

From: [REDACTED]
To: [Manston Airport](#)
Subject: Oral Submission - Issue Specific hearing 7
Date: 10 June 2019 18:18:59
Attachments: [Oral Submission - Issue Specific Hearing 7.pdf](#)

Dear Sirs

Please find attached my written summary of my Oral Submission to Issue Specific hearing 7.

Thank you for the opportunity to raise my concerns and questions, I hope therein you find some worthwhile questions to ask the applicant.

Best regards
Dr Philip Shotton
Ramsgate

I would like to ask the Examining Authority to question the applicant as to whether the multiple changes to the application have been reflected in transport patterns, funding and timelines. Specific questions shortly, but first a little background.

A major aspect of this application is the lack of transparency and the constantly shifting sands. Rather than a fully formed application at the outset it appears to be being developed piecemeal, which puts a heavy burden on any interested party, who keeps having to read, research and respond to multiple updated and new documents.

The applicants supposedly have great experience with this kind of development. Members of the applicant's team have worked with Wiggins, PlaneStation and the previous RiverOak incarnation to develop Manston and many other airports before - all failed. They also has the experience of a failed attempt at a similar operation at Lahr airport. Despite these many years of cumulative experience we are witnessing an application riddled with holes and inconsistencies.

It would appear the applicant is trying to minimise up-front expenditure that might be wasted if instead of operating an airport they decide to develop the site for housing, as was the intention for those airports purchased by Wiggins.

With that background, I'd like the Examining Authority to ask the applicant to consider the following questions:

1. How have the road transport patterns been changed as a consequence of the night flight limitations? Have these been fully assessed?
2. How much funding have they allowed in their business plan to fund off-site alterations and how is this secured?
3. When would these be done? Do they need to be done before airport operations commence? If so how long will it take? Would it delay opening? Would it have an impact on CAA licensing?
4. Who will fund them?
5. Where is it demonstrated that the transport assessment is consistent with the business plans split between imports and exports?
6. KCC (Tr2.2 answer to 2nd questions) have stated that it is unclear what publicity, if any, has been carried out by the applicant to ensure that people who are not interested parties have an opportunity to make representations on the changes to the mitigation associated with the proposed development. Is this going to be rectified, and if so, when?

I also noted during these recent hearings that the applicant expects a significant number of flights to take off between 6am and 7am - and these are not considered

'night flights'. For most other airports 'night' ends at 7am, not 6am. I am also concerned that the draft DCO restricts timetabled flights to the 6am-11pm window. We know from past experience that a significant number of flights 'timetabled' to arrive before 11pm actually arrive much later for 'operational reasons'. To be robust in the prevention of night flights it should be a condition that no flight should be allowed to take off from its departure airport if its subsequent arrival at Manston would breach the 11pm curfew, and this should be written in to the DCO.

Once again the applicant appears to have a complete lack of regard for local residents.