

# Public Document Pack



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## CABINET

**9 APRIL 2009**

A meeting of the Cabinet will be held at **7.00 pm on Thursday, 9 April 2009** at the Council Chamber, Cecil Street, Margate, Kent.

### Membership:

Councillor Ezekiel (Chairman); Councillors: J Kirby, Ms Gideon, Latchford, Mrs Tomlinson, Mrs Wiltshire and Wise

## A G E N D A

Item  
No

Subject

1. **APOLOGIES FOR ABSENCE**  
To receive any apologies for absence from Members of Cabinet.
2. **DECLARATIONS OF INTEREST**  
To receive any declarations of interest. Members are advised to consider the extract from the Standard Board Code of Conduct for Members, which forms part of the Declaration of Interest Form at the back of this Agenda. If a Member declares an interest, they should complete that Form and hand it to the Officer clerking the meeting.
3. **MINUTES OF CABINET MEETING - 12 FEBRUARY 2009** (Pages 1 - 4)
4. **MINUTES OF EXTRAORDINARY CABINET MEETING - 20 FEBRUARY 2009** (Pages 5 - 12)
5. **MINUTES EXTRAORDINARY CABINET - 12 MARCH 2009** (Pages 13 - 14)
6. **RESPONSE TO AIRPORT MASTER PLAN - KENT INTERNATIONAL AIRPORT (KIA).**  
(Pages 15 - 124)
7. **BEST VALUE PERFORMANCE INDICATORS** (Pages 125 - 134)
8. **BUDGET MONITORING** (Pages 135 - 144)
9. **THE COUNCIL'S RESPONSE TO THE EAST KENT SUSTAINABILITY CONSULTATION DRAFT** (Pages 145 - 150)
10. **TO APPROVE CLIMATE CHANGE STRATEGY & ACTION PLAN FOR THANET DISTRICT COUNCIL** (Pages 151 - 172)

Item  
No

Subject

11. **WAIVERS FROM CONTRACT STANDING ORDERS** (Pages 173 - 184)

**Declaration of Interest form - back of agenda**

# Agenda Item 3

## Summary of Decisions made by the Cabinet at the meeting held on 12 February 2009 at the Thanet Council Offices, Margate

Present: Councillor Ezekiel (Chairman); Councillors Ms Gideon, Latchford, Mrs Tomlinson, Mrs Wiltshire and Wise.

### CR12 CORPORATE PLAN REFRESH

**Recommendation made:** That,

Cabinet recommend the proposed content of the refreshed Corporate Plan 2007-11 to Council.

### CD34 BUDGET MONITORING

**Recommendation made:** That,

Cabinet notes the outturn position for 2008/09.

Cabinet approve the proposals in respect of the heating service

Cabinet approve the revised General Fund and HRA Capital Programme for 2008/09.

Cabinet notes the contract procedure rule waivers.

### CR13 BUDGET 2009/10 AND MEDIUM TERM FINANCIAL STRATEGY

**Recommendation made:** That,

Members approve the draft Medium Term Financial Plan at Annex 1.

Members approve the draft scale of Fees and Charges (Annex 2 refers).

Members recommend to Council the draft General Fund Revenue budget estimates for 2009/10 to 2011/12 and resulting budget requirement for 2009/10 (paragraph 5.8.1 refers).

Members recommend to Council total requirement from Council Tax of £9,518k be raised through precept to meet the 2009/10 budget requirement (paragraph 6.3.4 and table 10 refers).

Members recommend to Council the Council Tax annual charges as set out below for the listed property bands:

PROPOSED COUNCIL TAX PER PROPERTY BAND FOR 2009/10								
	Band							
	A	B	C	D	E	F	G	H
Proportion of band D	6/9	7/9	8/9	1	11/9	13/9	15/9	18/9
Annual Charge	£136.62	£159.39	£182.16	£204.93	£250.47	£296.01	£341.55	£409.86

Members recommend to Council the level of general reserves be reduced by £500k to £2,116k, and specific earmarked reserves be used as identified in Annex 3.

Members recommend to Council the HRA budget estimates for 2009/10 to 2011/12 (paragraph 7.6.1 refers).

Delegated authority is given to the Leader and Housing Portfolio Holder to approve heating service charges (paragraph 7.4.12 refers).

Members recommend to Council the General Fund capital budget of £3,292k for 2009/10 and Housing Revenue Account Capital Budget of £3,689k for 2009/10, with the proposed approaches for funding (paragraph 8.7 refers).

Members recommend that Council adopt the Prudential Indicators contained within Annex 7 to the report and that the Minimum Revenue Provision (MRP) Statement contained within Annex 8 which sets out the Council's policy on MRP be approved.

Members note the latest treasury update for 2008/09 (paragraph 9.2.3 refers)

Members recommend that Council approve the Annual Treasury Management and Investment Strategy and the treasury prudential indicators shown at Annex 8.

Members agree the recommendations and actions, which will be sent out separately, as Cabinet's response to the work of Scrutiny via the Budget Working Party.

### **CD35 EXECUTIVE STRUCTURE – CABINET AND CABINET PORTFOLIOS**

**Recommendation made:** That,

6.1 The report of the Monitoring Officer be received.

6.2 The proposed amendments to the Members' Allowances Scheme for 2008/9, set out in Annex 2, be adopted for recommendation to Council.

### **CD36 CHILD PROTECTION REVIEW**

**Recommendation made:** That,

3.1 (A) Cabinet agrees the revised Child Protection Policy and Procedure to ensure that the Council is able to meet current statutory requirements and develops a framework for embedding the safeguarding and promotion of children's welfare into service delivery. The Council will be seen to respond positively to statutory requirements and local need.

3.2 (B) Cabinet agrees the Children Act 2004 Section 11 annual audit. The Council will be seen to fulfilling the requirements for Senior Management responsibility and accountability as well as monitoring and evaluating its compliance with its statutory obligations regarding safeguarding and promoting the welfare of children.

### **CD37 CHANGES TO COMMUNITY GRANTS PROCESS**

**Recommendation made:** That,

5.1 Cabinet notes the content of the draft policy as shown in Annex A and the results from the policy's consultation as shown in Annex B.

5.2 Cabinet approves the policy as a more viable way to give to the third sector through partnership working, and developing sustainability.

5.3 Cabinet approves the allocation of the events budget as shown in 4.1.4 to enable the 09/10 programme plans to progress.

5.4 Cabinet agree to delegate responsibility for identifying savings to the covering Communications and Corporate Marketing Manager/Corporate Improvement Manager and the Portfolio Holder for the respective area.

**CD38 CONSULTATION DRAFT – THE VISION FOR THANET DISTRICT COUNCIL**

**Recommendation made:** That,

6.1 To approve the draft content and publish as a consultation draft.

6.2 To approve the timeline.

**CD39 BROADSTAIRS COMMUNITY CENTRE VARIATION OF CONDITIONS OF GRANT**

**Recommendation made:** That,

5.1 Amend the conditions applied to the TDC grant as set out in paragraph 2.0. of the report

5.2 Agree to pre-allocate second homes funding for 2009/10 to support a further application to the KCC Village Halls fund by the Broadstairs and St Peter's Community Centre Trust.

**CD40 QUARTER 3 PERFORMANCE PACK**

**Recommendation made:** That,

Cabinet noted the content of the report and endeavoured to work with officers to maintain a strong focus on performance for the rest of the council year – particularly in the priority and high-impact areas.

**CR14 PETITION REFERRED FROM COUNCIL – CLIFTONVILLE DEVELOPMENT PLAN – PREFERRED ISSUES AND OPTIONS**

**Recommendation made:** That,

Cabinet noted the report.

Time concluded: 8.51pm

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# Agenda Item 4

## MINUTES OF THE EXTRAORDINARY MEETING OF CABINET HELD ON 20 FEBRUARY 2009

Present: Councillor Ezekiel (Chairman);  
Councillors Latchford, Mrs Tomlinson, Mrs Wiltshire and Wise.

The following Members attended under Council Procedure 24.1;

Councillor Campbell	-	Land at Effingham Street, Ramsgate
Councillor Poole	-	Montefiore Games Centre, Ramsgate
Councillor E Green	-	Land at Effingham Street, Ramsgate and Maritime Museum, Pier Yard, Ramsgate
Councillor D Green	-	Maritime Museum, Pier Yard, Ramsgate and Port Ramsgate East, West of Historic Harbour, Ramsgate
Councillor Harrison	-	Manston Road Extension Site.

### **EXC4 DECLARATIONS OF INTEREST**

There were no Declarations of Interest made.

### **EXC5 ASSET DISPOSAL SITES 2008/09**

Cabinet Members received the report of the Director of Regeneration.

On 21 February 2008, the Council agreed its Asset Management Strategy 2007 – 2011.

The Strategy set out how Thanet would make the most effective use of its land and property, on behalf of the local community. The Council had a considerable property portfolio, some of which was not needed to deliver local services, or produce income. The Strategy explained that such property could be described as surplus, and therefore may be sold to generate funds to provide, via the Capital Programme and Corporate Plan, improvements that local people want the Council to provide.

On behalf of the Council, it's Overview and Scrutiny Panel (Asset Management) Working Party contributed greatly to the process for identification of potentially surplus property, and then how public consultation was to be conducted so that local residents were part of the process before disposals were agreed.

The following criteria must always be considered, and met, before assets are considered potentially surplus:

In disrepair, and not capable of renovation at reasonable cost	Y/N
No alternate occupancy or usage viable including community occupancy (reference Quirk Report)	Y/N
Condition of land/property is a cause of complaint and/or breaches Statute or Health and Safety requirements	Y/N
The property does <u>NOT</u> support the Corporate Plan	Y/N
Value, through disposal or development agreement, will produce significant receipt to fund the Corporate Plan.	Y/N

It followed, therefore, that all of the properties in Annex I of the report, the 2009/2010 Asset Disposal Sites, were held to satisfy the five criteria.

However, public consultation was an important part of the evaluation process before any decisions were taken. Therefore, Section 7 of the Asset Management Strategy set out a sequence of notifying local people about proposals, inviting their comments and listening to what they say. Ultimately letting them address Cabinet if they wished to do so.

In tandem, all District Councillors had been notified about the 2009/2010 Asset Disposals in order that they could make their own opinion known, and support local residents in making their consultation response.

Letters had been sent to all persons who participated in the consultation process, inviting them to speak at Cabinet if they so wished. On a similar basis to public speaking at Planning Committee, residents had been advised that up to three speakers could speak on each recommendation. Again, as with Planning Committee, and to help manage the length of the meeting, a three minute time slot would be available for each speaker.

Democratic Services and Communications staff allocated the public speakers slots on a 'first come, first served' basis – with follow-up contact to advise speakers who else would address Cabinet on the same property so that residents could co-ordinate what they said to maximize effect and avoid duplication.

It was noted that Cabinet would not be making any decisions at this meeting.

#### **EXC6 SPEAKERS AND SITES**

A total of 17 sites were authorized for consultation and formed the basis of Cabinet's consideration at this meeting and, subsequently at the decision making meeting of Cabinet on 9 April 2009:-

Land at Effingham Street, Ramsgate  
Maritime Museum, Pier Yard, Ramsgate  
Montefiore Games Centre, Ramsgate  
Land at Irchester Street, Ramsgate  
Land adjacent to 19 Liverpool Lawn, Ramsgate  
Port Ramsgate East, West of Historic Harbour, Ramsgate  
Manston Road Extension Site (former allotments)  
Land at 1 – 6 Covells Row, Margate  
Land at Marine Terrace, Leisure Site, Margate  
Margate Caves, Northdown Road, Margate  
Land Adjacent to 129 – 131 High Street, Margate  
Land at Tivoli Park Avenue / Tivoli Road, Margate  
Land adjacent to 62 Brooke Avenue, Garlinge, Margate  
Land at Park lane, Birchington  
Land at Viking Bay, Broadstairs  
Retort House, Albion road, Broadstairs  
Former rose Garden, Pysons road, Broadstairs

There were a total of 13 Members of the Public who addressed Cabinet. The recommendations to Cabinet on 9 April 2009 are detailed below followed by the views of the Members of the Public and Councillors speaking under Council Procedure rule 24.1 at this Extraordinary meeting.

#### **SITE 1 – LAND AT EFFINGHAM STREET, RAMSGATE**

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“That Cabinet support the principle of disposal in order that the site may be progressed to the next stage of the disposal framework”.



Mr Batt, representing the residents' association, addressed Cabinet with the following comments;

- Residents' Association preferred option would be for a car park for residents
- Friends of Ramsgate Library preferred option would also be for a car park for residents to include a disabled parking bay
- Residents would be willing to pay for the right to park on the land

Councillor Campbell addressed Cabinet with the following comments;

- Emergency Services access – difficult bend in road and blind corner
- Suggests use should be for car parking

Councillor E Green addressed Cabinet with the following comments;

- Emergency Services access
- Traffic problems as narrow road with blind bends
- Building on site would exacerbate traffic problems
- Suggests retain for residents as car parking, possibly with landscaping.

#### SITE 2 – MARITIME MUSEUM, PIER YARD, RAMSGATE

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“That Cabinet support the asset as surplus and allow it to be progressed through the adopted disposal framework”.

Mr Kirkaldie addressed Cabinet with the following comments;

- Suggests that Ramsgate Town Council, when established, should work with Thanet District Council to restore the building, or at least be consulted on its future
- Ramsgate's heritage should be preserved as is Broadstairs. There is a current proposal for a Steam Museum.

Mrs Shallow addressed Cabinet with the following comments;

- Loss of the museum would result in the loss of a unique heritage visitor centre
- Enough cafés in the harbour area already
- A need to maintain visitor attractions for families

Councillor E Green addressed Cabinet with the following comments;

- Concerned that the property would become derelict if agreed as surplus
- Tendency for the property's basement to flood

Councillor D Green addressed Cabinet with the following comments;

- Many residents of Ramsgate wanted the site to remain as a museum

#### SITE 3 – MONTEFIORE GAMES CENTRE, RAMSGATE

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“That the site be progressed through the adopted disposal framework”.

Mr Robinson addressed Cabinet with the following comments;

- The Council must show that the site is surplus
- Derelict courts counted in survey for Open Space Audit which supports the Council's assertion that the Tennis Courts are surplus is questionable in content, analysis and conclusion
- The site actually meets the requirements of PPG17
- The Council do not know how many people actually use the courts, so cannot say they are underused.

Councillor Poole addressed Cabinet with the following comments;

- Courts were not in disrepair – had been resurfaced, and one has been provided with a new net
- 1500 visitors last season amounting to £2,000.00 in takings
- Only 23 municipal courts in Thanet, indicating that the conclusions in the Open Space Audit are flawed.

#### SITE 4 – LAND AT IRCHESTER STREET, RAMSGATE

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“It is recommended that Cabinet support the site as surplus and the site is progressed through the adopted disposal framework”.

There were no speakers in relation to this site.

#### SITE 5 – LAND ADJACENT TO 19 LIVERPOOL LAWN, RAMSGATE

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“That the site be agreed as surplus and progressed through the adopted disposal framework”.

Mr Escofet addressed Cabinet with the following comments;

- The Square is of the Regency Period, unique in character and beauty. His house is Listed.
- Concerns re damp in own property if a building is built on land, and joined to his gable wall
- Concerns re devaluation of property
- Would be prepared to purchase land to extend own garden and parking – other residents agree to this

Mrs Burke addressed Cabinet with the following comments;

- Properties in Square are over 200 years old
- Objects to building unless in keeping with the other properties in the Square

#### SITE 6 – PORT RAMSGATE EAST, WEST OF HISTORIC HARBOUR, RAMSGATE

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“That Cabinet agree the site as surplus and progress to the next stage of the adopted disposal framework”.

Mr Kirkaldie addressed Cabinet with the following comments;

- Does not fit with the Local plan 2006. The site is allocated for Port usage
- Is in a Conservation Area
- Piecemeal development around the Port is unacceptable

Councillor D Green addressed Cabinet with the following comments;

- Not completely against alternate uses but site is protected for Port use
- In-depth plan needed

#### SITE 7 – MANSTON ROAD (FORMER ALLOTMENTS) EXTENSION SITE

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“That Cabinet support the case for disposal and the site is progressed through the adopted disposal framework”.

Councillor Harrison addressed Cabinet with the following comments;

- possibility of a greater demand for allotments in current economic climate
- Public have asked for allotments and have been told there are not any
- Overview and Scrutiny Working Party was looking at allotments – would be prudent to wait for its findings before taking a decision on the future of this site.

#### SITE 8 – LAND AT 1 – 6 COVELLS ROW, MARGATE

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“To agree to the principle of disposal, subject to the formal disposal framework”.

There were no speakers in relation to this site.

#### SITE 9 – LAND AT MARINE TERRACE LEISURE SITE, MARGATE

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“That Members support disposal of the site by way of long leasehold which would be subject to the adopted disposal framework”.

There were no speakers in relation to this site.

#### SITE 10 – MARGATE CAVES, NORTHDOWN ROAD, MARGATE

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“Thanet Members agree the site to be surplus to requirements and the asset be progressed through the adopted disposal framework”.

Mrs Sotos addressed Cabinet with the following comments;

- The caves dated as 300BC, and an important part of local heritage
- Asks that they are developed to fit in with the 21<sup>st</sup> Century – open to visitors. Margate needs Heritage attractions to support regeneration
- There is nothing that could be built on the site because of ground conditions

Mr Villette addressed Cabinet representing the Margate Civic Society with the following comments;

- Ideally would like a commercial development
- Would like to incorporate the caves in the Margate Walks
- Money should be spent to make the caves accessible for people to enjoy

SITE 11 – LAND ADJACENT TO 129 – 131 HIGH STREET, MARGATE

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“That the sites be agreed as surplus and progressed through the adopted disposal framework”.

There were no speakers in relation to this site.

SITE 12 – LAND AT TIVOLI PARK AVENUE / TIVOLI ROAD, MARGATE

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“That the sites be agreed as surplus and progressed through the adopted disposal framework”.

There were no speakers in relation to this site.

SITE 13 – LAND ADJACENT TO 62 BROOKE AVENUE, GARLINGE, MARGATE

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“To agree to the principle of sale, subject to the formal disposal framework”.

There were no speakers in relation to this site.

SITE 14 – LAND AT PARK LANE, BIRCHINGTON

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“To agree to the principle of sale, subject to consultation and further assessment of the site and then progressed under the disposal framework”.

There were no speakers in relation to this site.

SITE 15 – LAND AT VIKING BAY, BROADSTAIRS

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“Pending the outcome of consultation under the disposal framework, Officers be permitted to tender interest in covenanted development of the site”.

