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Ms Susan Anderson,
Head of Transport Infrastructure Planning
Department of Transport,
Great Minster House,
33 Horseferry Road,
London, SW1P 4DR

31st January 2020

Email to transportinfrastructure@dft.uk
Email to manstonairport@planninginspectorate.gov.uk

Our Manston Airport Interested Parties References- 20014582 and 20014588

Dear Madam,

River Oak Strategic Partners Limited (the Applicant) and Manston Airport of National Significance
Relief and Support for the Secretary of State's postponement until 18 May 2020
Our previous soundly-based complaints of wrongful conduct of public examination procedures

I am the Airport Development Director of London East Kent Coast Airport (Manston) Limited and The Rev Gordon L. Warren RN (Retd) AMRAeS is our Aviation Director who will be writing to you directly on the quietest flight paths into Manston over the coast.

Meanwhile, these concerned complaints are not to reflect upon yourself nor Ms Nusrat Ghani the Minister. However, the long series of PINS questions is redolent of the poor false focus and conduct of the public examination. Its whimsically amused Chairman had the cheek to restrict my key oral submission to the panel to less than two minutes, despite advance proper notification and my then partly-disabled attendance. Being a second-generation consulting Chartered Surveyor & Valuer of the RICS Planning and Development Division from its outset and as a Founder Member of the Compulsory Purchase Association, my expert witness submissions should not be treated so lightly.

Whereas an oddly friendly panel attended assiduously to every word from Thanet District Council previously in support of airport runway destruction, for very ordinary commercial development not likely to stack-up. Indeed Thanet's long term hostilities since at least 2014 should exclude them from any appointment to future Airport Development Control.

Of course our two planned full-length 4km runways, south of the River Stour, on the vast acreage of uninhabited 'Ash Level' must come under Dover District Council Jurisdiction, not Thanet. We were granted a helpful exploratory meeting with our 2017 draft plans (at their Council top levels) and I have kept the Chief Executive Mr.Nadeem Aziz C.Eng informed in writing from time-to-time.

As extended, Manston would be the best-sited and most environmentally friendly coastal airport in Western Europe with at least three runways and equidistant between landlocked Heathrow, Schipol and Charles De Gaulle. Fortunately there is a concise Manston Expansion Schemes on the first page, of my first professional article on "London Airports and South East Rail" as published in "Civil Engineering Surveyor" on 1 October 2019 (copy attached.

PINS have our latest dated drawings already but helpful correction is that National Grid, to whom I wrote in 2015 together with Kent and Dover Councils, have diverted their line of tall electricity pylons to the north of the River Stour.

You may observe two low-cost copyright airport and rail schemes in that first article - one for Luton Airport and the other for Birmingham, Coventry and Heathrow linked together for passenger choices. My second article is now in draft for March 2020 and may include about a dozen London Lines, with one new connection each for Gatwick and Stansted and two more for Heathrow: to the City and to Waterloo. Manston is also well-endowed with readily adapted Victorian line connectivity, in addition to HS1, which as the former CTRL even had a BR Thanet branch schemes.

