

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Cc:** [REDACTED]  
**Subject:** Manston Airport - Statement of Matters - All Interested Parties dated 11th June 2021  
**Date:** 09 July 2021 17:36:00  
**Attachments:** [Manston Airport - Phases - planning - Options Rev.32.pdf](#)

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### **For the attention of the Manston Airport Case Team**

As an Interested Party (NJW Unique Ref. Number MANS-AFP299 and PINS Numbers 200/4582 and 200/4585) I maintain my earlier submissions (including my extensive clarifications dated 3 June 2019) but now subject to the recent High Court Order to re-run the entire River Oak Strategic Partners Air Freight Led Development Consent Order process. Previously, I/we objected only to Manston's possible restriction to the River Oak scheme, as being too narrow in its air freight led objectives and conversely well-suited to every kind of airport use when expanded especially by implementing our unique copyright design of twin Runways 2 and 3 on vast uninhabited Ash Level on the coast within Dover District Council boundaries as a national asset.

The Department for Transport "Statement of Matters", demands replies by Friday 9th July for public circulation. I comply now by this brief note attaching a copy of our Copyright Airport Outline Design Drawing Revision 32 as just-agreed between Winbourne Martin French (James Winbourne and myself) and Pell Frischmann Consulting Civil Engineers (Dr S Majlessi and Emmanuel Khortu).

There are big construction economies incorporated within our four runways Revision 32 design:- (1) To cancel expensive civil engineering works, of two wide end-extensions, of the very wide and 2.4 km long, floodproof cliff-top-height former RAF/NATO Manston Runway 1, and (2) To cancel entirely the previously optional three future runways.

For our attached Revision 32 Copyright Design Drawing I request consideration of a limited status only as if of a published Outline Planning Application (and without any compensation implications) as if it were an outline scheme being called-in by the Government as DCHLG in conjunction with DfT. The suggested Outline Planning Application status only could cut-out endless repetitive paperwork within several Government Departments and agencies as well as Kent County Council and both Thanet and Dover District Councils.

Previously, I/we received public expert witness aviation evidence (such as on easier Manston landings and take-offs) from our recently deceased Ramsgate resident Co-Director, the Reverend Gordon L. Warren RN(Rtd) AMRAeS. He had been the operations manager of an airline with nine planes, during his earlier secular business career, before his higher call to take holy orders in the Church of England, at the age of 48.

Finally, as to the as yet unidentified but already appointed DfT Aviation Assessor I question the silent non-disclosure of any name, which should be remedied soon. For I emphasise that nobody who may be connected to earlier Davies Airports Commission Reports is legally acceptable to me. Especially, their otherwise eminent principal engineer member, being complicit with others by never mentioning and steadfastly disregarding the obviously large Manston Airport, despite his own personal years of hands-on Kent infrastructure experience when leading implementation

of the earlier nearby BR Channel Tunnel Rail Link (CTRL) now operational as HS1.

Yours faithfully

N.J.Winbourne FRICS, FCIInst.CES, FIRRV

Winbourne Martin French

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LONDON EAST KENT COAST AIRPORT MANSTON ("LEKC")  
CIVIL ENGINEERING OUTLINE OF THE INCREMENTAL SCHEME OF  
COMMERCIAL MANAGEMENT. FROM EARLY REOPENING OF THE  
EXISTING MANSTON AIRPORT RUNWAY 1, TO FOUR RUNWAYS.

CONSOLIDATED INCREMENTAL OUTLINE PLAN FOR:- (1) PARLIAMENT TRANSPORT SELECT COMMITTEE;  
(2) THANET AND DOVER DISTRICT COUNCILS AND KENT COUNTY COUNCIL CONSULTATIONS AND INQUIRIES;  
(3) LOCAL COMPULSORY PURCHASE ORDERS AND/OR DEVELOPMENT CONSENT ORDER AND/OR TWA ORDER.

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Reuse of RNAS/Crown rail route to a new Birchington cross-platform station, for London via Rochester and HS1, combined with local Thanet Orbital Metro circuit

PROVISIONAL DEFINED AIRPORT SITE BOUNDARY WITH OUTER SECURITY ZONE. NON-CONFORMING DEVELOPMENTS BANNED BY THANET AND DOVER DISTRICT COUNCILS' AND KENT COUNTY POLICIES. THE DEVELOPMENT CONSENT ORDER AND INQUIRY NEEDS SAFEGUARDING DIRECTIONS BY SECRETARIES OF STATE.