Mr Roger addressed Cabinet with the following comments;

- Broadstairs has a treasure in it's main bay
- Café and toilets not viable
- A mixed development would be wrong
- Use the frontage for more chalets
- Edwardian shelter requires no more than a new roof and painting
- Money should be spent on the toilet refurbishment
- Believes that Broadstairs residents would be prepared to fund the work - Rates should be spent in Broadstairs

Mr Reeve addressed Cabinet with the following comments;

- Viking Bay is a special place and 'hub' of Broadstairs
- Suggests site should be developed as café/restaurant
- Site could be the main club area for beach volley ball, surfing and for children
- Opportunity to enhance the bay

Mr Dickinson addressed Cabinet with the following comments;

- There is lot that could be done with the site
- Needs to be financially viable and enhance the man made and natural assets of the area
- Needs more than a café

#### SITE 16 – RETORT HOUSE, ALBION STREET, BROADSTAIRS

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“That the site be agreed as surplus and progressed through the adopted disposal framework”.

Miss Hagley addressed Cabinet with the following comments;

- Property is over 100 years old and a record of a past era
- Is in use and not derelict
- Used by dance school, brass band and sports facilities. Even when the new Community Centre is in place at Pierremont Park, it will not be able to accommodate all these community users.
- Site could be included in the Broadstairs Town Trail and should be preserved for the town
- Car park could be resurfaced

#### SITE 17 – FORMER ROSE GARDEN, PYSONS ROAD, BROADSTAIRS

The Officer recommendation to Cabinet at its meeting to be held on 9 April 2009 would be;

“To agree a principle of sale, subject to the formal disposal framework”.

There were no speakers in relation to this site.

#### NORTHDOWN HOUSE

Councillor Mrs Johnston addressed Cabinet in relation to Annex 3 of the report concerning the Consultation report on Northdown House.

Members of the public were advised that there was no public speaking in relation to this site as this had taken place in July 2008.

Councillor Mrs Johnston's comments included;

- There was little opportunity for commercial development of the site, and this is now understood
- Therefore the Council should work with Thanet Leisure Force and continue its occupancy of the building

The Leader advised that comments in connection with Northdown House would be reserved for the Cabinet meeting in April.

The Leader assured those present that Cabinet had listened and would consider all that had been said in their deliberations over the future of all the assets.

Meeting concluded at 3.40pm.

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## EXTRAORDINARY CABINET

Minutes of the meeting held on 12 March 2009 at 7.00 pm at Council Chamber, Cecil Street, Margate, Kent.

**Present:** Councillors Ezekiel, Ms Gideon, Mrs Tomlinson, Mrs Wiltshire and Wise

### 50. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Latchford and J D Kirby.

### 51. RULE 24.1

The following Members were also present pursuant to Council Procedure Rule 24(1) and took part in the proceedings as follows:

Councillor D Green;

Item 6 (Minute 54) Notice of Motion from Council – Eastcliff Ward litter.  
Item 10 (Minute 59) Debt Management

Councillor Campbell;

Item 6 (Minute 54) Notice of Motion from Council – Eastcliff Ward litter.

### 52. DECLARATIONS OF INTEREST

There were no declarations of interest.

### 53. TO AGREE THE ANNUAL REVIEW OF THE BUSINESS CONTINUITY MANAGEMENT POLICY

Recommendation made that:

Cabinet approved the reviewed Business Continuity Policy.

### 54. TO AGREE THE REVIEW UNDERTAKEN OF THE LOCAL CODE OF GOVERNANCE AND GOVERNANCE FRAMEWORK

Recommendation made that:

Cabinet approve the reviewed Local Code of Corporate Governance and recommend forwarding it for adoption by Council on 23 April 2009.

Cabinet note that there are no changes recommended to the Governance Framework.

### 55. GUIDANCE ON DEALING WITH UNREASONABLE COMPLAINANT BEHAVIOUR

Recommendation made that:

Cabinet approved the guidance attached to the report at Annex 1.

Cabinet also agreed that a suggested amendment;

“that Ward Councillors, Cabinet Members and Shadow Cabinet Members be made aware of a persistent and unreasonable complainant so they do not spend unnecessary time dealing with their complaints” should be considered by the Overview and Scrutiny Panel.

The amendment was given in writing to Councillor Gideon by Councillor Mrs Fenner prior to the meeting.

**56. NOTICE OF MOTION FROM COUNCIL - EASTCLIFF WARD LITTER**

Recommendation made that:

Cabinet noted the discussion section of the report in relation to the five areas set out in the Notice of Motion but that no specific action is recommended.

**57. EXEMPTIONS FROM CONTRACT STANDING ORDERS**

Recommendation made that:

Cabinet noted the report.

**58. EXCLUSION OF PUBLIC AND PRESS**

Recommendation made that:

That the public and press be excluded from the meeting on agenda item <<insert agenda item>> as it contains exempt information as defined in Paragraph <<insert paragraph>> of Schedule 12A of the Local Government Act 1972 (as amended).

**59. DEBT MANAGEMENT**

Recommendation made that:

Cabinet noted the report and approved the write off detailed in point 2.1 of the report.

Cabinet also noted that the write off detailed in point 2.2 of the report was included in error as it had been previously approved by Cabinet.

Cabinet agreed that the write offs detailed in point 2.3 and 2.4 of the report should be withdrawn and further advice sought from the Monitoring Officer.

Meeting concluded : 7.41 pm



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## THE COUNCIL'S RESPONSE TO KENT INTERNATIONAL AIRPORT'S DRAFT MASTERPLAN

To: **Cabinet - 9 April 2009**

Main Portfolio Area: **Economy and Culture**

By: **Major Developments Manager**

Classification: **Unrestricted**

Ward: **All**

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**Summary:** This report informs Members of the details of a draft Masterplan prepared by the Operator of Kent International Airport, and published for consultation in October 2008. It considers the contents and proposals of the Masterplan in the context of National, Regional and Local Policy Guidance, and provides comments and recommendations from the Airport Working Party upon the proposals within the Masterplan.

### **For Recommendation to Council**

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#### **1.0 INTRODUCTION AND BACKGROUND**

##### **The Airport Working Party**

- 1.1 This report is the culmination of a programme of work carried out by the Airport Working Party.
- 1.2 The Working Party has built on previous reports produced reviewing the performance of the Airport Section 106 Agreement. It has also revisited the MORI report regarding Kent International Airport, and in recent months Members here have visited Southend, Norwich, Prestwick, Bristol and Bournemouth Airports.
- 1.3 On the visits Members were able to question airport management on the strategic plans for their airport, whilst also listening to the views of the Planning Authority for each of the airports. At Prestwick, Norwich and Christchurch (Bournemouth Airport), Members also met community representatives.
- 1.4 A good understanding of how regional airports at different, and generally more advanced, stages of development than Kent International Airport, operate has proved valuable to the Working Party, it being noted that the framework for reaching the appropriate balance between economic development and environmental protection is different at each airport. However, there are some general principles of community engagement, published monitoring results and aircraft movement scheduling that apply to all the airports visited.

- 1.5 This knowledge has helped the Working Party produce this report and, in particular, the recommendations at Section 8 of this report.
- 1.6 This report provides the recommended response from the Council to the Draft Kent International Airport Masterplan, prepared by Infratil, the airport operator and published in October 2008.
- 1.7 The report provides contextual information in the form of the history of the airports development, including the imposition of a section 106 agreement relating to its civilian operation in 2000. Summaries of the most relevant Government guidance and national, regional and local policies relating to the future of the airport are provided to enable members to assess the Draft Masterplan in the context of this policy framework.
- 1.8 The Draft Masterplan is then summarised and comments are then made upon its soundness and upon changes considered necessary to enable the document to carry more weight when considering future development proposals for the airport. The relationship of the Masterplan to the emerging Local Development Framework is also considered.
- 1.9 The report concludes by making recommending that members support the provision of a Masterplan and its general aspirations and recommends alterations and additions to the draft Masterplan, proposing that, following these changes, further consultation is carried out prior to the Council deciding the status it wishes to give the final document.

## **2.0 CONTEXT**

### **Planning History**

- 2.1 The airport was originally constructed as a military airport; however, it has a long history of mixed military and civilian use.
- 2.2 In 1988 (reference F/TH/88/0121), permission was granted for the erection of a passenger terminal building, new access road and car parking facilities on a site then referred to as the 'civilian enclave' to the east of the airport, south of Manston Road. This permission was the subject of a Section 52 Agreement (the forerunner to section 106 planning agreements) including clauses relating to night flying restrictions.
- 2.3 In 1998 the military use of the major part of the airfield ceased, and the site was sold to the Wiggins Group. Prior to the disposal, Lawful Development Certificates were issued for:
  - (a) the retention of existing airfield buildings;
  - (b) the proposed use of existing airfield buildings in association with the use of the airfield for civilian purposes;
  - (c) for the proposed use of the airfield for civilian purposes;
  - (d) for the use of crown and airfield land and buildings for commercial civilian airport use.

- 2.4 Those certificates relating to the use of the airport for civilian purposes were the subject of a Judicial Review. The principal reason for the review was the lack of detail within the certificates issued relating to the type and level of use of the airfield. At both the High Court and Appeal Court, it was determined that the Lawful Development Certificates as issued were valid. This validity was, to a significant degree, based upon the proven significant level of previous civilian use, including the use of the airport for scheduled passenger services.
- 2.5 Subsequently, in 1998 (F/TH/98/1063), permission was granted for development works to enable CAA certification of the airfield comprising a visual control room, 3 no. portakabins, fire station extensions, antennae in cabins, perimeter security fencing, localised aerial met masts and a diesel fuel tank.
- 2.6 In 2000 (reference F/TH/00/0297), the first major application to facilitate the extension of use of the airport for civilian purposes was submitted. This application, granted in June 2000, permitted the replacement and upgrading of passenger aprons adjacent to the existing passenger terminal, the upgrading of the cargo apron around the existing western cargo shed, and improvements and part realignment of linking taxiways and the construction of a new hangar adjacent to the cargo apron.
- 2.7 The permitted hangar was subsequently amended in its design to provide a new cargo storage facility and customs building. The passenger apron and new taxiways have been constructed. There have been some minor improvement works to existing aprons adjacent to the cargo hangars. The provision of a new cargo apron has yet to be fully implemented.
- 2.8 In 2004 (reference F/TH/04/0463), an application was received and subsequently approved for the construction of a car park with associated roads, landscaping, security fencing, lighting and cameras. This car park was for the provision of up to 2000 parking spaces adjacent to the passenger terminal. The permission has been partially implemented. Up to approximately 1100 parking spaces can be provided, after which the full implementation of the planning permission cannot take place until a further Traffic Impact Assessment has been submitted identifying the full surface access impact of the additional parking, with proposals for the implementation of measures to address that impact.
- 2.9 The above permissions are the only major development proposals to have been implemented at the airport since it became a civilian facility. Other proposals granted permission, including a paint spraying hanger in 2001, have not been implemented, and the permission has now expired. During the period of civilian occupation there have also been a number of permissions granted for infrastructure improvements, including a surface water attenuation pond in 2001 which has been implemented, new electricity sub-station provision both to serve the airport and wider central island industrial proposals and, more recently, in 2007, for the provision of a fuel interceptor within the surface water drainage system serving the airport that drains into Pegwell Bay. This latter permission has yet to be implemented, and requires Environment Agency approval for a scheme that satisfies their discharge requirements.

- 2.10 The major applications were screened at the time to determine whether Environmental Impact Assessments were required in support of the planning applications. The applications were screened, and it was determined that there was no requirement for Environmental Impact Assessments. However, it was also considered that any further major proposals would have to be considered in the light of their accumulative impact, taking into account those works already permitted and either implemented or capable of implementation. On this basis it is considered likely that any further significant development proposals will need to be supported by an Environmental Impact Assessment.

### **Recent Civilian Use**

- 2.11 Since its disposal for civilian use, the level of use of the airport has been relatively minor. There has been a relatively stable level of freight use, and some charter flight provision.
- 2.12 The only fairly intense period of use was from September 2004 to July 2005, when EU Jet were established and offered a range of scheduled flights to a variety of UK and European destinations. During this period, the busiest month saw over 62,000 passengers through the airport. In total, it is understood that over 400,000 passengers use the airport during the nine months of the EU Jet operation which provided 30 routes.
- 2.13 An analysis of this operation by the present Airport Operator indicates that failure was due to the use of planes that were too small to deliver efficiency on European routes, and too large for high frequency business-based routes. In addition, it was considered that insufficient marketing was carried out, that the service was unreliable and that it was attempted to provide too much capacity too quickly.
- 2.14 Members will recall considering proposals for the introduction of a major European based long-haul freight carrier at a recent Special Council meeting on 12 February. The company decided not to relocate to Manston, however it is considered that the interest expressed demonstrates the need to have measures in place that do not require urgent Council meetings to consider the acceptability or otherwise of particular operator requirements in the future.
- 2.15 Both the operation of EU Jet and the potential introduction of a long-haul freight carrier were subject to the need to permit a limited number of regular take-offs and landings during the night-time period (11 pm – 7 am). Both operations were the subject of agreement to temporary arrangements facilitating these movements. In both cases, the need to address the requirements of a Section 106 Agreement described below was made a proviso.

### **Section 106 Agreement**

- 2.16 In 2000, a Section 106 Agreement was entered into by the new landowners and the Council as Planning Authority. Unusually, this Agreement was not associated with a planning application, although its implementation was associated with the revocation of an older Section 52 Agreement related to the 1988 grant of permission for the passenger terminal referred to above.

2.17 The second schedule of the Agreement established the obligations of the owner and the Council with regard to the airport, and included the following requirements:

(1) **Night-Time Flying Noise Policy**

The preparation of a Night-Time Flying Noise Policy prior to commencement of regular night flying operations, including a restriction on aircraft with a noise classification in excess of quota count 4, a process for sharing data on details of aircraft operating during night-time and embodiment of the principles of UK Best Practice at the time and the appropriateness of those principles to prevailing local conditions. The Agreement also included the provision for punitive payments for aircraft with a noise classification in excess of quota count 4 taking off or landing at night time.

(2) **General Noise Limitations**

There was a requirement for the operator to submit a 63dB Laeq (16 hour 07.00 – 23.00 hours) noise contour map for the airport based on the previous 12 months of airport operations.

(3) **Dwelling Insulation Scheme**

Within 24 months of the Agreement, the operator was to submit a detailed scheme for noise insulation for dwellings falling within the 63dB Laeq (16 hour 07.00 – 23.00 hours) contour.

(4) **Preferred Departure Route**

A requirement to adopt the use of runway 28 (westerly take-off and landings) (as the preferred departure runway), and to supply data on runway departure usage on a monthly basis.

(5) **Noise Abatement Routes**

The submission of details of noise abatement measures required from operators of large aircraft.

(6) **Noise Monitoring Terminals**

Within nine months of the Agreement, to install at least two noise monitoring terminals.

(7) **Pollution Monitoring**

The installation of pollution monitoring tubes, and to provide results of pollution monitoring to the Council.

(8) **Noise Monitoring**

The implementation of noise monitoring and agreement of maximum noise levels to achieve a year on year reduction.

(9) **Green Travel Strategy**

The submission of a Green Travel Strategy by the owner, and provision of a Green Travel Plan for each application for planning permission.

(10) **Environmental Statement**

The submission of a Masterplan and Environmental Statement for consideration by the Council.

- 2.18 While these requirements were addressed to a degree by the previous owners of the airport their demise and subsequent change of ownership resulted in a hiatus in activity. The new owners, Infratil are seeking to address the need to revise the section 106 agreement, which was originally intended to have a three year lifespan. The preparation of the draft Masterplan addresses one element of the section 106 requirement and is welcomed in that respect. The requirements for airport Masterplans as detailed in Department for Transport guidance, are considered in detail below.

**3.0 POLICY AND GUIDANCE**

- 3.1 As well as summarizing Masterplan guidance, the following sections of the report cover the main policy and guidance applicable to the Masterplan preparation. This summary concentrates on the more directly applicable policies, but does not include reference to all the government policy statements and guidance notes that relate to the development proposed.

**Guidance on the Preparation of Masterplans (2004)**

- 3.2 Following the publication of the White Paper, ' The Future of Air Transport' , in December 2003, referred to later in this report, guidance was issued on the preparation of 'Airport Masterplans' in accordance with the requirements of the White Paper. The Guidance considered that airports which had aspirations to achieve annual air transport movement throughputs in excess of 20,000 movements annually by 2030, or where the future level of impact might cause concern, may wish to consider preparing Masterplans.
- 3.3 The Guidance envisages a Masterplan providing a clear statement of intent relating to the future development of the airport, which can be given due consideration in the Local and Regional Planning process. It anticipates that airport operators will take the lead in the preparation of a Masterplan but, if the aspiration is for the Masterplan to be fully integrated into a Local Development Framework, there is a need for the operator to work closely with the Local Planning Authority from an early stage.
- 3.4 The Guidance identifies the following potential benefits in preparing a Masterplan:
- (i) It provides an indication of the operator' s plans for infrastructure development;
  - (ii) Informing long-term resource planning;

- (iii) A useful tool for communicating aspirations to a wide range of stakeholders, enabling well informed investment decisions;
  - (iv) Clarity over phasing of development projects;
  - (v) Providing a vehicle against which to assess progress being made in delivering proposals;
  - (vi) Demonstrating the full range of costs and benefits of airport growth;
  - (vii) A vehicle for assessing local, social and environmental impacts, and how those impacts can be mitigated.
- 3.5 The Guidance assumed the provision of Masterplans by the end of 2005, with quinquennial review. It was recognised that the dynamic nature of the airport sector also requires flexibility to enable infrastructure proposals of operating regimes to be able to respond to market requirements.
- 3.6 The guidance states that more detail is required for proposals likely to be brought forward in the time horizon of strategic and local land use and transport plans, especially where a significant application is expected in the near term (ie: the next 5 -10 years). For the longer term, only indicative land use plans are required.
- 3.7 It is stressed that carrying out work at an earlier stage, that will eventually be required in relation to planning applications, will assist in the early identification of potential problem areas and improve the efficiency of the planning process. In terms of content, the guidance considers that the more ground covered and the more extensive the consultation, the greater the value of the Masterplan. The following core areas are anticipated to be addressed:
- Forecasts;
  - Infrastructure proposals;
  - Safeguarding and land/property take;
  - Surface access initiatives;
  - Impact on people and the natural environment;
  - Proposals to minimise and mitigate impacts.

### **Forecasts**

- 3.9 An up to date breakdown of current traffic and an explanation of data in relation to historic trends and expected market developments is required.

### **Infrastructure Proposals**

- 3.10 There is a need to identify where constraints are expected to arise, and to identify the factors which could affect them, eg: traffic build-up, aircraft size, scheduling, land availability, environmental and safety issues, etc. The Masterplan should include an airport's Statement of Adopted Planning Standards demonstrating how airports make the best use of existing capacity before undertaking further development. An Outline Investment Plan identifying important milestones and Capital Expenditure Plans over the next 10 years should form part of the Masterplan.

- 3.11 Plans are not expected to take the form of detailed drawings, but to provide sufficient information to be understood by the lay person. The plans should demonstrate how airport proposals can be integrated with adjacent land uses, particularly where the airport is located close to sensitive neighbours such as residential and, importantly, environmental areas. Maps showing safety surfaces and Public Safety Zones (PSZs) can be provided separately.