Yours faithfully,

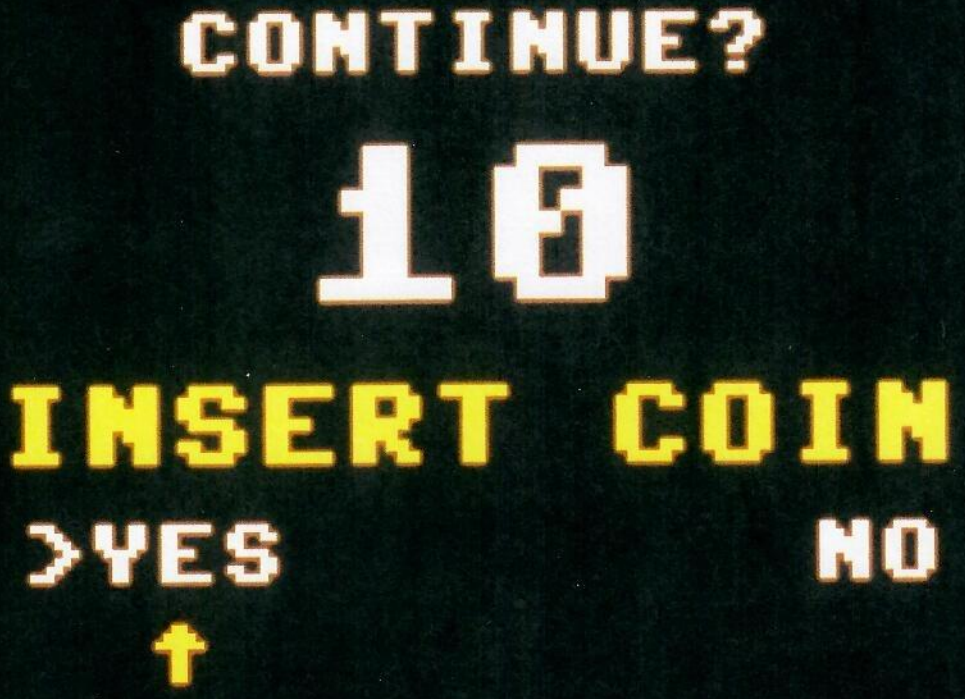
[redacted]

Norman J. Winbourne FRICS, FCInst.CES, FIRRV

c.c Co-directors; solicitors; accountants

The Journal of the Chartered Institution of Civil Engineering Surveyors

CIVIL ENGINEERING SURVEYOR



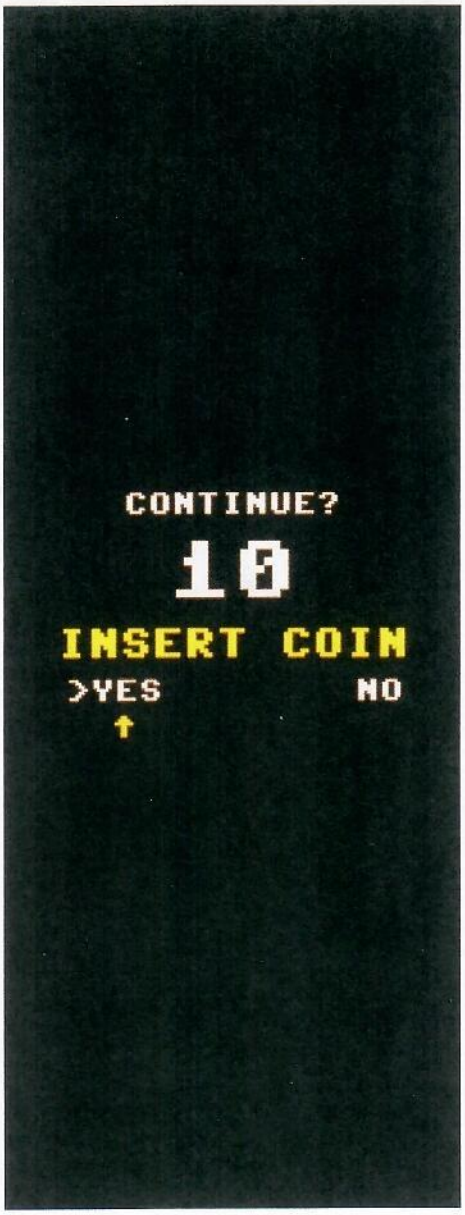
Game Technology

Transport

Digital Engineering

DAFNI

October 2019



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Cover image: How game technology is revolutionising visualisation in construction. See interview pp16-19
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London airports and southeast rail

Norman J Winbourne FRICS FCInstCES FIRRV, Winbourne Martin French Chartered Surveyors

In the first of two articles, Norman Winbourne sets out his alternative transport plans for London

THIS article precedes one due to be published in December/January's *Civil Engineering Surveyor*, provided there are no diversions, like a general election. All my outline designs are for open objective consensus, for sequential adoption, and would require full public inquiries and detailed working-up in all cases.

