

From: [REDACTED]
To: [Manston Airport](#)
Subject: ExQ4
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ExQ4. DCO.4.22 New Requirement 19C

Sirs,

I have been professionally involved with Aviation since 1969 and am still heavily involved at the forefront of training.

I was absolutely astonished to read the content of New Requirement 19C. and cannot think of any commercial airport anywhere that has its movements controlled by ground transport considerations. I have to say that even the most open minded of people would be forced to view this latest piece of nonsense as a cynical attempt to render commercial operations at Manston unviable since an airport that cannot effectively carry out passenger operations before midday is in fact of no use to anybody for either business or leisure travel.

On a practical level, it is a demonstratable fact that air transport movements are, in general, of greater net worth to both the local and national economy than local surface transport daily movements and so it follows that surface transport should adapt to accommodate air transport movements and work around them as required since, in simple terms, an aeroplane full of businessmen or tourists is going to be of greater value to the economy than the local population trying to get to work or school and suffering a short delay. That is harsh but true. A quick look around the UK and its major airports will show us very clearly that the surface transport systems have evolved and continue to evolve around the ever increasing air movement demands, nowhere is this more self evident than Heathrow and its attendant road access, motorway developments, etc: Has any agency or Council suggested halting arrivals or departures at Heathrow to ease pressure on the London rush hours ? Perhaps Councillor Paul Carter could advise me ?

At a local level, let us consider what we are being asked to do, that is, effectively to render an International Airport with all the attendant jobs, training, income and commerce, impotent because passenger movements might increase pressure on the local road system. Notwithstanding that this approach is unheard of for obvious reasons, let us consider the actual situation at Manston. TDC and KCC (which includes highways of course) have been and are implacably opposed to an Airport at Manston and absolutely committed to building houses and factories all over the site for reasons that we can only guess at. The manner in which they intend to go about this has been amply demonstrated to us already by the disaster that is Westwood Cross and its accompanying 'townships', they have imposed mass and very poorly planned housing and retail development on an already overcrowded and deprived area with absolutely no road or transport modernisation , the result of this is that the central Island roads are in crisis whilst TDC and KCC continue to build ever faster and closer to the Airport in a desperate bid to outrun the Airport development. These are the actual reasons why the road transport system in Thanet is saturated.

Now, in real terms, when we talk about Thanet and in particular the roads around Manston, we need to be very clear about what we are discussing, this is not Gatwick, this is not Stansted, this is not Heathrow, this is a very small, provincial area where a very large proportion of the deprived population do not own a car, we are talking in relative terms of very small vehicle numbers. Most of the passenger traffic to and from Manston will not be internal,ie: not going back into Thanet, there are two routes from Manston Airport to the rest of the UK, one involves turning east from the Airport, through the village itself and onto the Haine road where, after approximately 1 mile you will be able to drive on dual carriageway and motorway to London and beyond. The other involves turning west from the Airport when one would be required to travel about the same distance before gaining access to the dual carriageway and motorway systems. I have to say, as a regular user of most of Britain's airports, that the road access to Manston is about as good as it gets.

My final point is this, if KCC, TDC and SHP are so concerned about the traffic situation in Thanet, why are they still determined to build a new town right in the middle of the isle, on top of the aquifer in a water stressed area and with absolutely no input into serious infrastructure planning and investment. I suggest, respectfully, that this 'requirement' be dismissed for what it is, frivolous, cynical and vexatious.

Respectfully; L K Bell