### **Safeguarding and Land/Property Take**

- 3.12 One of the most important issues identified is the need to address the long-term land requirements for future airport development, and whether this requires changes to airport boundaries. These implications should be clearly identified to minimise long-term uncertainty and non-statutory blight.

### **Surface Access**

- 3.13 Surface access is considered a major issue where there is a need for short and long-term strategies. The split between use of public (including heavy and light rail, coach, bus and shared taxi) and private transport is acknowledged to affect the scale of any new investment in surface access required. The potential use of appropriate transport models to analyse impact is put forward.
- 3.14 It is acknowledged that, in the initial stages of Masterplan preparation, it may be possible to do little more than adopt a simplified approach which identifies the relevant schemes in broad terms, while identifying subsequent areas of work which will need to be taken forward in the near future to establish surface access impact in more detail.

### **Mitigation**

- 3.15 An important content of the Masterplan will be proposals for mitigation measures across the major impact areas, eg: emission controls, noise abatement measures, sound insulation, surface access schemes and traffic management, and measures to address landscape and biodiversity impacts. It is considered appropriate to consider compensation measures that may be required when the scale of impact is such that cannot be adequately mitigated.

### **Options**

- 3.16 In some cases, where there is more than one possible approach to development of part of the airport, consultation on options is proposed, with the potential to identify a reference case outlining the preferred option against which variations can be measured.

### **Appraisal of Proposals**

- 3.17 It is anticipated that airports should consider the following key impacts of their Major Development projects in the current and subsequent five year periods:
- Noise impacts (daytime/night noise/ground running) (EU directive 2002/49ec applies);



- Air quality impacts – compliance with mandatory air quality values (EU directive 1999/30ec);
  - Surface access implications, including impacts on local and wider transport infrastructure;
  - Local economic, housing and employment implications;
  - The extent of property and land take.
- 3.18 The guidance states that the particular circumstances of the area will make a number of other matters potentially relevant, including biodiversity, heritage and landscape impacts, possible bird strike hazards and local concerns or constraints such as Special Areas of Conservation and Ramsar sites.

### **Process**

- 3.19 It is stressed that the emphasis of the airport planning process is that airports do not develop in isolation, and that development proposals should incorporate safeguards to minimise their adverse impact on the local environment. It is considered advantageous for airport operators to undertake a full-scale public consultation, especially where there are proposals for major infrastructure development. It is commented that the ultimate responsibility for the final content of any plan should lie with the airport operator.
- 3.20 It is stated that the Department of Transport should be consulted alongside other stakeholders before individual Masterplans are finalised. Once publicised the Masterplan should be published and disseminated to all relevant Authorities.

### **Air Transport White Paper Progress Report 2006**

- 3.21 In December 2003, the Government set out a sustainable long-term strategy for the development of air travel. The strategy aims to achieve a balance between the economic benefits of airport development and the environmental implications. The strategy sought to:
- Ensure that aviation reflects the full costs of its climate change emissions;
  - Recognise that aviation brings real benefits to people and businesses;
  - Promote making much better use of existing airport capacity.
- 3.22 The Progress Report refers to the Stern Review on the economics of climate change, published in October 2006. The Stern Review recommends that the best way to tackle the complex pattern of carbon emissions is to ensure each activity which consumes carbon is priced in a way that reflects its true cost to society and the environment. The Government aims to pursue the inclusion of aviation emissions in the European Union Emissions Trading Scheme as soon as practical for all flights departing from EU airports, whatever their destination.

- 3.23 In addition, the Government has given a commitment to investigate and consult on proposals which will make it simpler for air passengers to offset carbon emissions arising from flights they take by setting out a Government Standard for how such schemes should operate.
- 3.24 In terms of impact upon the local environment within which airports operate, the White Paper establishes a number of strands:
- (1) Through the recently agreed Civil Aviation Act 2006, the introduction of measures to strengthen and clarify larger airports' powers to control noise and local airport quality, enabling airports to initalize the noisiest and most polluting aircraft.
  - (2) Addressing the noise of airline fleets.
  - (3) The use by Airport Operators of Masterplans to provide a basis for ensuring that measures to address noise, air quality, impacts on biodiversity and heritage, and issues of blight are properly considered, clearly set out and taken forward transparently in consultation with the local community.
  - (4) Reference is made to the need for Airports to focus on developing public transport links and promoting effective travel planning to increase the number of passengers taking public transport to and from airports, thereby improving local air quality.
- 3.25 The White Paper recognises the economic benefits of air travel with the importance of aviation to the economy rising as a result of broader economic trends:
- (1) Growing global economic integration, leading to increased business travel and movement of international freight.
  - (2) Rising disposable incomes resulting in increased leisure travel.
  - (3) Increasing the number of foreign visitors and residents travelling to and from the UK.
  - (4) The UK's success in acting as a hub for international travel (15% of international air passengers fly to and from the UK).
- 3.26 The Progress Report comments that the first priority is to make the most of the UK's existing airport through a process of improvement and modernisation. Growth and development at Regional Airports, without the need for new runways, give people across the country improved access to air travel.
- 3.27 The paper encourages energy efficiency and the use of renewable resources in airport developments, and the introduction of offsetting schemes whereby individuals can make a financial contribution to schemes that reduce CO2 production elsewhere by an equivalent amount to the CO2 generated by that individual.

- 3.28 It is commented that typically the cost of carbon offsetting for a short haul return flight is approximately £5, for transatlantic return flights £10, and for a return flight to Australia around £30.
- 3.29 The White Paper recommends that all airports follow the example of Manchester and Luton airports and plan to become carbon neutral, and that Airport Operators should publish an Environmental Strategy alongside their Masterplans, setting targets for recycling, reducing carbon emissions and improving the energy efficiency of their business operations, with the aim of achieving carbon neutrality as quickly as possible.
- 3.30 In terms of Public Health and Safety, the White Paper reaffirms long-established Government policy that, where traffic warrants it, Public Safety Zones (PSZs) will be established at the end of runways, where the risk is greatest. Within these PSZs, development is restricted.

### **Civil Aviation Act 2006**

- 3.31 This Act gives Aerodrome Authorities the ability to charge Aircraft Operators by reference to the emissions from an aircraft to reflect the impact of aircraft on local air quality in the vicinity of an airport where there are local air quality problems. It also provides Aerodrome Operators with new powers to make noise control schemes.
- 3.32 Aerodrome Operators remain subject to the Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003 which set out procedures airports should follow when considering noise related operating restrictions. A balanced approach is required where airports should not impose measures which are more restrictive than necessary to achieve noise objectives, and should not discriminate on other grounds.
- 3.33 The Regulations apply to civil airports that have more than 50,000 movements of civil subsonic jet aeroplanes in a calendar year. The Act introduces changes to the Civil Aviation Act 1982, and seeks to encourage the use of quieter aircraft and reduce inconvenience from aircraft noise, encourage the use of aircraft which produce lower emissions, control noise and atmospheric pollution in the vicinity of aerodromes and promote compliance with noise and emission limits.

### **The South East Plan**

- 3.34 The final draft of the South East Plan, which is anticipated to replace the Kent Structure Plan early this year, includes Policy T9 on airports. This policy supports an enhanced role for Kent International Airport as an airport of regional significance. It requires that priority is given in Airport Surface Access Strategies to reduce the environmental impact of surface access, and increase modal share in favour of public transport. The policy requires that targets are set and monitored that are consistent with the aims of local development documents and local Transport Plans.
- 3.35 Reference is made to the Air Transport White Paper, which supports the production or updating of Masterplans by Airport Operators, to set out the development of airports up to 2015. The policy comments that the appropriate planning and transport bodies will need to take account of these new or revised Airport Masterplans.

- 3.36 Reference is also made to the Aviation White Paper's comment on the important role that Regional Airports can play in providing access to air services that reduce the pressure on international hub airports, particularly in the period before any new runway in the South East is built. It is noted that smaller Regional Airports such as Kent International Airport could play a valuable role in meeting the requirements for air services and contributing to regional economic development.
- 3.37 It is commented that, subject to relevant environmental considerations, the development of Regional Airports should be supported, and Regional and Local Planning Frameworks should consider policies that facilitate growth at these airports.
- 3.38 Policy EKA4 refers to Urban Renaissance of Coastal Towns. Specific reference is made to the need for the economy of Thanet to be developed and diversified with reference made to a regional role for Kent International Airport.
- 3.39 Policy EKA5 refers to Manston's importance as part of the South East Region's gateway role. Policy EKA5 refers to the growth of Kent International Airport as a Regional Airport with up to six million passengers per annum being supported, provided proposals satisfy policy criteria for the environment, transport and amenity.
- 3.40 Policy EKA6 relates to employment land allocation, stating that in Thanet there should be a concentration on allocated site development rather than identification of additional land.
- 3.41 It is commented that Kent International Airport, with its long runway, has potential for growth with significant economic benefits for the sub-region.
- 3.42 It is commented that Environmental Impacts will need to be addressed, including noise and air quality. It is noted that large land reserves are available within and adjacent to the airport for ancillary uses and related activity, but that considerable investment will be required in surface access if the envisaged level of growth is to be realised

#### **Kent and Medway Structure Plan**

- 3.43 The Kent and Medway Structure plan presently forms part of the development plan for Thanet and contains specific reference to airport growth. It will be superseded by the South East Plan on its adoption.
- 3.44 Policy TP24 relates to Kent International (Manston) Airport. It supports the development of the airport into a Regional Airport with a capacity of up to six million passengers per annum by 2021. It requires that development need is assessed against the need for development to be directly related to airport operation (unless for an alternative use supported in the Local Development Framework):
- 3.45 No material harm on internationally or nationally designated environmental areas.
- 3.46 No significant detrimental impact on locally designated environmental areas.

- 3.47 No significant adverse impact on the amenity of local communities which cannot be satisfactorily mitigated.
- 3.48 Mitigation measures relating to noise control, air pollution, light pollution, water pollution, sewage disposal, landscape species and habitat management.
- 3.49 Service access requirements being adequately accommodated within the capacity of the existing or committed Local Transport Network. Improvement to public transport modes, including the provision of a direct rail link when the flow through the airport reaches three million passengers per annum.
- 3.50 In terms of East Kent, the Structure Plan identifies it as an area for regeneration priority, and perceives that major economic development will be concentrated in strategic locations including Sheppey, Ashford and Thanet.

### **Thanet Local Plan**

- 3.51 The Thanet Local Plan, adopted in 2006 includes policies relating to the development of the airport. Policy EC2 supports the development, expansion and diversification of the airport, subject to:
- Compliance with the existing Section 106 Agreement and/or subsequent equivalent legislation.
  - Built development designed to minimise visual impact, particularly on the skyline.
  - Appropriate landscaping schemes as an integral part of the development.
  - Assessment of Cumulative Noise Impact and effectiveness of mitigation measures in order to minimise pollution and disturbance resulting from increased aircraft movements or engine testing.
  - An Air Quality Assessment (in compliance with policy EP5) to demonstrate development will not lead to a harmful deterioration in air quality.
  - Development within the airport complex to the south of the airside development site (policy EC4) to be limited to that necessary for the purpose of air traffic management.
  - New development generating significant surface traffic to meet the requirements for surface travel demand in compliance with policy EC3.
  - No contamination of ground water resources as a result of the development.

- 3.52 Policy EC3 requires development to be assessed in terms of surface travel demand generated. Proposals will be required to demonstrate measures to reduce car-based travel in favour of sustainable alternatives, and to provide for highway improvements/ management required to accommodate particular thresholds of development at the airport.
- 3.53 Policy EC4 identifies areas reserved for airside development only.
- 3.54 Policy EC5 identifies land for airport terminal related purposes only.
- 3.55 Policy EC6 relates to the Fire Training School/MOD complex, and supports the development of airport or airport-related uses on this site should the current use cease.
- 3.56 Policy TR4 seeks the implementation of Phases 1 and 2 of the East Kent Access, and the realignment of the A256 adjacent to EuroKent Business Park. Phase 1 of the East Kent Access and the realignment of the A256 have now been completed.
- 3.57 Policy EP5 relates to local air quality monitoring, commenting that development proposals that might lead to exceedance of National Air Quality Objectives or a significant deterioration in local air quality resulting in unacceptable effects on human health, local amenity or natural environment will require the submission of an Air Quality Assessment to address existing background levels of air quality, accumulative effect of further emissions and the feasibility of any measures of mitigation to prevent or reduce the extent of air quality deterioration.
- 3.58 Policy EP7 relates to aircraft noise, stating that applications for noise sensitive development or redevelopment on sites likely to be affected by aircraft noise will be determined in relation to the latest accepted prediction of existing and foreseeable ground noise measurement of aircraft noise.
- 3.59 Policy EP8 specifically relates to aircraft noise and residential development, stating that planning permission for residential development on any land expected to be subject to a level of aircraft noise above 57dB(A) will be subject to the provision of a specified level of insulation to achieve minimum sound attenuation levels.
- 3.60 Policy EP13 relates to ground protection where development that has the potential for contamination of ground water sources will only be permitted if adequate mitigation measures can be incorporated to prevent such contamination.
- 3.61 Policy CC2 relates to landscape character areas. Of particular reference is the central chalk plateau where development should avoid skyline intrusion and the loss or interruption of long views of the coast and the sea.
- 3.62 Policy CC3 requires development to respect local landscape features.

- 3.63 Policy NC1 relates to habitat protection requiring that development proposals which result in the loss or damage to natural habitats or features would not be permitted. Exceptionally, it comments that where specific need has been identified which overrides the necessity of retaining the site over which no suitable alternative exists, at least an equivalent area of corresponding habitat will be expected to be created.
- 3.64 Policy NC2 states that development which would materially harm or detract from an SSSI or National Nature Reserve will not be permitted. Exceptionally, it is commented that where it can be demonstrated that the need for the development is compelling and overrides the national importance of the SSSI and no suitable alternative site exists, mitigating measures should be incorporated in the development to minimise the impact of proposals.

## **4.0 THE DRAFT MASTERPLAN**

### **A Summary of the Draft Masterplan**

- 4.1 The Draft Masterplan was published by the airport in October 2008. The Masterplan has been prepared on the basis of advice within the Department of Transport document, 'Guidance on the Preparation of Airport Masterplans', and with reference to Government, Regional and Local Policy Guidance referred to in the above report. Whilst there is not a need to prepare a Masterplan for the airport on the basis of the present level of use, the anticipated growth of the airport would necessitate its future production. In addition, the Section 106 Agreement referred to above also required the preparation of a Masterplan for the airport.
- 4.2 The draft Masterplan considers growth at the airport up until 2018 in more detail, and also looks at potential development to 2033. DFT Guidance actually specifies the preparation of Masterplans for the periods 2015 and 2030; these dates have been amended by the airport, taking into account the 10 and 25 year time horizons that apply to this Masterplan.
- 4.3 The Masterplan sets out a strategy for "sustained and responsible growth" of the airport in line with White Paper recommendations. The key stated objectives of the Masterplan are:
- To set out prospects for air traffic growth;
  - Identify facilities required to accommodate growth (eg: passenger terminals, freight handling areas, additional taxiways and car parking facilities);
  - Identify land outside the airport boundaries to be safeguarded to enable expansion;
  - Indicate approximate phasing of provision of additional facilities;
  - Provide parameters for the control of adjacent development to the airport;

- Identify required infrastructure improvements by both the airport and others;
  - Maintain the Civil Aviation Authority (CAA) compliance;
  - Indicate policy requirements to support the development of the airport;
  - Inform the development of the Thanet Council Local Development Framework;
  - Identify and mitigate against environmental impacts.
- 4.4 Chapter 2 of the Masterplan refers to the legal framework applicable to the airport. Reference is made to the Air Transport White Paper (2003) and the Progress Report (December 2006). In terms of planning implications, the need to adhere to National Planning Policy Guidance and Planning Policy Statements is referred to as is the need to comply with the emerging Regional Spatial Strategy for the South East, Regional Transport Strategy, Kent and Medway Structure Plan and Thanet District Local Plan Policy.
- 4.5 Also of relevance is Department for Transport Circular 1/2002, referring to the potential need for Public Safety Zones, areas of land at the end of runways within which development is restricted in order to control the number of people on the ground at risk of death or injury.
- 4.6 The Airport Security Act 1982 sets out requirements for airports. This also influences Masterplan proposals.
- 4.7 This chapter summarises the main planning issues related to the future development of the airport, which are summarised as follows:
- 4.8 Future sustainable development of the airport, balancing economic success within environmental concerns;
- 4.9 The resolution of surface transport issues through both strategic highway improvements and improved public transport and sustainable transport links, through the establishment of an Air Transport Forum and the development of an Airport Surface Access Strategy.