Outline designs

I look for the resumption of open debates leading to the optimum choice and preferably public consensus in principle; as applied to all major civic design planning 50 years ago. This is essential prior to a site-specific public inquiry where, as always, the devil is in the detail. With a lifelong interest in transport infrastructure and as a member of four professional bodies concerned with land economy, planning, taxation and valuation, I am proposing some new/old policies, many of which can be self-funding.

Nine airports currently serve London, including Birmingham International. I also refer readers to my articles from *Civil Engineering Surveyor* in October 2015 and October 2017 on London Kent International Airport at Manston. Now, our settled Revision 31 design, dated 1 February 2018, is lodged with the Planning Inspectorate at Bristol and can be downloaded from its Manston website. Revision 31 proposes three full-length, 4km-long runways in three years, to cost about £1bn a piece (£3bn overall) – that being a financial 'steal'. Manston has superior international aviation routes and few environmental drawbacks. It also has ample modern rail and trunk road transport access, requiring local adaptation only. Two new runways are planned on uninhabited low-grade agricultural marshland of a very large flood plain needing occasional defence treatment; while the existing long military-grade former RAF Manston and USAF runway, is at flood-proof clifftop height. Hopefully Manston's far lower-cost airport development will overtake the contentious and long-drawn-out airport expansion schemes proposed for Gatwick (costing over £10bn in six years or more) and Heathrow (£20bn in 11 years). Each of these schemes is for one new runway only.

The London rail plans to come include four new strategic and distributor lines, requiring new cross-London tunnelling and are combined with recycling existing tunnels. Otherwise, all my outline designs for London railways are to upgrade incrementally and/or to revive several rail routes for future objective choices at low reasonable costs. Crossrail (or the Elizabeth Line) is in deep trouble financially and I believe that its (as yet undisclosed) overall costs may be in the order of £27bn.

In 1992, I designed a northern alignment route for Crossrail via Kings Cross-St Pancras. I supported two petitions against the Crossrail Bill 1991. The late Sir Michael Clapham KBE led the petition of the Residents' Association of Mayfair, adopting my alternative northern alignment, as did a freeholder client near Tottenham Court Road. Then renamed as Crosslink, it was depicted on a diagram map from Heathrow to Stansted, in an article I wrote for *Estates Gazette* in November 1992. It was planned as a series of double-ended, below-ground connections of existing mainline stations. It ran parallel to the Circle Line and linked all the north London rail termini and tube stations, along Marylebone and Euston Roads; but with not much compulsory purchase and compensation.

We petitioned alongside Jim Steer, of Steer Davies Gleave, advising on a Tower Hamlets Council petition. He believed that Crossrail was around three times less cost effective as a public sector investment, than the then concurrent Kings Cross Rail Bill (south to north). However, after the House of Commons Opposed Bill Committee threw out that first Crossrail Bill 1991 (in May 1994), the Kings Cross Rail Bill was cancelled. Then Whitehall brought on the more expensive Thameslink 2000 scheme with no advance consultations nor seemingly any public justification.

Nobody could have predicted back then that my 1992 Crosslink scheme from Heathrow to Stansted would meet all perceived present-day needs for connecting

HS1 to HS2 at Old Oak Common. I identified Old Oak on my 1998 alternative plan, named the Crossrail northern interchange route (CNIR), because Crossrail was then using the confusing new name of Cross London Rail Links. However, Crosslink mark 3 is to follow, even better, in December, as one of my four major new schemes for public consideration.

