overturn previous and recent Government decisions and guidance with regards to Manston Airport, which over a period of 25 years and as recently as June 2018, has consistently determined that development of the site as an airport is not worthy of consideration due

to the geography of the site. This includes:

i)

RUCATSE report for the Department for Transport (DfT) into Runway Capacity to serve the South East, (1993), which concluded that Manston *“did*

*not merit detailed assessment”*

due to its proximity to Ramsgate and its distance from London. Needless to say, the geography has not changed since 1993.

ii)

The Future Development of Air Transport in the UK - South East (DfT), which concluded with regards to Manston that *“Key*

*constraints are its geographic position in relation to the major*

*sources of demand and noise impacts over the nearby town of Ramsgate”*

iii)

Sir Howard Davies’ Airports Commission undertook a detailed assessment of the UK’s future aviation demand and connectivity requirements and dismissed Manston Airport as an option for further consideration in its

Interim Report of 2013, due to its *“distance*

*from London and other significant population centres”*.

Consequently, Manston Airport did not even receive a single mention in either the Airport Commission’s Interim Report of 2013 or in its Final Report of 2015.

iv)

As recently as June 2018, a House of Commons Briefing Paper concluded with regards to the Manston Airport site *“The*

*Government's view is one of tacit support for the return of airport operations, but has insisted it is a matter for the local community, the owners and the Local Authority".*

Respectfully, this does not suggest a "Nationally Significant" Infrastructure Project requiring Government intervention through the UK Planning Inspectorate. Rather, it supports previous statements from the Secretary of State for Transport that *"The Government are unable to directly intervene in the case of Manston"*.

**3)**

### **Geographic Proximity to and Effect on Ramsgate**

As

the vast majority of Relevant Representations show, as local residents we are chiefly concerned with what the 2002 DfT report referred to as a key constraint with regards to *"noise impacts over the nearby town of Ramsgate"*,

with

the closest residential properties lying just 0.12 Nautical Miles (NM) to the South East of the runway, the residential conurbation of Nethercourt 0.77 NM directly underneath the flightpath at 0.77 NM from the runway and Ramsgate's main beach and historic Royal Harbour 2.27 NM

from the runway and directly under the flightpath.

Given that commercial aircraft - as a rule of thumb - ascend or descend at a rate of approximately 300ft per Nautical Mile,

this means cargo planes flying overhead over the town at an altitude of less than 100ft for the properties closest to the airport, 231ft for residents in Nethercourt and a maximum of 681ft over the centre of town

and the only Royal Harbour in the UK. It is worth pointing out also that Ramsgate is one of only 10 designated Heritage Action Zones in the UK, with more than 450 listed buildings and 3 designated conservation areas, all of which have been conveniently excluded from the applicant's assessment of Historic Landscape Character and Designated Heritage Sites due to its derisory study area of 1km from the Manston site which forms the basis its PEIR, Appendix 9.1.

In

an effort to assist the Examining Authority in visualising the reality of these low flying aircraft so very close to the historic town and residential areas of Ramsgate, I would like to respectfully present images taken from a video of aircraft passing overhead during previous operations of the airport, taken from Southwood Gardens, which lies 1.35 NM from the runway, (estimated aircraft altitude of 400ft).

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Director  
Five10Twelve

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