The control of aircraft omissions:

- The control of aircraft noise;
- Consideration of public safety zones;
- Airport security;
- Airport Health and Safety;
- Protection of ground water;
- Mitigation of landscape impact;
- Protection of wildlife and natural habitats;



- Facilitation of economic growth.
- 4.11 Chapter three of the Masterplan sets out the present position, which is summarised below:
- Approximately 6,000 passengers per annum, principally to European holiday destinations;
  - 33,000 tonnes of freight per annum (approximately 625 freight aircraft movements per year);
- 4.12 Other general aviation activities, including use of the airport for crew validation flights:
- A passenger terminal that accommodates 60,000 passengers per month;
  - Two aircraft maintenance hangars;
  - Provision of a Category 1 Instrument Landing System (ILS) installed on Runway 28. Runway 10 is serviced by a localiser facility and non-directional beacon.
  - Two aviation fuel depots – one to the north of the passenger terminal and a secondary depot to the north west of the B2190 which will require upgrading/ replacing to increase capacity should the airport develop.
  - Rescue fire fighting capability as stipulated by the Civil Aviation Organisation (ICAO);
  - Strategic highway access via the A299 to the M2 motorway, with single-lane access to the east towards Ramsgate;
  - Limited direct bus services;
  - Provision of approximately 1,100 parking spaces available to both staff and passengers, with the potential for a further 1,000 spaces subject to meeting the requirements of planning permission;
  - A dedicated taxi drop-off to the terminal building;
  - Ramsgate Railway Station is approximately five kilometres to the east of the airport, Minster is approximately two kilometres to the south and Birchington approximately five kilometers to the north;
  - No dedicated cycle routes serving the airport;
  - Approximately 100 employees, 120 contracts with mainly local Companies and 75 airport business employees on land within the airport;

- 4.13 Chapter four provides the airport's vision for its growth. In summary, it is contended that the airport has a large catchment area, that the South East has insufficient capacity to accommodate predicted growth and that the airport will provide an increasingly attractive alternative for airlines and passengers as congestion increases.
- 4.14 It is further contended that predicted growth is similar to demonstrated patterns at other airports serving similar size regions, and that the EU Jet service in 2003, whilst unsuccessful, provided a valuable insight into the potential of the market for the airport.
- 4.15 The growth forecast is based upon specific achievable development in the first five years of growth (2009 – 2013) and growth rates over the medium to long term (2014 – 2033). It is anticipated that initial growth will come in steps. Initially, passenger flights will be offered, but aircraft based at other airports will be operating single daily return flights to various destinations from the airport. As the market grows, additional services will be offered, and aircraft operators will look to base aircraft and crews at the airport.
- 4.16 It is anticipated that low cost passenger airlines, operating Code C aircraft carrying between 150 and 189 passengers, will be attracted to use European routes, with Regional Turbo Prop Operators serving domestic routes with 50 – 70 seater planes.
- 4.17 The Masterplan acknowledges it is difficult to specifically forecast medium to long term growth. Therefore, a growth rate of 5% is applied in line with average rates of growth previously experienced within the UK over the past 10 years. These rates are based upon assumed continued population and GDP growth, and may require some reconsideration in the present economic circumstances.
- 4.18 In terms of passenger numbers, this would see passenger growth as follows:

<b>YEAR</b>	<b>NUMBER OF ANTICIPATED PASSENGERS</b>
2010	500,000
2011	1,200,000
2013	2,000,090
2018	2,778,000
2033	5,776,000

- 4.19 In terms of freight, the anticipated growth in tonnes is:

<b>YEAR</b>	<b>TONNES</b>
2010	107,000
2011	138,000
2013	158,000
2018	211,000
2033	507,000

- 4.20 Chapter five outlines the airport's plans to achieve such growth. In order to cater for increased passenger growth, the present terminal facility could not cope with more than around 1,000,000 passengers per annum. It is then proposed to provide a new 24,000 square metre terminal to handle 3,000,000 passengers by 2018.
- 4.21 Associated with the development of the terminal, there will also be a requirement for:
- An improved parallel taxiway;
  - Enlarged passenger aprons;
  - A bulk fuel installation;
  - The provision of approximately 1,400 parking spaces per 1,000,000 passengers (4,200 spaces to serve 3,000,000 passengers);
  - The provision of a dedicated area for ground based services.
  - Beyond 2018, and assuming growth towards approximately 6,000,000 passengers and 500,000 tonnes of freight in 2033, there would be a need to extend the passenger terminal to 48,000 square metres, plus the following additional improvements:
    - A runway extension;
    - A fuel facility development;
    - Further extension of parking;
    - Additional freight aprons;
    - Provision of general aviation/fixed base Operators' operations to the south of the passenger terminal.
- 4.22 There is recognition that such growth in access provision will need to be delivered in a way that encourages passengers, staff and visitors to adopt sustainable travel habits, whilst also recognising that the car will play a continuing role.
- 4.23 It is recognised that, in order to achieve this, a **Surface Access Strategy** would be required to detail short and long-term targets for increasing the proportion of sustainable journeys associated with the airport. It is anticipated that this will be developed by an **Airport Transport Forum** comprising representatives from the airport, Local Authorities, transport providers and local business and community representatives.
- 4.24 Reference is made to travel mode share experienced at other airports around the UK, using information from the Civil Aviation Authority Passenger Surveys Report in 2006.

4.25 The percentage mode share information from a number of airports identified in that survey was as follows:

<b>MODE OF TRANSPORT</b>	<b>PERCENTAGE</b>
Private Car	59%
Hire Car	3%
Taxi/Minicab	18%
Rail	11%
Bus/Coach	8%
Other	1%

4.26 In terms of vehicle movement, it is assessed that 1,000,000 passengers will generate 1,800 movements per day, 3,000,000 passengers 5,400 movements per day and 6,000,000 passengers 10,800 movements per day. With each step change, it is anticipated that local highway upgrades will be required. It is acknowledged that there will be a need for a detailed analysis of traffic generation and impact relating to applications for proposed development.

4.27 The need for the expansion of car parking areas to the east of the terminal, and a requirement for new taxi and bus drop-off zones as the development proceeds is acknowledged, as is the need for improved bus services to serve the areas where people want to travel to in as direct a route as possible.

4.28 It is recognised that it will be necessary to invest further in rail services to maximise the potential for passengers and staff to commute to the airport using rail, with options considered as follows:

- Provision of a dedicated bus link to existing railway stations;
- Bus link to a new railway station;
- New dedicated rail spur line to the airport.

4.29 It is anticipated that a dedicated bus link or new rail spur may result in a 20% modal share shift.

4.30 The Masterplan supports the provision of a cycle network, particularly for staff use. It is acknowledged that small businesses at the airport are important to its development. Demand for these services will grow, eg: freight facilities, and flexibility is sought to enable the northern grass to be developed for these purposes.

4.31 Chapter six considers managing the impacts of growth. It is recognised that any expansion may bring major benefits to the economy, but also needs to address the need for sustainability in terms of:

- Sustainable consumption and production;
- Climate change and energy;
- Protecting natural resources and enhancing the environment;

- Creating sustainable communities.
- 4.32 The Masterplan makes the assumption that the impacts of the airport cannot increase in proportion to airport growth. The Masterplan states a commitment to:
- Managing carbon dioxide emissions;
  - Investigating opportunities for renewal of energy generation;
  - Minimising noise levels;
  - Regular air quality testing;
  - Working towards a 50% recycling rate;
  - Upholding compliance to discharge consents and improving water quality;
  - Monitoring waste consumption;
  - Ensuring all new buildings are neutral consumers of portable water;
  - Implementation of regular ecological surveys;
  - Ensuring developments have a neutral and positive impact on biodiversity;
  - Maintaining an open dialogue with the local community to ensure mitigation of negative impacts of the airport.
- 4.33 In terms of energy and climate change, the Masterplan states that the Airport Operator will seek to achieve carbon neutrality through:
- Reducing energy usage;
  - Buying green energy;
  - Developing on-site renewable resources;
  - Investigating in certified schemes that, through offsetting, will capture the equivalent amount of CO<sub>2</sub> that would be generated from the site.
- 4.34 They also state that they will seek to ensure that passengers are made aware of the opportunity to offset the carbon footprint of their flights via operator websites and notices in the terminal building.
- 4.35 They will also seek to explore opportunities to establish shared energy generation and distribution systems with other site developers.
- 4.36 They also intend to promote training and awareness to ensure staff conserve energy, and monitoring and reporting of air quality and greenhouse gas emissions.

- 4.37 There is a commitment to developing a Green Travel Plan, and encouraging green fuel use for on-site vehicle fleets.
- 4.38 In terms of noise emanation, reference is made to the existing Airport Consultative Committee which meets quarterly and considers noise reporting, air quality reporting and other airport activity.
- 4.39 Reference is made to noise monitors installed at either end of the runway, interfaced with a flight movement database recording of aircraft-type data. This information is passed to the Consultative Committee in graphical form.
- 4.40 Air noise modeling is included in the Masterplan for the current baseline for the year 2009, and future activity in 2018, based upon a combination of forecast schedule movements, and 2006 and 2007 airfield movement logs.
- 4.41 It is acknowledged that the contour produced indicates the potential requirement for some properties to be noise insulated as the airport develops, which will require the preparation of a Noise Insulation Scheme in due course. Members will recall this requirement as part of the Section 106 Agreement.
- 4.42 There is also a commitment to work with airlines to ensure ground noise levels are minimised as the airport develops, with restrictions placed on the use of auxiliary power units.
- 4.43 In terms of traffic noise, there is a stated intention to restrict traffic noise through Manston village by restricting traffic to airport and emergency vehicles only once the 3,000,000 passengers per annum terminal is constructed. Any construction proposals will be subject to assessment of construction noise and necessary mitigation.
- 4.44 In terms of emissions to air, it is noted that there is no requirement for designation of an Air Quality Management area within the locality of the airport. It is acknowledged that emissions from large airports can have a detrimental impact on air quality due to increased aircraft and aircraft support activities. Increased road traffic is also acknowledged as a main source of emissions.
- 4.45 The Masterplan assumes an approximately 40% increase in aircraft movements over the next 10 years, and approximately 81% over the next 25 years. It is, however, contended that aircraft are becoming more efficient with fuel emissions, and that it is unlikely there will be breaches of air quality strategy objectives.
- 4.46 It is acknowledged that the infrastructure improvements and behaviour change approaches to ground access will be required, with a need to improve public transport services and encourage sustainable alternatives to the car for passengers and staff.
- 4.47 Proposals are put forward in terms of waste management to increase reuse of materials and recycling.

- 4.48 In terms of protection of water quality, the proximity of Pegwell Bay Nature Reserve and SSSI 500 metres to the south of the airport is acknowledged. Reference is made to a project under way to ensure airport surface water collected from areas of hardstanding is controlled for at least the airport to prevent contamination to both the aquifer that lies beneath the airport and Pegwell Bay.
- 4.49 There is a commitment to regular monitoring and compliance with future water discharge consents, and to ensuring that fuel spills, etc. are reported and emergency action taken to prevent pollution of the water supply. There is also a commitment to controlling and minimising the volume of run-off drainage from future airport developments into local water courses where feasible, through the use of sustainable urban drainage systems. Proposals are also being put in place to manage the use of water resources.
- 4.50 The airport has undertaken a survey of the ecological quality of the airport property using the standard Phase 1 methodology, and notable features and habitats were reported.
- 4.51 It is acknowledged that the airport is in close proximity to designated European Nature Conservation Sites, and that there is a need for consultation to be carried out with Natural England regarding potential operational impacts.
- 4.52 There is a commitment to undertake further surveys to identify species of principle conservation importance, and a commitment to sensitive stewardship of airport land. It is, however, acknowledged that these measures have to be undertaken without compromising aircraft safety through the attraction of birds to the airport.
- 4.53 It is contended that, in terms of landscape and visual impact, the development options set out in the draft Masterplan are in line with the characteristics of the existing airport complex landscape character, and that no landscape features will be lost as a result of the potential developments.
- 4.54 It is indicated that a Land Quality Survey has identified low levels of contamination which does not pose a risk to groundwater. However, it also comments that further surveys will be undertaken so that levels of contamination can be monitored and contained.
- 4.55 The archaeological potential of the site is acknowledged, and these implications will be considered in the location and construction of future development.
- 4.56 With regard to community benefits, it is acknowledged that East Kent is an area of priority for regeneration, with high levels of unemployment and pockets of deprivation evident. It is contended that increasing activity at the airport will work towards addressing these problems by providing both direct and indirect employment opportunities and stimulating the local economy.
- 4.57 A commitment is given to consult with the community in relation to the impact of the airport to ensure that nuisance issues do not occur as a result of expansion. The Airport Consultative Committee is put forward as a way of keeping local community groups informed.

- 4.58 In terms of procurement, a commitment is given to sourcing local contractors for future developments in the interests of sustainability and development of the regional economy.
- 4.59 Chapter 7 concludes the Masterplan, noting the positive factors in support of growth:
- A positive planning framework;
  - Capacity for growth at the airport;
  - Access to airport infrastructure;
  - Potential contribution to the local economy;
  - Potential regeneration benefits;
  - Demand for enhanced airport facilities.
- 4.60 Reference is made to Government support for maximising the use of existing airport infrastructure, and there is support at Regional and Local Plan level. It is contended that the airport is not heavily constrained by environmental features, and that the local highway network has sufficient capacity to increase surface transport vehicle movements, subject to appropriate improvements and the implementation of Travel Plan measures to encourage more sustainable use of alternative methods of transport.
- 4.61 Reference is made to the airport's available land for a suitable range of employment uses for aviation and non-aviation related businesses to come up for the rental or capital land values at or around other major South East airports.
- 4.62 It is also contended that access to low cost air transport infrastructure and service routes will promote the development of sub-regional and local tourism. It is perceived that the growth of the airport will contribute to the National, Regional and Local economy, and that the development of new businesses will increase local employment levels. The growth of local employment and resultant demand for housing and improved facilities is perceived to act as a catalyst for regeneration of communities near to the airport.
- 4.63 Reference is made to passenger airline operators interested in establishing regular scheduled flights from the airport to a number of UK and European destinations.
- 4.64 Reference is made to the potential strengthening of freight activities to alleviate freight congestion at other South East airports.
- 4.65 In terms of next steps, it is stated that the intention is to publish a final Masterplan early in 2009 after consideration of consultation responses, and to subsequently submit an initial phase of planning applications to make more efficient use of land within the existing airport boundary.



- 4.66 In addition, further surveys are to be undertaken to assess:
- Landscape impacts of proposals;
  - Geological and ground condition impacts;
  - Economic impacts;
  - Health impacts;
  - Noise impacts;
  - Water environment impacts;
  - Cultural Heritage impacts;
  - Surface access impacts;
  - Local biodiversity and ecology impacts;
  - Sustainability.
- 4.67 It is proposed to continue stakeholder involvement through the Airport Consultative Committee, and as part of the planning application process.
- 4.68 The Masterplan was the subject of a consultation process which concluded in December 2008. Nearly 400 replies were received, nearly 300 through website consultation. The vast majority of responses supported the return of scheduled flights. A summary of responses has been provided by the Airport and is at Annex 1 (Website Survey) and Annex 2 (written responses).

## **5.0 COMMENTS ON THE MASTERPLAN**

### **General Comments of the Soundness of the Plan in Relation to Masterplan Guidance**

- 5.1 In general, the Masterplan covers the issues provided in Government Guidance, however the Guidance is itself very general in nature.
- 5.2 The airport is not required to provide a Masterplan to comply with Government Guidance. However, its aspirations for growth and the requirements of the Section 106 Agreement require its provision.
- 5.3 There is a strong policy context in support of the growth of the airport as a Regional Airport whose existing infrastructure should be utilised, subject to appropriate environmental parameters.
- 5.4 Masterplan Guidance requires Airport Operators to provide a clear statement of intent and to lead in the preparation of the Masterplan, but also requires close liaison with the LPA if the Masterplan is to form part of the LDF. At present the Masterplan has not been through that process, and must therefore be seen as an aspirational document to be referred to rather than a policy document.

- 5.5 The Masterplan aids the communication process and outlines infrastructure development requirements in a broad fashion. It does not, however, give detail relating to phasing of works or details of their implications.
- 5.6 In terms of assessing the Masterplan against Government advice, it is considered that it falls within the category of providing ‘a more general statement on operational issues with little underpinning analysis’ (paragraph 10). There is, however, an expressed intent to carry out further analysis to clarify the impact of development proposals which will assist in identifying the implications of growth and required mitigation.
- 5.7 There is an acknowledgement in the Guidance that the dynamic nature of the Aviation sector requires flexibility to be built into the planning process. However, the Masterplan process enables a degree of certainty to be built into the process, and the building-in of five year reviews will need to form an element of that process.
- 5.8 The Masterplan provides broad forecasts based upon an explained rationale, but the approach taken is rather generic and needs to focus more upon the particular circumstances of the site and location. Officers will be working with Airport Management, offering guidance on how this can be achieved.
- 5.9 Infrastructure requirements are again broadly identified, but there is the need for significantly more detailed investigation to ascertain the level of change, responsibility for provision and environmental impacts of growth. In this respect the Masterplan needs more clarity in terms of what studies are to be carried out, how they will connect to each other and when they are to be carried out. Costs and benefits of their provision should also be included. Paragraph 25 of the guidance comments that, ‘it would be helpful to include more detail on the appraisal of environmental impacts’ and ‘options for reducing and mitigating those impacts’; this process will give the Masterplan more weight as a tool to influence policy development.
- 5.10 Paragraph 25 refers to the benefit of ‘an outline investment plan identifying important milestones and capital expenditure plans over the next ten years’. This must be provided.
- 5.11 The Masterplan refers to PSZ’s. It is considered to be worth exploring their extent and potential impact, to influence Development Control decisions as part of the process of identifying other potential land take to facilitate expansion, which is identified.
- 5.12 The proposed preparation of a Surface Access Strategy through the establishment of an Air Transport Forum is considered an essential element of the Masterplan process, which should be commenced before the airport generates significant traffic. This will help shape travel plans and infrastructure provision to improve sustainability. Forecasts of modal split are presently considered generic and possibly conservative, based upon the increasing move toward the use of sustainable modes of transport. The development of a transport model to inform this process is likely to be required as part of the planning application process, and should be considered at this stage.

- 5.13 The Masterplan presently identifies one proposed expansion scheme. It may be worthwhile treating this as a 'reference case' against which to consider options, a possible measure that would be needed for consideration of airport proposals as part of the LDF process.
- 5.14 In terms of appraising proposals, chapter six of the Masterplan provides a high level overview of how the Airport Operator intends to address the main issues raised as a result of airport expansion and the need to address Government Guidance and Regional and Local Policy.
- 5.15 There is a lack of specific commitment within this section which at present provides details of the airport's aspirations, rather than a commitment to address the impacts of development. For example it would be preferable for the Masterplan to set targets for carbon neutrality and emission controls and to establish a review process to amend those targets based upon technological advances that continue to reduce emissions. More specific targets on air quality would be welcome.
- 5.16 It would also be beneficial in due course if the Masterplan is accompanied by an Environmental Statement that more fully identifies the impacts of expansion proposals and mitigation measures. It is recommended that the Operator liaises closely with Natural England and the Environment Agency in particular to commence this process and identify whether and when there may be a need to consider the possible need for an appropriate assessment in accordance with the Habitat Regulations and the potential need for a Strategic Environmental Assessment. The Environmental Statement provision will be an essential accompaniment to a planning application seeking to gain consent for expansion of the airport.
- 5.17 The Masterplan has been the subject of public consultation. The nature of the consultation process, those consulted and responses received should be published as part of the preparation of a revised draft. It is suggested that this could be the subject of a further round of consultation prior to finalizing the document, to enable the Operator to identify comments received and explain the changes made. The summary of responses received identifies local environmental, access and landscape issues which can be specifically addressed within a revised draft. Reconsultation should be with all statutory planning consultees as well as other stakeholders. The Department for Transport should form part of this process in line with its Guidance.
- 5.18 It is considered that taking the above steps would enable the Council, as Planning Authority, to give more weight to the document as a tool to be used for Development Control purposes.
- 5.19 In general terms, the Masterplan remains a stand-alone document that the Council can acknowledge, support and refer to when making decisions on the development of the airport. As stated in paragraph 8, 'if the Masterplan is to be fully integrated into a Local Development Framework, likely to be in the form of an Area Action Plan, the Airport Authority should work with the Local Planning Authority from an early stage, as the latter body will take ownership of the process and take it through the appropriate stages'. It is considered that at present the Masterplan comprises a separate document, but that members may wish to give a commitment to integrating proposals into the LDF process as described above.