Step-free access

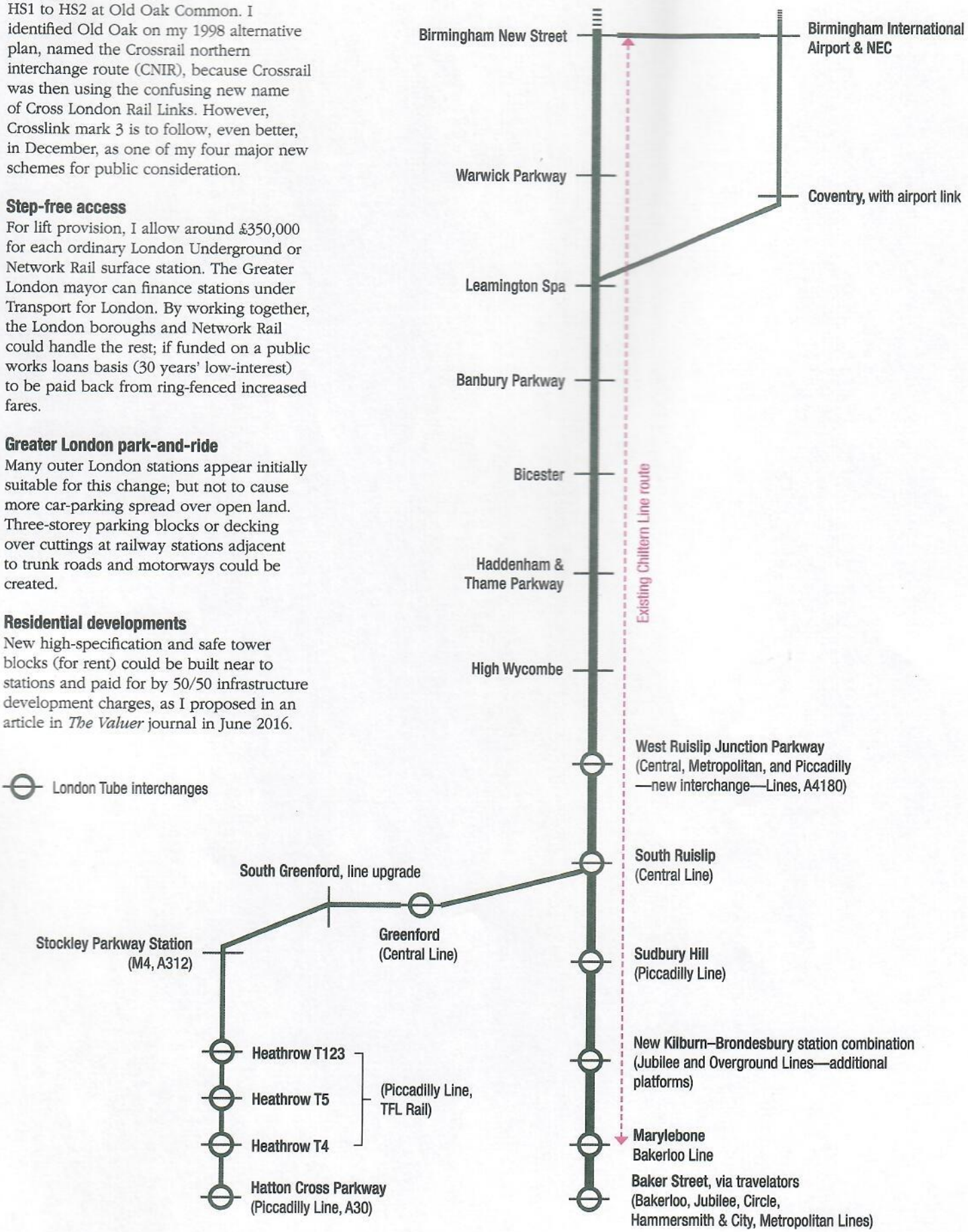
For lift provision, I allow around £350,000 for each ordinary London Underground or Network Rail surface station. The Greater London mayor can finance stations under Transport for London. By working together, the London boroughs and Network Rail could handle the rest; if funded on a public works loans basis (30 years' low-interest) to be paid back from ring-fenced increased fares.

Greater London park-and-ride

Many outer London stations appear initially suitable for this change; but not to cause more car-parking spread over open land. Three-storey parking blocks or decking over cuttings at railway stations adjacent to trunk roads and motorways could be created.

