

Response to the Independent Assessor's Draft Report


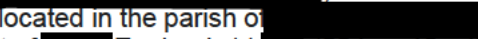
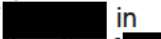

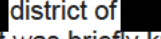
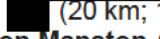
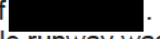

Please find below my comments on the Independent Assessor's Draft Report and on previous submissions to the Planning Inspectorate:




1. Section 3 The Proposed Development of the Site – measurements: The report begins by stating that Ramsgate is 4 km to the west of Manston. In fact, many of the homes are a great deal closer to the airport than 4 km – my home is 3.64km but the nearest are only 1.37km from the end of the runway. Please also see quote below which claims the runway is about 1 mile (1.6km) from the coast.

I wish also to make a point about the stated height of planes overflying Ramsgate town. Harbour Street, close to the town centre where the measurement seems to have been taken from, is not much above sea level, but Ramsgate rises steeply both to the east and west so within a few metres, houses are already well above sea level. My own home close to the town centre on the west cliff is 20- 25 metres above sea level and the land rises further as you travel up Westcliff Road. The east cliff rises further to 40 – 44 metres above sea level. (All measurements taken from Google maps). I point this out because if the measurement of the height aeroplanes fly overhead is taken relative to sea level close to the centre of Ramsgate town, that measurement will show planes as flying higher than they will on either of the two cliffs where many people live. Aeroplanes come in high over the sea, but as soon as they overfly land, they are much closer to house roofs: I could hardly have witnessed a pilot chewing as he flew over my property, had he not been as close as he was – easy for me to see he was showing no sign of anxiety and to reassure me a crash was not imminent, even if he was alarmingly low. To emphasise my point, I quote the following which is from a group of plane enthusiasts who call themselves Manston Movements – the wording is theirs, but I have underlined and italicised for emphasis:

“

Manston Airport (IATA: MSE, ICAO: EGMH), is currently branded as Manston, Kent's International Airport and is located 11 NM (20 km; 13 mi) north-east of Canterbury. Manston is an ex RAF airfield, the single runway is located about 1 mile (1.6 km) from the coast and is 178 ft (54 m) above sea level and is 9,016 ft (2,748 m) long.

Manston Airport () was a British airport. It was branded as **Manston, Kent International Airport** and was located in the parish of  and partly adjacent to the village of  in the  district of  England, 11  (20 km; 13 mi) north-east of . Formerly the site of , it was briefly known as **London Manston Airport**.^[2] The single runway was located about 1 mile (1.6 km) from the coastline at 178 ft (54 m) above sea level.

It had the 11th-longest civilian runway in the United Kingdom (after  two  ,^[9] 2,748 m (9,016 ft) in length. Manston was capable of handling some of the larger long-haul aircraft, but the runway was not long enough for the largest passenger or freight types at their maximum takeoff weights.^{”2.} Cargo flights are not usually scheduled “

2. Night Flights Much has been made by RSP by telling residents not to worry about night flights. Indeed, Mr Freudmann told me personally face to face that there will be no scheduled night flights, although, occasionally, he said, if there was a delay to a flight taking off and the cargo was time sensitive there was the possibility of it coming in later than planned. I now discover that cargo flights, which we are told would make up most of the traffic, are rarely scheduled. To announce that there will be ‘no scheduled night flights’ is disingenuous to say the least. There would be night-flights, they just won't be scheduled.

3. Our MP supports the re-opening of the airport. Surely, he should not be allowed to have a say in the matter, given that he has a company, MAMA Airlines Ltd (Manston to Malaga) which although he said it was moribund, is still registered at Companies House? Mr Mackinlay had to apologise to the House for failing to mention it, saying that he had 'forgotten'. The Nature of Business is listed as; *Scheduled passenger air transport, Non-scheduled passenger air transport and Freight air transport*. Would that not mean he has a personal financial interest in the reopening of the airport? Would that personal financial interest not disqualify him from speaking out in favour of the airport?

4 The Money We still do not know where the money for the potential airport is coming from. Who are these mysterious "investors" who wish to put multi-millions of their own money (dollars?) into an airport in the back of beyond? An airport, which hitherto, has failed. Have they ever visited Thanet?

5. The Roads Do the mysterious investors know what English roads are like? Do they understand the gridlock that occurs regularly at the A2/M25 junction? Their precious time-sensitive cargo could be ruined before it reaches its destination. Pinch points on the UK's top 10 congested roads and the number of hours lost to them in 2017 (the most recent record I could find) were:

At Number 2 Eastbound – A2/ New Cross Gate to Prince Charles Road – 62 hours

At Number 4 Northbound - A2/Kidbrooke to Blackwall Tunnel – 51 hours.

Just this last Saturday 27th two unrelated incidents closed both the M2 and the M20 – alternative routes from Thanet to London. Googling congestion A2/M25 brings up huge numbers of incidents, way too many to list here.

Kent Online's heading from exactly a year ago, 04 December 2020, reads "Kent traffic chaos as M2, M25, A2, M26 all hit with queues as Dartford Crossing, Southeastern trains and cross-channel ferries from Dover hit by flooding, snow and rain." That scene would have been further exacerbated by multiple lorries and tankers attempting to get back and forth to Manston. Manston is in the wrong place for a cargo hub. The road links are poor because so much other traffic uses them.

This has been pointed out multiple times by many reports and individuals.

I wholly endorse the Independent Assessor's report and particularly applaud the paragraph in the draft report which states:

"If the Applicant's stated position is correct (i.e. a shift in transportation modes to favour air cargo, as described), the Independent Assessor would expect to see significant gains in both volume and market share for the air freight sector over the same time period that there has been a growth in e-commerce. However, the combined airfreight and unit load sea freightmarket data (referenced above) shows that this is not the case; the air freight sector's market share, as noted, has remained unchanged at 1.5% since 2009.

The applicant appears to have convinced a huge number of people, that he is able to deliver what he has hitherto been unable to deliver when he was working there – a profitable functioning airport at Manston. That he was also unable to deliver successful airports at various other places should be a strong indicator of future success.

Please follow the advice of all the independent reports, not one of which has supported this proposal and dismiss the application.

Jill Saunder-Airs

Ramsgate resident