### **Detailed Issues**

- 5.20 As explained above, present Government Guidance does not require the provision of a Masterplan for the airport. In this case the existing Section 106 Agreement and the aspirations of the operator have resulted in the development of a draft Masterplan.
- 5.21 The Masterplan has identified numerous environmental and community issues that need to be addressed satisfactorily before much of the airport's expansion proposals can be pursued.
- 5.22 As was pointed out within the Planning History section of the report, any significant planning application for further development at the airport will need to be accompanied by an Environmental Impact Assessment (EIA).
- 5.23 Screening opinions upon previously permitted proposals have indicated that the cumulative impact of these developments and any new development will result in such a requirement.
- 5.24 Once the need for an EIA has been definitively established, the airport will also need to request that the Council, as Planning Authority, undertakes a Scoping Opinion in conjunction with statutory consultees, including the Highways Authority, Natural England and the Environment Agency, to establish the information required in support of any Environmental Impact Assessment. Rather than waiting to submit a planning application, it is considered that there are considerable benefits in carrying out studies to assist in identifying both the scope of any Environmental Impact Assessment and issues arising from analysis of environmental impacts of airport growth.
- 5.25 The Masterplan presently comprises a relatively high level aspirational stand-alone document prepared by the airport. In line with guidance on the preparation of Masterplans, it is considered more appropriate to consider the document outside of the formal LDF process, with the Council commenting on its proposals with a view to agreeing the airport's document following further consultation. Following adoption of the LDF core strategy, the Council, as Planning Authority, would then be able to liaise with the airport in the production of a supplementary planning document.
- 5.26 The Masterplan should include specific reference in terms of how proposals will address the all requirements of the existing section 106 agreement listed above in the report. Cross referencing within the Masterplan will assist in ensuring compliance.
- 5.27 More specific reference should be made to a commitment to established arrival and departure routes and improvements in monitoring facilities. A commitment to the use of continuous decent approach in the interests of fuel efficiency and noise abatement should be included
- 5.28 One factual issue that requires looking at in relation to the document concerns references on page 21 of the draft Masterplan to the airport's entitlement to undertake various forms of permitted development relating to its operations in accordance with the Town and Country Planning (General Permitted Development) Order 1995, Article 2 and Schedule 2 – Part 18.

- 5.29 The airport does not have the benefit of planning permission, and therefore cannot be considered to be 'operation land' in Planning Law. The airport operates legally as a commercial airport as a result of a grant of Lawful Development Certificates, which do not have the same status as a planning permission.
- 5.30 Because no planning permission exists, the airport has more limited permitted development rights compared to those airports with planning permissions whose land can be defined as operational land. This fact needs to be reflected in the airport Masterplan.
- 5.31 It is considered that compliance with the Human Rights Act 1998 should be a consideration of the Masterplan process.

### **Planning Policy Issues**

- 5.32 The present draft Masterplan requires amendment in terms of its need to refer more to the South East Plan, which is soon to replace the Kent and Medway Structure Plan. With regard to policy in the Thanet Local Plan, there are a number of areas where the Masterplan goes beyond the parameters of existing policy. Specifically, these areas are:

### **Surface Access and Parking**

- 5.33 Future Development Plans identify potential road improvements, and parking and aircraft facilities beyond the boundary of the existing airport, as defined within the Thanet Local Plan. It would not be appropriate to give full support to these elements of the airport's aspirations outside of the formal Development Plan or Development Control process. It is these areas that will require urgent attention through the development of the Local Development Framework in order to ensure that uncertainty and short-term blight referred to within the guidance on the preparation of airport Masterplans is avoided.

### **Infrastructure Provision**

- 5.34 There is a need to demonstrate that there is sufficient capacity in terms of water supply, foul drainage, surface water drainage, gas and electricity to service the expansion of the airport. The method and phasing of such provision needs to be outlined within the Masterplan, with reference made to consents required to achieve that provision, particularly relating to surface water.

### **The Northern Grass**

- 5.35 The Masterplan proposes releasing an area of the northern grass for general employment use. This proposal does not accord with the present Local Plan allocation for the site, and would need to be considered through the LDF process to determine whether general employment use is required on the site and to assess its suitability. The Council, as Planning Authority, is undertaking an Employment Land Review, and this site will be considered in the context of that review. The Working Party has noted that significant employment sites are characteristic of other Regional Airports. Therefore it is quite possible that, following review, the Northern Grass could be reallocated as general employment land.

- 5.36 A related issue to any proposals to change the use of this area is the need to demonstrate that sufficient land remains within the retained airport to provide for site surfaces. This needs to be demonstrated on a plan, as well as in the text of a document, and present proposals need to be expanded to clarify the position.
- 5.37 The draft Masterplan also refers to the China Gateway development. Rather than merely giving specific consideration to this proposal it would be preferable to consider the scheme in relation to the development potential of sites allocated in the Thanet Local Plan.

### **Public Safety Zones**

- 5.38 As referred to above, there would be benefit in identifying the potential need for Public Safety Zones to cater for potential airport expansion, and to ensure that the possibility of development within such areas is carefully considered within the LDF process and in Development Control decisions.
- 5.39 The provision of additional information in the form of a commitment to the establishment of an Environmental Statement and the establishment of an Air Transport Forum to develop a Surface Access Strategy should be highlighted more within the document, with details of how and when these strategies are to emerge being provided.

## **6.0 OPTIONS**

- 6.1 Members have the option to agree the recommendations of the report. Alternatively, they may wish to add further provisos based upon the information provided.
- 6.2 Members also have the option to merely acknowledge the Airport Operator's production of the report, but resolve to treat the report as a 'stand-alone' document which will not be treated as part of the emerging Council Planning Process.

## **7.0 CORPORATE IMPLICATIONS**

### **7.1 Financial Implications**

- 7.1.1 There are no financial implications relating to this decision.

### **7.2 Legal**

- 7.2.1 It is not considered that there are any legal implications, should the Council resolve to acknowledge the Masterplan as the Airport Operator's document. Liaison with the Airport Operator subsequently to develop Masterplan proposals within the context of the LDF process will be subject to the legal requirements of that process.

### 7.3 **Corporate**

7.3.1 Part one of the Corporate Plan relates to Thanet's economy. A major project relating to attracting employment opportunities to Thanet is the support to the aviation sector, including receiving and approving the Masterplan for Kent International Airport.

### 7.4 **Equality and Diversity**

7.4.1 In the opinion of the writer, there are no Equality or Diversity implications with regard to this report or its recommendations.

## 8.0 **RECOMMENDATIONS**

8.1 It be recommended to Council:

8.1.1 That Members agree in principle to the aspirations of the Draft Masterplan as it broadly aligns with Government guidance and Regional and Local Planning Policy and guidance and complies with the requirements of the existing Section 106 agreement on the airport.

8.1.2 That the airport be requested to amend the draft Masterplan to address the results of its consultation, inform consultees of proposed amendments and reconsult upon its proposed amendments prior to finalising the Masterplan, consultation to be undertaken with statutory Planning Consultees including GOSE, SEERA, The Highways Agency and SEEDA.

8.1.3 That proposed amendments include the following alterations/additions to the Masterplan:

- (1) More specific measurable targets with regard to;
  - Sustainability;
  - Carbon neutrality;
  - Emission control (including proposals relating to airline offsetting measures)
- (2) More specific details are provided with regard to the establishment of an Air Transport Forum and the development of a Surface Access Strategy to cope with predicted growth. The forum remit would include the provision of Realistic revisions to forecasting of surface access issues based upon an aspiration for greater use of public transport and alternative means of transport to the private car.
- (3) Reference to the impact of the present economic conditions on predictions for short-term development

- (4) The inclusion of more specific proposals for the phasing of development proposals and associated infrastructure provision required as a result of those proposals for the period up to 2018, with details of approximate costs at today's prices. This analysis should confirm that measures proposed will ensure there is sufficient infrastructure capacity to cater for the growth of the airport in the context of other development aspirations for the area.
- (5) That more specific proposals, with timescale details are put forward for the implementation of environmental studies to assess the implications of phased growth and preparation of mitigation proposals where required. These studies to take place in consultation with the Environment Agency and Natural England and to result in the production of an Environmental Statement to accompany the Masterplan. This process must comply with the requirements of relevant EU Environmental Law.
- (6) That the status of proposals in the Masterplan that do not accord with the present extant policy documents, (ie: the Northern Grass, potential offsite highway improvements and parking proposals) are clearly identified as such in the Masterplan. The Masterplan should make it clear that these proposals are aspirations to be pursued through the LDF process.
- (7) That the Masterplan clearly defines how it aims to meet all the requirements of the Section 106 agreement, including night flying and adherence to identified routes for take off and landing.
- (8) That the Masterplan be amended with reference to the permitted development rights available to the airport.
- (9) That more specific reference is made to the implications of the introduction of Public Safety Zones at either end of the runway.

8.1.4 This report, subject to Member comment, will proceed to Council on 23 April. After Council has decided its response, Officers will work with Airport Management towards further consultation and amendment of the draft Masterplan such that a final version of the document is produced.

Contact Officer:	Doug Brown, Major Development Manager
Reporting to:	Brian White, Director of Regeneration



**Background Papers**

KIA Masterplan	October 2008
Civil Aviation Act 2006	November 2006
DFT Guidance on the Preparation of Airport Masterplans	2004
Air Transport White Paper and Progress Report	2003 and 2006
Draft South East Plan	2008
Kent and Medway Structure Plan	2006
Thanet Local Plan	2006
Planning Policy Guidance Notes and Statements	

**Schedule of Annexes**

<b>Annex 1</b>	KIA Draft Masterplan Website Survey Responses	Dec 2008
<b>Annex 2</b>	KIA Draft Masterplan Schedule of Comments and Responses Statutory/Non statutory consultees (Written Response)	March 2009

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Do you support the return of scheduled air services to Kent International Airport?	Which destinations would you most like to fly to from Kent international Airport?	What do you see as the greatest benefits to the community of having a well connected airport at Manston in East Kent?	What are your views on the approach to future land use planning and surface access arrangements?
Open-Ended Response	Open-Ended Response	Open-Ended Response	Open-Ended Response
YES	Portugal, Canaries, Spain	Employment and Economic regeneration. But for me personally a local airport without the crowds and overal convenience	I have no view
yes I do as all teh other airports are so far from the people in Kent it makes the task of going away anywhere very tedious	Any European destinations would be attractive	Employment to in a very deprived area of England. Also a fair access to air transport for the people of Kent, so we can actually not have to spend half a day getting to an airport	I approve
Definatly, used the previous route to Edinburgh on numerous occasions and miss it very much.	Edinburgh	Better tourism More jobs	
yes	Manchester, France Australia and Jersey	A great deal especially by putting not only Manston on the map but also the business and tourist potential forThanet and the whole of Kent in general especially with domestic flights.	I think that would be absolutely neccessary to be discussed with the people it would affect and also take note and act on their positive and negative views together rather than ride roughshod(as governments both local and national do) over their opinions, otherwise you will be stirring up a hornet's nest and could cause bad publicity both for business and tourism.
Yes	Guernsey	Ease of access	Need to improve rail access, especially with high speed coming to Canterbury
Yes	Europe generally and Exeter, Edinburgh	Good for employment. Saves us going to either Gatwick, boring, Heathrow, ghastly.	
YES	GIRONA as it covers the whole Costa Brava and down to Barcelona.	Ryanair is the only other main airlinar that fly to Girona, but having to go to Standstead is a big drawback, having to cross the London area to go to Kent or South East.	Being Manston such a big airport, with the righth advertisement and marketing should have a great future for development and success.
Tes	most of europe and rest of Spanish islands	Better road links, shorter distance to airport better for the environment	
Most certainly	Edinburgh, Paris, Italy.	Regeneration of a poorly serviced area.	Good idea.
yes	USA, Holland also Manchester	reduced travel time to point of departure	good road link and ample affordable parking essential
Not in the present form		other than more noise not a lot.	
No.	None.	I do not believe there is any benefit for the Ramsgate community.	

Do you support the return of scheduled air services to Kent International Airport?	Which destinations would you most like to fly to from Kent international Airport?	What do you see as the greatest benefits to the community of having a well connected airport at Manston in East Kent?	What are your views on the approach to future land use planning and surface access arrangements?
No	None	None. We should replace it with more railway use.	I am against them. Thanet is noted for its remarkably rich agricultural land, and this should not be allowed to be covered by tarmac. Motor traffic and planes are also detrimental to wildlife.
yes	alicante jersey florida any where in europe	not having to run the gautlet of the m25	why have improved the 299 if the airport is not going to be used
Yes	Spain, Italy, Croatia, France	Employment	
YES	Canary Islands, Southern Europe.	So much easier to get to for those travelling. Less stress for drivers - no panicking about hold ups on the M25. Easy parking. The local community will benefit from increased employment prospects.	If a rail link to the airport is provided it would be easy to get to London. This should not be too difficult as there are rail routes relatively close and a spur could run into the airport complex. Road access has already been improved but may need further work if traffic increases. This can only improve the area.
No. It's been tried so many times before and always failed. There isn't a large enough catchment area to justify a wide variety of routes and a comprehensive schedule of flights.	Paris, Madrid, Venice, Rome, Far East, Caribbean, Africa, South America	There's no benefit to the local community; in fact there's a net negative effect when taking into account the increased noise pollution and traffic congestion.	Cloud cuckoo land! Where will the money come from? The Government will never pay for the infrastructure costs in the current economic climate.
Yes	Edinburgh	Saves the terrible journeys through Gatwick	No Comment
Yes	Canary Islands & europe	Less travelling time to and from the airport. More local jobs	If this is what it takes to provide a service the roads & other requirements need to be in place
No... on the basis that even in the pre-global downturn days there was not sufficient demand. With plans for a second runway at Gatwick and other S.E airports the footfall could diminish further. The increase of freight movements would be far more of an issue producing high levels of noise and nitrous oxide pollution.	As a small regional hub airport, flights to UK and short haul european destinations would be the most lucrative. This was tried by EU jet in times of economic growth and resulted in flights being sold at a loss. The best way to introduce a service like this would be to give a free or low cost flight to each household in a given radius. The resultant feedback (if good) would serve as your best form of marketing and give an instant boost to launch the service. Full planes from day one would give greater confidence and momentum to the project.	If the quality of life for local residents is classed as a community issue I would say the detriment in terms of pollution and noise far out way any 'promises' of jobs and fiscal / social gain.	I believe the area is unique in its wealth of beaches and lack of industrial spoil. This will, given the right investment, create a holiday destination for future generations not wishing to go abroad and provide far greater wealth & security for the people of Thanet than another irrevocable planning error based on the outdated growth patterns of the previous 10 years.

Do you support the return of scheduled air services to Kent International Airport?	Which destinations would you most like to fly to from Kent international Airport?	What do you see as the greatest benefits to the community of having a well connected airport at Manston in East Kent?	What are your views on the approach to future land use planning and surface access arrangements?
No, we have been suffering from a lot of low, noisy aircraft, particularly on sunny days in the summer (we live in Tankerton and shouldn't be on the flightpath) and can only think more scheduled services will mean more aircraft over our house. We never used to have any aircraft over our house when we moved back here 7 years ago (for some peace and quiet!)	None	None - I can only see more aircraft for locals to have to endure at all times of day and night and a strain on our local roads (A299)	none - we're more concerned with air use!
Yes	Dublin	Access to a part of the South East that is slightly too far from the three London Airports	

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I wholeheartedly support the return of air services to KIA	Malaga, Barcelona, Girona, Manchester, Nice Perpignan.	Employment, easy access to a local airport avoiding long congested journeys to Gatwick and Stanstead	Not read the full Draft master Plan yet, but will. Can only comment the land needs to be used to accommodate airport expansion, access needs to improve ie duelling of the road from Prospect Inn Roundabout to Lord of the Manor, and to Westwood Cross roundabout, the congestion at times here is appalling.
No	None	I see no advantage whatsoever. I see air pollution, noise pollution and the further decline of Ramsgate as a place to visit.	The airport can only serve to drive people away from Ramsgate. The number of jobs it might create for local people will be far outweighed by the number of jobs (and lives) it will ruin. The land would be put to far better use as a mixture of light industrial/commercial development and housing. Or even return it to agricultural use - digging up the runway will provide more jobs for local people than an airport ever will.
Definitely Yes	Domestic flights, ie. Scotland, Ireland Spain, Canary Islands, Portugal, all european countries. America.	Economic benefits to the area Employment opportunities Promotion of area Reduce travelling time and expenses (instead of driving and parking at London airports.	As long as it is relevant to the progress of the airport and local people are consulted of planning arrangement, then I fully support the development of Manston.
Yes and esp. to airports which will have connections for the rest of Europe and intercontinental flights e.g.Frankfurt	Zurich	Avoiding long drives to LHR LGW and Stansted and Luton	
Yes, we really enjoyed flights to Barcelona and Valencia. We also planned to fly to Amsterdam, but the service stopped YES	Anywhere on the Continent.	Easy to get to.	
Yes - very much so!	Toulouse (friends live out there) Malaga, Alicante, Faro European capitals Mediterranean Scotland & Ireland	GREATEST BENEFITS ARE NO TRAFFIC PROBLEMS AS GETTING TO GATWICK OR STANSTED IS A TOTAL NIGHTMARE Access to better flight / travel opportunities Increased employment opportunities including in related industries & services	Clearly there will be a need to increase the on-site infrastructure to cope with increased flights, but I'm not sure that access will ever really be other than by road as the costs for what will always be likely to be a smaller, 'satellite', geographically 'marginal' airport would be too great. However, given the good road access from within Kent and Medway in particular I don't think that this is a problem.