Residential developments

New high-specification and safe tower blocks (for rent) could be built near to stations and paid for by 50/50 infrastructure development charges, as I proposed in an article in *The Valuer* journal in June 2016.



London Airports and South-East Rail Plan (Birmingham and Heathrow Airports Line).
1 September 2019, revised outline design.

A historical context

The Victorian *laissez-faire* rail boom of the 1840s put late-1880s parliaments on their guard. Cut-and-cover underground lines (now part of the Circle Line) had been started by the City of London and were widely extended by the American promoter Yerkes. Lines were normally routed under main roads and wisely Parliament ordained that; (i) nil compensation was to be paid for railway tunnels under publicly owned land, and (ii) that all underground trains must use standard rail gauge in order to run on the steam-era surface lines. Indeed, District Line trains ran from Upminster out to Southend until the 1950s. Originally, the Underground Group put stations helpfully under mainline termini. Especially from the 1880s, when James Greathead's small bore-tunnelling shield pioneered the outstandingly successful City & South London Railway (the 'Tuppenny Tube') from Bank to Oval/Stockwell, now part of the Northern Line.

Faced with another railway boom for rival tube lines, joint parliamentary committees of the Lords and Commons were set up to choose the best new lines, first the Central London Line and Piccadilly Line, later on the Bakerloo Line and sections of the now Northern Line. Those joint parliamentary committees worked well on-and-off until 1922, but Ramsay Macdonald's first Labour government abolished them during the 'big four' railway company amalgamations (of some 117 railway companies). Thereafter, the Underground Group (being freed from any joint parliamentary committees) built its 1920s extension of the Piccadilly Line to Cockfosters deliberately avoiding any surface rail station interchanges, likewise from Stockwell to Morden (except for the unavoidable Balham).

Sometime after the *Transport Act* 1947 (with rail and underground nationalisation) almost all the Victorian track interconnections were cut-off by mutual consent between London Underground and the then self-serving four separate British Rail regions. Even the overall success of the 1960s Victoria Line (long-planned from 1911 as an all-interchanges line) has very good tube-to-tube interchange connections (Euston, Oxford Circus and Stockwell) but also some of the worst designed tube-to-surface rail station links (as at Victoria, Vauxhall, Brixton and Seven Sisters). Railway route planning should be under wholly independent non-industry control; leaving all connected and vested interests with consultation rights only.

Outer-northwestern link lines and Luton Airport Line

Proposed are four new electrified tracks, linking-up three nationally strategic mainlines (with Y junctions at intersections) commencing near to the A1(M) junction 8, on the East Coast Main Line (ECML) and Thameslink, north of Hitchin Airport Parkway Stations. This would be a new four-track cross-country line for 10 miles, including four new 12-coach airport platforms, for Thameslink and Midland Main Line (MML) trains under the Luton Airport concourse and also a goods station. They would head north via Y junctions for MML and Thameslink to Luton, and south via Harpenden and St Albans City to a new mile-long section of four tracks alongside the A414 North Orbital Road to the St Albans Abbey Line at a new Park Street Parkway Station by the A414, A405 and A5183.

The now single track line to Watford Junction and the West Coast Main Line (WCML) would be upgraded to become four electrified tracks (two being express). Watford Junction has local connections to Bushey, via Watford High Street and via Croxley to Rickmansworth and Metropolitan Line to Chesham, with a possible short cross-country link to a new Bovingdon Parkway Station and to Hemel Hampstead.

Birmingham International Airport to Heathrow

Birmingham to London is some 130 miles, suiting the old Inter-City speed of 125mph. This new line is already an all-but-complete incremental scheme, at very low cost, for initial diesel traction, while awaiting electric stock in a few years, perhaps with new overhead catenary north of West Ruislip. This assumes improvements to the existing Chiltern Line, from Birmingham to Marylebone, but also routed via Birmingham International Airport NEC, with some new Parkway Stations and an HS2 interchange at Old Oak Common. Most importantly however, a new electrified Heathrow Airport Line would extend southwards from a new West Ruislip junction (and three tube lines interchange) on revived tracks to an improved Greenford Station, reconstructed to reconnect the short South Greenford Line, to be electrified for turning eastwards to Ealing Broadway and via an upgraded southwestern curve onto the now Heathrow Connect Line. The whole lot should cost £500m within two or three years, subject to cost-effective improvements and with scope for financial support from 50/50 infrastructure development charges. For my part, I would take those lines into and beyond the three Heathrow terminal stations to a new terminus at Hatton Cross, and also for a new Piccadilly Line Parkway Station off the A30 trunk road.