Improved B2050 public perimeter road. Outer lands for new resort and airport hotels and leisure business with parking

Airport land boundaries, after former owner sales.

Terminal 4 (provisional)

2014 second runway scheme of some 1.5km by culverting River Wantsum. Now Runway 4 near A299 for road-related transfers.

A299 Kentish Way. Dual carriageway to motorways

Improved A28 Canterbury Road

New Terminal 1 and new Airport Station

2.4 km Manston Airport as Runway 1 with early re-opening for daytime use

St. Pancras via Ashford HS1 and Swanley link for Blackfriars, Cannon Street (for Bank) and Waterloo.

Cable tunnel for National Grid now cancelled as NG have rerouted their electricity pylons north of the River Stour.

"Minster Parkway Station" with step-free family-access. Restore third platform and line to Richborough. Marsh Farm Road level crossing to be removed. New link road from A256 Richborough Roundabout to A299 Monkton.

Kerosene air fuel depot transfers from Cliffs End.

Small KIA air terminal for temporary passenger use. Ramsgate Station buses for budget airlines 10 mins

To Sandwich Deal and Dover (Consider four-tracking lines).

Possible intermodal freight transfer area

4km Runway 3 for 24/7 flying including air freight. Greenfield site, with robust EIA for archaeology and ecology safeguarding

EIP(or Terminal)

Terminals 2 and 3 with station below and airside shuttles.

4km Runway 2 for 24/7 flying including air freight. Greenfield site, with robust EIA for archaeology and ecology safeguarding

Natural England "Saxon Shore Way" footpath moved to Isle of Thanet River Stour north bank, from Plucks Gutter alongside the Abbotts' Sea Wall ancient monument, to Ebbsfleet, for connection with the "Thanet Coastal Path"

Restore Richborough power station sidings and goods station for intermodal freight transfer up to four modes. (If old RN Richborough Port is dredged and reopened).

Key to surface transport diagrams

New or improved road	
Existing rail lines	
New airport rail links	
Rail tunnel portals	

NEW EAST KENT/MANSTON FOUR RUNWAYS AIRPORT LAYOUT AND REVISED COPYRIGHT OUTLINE AIRPORT DESIGN (BY WMF/NJW/JGW)

- Covid-19 depletion of worldwide aviation requires fresh public consultation and solutions. Manston's best coastal site compares well with inland hubs of Heathrow, Schiphol and Paris Charles de Gaulle and wide airport boundaries can offer perimeter vehicle security checkpoints, of combined police, customs and border control.
- Manston has the direct NATO-planned A299 "Kentish Way" road from the M2 and M20 and express train times, from Ramsgate to St. Pancras, via Ashford and HS1, indicating 50 minutes from new on-airport stations.
- UK airspace over wide territorial waters is ignored by the European Air Safety Authority (EASA) in Cologne while many unused North Sea and English Channel air routes are straight-out from Manston, to Scotland, Europe, over the Atlantic to America and via the Artic, to Asia and the Pacific.
- Low-level flights in over the coast, at Richborough for Runways 2 and 3 and over Reculver for Runway 4 on Wade's Marsh, will cut carbon footprints and move "stacking" out-to-sea while avoiding many more planes circling over London.
- Runway 1 is the existing 2.4 kilometers cliff-top-height former RAF Manston, for daytime flights only, except in emergencies.
- New parallel 4km Runways 2 and 3 are for all-purpose 24/7 and sited on the vast now-uninhabited Ash Level flood plain, for flights straight-in over the coast at Richborough, or likewise over Reculver for Runway 4 on Wade's Marsh by the A299. New floodproof air terminals will be at podium levels, while airside shuttles, airport roads and branch railways may be in box tunnels or up-on viaducts.
- Dover District Council supports reopening Manston Airport and new Runways 2 and 3 are planned within its jurisdiction. The Dover DC CEO is a Civil Engineer who praised WMF/PF draft plans at a 2017 exploratory meeting.
- Manston's low airport expansion costs will be about £1 billion per runway and some £4 billion overall, found from published costs of other UK airport extensions. The low four runways expansion costs may be funded by competitive and profitable take-off and landing charges, for budget airlines and freight.

Manston Airport Expansion Scheme

Drawing Number	009
Design Revision	32
Scale	1:25000 @ A2
Drawn By	PF/EK
Checked By	PF/SM
Date	06/07/2021