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Yes, I think in these modern times people should not have to travel more than an hour maximum to an airport, half an hour to forty five minutes should be the norm.	I think its important to fly to popular destinations, eg Faro, Athens ,Alicante, Majorca,as well as perhaps the Greek Islands, the more destinations that can be covered the greater number of people to interest.	The obvious benefit would be employment.	I think it is necessary for the improvement and expansion of the airport. If we want to have a successful airport in Kent I'm sure its better to expand on something that already there, than build from new!
yes	switzerland	employment	
yes	Murcia, Alicante, Spain	employmentany	any land or alterations needed to gain a successful international airport in this area gets my surport
yes	Aberdeen, Exeter, Leeds, Spain	Locality	No comment
NO!!!!	NONE - I'd rather use existing airports rather than see expansion in Kent	I cannot see any benefits from the increase in noise pollution and increased traffic. I do not believe the old argument that expansion will offer local people work and improve road links - all this does is cause more traffic and therefore pollution.	
Wholeheartedly!	Italy; Spain; Croatia; Turkey	Those of us who live locally will not have so far to travel to an airport, thus reducing carbon footprint, etc.	Not qualified to comment, but presumably more land will be needed for expansion. I'm always concerned about effects on people's housing and comfort living near to an airport, and also effect on environment. However, there has to be a sensitive balance if we want airport expansion.
100 %	dublin ireland	easier travelling with an airport nearby opening or local employment badly needed	there is plenty of land but better roads needed to ease congestionju
yes	Spain including Canaries, Portugal and USA	Removal of traffic from M25 and spread of passenger growth away from Heathrow and Gatwick	
Yes	Amsterdam, Prague, Palma, Las Palmas, Berlin, Hamburg, Cologne, Aicante.	Les travel to Gatwick, Stansted and no need for Lydd or a new airport in the Thames estuary/	A spur from the railway as at Stansted. Not happy about too much land use.
yes	Alicante (regularly) Manchester(regularly) others possibly	Employment easier airport access	would be a definite benefit
Very much. Apart from providing a service to people and business in Kent, it helps focus on Manston's national capability.	Those places that fill the gap between high-speed rail and long haul air.	Economic - reduced congestion at the main London airports - easy access for mid and East Kent - fast check-in.	Thanet needs as much economic regeneration as possible. KIA can provide this and could provide an easy link to the new service to St Pancras.
Yes	Madeira for Christmas, but I would be happy to fly to other destinations as well in the future	Having an airport close by without the hassle of travelling for miles to another airport and it would create much needed employment	I don't have any views at such other than it is an airport that already exists and should be developed to its full potential
Yes	Dublin	To avoid having to travel to and from London Airports	No views

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Wholeheartedly. It does need improvement to the local highways and links to the mororways. Also a link into the new high-speed train service to London will make it unbeatable via medway Towns and Ashford so that all passengers can use the airport from local communities.	Near europe routes to France, Germany, Italy, Switzerland, Belgium, Holland, Spain.	Missing the slog around the M25 to either Heathrow, Gatwick and Standsted	Keep parking close and reasonably priced. No more than £5 perday. Dual carrieway links as a minimum.
Yes	Spain cyprus Italy	Much easier to travel to.	Exceptable were necessary.
YES	Murcia or Alicante	employment	good for the area
Yes	Europe	Employment in the Thanet area and the regeneration of a dead island	Full support
WE think it is very important for the area, the airport is a great asset.	Alicante would be good for us.	Jobs, more convenient than Gatwick.	Sorry, havn't looked.
No. Given the very close proximity of the airport to Ramsgate and the considerable noise of the current air traffic, it would clearly be detrimental to the whole of the area to have such a vast increase in flights from this airport. The associated development of roads and car parking sites will further destroy the valuable and beautiful farmland in the area.	None	Thanet does not need a further developed Manston.	I am opposed to them
YES YES YES	DUBLIN	Jobs, ease of travel	



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<p>- I can see the benefits but also some of the problems which need to be fully considered and appropriate plans developed. Providing usage is limited in terms of frequency (say not between 21.00 &amp; 0800);</p> <p>- The return of services needs to: 1- give better/fuller consideration to the noise pollution for persons living West of the airport which are directly beneath any flight path especially as you have inferred that a flight path over the estuary is to be avoided;</p> <p>2- ensure minimal impact of road access to the main hospital at Margate. (current traffic access is limited and likely to get worse as more shopping/business areas are developed) 3- suitable financial provision needs to be made for technical</p> <p>yes</p>	<p>Long Distance but only if serviced by major airlines which can provide the quality of support and information that long distance travel requires. Experience of Budget airlines is that they do not have the flexibility to cater for the unexpected and do not offer facilities to support the regular flyer and ensure waiting time at the airport can be used beneficially. This perception needs to be considered and addressed. Additionally, it is worthy of note that a good percentage of persons in the nearby area are of an elder generation and therefore use air travel at a lesser level to the average. As such a larger volume of passengers will need to be from further afield. This will raise passenger questions of, is it better to travel to KIA versus Gatwick. In the main this will be answered by the quality of road access (e.g. how long will it take to get from Ashford to KIA versus Gatwick and what are the advantages of KIA as regional airports seem not to have the flexibility to manage unforeseen delays or unexpected circumstances as well as the majors. Of incre</p> <p>hamburg tenerrife colonge ibiza</p>	<p>Increased employment opportunities and contribution to local amenities through taxes etc. However, the benefits can easily be undermined/negated if full account of local infrastructure expansion needs are not considered and improved in a timely manner such that key services of Water &amp; Power are not deflected from the local communities by overuse or lack of proper planning/stocking are not considered, planned for and funded. - While there are potentially good benefits to NE Kent, growth in employment needs to consider if the skills are available locally and in sufficeint quantity. If not availability or local training and development needs to be considered. Where skills are to be imported to the area the availability of suitable housing needs to be considered and ensure that any development of population growth is implemented together with an appropriate level of investment in local hospital &amp; school capacity as well as the general road, services and environmental infrastructure.</p> <p>not having to travel to other uk airports and recreating jobs in the thanet area</p>	<p>- Must ensure that adequate planning and funding is provided to ensure we do not further undermine or erode the continued use of flood plains and therefore potential for an increase in environmental/Global Warming problems.</p> <p>some of the access roads to the terminal need to be up graded and perhaps the terminal needs to be more updated with the way other major airports are</p>
<p>Yes I most certainly do</p> <p>most definetly</p>	<p>Ireland Turkey Eygpt Canary Islands</p> <p>any where, as long as there are flights, thats what an airport does</p>	<p>Easy access travel for locals, revenue generated by others using the airport from surrounding areas and businesses, jobs being created for locals</p> <p>jobs and income</p>	<p>If the china gateway and those hideous plastic tunnels can be allowed then why not something that will benefit us all to the good.</p> <p>not a problem, not being used for unnecessary development</p>
<p>yes much needed,</p> <p>Yes, would be more interested in travelling from Manston than Gatwick/Heathrow</p> <p>yes yes yes</p>	<p>most of europe, spain including valencia.</p> <p>America/Europe</p> <p>all or any european destinations</p>	<p>jobs easy access. quick boarding. on doorstep,</p> <p>More jobs, perhaps better roads in that are.</p> <p>much needed tourist potential for kent.... plus very convenient facility for us locals</p> <p>Mobility, employment</p>	<p>manston should be used for what it is there for a Airport.</p> <p>Think they are a good idea.A lot of land not being used in that are.</p> <p>There is already good road facility but would need better public transport services</p>
<p>Yes</p>	<p>Dublin</p>	<p>Mobility, employment</p>	<p></p>

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Only if the volume and timing of flights doesn't trash the quality of life for residents.	British business destinations and European city break destinations.	The most immediate benefit will be shorter travel times (only if KIA is flying where you want go to!). I didn't notice any upturn in the local economy when EUJet was operating, so I would expect a significant lag time before any other benefits become apparent.	These are of more importance to those (poor souls!) living in the immediate vicinity of the airport.
Yes	Canary Islands IN THE WINTER Faro	Employment, less travelling time, convenience,	No problems
Yes	france, belgium, italy, spain	it is very good for people who live in the southeast. it could potentially be the airport everyone in southeast usus instead of going to london to fly. Limited benefits as many of the employees were not from the local area.	i agree as it will be put to good use. people will have to travel less to fly to other countries.
Only a limited amount, I have suffered from noise pollution on many occasions because aircraft do not keep to the agreed flightpaths. yes	European destinations possibly. not sure	ease of access to flights to various places	In the current economic climate caution should be used in making any significant changes.  improvements would be needed, however we must remember the deception of the last company and have more safeguards and deal with only reputable UK companies
As I live directly on the flight path, I am extremely apprehensive	Europe/USA	Jobs, ease of access	No objection

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Not unless you route the flight path so that it doesn't come over Herne Bay. We already get very low flying aircraft, sometimes late at night, right over our residential area. This is particularly frustrating as we live right next to the sea. If you would route aircraft over the sea rather than over houses, then I would be more positive about your proposals.	I will only use you if you are not flying unnecessarily over our town.	Less travel time for those flying.	The A299 will definitely not cope with the traffic volumes you are targetting.
Yes	Linz Austria, Zurich Switzerland	Will bring employment and business to the area.	Whatever it takes.
YES	LIVERPOOL Manchester	Jobs	Fine as long as the airport provides the services I want
yes	Balaerics , Canaries	creation of jobs . easy access to other parts of the world	needs to be done for the good of the area and county
Yes, very much	Italy, France, Spain, Greek Islands, Canaries, Malta, Turkey, Ireland	More work opportunities, increased tourism, financial prosperity, easy access for local people	This is a sound and well thought through approach
Unreservedly yes.	Personally, Larnaca Cyprus, but basically the more flights that become scheduled to anywhere will surely generate more potential. Would London City be a viable option ?	Jobs. Not just 'professional' jobs within the Airport but also in the wider support jobs - baggage handling, retail (on and off site), taxis, hotels, the list goes on...	Build. Road and rail links support the area as well as the airport, and given the size of the Manston site I cannot see the need for any significant expansion into the cabbage fields that surround it.
Emphatically yes.	Manchester	Opening up the region for business and leisure travel throughout the UK and Europe.	Improved surface access arrangements are already almost in place and there seems adequate land availability for improved infrastructure.
Yes!!	Barcelona, Spain	it would put Thanet on the map. Create good quality jobs Thanet could only prosper from the growth of the airport.	I do not have a problem with them.
Yes we do	Spain - Malaga	Saving time to access an international airport	Plenty of suitable land for runways in kent & a lot less intrusive to the public than at Gatwick or Heathrow.
Yes	Faro	Good for the local economy	Happy to see any development that supports the airport.
no	none	no benefits, just more pollution and false economic promises	land should be used for farming. we need food security in the UK and the land around MANston is grade A farmland
yes	canary islands jersey guernsey madiera	Local employment for the community.No long drive to Gatwick or heathrow	

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Yes, this can only be good for the regeneration of Thanet	European holiday destinations and Florida	It will bring businesses and jobs into the area, reduce road travel for people who currently have to travel to Gatwick, Stansted and Heathrow for flights. one that has been missed so far	My views are that the Councils current policy of not allowing the Airport to be re-developed for housing or Commercial buildings needs to be upheld.
not really- from my experience	any		no view
Definitely..... WE cannot understand why people would prefer to go up to Gatwick or LHR yes	Jersey, Majorca  Faro	Jobs + Growth. I travelled to the other side of Canterbury for 22 years because of the lack of skilled jobs in this area. Save journey time to other airports. More opportunity to travel.	Its not possible for airport growth without the supporting industries, fact of life. If its planned right it should be ok.  no comment
yes	edinburgh usa	Much shorter travel time to an airport and possibly train/bus links to Manston Employment opportunities	
Wholeheartedly support the return of scheduled services to KIA.	Greece - various/any, Majorca, Lisbon, Gibralter, Madeira, Azores, Sardinia, plus connections to other airports such as Paris for connections to other destinations further afield.	a) obviate need for long journey to Gatwick, Stansted and Heathrow, reducing pre-holiday expense and stress b) reduction in pollution due to lack of long road journey to get to airport c) easier parking d) less crowds e) better, quicker, easier business connections f) more jobs in Kent	In my view KIA is very nicely placed already in terms of access roads from large portions of the catchment area. I also think it is reasonable to expand these roads and take additional land as necessary for such an important development. However, during development and as a result of increased services due care and attention should be given to the very important aspects of reducing noise and fume pollution to the lowest possible levels and make this an on-going policy matter for regular review and attention. Where possible, flight path approaches should always be made from the sea (Ramsgate) side of the airport.
YES	GLASGOW,EDINBURGH OR PRESTWICK.	CHEAP,QUICK TRAVEL. AVOID LONDON.	
Yes very much so	Murcia Airport (San Javier) Spain	Travel to our home in Spain 4 times a year and hate the journey to Gatwick	All for more useful flights from Manston
Its good for the area but what about the people who are going to be affected by all the noise and pollution who live on the flight paths ? Yes and i live under the flight path	Canary Islands, and the USA	Secures the future of the area as well as employment opportunities for the people of Thanet	As long as access to the airport does not lead to traffic conjestion and a rail link is feasible there should be no issues.

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Yes, definitely.	The more options the better.	Thanet and East Kent would benefit from faster accessibility to Europe and other countries, a must for this internationally focused business world of today.	I think expansion of the road network supporting Manston Airport is essential. There is currently excess land surrounding the airport that is not presently used, therefore this could be utilised, within reason to enable better access and development.
yes	Europe	Employment and convenience of travel	Drprnds what and where
Only if the flights go somewhere useful for me personally. I fly about 40 weeks of the year on business - if I can I fly from London City or else if the routes/times I need are not served from there I go to Heathrow.	Frequently (around once a month or more): Basel (or Zurich would be fine also) Frankfurt Less frequent (once every three months): Berlin Dusseldorf Munich Once/twice a year destinations are: Stuttgart Vienna Copenhagen Stockholm Helsinki Geneva Lyon New York or Newark Las Vegas	Having the facility itself Employment – job creation. The facility will make East Kent more attractive to prospective businesses which will impact on employment indirectly.	
yes	france (ski resorts) and the new normandy destination, spain	jobs, easy access.	fine with that
yes	european, north africa	distance - no expensive taxi fares. cost savings wonderful reception facilities	go ahead
yes	please can we have flights up the UK, especially Belfast, Glasgow,Liverpool,Manchester	I think you already know they are obvious and you have been told hundreds of times!	The benefits re: employment outway the negatives, use quiet aircraft, restrict night landings, holding patterns out to sea
yes	South of France (Nice, Montpellier)	reduced congestion at Gatwick, better access to overseas travel, employment, economy	no views
Yes	Many	Job creation / extra work for local firms such as engineering / catering /public transport alsoTourism	well in favour
Yes	Malta	Improved economy and good access for travellers	In favour of it
Yes	Glasgow, Edinburgh, Inverness.	Proximity and therefore convenient to reach.	relaxed at present. The 'well connected' requirement (above) is a long way off.
definitely	Malaga and Gibraltar	Convenience - Gatwick and other London airports involve expensive transportation costs from East Kent	I would like to see better long term car parking facilites for Manston airport
Yes, very much so.	Spain ( Alicante ) and Hungary ( Budapest ).	Being able to get to destinations without having to wait in traffic and travel for hours.	I think if it benefits the airport all well and good.
YES	ITALY	JOBS	SENSIBLE APPROACH NEEDED FROM ALL SIDES

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Yes, about time.	USA, EU	Economy, Thanet desperately needs this.	I would agree with any to make this a true International Airport.
Yes	Spain, Canary Islands Netherlands & Germany	Employment which is badly needed Not having to travel to far to th Airport	
Yes	Spain and Cyprus	Employment	Good Idea
yes	portugal	short jurney to aiport. easy pre flight admin	none
Yes.	Glasgow Prestwick (PIK), Glasgow or Edinburgh - in that order of preference.	At the moment, air travel internally or abroad all has to go to one of the London airports. There is a large population in South East Kent that would benefit from the convenience of being able to fly to other parts of the UK and to holiday destinations without the added inconvenience and expense of having to go into central London first. At the moment to go ANYWHERE else in the UK by public transport it seems impossible to avoid London - and train links to the capital are at current very slow and expensive. South East Kent deserves another option.	
Most definetely	Cuprus and Prague.	Not having to travel long distances, good parking and a small, more manageable airport.	This airport is well sited for use for the whole of East Kent and needs to be developed.
NO	NONE	NONE	TERRIBLE
Yes very much	France, Spain, Italy	Far more convenient and a pleasure to use also a ready made airport and industry for more jobs in the area	Very good master plan
Yes	Canary Islands, especially Gran Canaria and Fuerteventura	Regeneration of Thanet and a viable alternative to Gatwick and Stansted	I'm all for the regeneration of Manston, we are never going to get Cliffe or Maplin so you should go for it. It's the local 'nimbys' and twitchers who will cause you grief.
Absolutely.	Dublin, Europe, other places.	Promotes growth and creates jobs. Don't lose income to Heathrow, et al.	There needs to be more direct travel links to the airport, especially from a main city/hub like Canterbury. It was very inconvenient (unless you had a car or travelled to Ramsgate to then catch a bus) or expensive (taxi, carpark) If you can cut down travel time like the long trek to LHR, LGW, etc, more people will use the airport.
Absolutely	Paphos - Cyprus Edinburgh Spain	Employment Convenience when travelling to family & friends, and ability to see them more often for short or long stays. And for them to be able to visit more often. Regeneration of area. Increase of travellers to area therefore increase in money coming in.	It is good to see some positive planning which can only be good for the area, to see land developed to good use rather than standing empty as some has done for several years.

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Yes	Edinburgh	Easy access to relatives and friends in the SE coast	Good
Yes	European destinations and long haul, so virtually anywhere	Convenience for people within easy reach of KIA. Jobs. alternative to Heathrow and Stansted expansion	Don't know enough about the subject. Any expansion needs to take into account local needs. Access is relatively easy and the road could be improved as numbers rise.
yes	Spain -Alicante & France	Employment,	Necessary evil
YES!	Malaga	It's so much nicer than flying into horrid Gatwick	
yes	prague spain	easier than going to gatwick stansted heathrow	manston needs developing im all for it
yes	Alicante or Murcia Spain. Faro Portugal	reduction in travelling time. increase in job prospects, and hopefully an increase in tourism	I think they are good as long as there is room for change if to the plans if the need arises
a big yes	alicante spain	jobs and ease to and throw to airport.	
yes 100%	spain	lots of needed jobs	
Yes	Greek Islands, ie Corfu, Crete, Majorca, Nice, Caribbean, Venice, Edinburgh, Amsterdam	Major economic development benefits, much needed quality jobs, more spending power locally, puts Thanet on the map.	Better access by rail and/or road is imperative in order to attract users from further afield than Thanet and East Kent.
yes, totaly	spain, mainland and islands, portugal	local , less crouds	will benifit all
Absolutely. This area needs regeneration of jobs, and Uk needs new airport. Why it hasn't been expanded yet is unbelievable. Yes I do	Europe and North Africa	Employment.	Provide good access roads to avoid congestion such as at LGW.
Absolutely	Faro - Lisbon - Seville	Bringing in business to the local area	I just wish we had an International airport in Kent like Dorset and Hampshire do
		Convenience, ease of access, employment, parking.	If you are planning to develop an airport that is easy to access, efficient with a good range of destinations. Development would be encouraged.
YES	SPAIN ITALY AUSTRIA U.S.A EUROPE	1.JOBS 2.ON OUR DOORSTEP	NEEDED
yes i do as long as the airport get used	malaga spain	jobs and our airport is a great one and is good to get to	i think its good for where we are
Yes I was a share holder in EUJet	Jersey/ Guernsey. Cyprus or Med.	Employment brings wealth to the Area also travel to Gatwick/ Heathrow is difficult	Train conection would be helpfull a good Hotel is also needed