Crystal Palace travesty

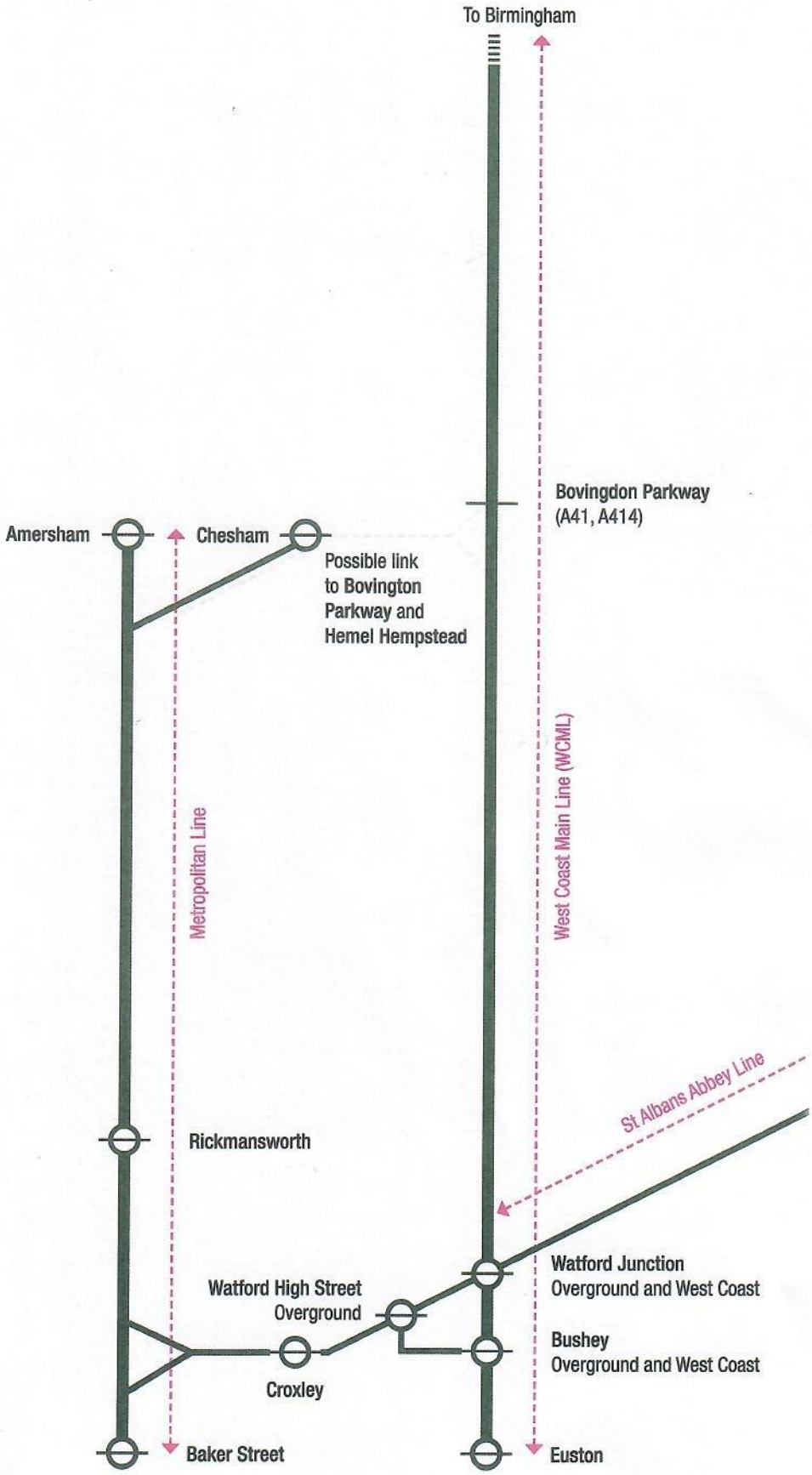
Coming right up-to-date at Crystal Palace, the East London Line overground is

