

Manstonairport@planninginspectorate.gov.uk

10th November 2021

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.

The Manston Airport Case Team has not replied to me and has failed to engage with my unique representations and unique outline airport design, with two new core runways Nos 2 and 3 on the vast uninhabited Ash Level open land site which no other Interested Party nor the Manston Airport Case Team itself have ever identified previously. Hence my legal and moral demand to the Secretary of State for Transport is that the Department for Transport and the Manston Airport Case Team should engage with me (and probably other people too) in replying sensibly and to the point. My formal complaint to the Government is against a semi-standard official avoidance technique, of simply not replying, as if critics' representations were non-existent and irrelevant which is untrue.

Formally, I demand a sufficient written reply from the Government and I emphasise that my Four Runways Outline Airport Design (Revision 32 as previously sent) does meet all the known criteria, demands and needs of Manston Airport Enquiries and Inquiries, past and present. Therefore, those Statements must not be treated as if irrelevant and insufficient to merit proper engagement and reply. Regrettably, this kind of cold-shoulder avoidance is a regular feature of bad government neglect in England and the UK as a whole.

A key point of my Design Revision 32 is to retain the existing Manston Airport as Runway 1, but restricted to daytime working hours for all air passenger needs and also available in emergency, if and when my new core Runways 2 and 3 may be unavailable for use, being on the very large floodplain of Ash Level and therefore complemented by the existing 2.4km Runway 1 at floodproof cliff-top height as designed for historic NATO military use. It is reiterated that the two new 4km Runways 2 and 3 are planned on the vast

empty Ash Level, within the northern boundaries of Dover District Council and are the unique core of our unique new airport outline design (Four /runways Revision 32) and found nowhere else in representations and correspondence. In particular, there are no criticisms or opposing statements in official correspondence over recent years. Therefore, the official failure to reply or to engage in reciprocal correspondence cannot be regarded as adequate nor sustainable hereafter. The vast uninhabited site of Ash Level was quite literally discovered for airport site purposes during a local afternoon school train journey across it some years ago. This is almost the only way Ash Level can be seen from ground level, for there are no access roads.

If the Secretary of State for Transport would kindly instruct the Manston Airport Case Team to engage with my correspondence, it would be helpful clarification for all concerned. The official team may have improvements?

Suddenly, as of October 27-November 2, the local press (Kentonline) reports that there is “No need for new freight airport”. This purported new Decision is apparently in a Report by respected civil engineers Ove Arup & Partners over whether the new cargo airport near Ramsgate could go ahead. With all respect to such well-known engineers, I cannot regard them as authoritative in key issues of market forces affecting new developments and my lifetime experience.

Therefore, their alleged “need” issue is newly contrived and unsustainable.

Yours faithfully

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

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 |