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Absolutely 100%	Edinburgh	East Kent is a busy, affluent, well populated area of the UK. Gatwick, Luton, Stanstead do not serve the area well, as they are not conveniently located. Manston could become a very popular airport for many.	Not relevant to myself
yes	Verona & Belfast	Growth of East Kent. Jobs	
Yes - wholeheartedly	Scotland and Northern Ireland.	Employment	As long as the environment is well protected then no problems
Yes	Edinburgh Inverness Avignon Pau	Fewer car journeys to London airports, and increased employment in Thanet.	No comment (too far away from my home to have any impact).
yes	to start with just uk airports i.e newcastle, plymouth, inverness, edinburgh etc. people wishing to go to these destinations have to do a 150 round mile trip just to get to an airport or "main line train station".	all round benefits. money, jobs, better future, pride in our district, excitement of an on going concern.	the use of land in the future will restrict your chances of expansion i'm sorry to say.
Yes	Nice Newquay	Greater job prospects in an area of high unemployment.	I fully support any proposals that develop the airport which may include land use.
yes wholeheartedly	main land spain ie murcia/alicante	employment	very good
Most Definitely	Tenerife, Portugal, Republic of Ireland,	Almost everyone would benefit. Travel to gatwick and Heathrow is a dreadful problem whereas Manston is on our doorstep	First class. Would support
Very much so. The sooner the better	Spain, rest of Europe, North Africa, especially Morocco, the Middle East	1) Convenience for the passengers 2) business/revenue for the locals; 2) Great facilities for those in Kent, and Sussex to find an international airport at their footsteps; 3) The locals could use the airport so close to them, hence reducing the overall costs of travel, parking and time; 4) Airport (especially international) always bring additional business / income to the locals, something that would be very welcome.	The site is quiet barren and expansion of facilities would not affect the locals
yes	everywhere if possible	more jobs, less travelling	great
yes we need it very much	slovakia spain tunis	save going to h/row gatwick	we need more jobs in thanet
Yes	Edinburgh	Many Scots would fly in helping local economy and perhaps use as hub for onward flights	go for it



Do you support the return of scheduled air services to Kent International Airport?	Which destinations would you most like to fly to from Kent international Airport?	What do you see as the greatest benefits to the community of having a well connected airport at Manston in East Kent?	What are your views on the approach to future land use planning and surface access arrangements?
Yes	Not from, but TO and FROM the NE of England!	Easier access for family in Newcastle and Madrid. Less hassle to access - good road links; no rail (bad point). Gatwick & Heathrow are AWFUL now.	
Yes	Murcia-Spain, Oporto-Portugal, Malaga-Spain, Los Angeles-USA	Shorter & easier journey to Manston saving major road congestion and fuel rather than using London airports.	Land use is necessary to create the proper infrastructure to cope with existing traffic and future traffic to the airport. Congestion already exists with the rising use of Westwood Cross, so much more is needed
YES	EDINBURGH GLASGOW	CONVENIENCE	SHOULD BE DONE IN AN ENVIRONMENTALLY FRIENDLY WAY.
yes	anywhere in Europe or even further afield	ease of travel without having the trek to London airports some wealth perhaps coming into Thanet	have no objection
We most certainly do. A thriving Airport is definitely needed at Manston.	Reading only flights to Jersey is very disappointing. We would like flights to all the places that flybe go to. The sooner the better. Having spoken to many people about this they all feel the same.	Not having to go to Gatwick or Standsted, Getting to both places is now a nightmare. It will be employment to the area which is badly needed in Thanet.	Naturally to expand the Airport you will require to obtain more land. The benefits in the long run will prove to be worth while we am sure.
Yes	Jersey Nice Rome Turkey	job opportunities convenience of flying from a local airport	Regard the approach as sensible and manageable
Yes	Glasgow	I am replying on behalf of a friend who does not have a computer. Her daughter lives in Whitstable and she would like to be able to fly from Glasgow to Manston.	As I do not live in Kent I do not have any views on this
Yes absolutely.	Cyprus. Maybe use the Jersey flights next year though.	Great benefit so long your fly to the places people want to go.	Great benifet to thanet.
Yes	Greece Tenerife	Airport near to home Jobs created	agree
Yes I do	France Italy Malta Croatia Austria Scotland Ireland Australia America	It will ease the traffic from London Airports, also it will give the public more jobs.	We need some sort of public transport for all the future passengers, and travel lodge for overnight stay, and maybe in the future a larger departure lounge, which will give more jobs.
YES I DO ME AND MY FAMILY FLY ON A REGULAR BASIS TO SEE FAMILY IN BELFAST N.IRELAND AND WOULD LOVE TO GO BACK TO FLYING FROM MANSTON	(BFS)BELFAST INTERNATIONALOR BELFAST CITY GEORGE BEST	THE EASE OF BEING ABLE TO CATCH A FLIGHT FROM WITH IN KENT RATHER THAN HAVING TO GO TO A LONDON AIRRPORT WOULD BE A GREAT BENIFIT	THEY ARE ALL FINE AND WILL BE GOOD
Yes	Balearics, Italy, Jersey, Spain, Croatia	Ideal location, set in flat land with a lot of barren waste ground undeveloped (as yet) and ideal for further airport/admin/car parking extensions in the future.	Do not understand the question.
A definite YES	as many as possible	more jobs more links more money coming to our area	Good change is needed to improve airport

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Yes very much	Scotland	More jobs for local people and less time spent travelling to other airports when we have this wonderful facility on our doorstep	Would be very happy to see any development that would bring schedule flights back to Kent
YES	GIBRALTAR BODRUM ALICANTE CRETE	GROWTH, HIGH EMPLOYMENT, CONNECTIVITY	IT SHOULD BE IN HARMONY WITH THE SURROUNDING AREA, THE INFRASTRUCTURE IS ALMOST COMPLETE, AND WITH THE PROMISED FAST RAIL LINK TO THE CITY IT CAN ONLY IMPROVE.
YES	tenerife, portugal, northern/southern ireland , channel islands,northern england, u.s.a., far east ,hong kong ,australia/new zealand,canada, europe	high employment, boost for the economy,and travelling convenience	as and when required,there does'nt seem to be too much farming on the selected areas
YES< YES< YES	Alicante, Spain Please	Better for people like me to get to see family etc. more jobs locally etc	Don't really know
yes	Edinburgh spain canary island	the best benefits for thanet and east kent is WORK and travel	as long as the planning is done right the future should be good for manston
Yes	Alicante and U.S.A.	Easy access and hopefully less A.T.C. delays	O.K.
I certainly support the return of schedule services. I think that Thanet could benefit from more jobs. Certainly for me living in France a low cost airline would be great.	Limoges, Paris, Edinburgh, Glasgow and Dublin.	More jobs, easier to get to than Stansted. Also Thanet may be able to get some EEC funding.	Better transport system would benefit Kent and Thanet.
Absolutely, It has always been a pleasure to use our "Local Airport". My self and my wife can't wait for more flights to begin.	Murcia, Alicante	I can see more vistors comming from abroad, to our local towns, ie Canterbury. Also it gives us a choice from Ferrys or Channel Tunnel	I don't understand the question
Yes - very much	Edinburgh, Glasgow, Aberdeen or Dundee in Scotland In Europe - Paris, Rome, Palma, Barcelona, Nice and Austrian and German destinations	Not having to travel to and from Gatwick Airport. This would save a lot of hours travelling.	N/A - I live in Scotland so don't feel I should comment on local issues.
Definitely	Glasgow	Easier access to the south east of England	
yes	Europe and Long Haul	Those who live in the South East will have a local airport with more europe destinations	
Yes, absolutley	Dusseldorf, Milan, Malaga, Faro, Any Scotland, Dublin, Nice	Employment opportunities, More money spent in our area, business links opportunities, better place to live	No problem. It is pretty barren round that area and the landowners will benefit.

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Yes, we were frequent flyers with EU Jet	The Canary Islands	The ability to travel with ease within the UK and foreign travel	Manston MUST have good travel links with London, the land around Manston can then be developed for housing and light commercial use, a good rail link with London is essential.
Yes...Yes....Yes definitely	Malaga & Arrecife spain la manga	Convenience of travel.. time saving and local job opportunities. for me no traveling to london airports	A means to a very good and beneficial end No problems
Yes	Edinburgh, Amsterdam, Germany	jobs, accessibility, bringing tourists	don't have any
100%	I used to fly to and from scotland very regularly	no need to commute to london just to get to an airport, local jobs	whatever it takes to make the airport work
Yes. I think the development of KIA is preferable to a new development in the Thames estuary. Good for the local economy of Thanet and an attractive alternative to other London airports.	Algarve, central / southern France, USA	Employment opportunities. Increased regional revenue. Environmentally less offensive than developing London airports. Approach to KIA is over sea or lightly populated areas.	Oward journey from airport to destination is the main drawback, due to KIA's geographical location. Proposed road development with links to Thanet Way and motorways OK as far as it goes. Cannot make Dartford / M25 much closer than 1 hour away. In order to get to London more quickly, improving rail links would seem to be the key. Have you considered flight connections to other UK regional airports?
Yes, yes, yes	Edinburgh please, I used to fly at least twice a month and the planes were always full	The economic benefits would be excellent. It would allow business to re-locate to a rural ish location away from the city and bring more jobs and economic growth to the area	I have no problems with these - Kent needs an International Airport - just think of the link up you could do with the Channel Tunnel
yes	italy spain greece	offers jobs to the people of the surrounding towns. tourist benefits to the surrounding towns. easier access to the local people to an airport rather than having to go to london to get a plane!	
Yes	Edinburgh, Glasgow, Inverness, Manchester, Newcastle, Dublin, Belfast, Amsterdam.	A local airport, no long queues waiting to check in, same when claiming baggage. Easy access	Perhaps the land could be used for hotel, if Westwood Cross had not been built it would have been a good site for perhaps retail shopping, but obviously this is no longer viable.
Very much .	Faro	A. Employment B. Good access roads with little traffic C. Cheap airport parking D. Excellent booking in facilities E. A more personal approach F. More people using local hotels etc & spending money in the area.	I think Mr Boris Johnson should forget his ideas about another new airport and start promoting Manston as the other London Airport.
Yes, provided services are operated by a reliable airline who stick to their published timetable. EUJet failed in this respect.	Major cities/holiday destinations in Europe. Being able to connect to long haul routes at a hub airport.	Jobs	Improve the last bit of road from the A299
Yes, definitely.	Paphos/Cyprus, Malta, Girona/Barcelona.	Employment and local financial improvements.	The sooner the airport is developed, along with maybe a rail link, the sooner Thanet can start to prosper.

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Absolutely, we need this airport for european and uk flights to support growing business opportunities for the SE.	Schipol, Dusseldorf, Munich, Milan, Prague, Barcelona and the major UK cities.	Firstly travel to Manston from elsewhere in Kent is, in general going to reduce the traffic loading from Kent onto the overloaded M25 both clockwise and anti clockwise. Secondly to have such a useful airport means the distance travelled by car to and from will help reduce the carbon footprint. It will create employment in the Thanet area where it is much needed to boost the local economy. It will assist trade in Kent to local businesses and attract more companies to the area of SE Kent. It becomes a valuable asset to Kent which given the density of population certainly requires an airport when compared with other regions of the UK.	While it is very difficult to tie down valuable land adjacent to the airport to accede to the requirements of a developing airport per the plan, if the planning authorities treat the proposals per the draft Masterplan with sympathy and timely actions then the land in question need not be blighted for long. It is a positive step forward to use the land to expand the airport and attract the kind of investment by passenger and freight operators. Other possible airport sites in the county are totally lacking in such opportunity without creating much greater environmental disruption. It is a good use for the adjacent land. It will attract other development opportunities in the neighbouring areas to benefit of all.
Yes	Edinburgh	Convenience, Employment, Tourism, Hassle free travel	In favour
Yes	Malaga	Job opportunities	Kent is well served by the road network and, providing Manston doesn't intend to expand to the size of Heathrow, there should be minimal environmental impact.
Yes	Dublin ,Faro	easier travel to airport. Employment opportunities	
Yes	Anywhere in Europe and particularly to Israel	Not having to negotiate the M25!	It should be developed as much as possible.
yes	European cities	avoid going to Gatwick/Heathrow	none
Not if they keep flying over Tankerton instead of over the sea en route to Manston	European	Not having to face the M25 to Gatwick	The flight path approach to Manston should be over the sea not the Whitstable area
Yes I ththink its a great Idea	Ise of mann mosytly but any.	Jobs, essy travel.	
Yes	Inverness	Time saving and less congestion getting to the other London airpots	
Yes	Alicante/Murcia	Ease of travel and local employment opportunities	Positive
I got caught out with EUjet and lost money plus had to pay a huge amount to change travel arrangements, I would have to be very certain that the airline was reliable. (as much as possible in todays current state)	Europe. France Nice, Spanish costas, Portugal, Greece. Canaries.	Employment, house prrise rise ( not good for all!!!) Chance of regeneration. Thanet not very desirable at moment!	Needs to be sympathetic with environment issues. otherwise you will have Greenpeace on your backs!

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Yes I do support the return of sceduled flights but within certain times of the day, no night flights and not too many flights.	Spain, Gran Canaria, Italy, Amsterdam and Italy	It will brings jobs to an area that at present is deprived.	I do not think the airport should expand any further but the land it already has should be put to better use for revenue.
Yes	Weekend and short breaks to British and other European cities e.g. Edinburgh, Barcelona, Rome, Paris, Reykjavik...		
yes most positive	MANCHESTER, FARO, SPAIN(VARIOUS) MALTA GIBRALTAR	BRINGING MUCH NEEDED ECONOMIC DEVELOPEMENT AND EMPLOYMENT APART FROM THE MOST CONVENIENT TRAVEL DEPARTURE POINT.	From my point of view access to the airporrt is excellent , Flight departures and landings create little or no additional noise pollution. Developement commercially as well as residential is essential for the long term economic growth for the area.
yes	Malaga	increased employment opportunities	all ok as its an underused area needing regeneration
Yes	Manchester, Dublin, Malaga, Nice and Australia.	Job opportunities and easy access to a local airport.	I am all in favour of your plans.
Yes	Cyprus, Eire France	Aids economic prosperity	We require a better rail link.
Yes	Alicante San Javia, Murcia	Supplying travel to people who reisde in the southern part of the country	If it benefits the area, no problem
YES	ALMERIA OR MURCIA SPAIN	EMPLOYMENT, NO DELAYS, EASY PARKING, TO ENCOURAGE FURTHER DEVELOPMENT BY OTHER COMPANIES IN THE THANET AREA	AGREE
Absolutely,yes!	Alicante/Murcia	Generating employment & cultural links	Providing there is consensus with residents who may be affected by increased flight frequency, Manston could be viable alternative to London's saturated airports.
Yes	Edinburgh or Dundee	Being able to see our family more often. Flying to City Airport from Dundee means we have another 2 hour journey to Folkestone.	As long as future land use planning is done sympathetically, I have no objection
yes	Alicante or San Javier	time saving and creating jobs	not sure
Yes	Cyprus - Larnaca airport	More jobs for the area and more convenient to travel to the airport than having to go to Gatwick	No problems
yes	Spain, Majorca, southern France, Italy, The Canaries, Egypt, Cyprus, Germany (Frankfurt), Greek Islands	Ability to fly abroad from local airport; increasing tourism to east Kent; creating more local jobs.	No strong opinions.

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YES-MY SISTER AND FRIENDS LIVE THERE AND I THINK IT SHOULD BE A GATEWAY FOR DUBLIN/KENT/CANTERBURY TRIPS.	DUBLIN!	a KENT/DUBLIN AXIS --EITHER FOR FURTHER DESTINATIONS OR WEEKEND IN EITHER PLACE OR LINKAGE WITH FRENCH TRAIN.	PLENTY OF ROOM IN AREA.
Yes	Europe (various) Edinburgh Glasgow Manchester Liverpool Birmingham/Coventry Cardiff	Environmental - reduced emissions caused by road journeys to Gatwick, Heathrow or Stansted. Employment (directly at airport plus supporting infrastructure etc)	I see rail link to airport as high priority and road links need to be planned to do as much as possible to alleviate existing issues at Westwood Cross.
Yes	Mainland Europe	Commercial Regeneration, Employment, Trade, Business relocation to KIA area especially those with extensive business interests in the EU.	It must take into account public sentiment with regard to environmental issues.
yes	alicante	Easier access and jobs	
Very much so	Zurich, Montpellier and Beziers	Should add to economic activity in Isle of Thanet area This is ridiculous is this the Labour government authorising this airport and for who?	Not aware of any.
No - I have said this before we need to reduce our carbon emissions and having another airport is NOT the way! We are not the USA people will travel an extra 30 mins to another airport if it means we are not killing ourselves and our planet in the future.			
Yes	Gran Canaris, would be nice	MORE jobs for the local communitie	Need to have to make it all work
yes all the way	U S A , ,if its here it would be used	employment , investment, people	build it and they will come
Yes	Belfast in Northern Ireland	Business and pleasure	none
Yes	Malaga and Dublin	Ease of arrival to south of England and employment	Not being resident in the area (only a regular visitor) my main hope is that the airport operates more international flights.
Yes this would considerable cut down journey times to the North Kent Area	Dublin To Kent International Airport	It should revitalise the whole area with many jobs and money coming from the airport, Also an increase in visitor to that part of Kent	Speed them up
Yes	Zante, Jersey, Scotland, Ireland, Spain,	Employment, good transport links	

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Yes very much so,with a major airline to service Europe. yes	Southern France (Nimes), Spain, Portugal, Slovenia, Croatia  jersey guernsey stanstead	The amount of fuel and time driving on busy roads that would be saved.  work no more travelling to other airports	Yes good,To much time has been wasted already get things moving.  in favour
No. It's been tried so many times before and always failed. There isn't the catchment area to justify a comprehensive schedule of flights and wide variety of routes.	Far East, Caribbean, Africa, South America	There's no benefit to the local community; in fact there is a net negative effect when taking into account the increased noise pollution and traffic congestion.	Cloud cuckoo land! Where will the money come from? The Government will never pay for the infrastructure costs.
yes, would be great to see aircrats flying over everyday and not having to travel to a large airport and wait for ages to board an aircraft.	Faro (portugal) France Spain also some long haul flights (san francisco etc)	i think that people in kent will be able to go on holiday, but be on holiday as soon as they arrive... gatwick and heathrow are very stressfull and busy. The airport is situated well but a bus and train network must be in place.... the roads are good but must be able to expand in future. local people will not want to sit in traffic	i think that manston should get some contracts.. if the prices are right people will travel from places like london. The airport would be very useful for business travelers in kent and bring money to the people of kent. I think the airpot should expand but stay small. Large airports are stressfull. When runing late. Many miss thier flights running through an airport that is way to big. Nobody likes large airports where you have to walk for miles.
Most definitely, none of the other airports which serve this part of the country cater to East Kent so it becomes costly and involves a protracted journey to include getting to H'row, Gatwick or Stanstead when making travel plans.	I would like to be able to fly to Madrid and for my family in Madrid to be able to fly to Kent, we do this journey several times a year and it adds hours to the trips plus extra costs. Also to Dublin for the same reasons as above.	I believe a good airport would revitalise East Kent and although there will always be those who object to an airport and some account must be taken of people's views, the interests of East Kent as a whole matter more. Business is more likely to be attracted to this part of the country if there is a good airport and I believe the infrastructure would evolve from that.	Unless we include ourselves in plans to be better connected then we remain a backwater, riding roughshod over environmental issues would be counter productive but so would bowing to every little concern over land use, inevitably some will protest but I hope they don't rule the day.
I do not support the expansion to the proposed level - it would make Ramsgate uninhabitable. Some limited increase in traffic would be acceptable.	Some medium-distance European locations.	The greatest disadvantage would be the increase in noise to residents in Ramsgate and other areas. Some expansion would increase jobs opportunities, but they should not be at the expense of ruining Ramsgate.	A new station would make sense, and the current access roads seem appropriate for a limited expansion of the airport.
YES	AMSTERDAM,DUBLIN,MANCHESTER,	MORE JOBS & MORE CONVENIENT	
yes	prague, cyprus, spain, florida	economic growth, employment	growth and benefits to local services people justify future land growth
Not if it means more noise and pollution and aircraft flying at night.		None because the infrastructure is not available	We do not agree with it, it will destroy the fields and countryside.