separated by segregated tracks. The natural rail service continuation is only five stops west to Clapham Junction (and beyond), completing an inner London orbital overground, via Gipsy Hill (same-platform Thameslink Interchange), West Norwood, Streatham Hill (two new Thameslink 12 coach platforms), Balham (Northern Line interchange) and Wandsworth Common to Clapham Junction's now-unused platform 17, for reversing or through trains. To overcome the underground's segregation, additional electric pick-up shoes on all relevant stock should allow for three East London Line trains per hour to go through to Clapham Junction. That would be at low cost, with essential station works such as step-free access to follow incrementally. I believe this is the lowest possible cost for serving a large slice of south London's population with step-free access. The line is also a mid-section of my proposed new continuous Southcross Line franchise, from Knockholt Parkway (M25, A21, A228) via Orpington and Beckenham Junction, to Crystal Palace, Clapham Junction, Willesden Junction and Old Oak Common. Also there are complementary Northcross, Eastcross and Westcross lines planned.

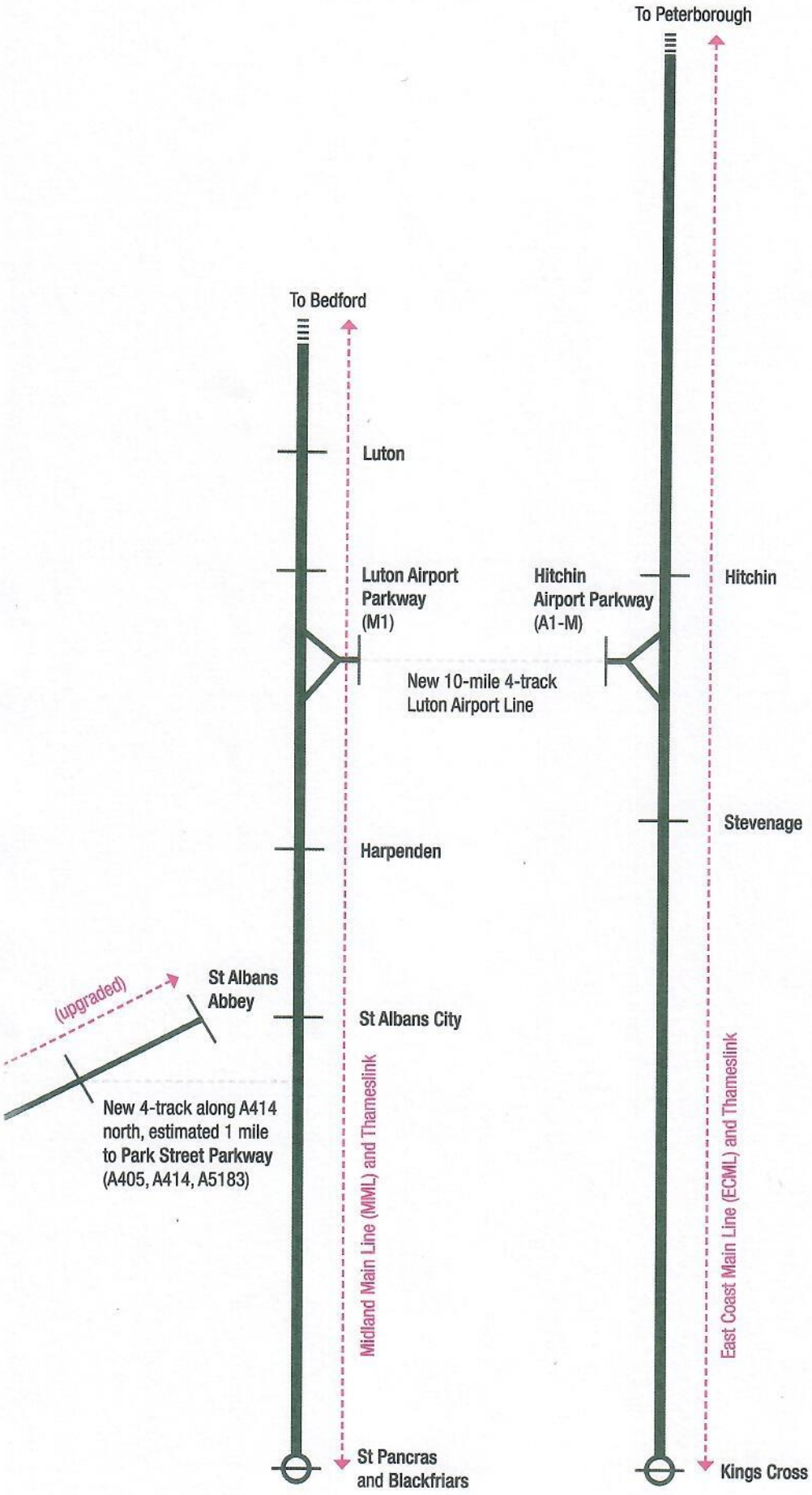
Replacing the current HS2 scheme

I propose that the Central Line Tube Station is moved slightly further south, so as to bring in a low-cost Heathrow to City Line. My forthcoming plans will include my own variant. Most of the high-cost High Speed 2 objections could be met by a drastic change in design engineering, by using new very long viaduct sections above the existing main lines. The engineering cost may be more, but not vastly so when compared to the rest of HS2 expenditure. Upper-level lines over the existing ECML and WCML could be partly prefabricated off-site in sections and moved via intersecting rail lines, for block installation, with fairly short-term rail shutdowns. In my view, rail construction should start southwards, from Scotland towards London, that being easier, quicker and earlier and at lower cost.

I believe we should plan for two new high speed lines. Cutting-out most objections and much collateral land acquisition and compensation, including very expensive business and domestic disturbance claims, could come about by constructing both lines in this perfectly possible way, at about half the overall



London Airports and South-East Rail Plan (North-West Strategic Main Lines Link and the Luton Airport Line).
1 September 2019, revised outline design. Copyright asserted under the Copyrights, Designs and Patents Act 1988, by NJ Winbourne, Winbourne Martin French Chartered Surveyors.



price and in about half the time. Also by starting with the ECML, as various straight sections may lend themselves to new high speed tracks 'at grade', alongside the present corridor.

The current HS2 pause allows for a long-overdue review by two eminent engineers, Douglas Oakervee, past president of the Institution of Civil Engineers and a fellow of this institution, and Lord Tony Berkeley, former chair of the Rail Freight Group. Doubtless, some sections of the existing HS2 scheme, will be worthy of retention; but I refer to my own bare-outline solutions, for the strong reasons set out above. The original French TGVs cover far greater distances between cities and towns and over their bigger more open land mass. Also, they avoid expensive town centre station locations.

Rail planning in a modern industrial context

In my view, the Greater London Authority should carry out its overall supervision via a properly disinterested and experienced transport committee operating under the Greater London Authority. Furthermore, for national overall rail supervision, a permanent business experienced standing committee of the House of Lords would be ideal. Currently, London passengers especially endure limited cooperation between two mutually disdainful railway systems, defending their own empires with self-serving restrictive practices.

Until the 1980s, there were few pre-war through-ticketing arrangements, as at Watford and the excellent (1946-opened) Shenfield Line. The Thatcher government had to bang London Underground and British Rail heads together to gain the now-universal Greater London area through-ticketing, all taken for granted. Although even now it remains oddly restricted such as making trouble for working pensioners by not adopting the same hours for London Freedom Passes, whether on tube or Network Rail.

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