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Yes	Europe: UAE: Asia: America: Australia: N.Z.	Increased work prospects for younger people: more tourist: Less congestion and travel times to airport: More light industry using the airport for distribution of products to remainder of U.K. and rest of Europe	Not sure that the plans go far enough. More land should be purchased. Maybe an alternative route to the airport rather than through the proposed Chaina Gateway site or through Manston village.
no	nowhere	a handful of jobs? I've seen the airport operating before and it made no discernible difference to Ramsgate's economy.	
Ok if not late at night and if not too many of them. Live under flight path. Yes,very much,this part of Kent needs an airport.	None particularly.  Spain,Italy,Canaries etc	Employment.  Employment,which this area really needs. It would put this area on the map	I don't like the idea of more surrounding land being used.  No problem with this,if its going to help create welth fo the area
Yes	UK Internal and European, including Mediterranean	Improve connections for business users	I'm comfortable with the use of the land around the airport being used for commercial and airport use
Yes - subject to conditions on flight times & noise levels YES	Southern Spain (Malaga/Jerez/Gibraltar)  EUROPE. POSSIBLY USA	Employment, improved inferstructures (Rail/Roads) & tourism  EASIER ACCESS THAN GATWICK OR HEATHROW.LESS TRAVEL & HASSLE	Existing already identified industrial use land should be developed first (i.e. The loop)  DO WHAT EVER IS NECESSARY TO IMPROVE THE FACILITIES
Yes,	Mid France, Italy, Portugal	Employment, this would lead to an improved cash flow within the comunity	Controlled, with the enviroment in mind
NO	NONE	I don't feel the advantage of more jobs is worthwhile versus the disruption to the area by the airport.	Too much land in this area has already been concreted over and traffic is already often at a standstill. Airport expansion will only make matters worse.
No. London has all of the services and it is JUST an hour away.	None.	None. The noise and air pollution more than makes up for any benefits it might have.	I am horrified that this might take place. In the event of this happening, I would be interested to know if you have other plans to make donations to residents of Ramsgate in the event that properties become devalued as a result of this and to provide us with noise-pollution preventatives such as double-glazed windows.



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Yes	Manchester, Edinburgh,Belfast,Dublin,Amsterdam,Prague ,Spain,Greece ,USA.	Saving people time not having to drive to Gatwick or Heathrow. Creating jobs for local people in an area of Kent that needs investment.	Their is plenty of land and open space around the Manston area which could be developed for airport expansion without creating the problems such expansion would cause at Gatwick or Heathrow. With good road connections and maybe extending the railway line at the end of the eastern end of the runway into the airport this has to be one of the only solutions to solving the need for more runway space in the south east.
Yes	Sydney Florida Havana	It's handy for people who don't realy live near London airports	Yes
Yes, I found it a joy to fly from Manston	Amsterbam Prague, and Newcastle	Obvious benefits would be jobs and not having to use M25 in this area	
No	None	Er...none	
no	none	none	do not do it
Absolutely.	USA Plymouth	Hopefully more employment for the locals as well as enabling more tourism in the area.	PROTECT THE AQUIFER!!! PROTECT THANET'S WATER.
no	none	none	
YES	AMSTERDAM,MANCHESTER,DUBLIN,FRANK FURT,ORLANDO	JOBS,CONVENIENCE,	IN AGREEMENT WITH MASTER PLAN
Yes, fully. This area is in dire need of any investment in local jobs. It seems no one is listening to the twenty somethings that this investment will help in the future. The loud mouthed middle aged minority seem to drown out everybody else with their anti-development nonsense.	Not the point. Investment is the key here. So the more destinations WELL UTILISED the better.	There are many benefits including entering Thanet and south east Kent into the globalized markets London appreciates. WITH development of infrastructure connecting the Airport to major Motorways and Rail lines, there is great potential for this isolated area. Business will be willing to invest if the area is well connected via road, rail and air, which it currently is not.	Will be viewing documents this week.
No	non	There are none quite the opposite it is a blight	
Not on a full schedule basis such as Stanstead/Luton. there is no infrastructure to support such expansion and the lack of peaceful skies would be a disaster.	I would rather travel to another airport.	I think the disadvantages would outweigh the advantages. The town/area is still a beautiful one and the misery caused by the constant air traffic would be horrific.	

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Yes	As many as possible	Broadening cultural awareness to locals through increased travel opportunities. Job creation for the area. Increased visitors to the area to use the airport.	Whatever needs to happen to get the service successfully working should happen.
no	none	there are no benefits to the community only noise and the potential for pollution and an air crash	In a time of dwindling resources building up airports is complete madness we should be reducing them not making them bigger
No.	None. I prefer LHR or LGW	None. In fact it would blight the local community and environment.	I would prefer agricultural or light industrial usage to having large jet aircraft flying over my house at all times of the day and night.
no	none	none whatsoever	Road access to Ramsgate is blocked by the airport right now. I'd like to see the runway re-marked as a dual carriageway straight into/out of Ramsgate. It would see a lot more traffic
yes	European	Economic	No view
Yes especially domestic flights and european	Glasgow, paris, amsterdam, spain ( Most preferred if Kent can do flights to Hong Kong as well)	easier than travelling all the way to london.	you can still use the runway without expanding it because you are just starting the business, concentrate on the service of the people.
yes we do we go on holiday every year and would love to hop in the car and drive 15 mins up the road and we are at the airport	we go to tenerife majorca next year turkey would like to try cyprus,greece anywhere we sometimes go longhaul if we have the money	jobs	as long as they are done with out damaging the environment im ok about it
Yes, unreservedly.	I believe that KIA could usefully contribute scheduled internal UK destinations, which would enhance residents and businesses opportunities for speedy and effective travel in the UK. Thanet is close to London but a little remote from the central and northern manufacturing industry. Customers hesitate to use Thanet businesses where a nearby choice is available and it also makes contact with clients elsewhere in the country more difficult. The ability to fly to Birmingham, Manchester, or Glasgow, say would be a tremendous benefit to residents and businesses alike.	Enhancement of travel facilities means prosperity both in terms of ease of use and job creation.	It would appear that the approach has been well thought out and considerate, even to those who would oppose such plans without valid reason.

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I support them in a limited amount. I do think that the airport could have great benefits for Thanet but that six million passengers a year would ruin the very thing that people might come to Thanet for; peaceful beaches and relaxed seaside towns.	European destinations.	I think there is clear benefit in terms of connectivity to Europe when combined with the high-speed rail link. I think it could bring in people and jobs to Thanet but if the airport gets too big, then the very people brought in on the planes won't want to remain somewhere so noisy.	
The airport could given a chance could and would breed some life into both Thanet and Kent  yes it would save the hassle of gatwick	Spanish resorts +italy and maderia I also would like to see passengers from scotland coming to Kent and kent passengers going to Scotland as you have airports in both destinations  any in spain	Little or no travelling +jobs FOR LOCAL PEOPLE  creating jobs	As long as they are well thought out  its got to be good for the local economy
Yes,most definately	Palma,Pula,Prague,Agadir,Ercan	Inflow of money and related job opportunities,which that money would represent	K.I.A. already enjoys good road access and the extension of the airport activities would generate some land use for airport related activities but these should not be problematic bearing in mind thje airport has been in existence for over half a centuryand carried more passengers in the 1960's than now!
YES	Malaga, Alicanti, Prague, Faro, Gurnsey, Palma(Majorca), Barcelona	Employment	I do not think the land use in your plan will be detrimental to the area, it's an excellent idea to have a parkway station. Any major road improvements will benefit the whole area and not just the airport. Eastonways buses will certainly have to review their timetable.
yes	depends on your flights	employment less traveling for holiday destations	the plans are very good, and behind the airport 100%
Yes i do.	Reus ( Spain ), Barcelona, Edinburgh, Belfast, Paris.	Well i think that it could be a great oppertunity to the community, Providing reasonable cost flights to many places in europe, Even outside of europe would be excellent. Litrally all on your front doorstep, I think it would attract alot of people to the airport as it has really been low ever since Eujet went. And i really think everyone who does travel alot or likes a great holiday would benefit from it. Especially not having to drive all the way to gatwick or heathrow, It would be fantastic!	They're fine and i dont think anyone will have too much trouble with them anyway.
DEFINATELY NO NO NO NO NO NO!!!!!!	NONE	NONE. IT will generate more pollution and noise than is acceptable for this area!!	Totally against

Do you support the return of scheduled air services to Kent International Airport?	Which destinations would you most like to fly to from Kent international Airport?	What do you see as the greatest benefits to the community of having a well connected airport at Manston in East Kent?	What are your views on the approach to future land use planning and surface access arrangements?
In preference to the building of another airport in Kent, most definitely.	Depends on where we want to go on holiday	Reduces the need to go to other airports in the UK therefore reducing the waste of travelling more than necessary.	I have seen plans for a rail station between Foley Lane & Sandwich Rd. This could be connected via electric shuttlebuses to the terminal.
whole heartedly	canary islands greece sharm el sheikh portugal menorca southampton	more jobs	agree
Yes	Nice, Toulon, Berlin	Increased employment, greater economic prosperity.	Proposals seem sensible.
Yes	Europe - Croatia, Czech Republic, Germany, Italy, Poland & Ireland	Not having to travel to London or Gatwick for air travel. Jobs.	Should definitely have a train station on site or their will be too much traffic on the roads
YES	EU countries ( Crete, Gran Can., Spain) Transatlantic, Melbourne, Orlando USA	This will aid the exchange of multi-cultural business and public holidays and employment	It is a shame it has taken so long the airport has always been a part of Thanet and should of had these injection a long time ago.
No.	None - I would like to see the permanent closure of KIA.	The main achievement of the proposed development for the community will be a disbenefit, not a benefit; increased noise and air pollution. Aviation is a very inefficient job-creator. Jobs in this sector are also highly uncertain in the face of the looming recession, peak oil and the need to tackle dangerous climate change. They are also for the most part underpaid menial service jobs. Furthermore, regional airport development has been show to suck capital out of the regions in which it takes place; only the South East does not suffer from a large tourism deficit.	The surface access arrangements are inadequate, and together with the plans for a huge 'Chinese Globalisation Centre' nearby will make road use around Manston intolerably congested for local residents.
Yes	USA, UAE, Australia, Thailand, some European & U.K. Destinations	Employment, Tourism, Income to the local economy	In the short term acceptable but in the long term (10 years)more land purchase and development needs to take place. With the markets as they are. Now is the ideal time for purchase and developments to take place.

Do you support the return of scheduled air services to Kent International Airport?	Which destinations would you most like to fly to from Kent international Airport?	What do you see as the greatest benefits to the community of having a well connected airport at Manston in East Kent?	What are your views on the approach to future land use planning and surface access arrangements?
Definitely for too long there has been a BAA monopoly on air travel in the London area. The re-introduction of scheduled air services at Kent International Airport signals a change for the better.	Initially I think that there is potential for increasing services within the EU to destinations such as Dublin which already is on of the most popular from Heathrow. I also feel that there is a strong business case for longhaul services from the Kent area as you are better placed than Paris for those in NW France. Emirates airlines I know for one is looking at operating A380's to the United Kingdom on all services where there is sufficient capacity. I am sure that this could include KIA too as an alternative to Gatwick. Whilst a lot of the comments relate to the development of passenger services I am a strong believer that KIA could take a large share of the cargo market due to the excellent links to the Motorway network and access to the continent via both Eurotunnel and ferries. I am sure with the correct marketing the cargo only operations currently going to our overcrowded London airports could be encouraged to switch to yours.	There will naturally be a number of benefits such as additional employment, especially useful in these modern days with a large EU workforce moving around the member states.	I would support the inclusion of a clearway zone around the airport in order to ensure that the airport has space to expand unlike airports such as Heathrow and Gatwick where villages will be pulled down. The development of a high speed railway line and access to the Eurostar stations would be a useful tool.
Yes	All :-)	Employment	Good idea
Yes	Budapest Hungary,	Greater Jobs	Have no problem with any of your plans
Yes	Edinburgh Glasgow Amsterdam Dublin Luxembourg Zurich Jersey Bristol Munich Frankfurt Cork	Locality of business flights Mon am and Fri eve instead of having to get around the M25 to other airports Jobs directly and indirectly	The airport needs to expand to be viable.
Yes	Newcastle, Alicante, Palma de Mallorca, Dublin, Belfast, Manchester, Prague, New York	Employment and economic development	Road access should be improved along both access roads independently and in conjunction with the proposed High Speed Rail link to London
Yes indeed, can't wait	Europe, Norway, sweden, Spain, France, Italy, Germany,Ireland, Scotland.	Speed of travel, parking, efficient service	Understand them all. It needs to happen, we have been waiting years.
Yes, i was a frequent flyer with eujet and enjoyed the using manston airport several times	i would like to see the return of internal uk and ireland flights, my most used was manchester	ease of travel around the uk, thanet is out on a limb when it comes to transport links, everything has to go via london.	no concerns

Do you support the return of scheduled air services to Kent International Airport?	Which destinations would you most like to fly to from Kent international Airport?	What do you see as the greatest benefits to the community of having a well connected airport at Manston in East Kent?	What are your views on the approach to future land use planning and surface access arrangements?
Yes	Blackpool Airport	Not having to go to London	sounds good.
Yes i fully support them	Dublin as the main one, then Portugal, Spain, France	Saving of time in getting to the airport	I have not issues
Yes	Shannon, Dublin, Glasgow, Dusseldorf,	Good for business, avoiding london airports	I am open minded
yes	any routes you can go to	We need a airport in this corner of kent. It will provide jobs to the area of Thanet. the times I have travelled it was a atmosphere of community, people comming locally to fly off to wherever.	ok
yes, i highly support thr schelduled flights as it saves much time and money for thousands of people around kent and the south-east of england.	long-haul flights such as america or popular destinations within europe e.g. spain and portugal.	The greatest benefit in my mind is that it saves a lot of convinience. Just driving 20 minutes down the road compared to nearly 2 hours driving to heathrow! More tourism for kent and the surrounding areas and it will put manston on the map, where it should be!	well i think they are good. A new terminal is essential as the terminal now is just not sufficeint in size or in quality. It would meen far better travelling quality for the passengers and for the future more check-in descks to cope with new airlines to new destinations.
yes	lanzarote, madeirs, new castle	employment	great
yes definitely	prague, venice, european destinations	easy travel, without hassle of travelling to London	use of land seems valued
Yes	None	Greater congestion, Greater noise polloution, Damage to the environment.	As above
Yes	Europe, Med Coast	Greater Job oppotunities,	I currently live on the estate next to the spitfire museum and support and welcome any growth of the Airport. Considering how close I live to the airport I cannot understand peoples complaints about noise. I have lived here since 2001 and really dont notice the noise. SO GO FOR IT
My support would depend on the routes available. In general I do not support inland routes. I would strongly support the introduction of routes to the rest of europe	amsterdam, cologne, mannheim, munich, pisa	enhanced social mobility, local jobs for local people and more money/visitors being encouraged into the local area	I am concerned about the amount of possible new buildings. The area is fairly open and I would prefer it to stay this way for as long as possible.
Yes very much so, not only for my own travel but also for job options.	Greece, Turkey, Mainland Spain, Cyprus, USA, Dublin	Convenience and job options.	Fantastic!
Yes	Spain	Bringing jobs to kent	If we want Kent to do well then we must expand

Do you support the return of scheduled air services to Kent International Airport?	Which destinations would you most like to fly to from Kent international Airport?	What do you see as the greatest benefits to the community of having a well connected airport at Manston in East Kent?	What are your views on the approach to future land use planning and surface access arrangements?
Yes, very much so.	Murcia (Spain) would be our first choice, or Alicante.	Travel would be so much easier and convenient for people in this region. Also creating jobs in the area.	
test	test	test	test

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

Open-Ended Response

Would love to see the return of passenger services to Manston. Most disappointed when EU Jet failed probably through too many routes too early. Would try to support any destination.

I wish you well with your plans

I have family living north of Edinburgh and used the previous flights to Edinburgh on a very regular basis. It was much easier to fly from Manston and it is a service which is greatly missed. If the flight to Edinburgh is reinstated it would be a very popular route for many people.

It can only be good not only for business but tourism as well as people get tired of driving to destinations and even by trains coaches etc it is so much easier a less time consuming to arrive at ones destination, but it needs to be handled carefully and with full co-operation of the general public.

Forget 3rd runway at Heathrow, spend the money on high speed rail to Manston.

Will there be competition from Boris and his estuary airport which might be an even better idea?

I personally and other families , mainly english who live around this area would be delighted to see Kent International Airport back in bussiness.Also spanish people who often go to Canterbury or visit other towns in Kent and S.E.

Please instruct flightcrew to use the English Channel by way of flight path,not as some annoyingly do and fly over Kingsdown,Deal etc,there should be no need to fly over these areas when you have the sea so close at hand.Some of these flightcrews just do not seem to think about the inconvenience that they cause .I look forward to your reply.

I cannot understand when in an age where air travel is getting increasingly expensive and is causing people to holiday in England you would think it appropriate to ruin one of England's best (and currently under appreciated) seaside towns by flying aircraft over it. Coupled with the fact that the high speed rail link is likely to encourage more people to move to the area (which will definitely be of benefit to the area). The airport expansion will only deter this from happening, resulting in no regeneration or new wealth in the area.



Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

The airport is creating air, noise and light pollution. The longer it is there, the more it will increase in size and the more local residents will suffer. We must also face the fact that Climate Change is happening, and having a growing airport, whose planes are the worst constituents of CO2 emissions, is crazy.  
try to get more airlines to use kent international

Why have all the hassle of public enquiries and protesters to build an extra runway at Heathrow, Gatwick or Stansted when there is a perfectly good runway crying out for use at KIA. Being so near the coast, planes will not have to overfly many houses. The airport has been there for many years so long term residents will know that aircraft are so much quieter now.

Manston is too far away from the centres of population in the South East compared to Gatwick, Stansted, Heathrow & Luton to be a major airport. Expanding the airport will be of very limited benefit to the region compared to the impact on the environment. Manston should stick to being a small freight handling airport with minor aircraft repair and servicing capabilities.

Would definitely travel from Manston if available flights to the Canary Islands & Europe

Both myself and my wife object to Master plan for the reasons given above. This is not a 'nimby' viewpoint but a well researched support for the environmental argument and the need for a re-think given the global downturn. Given that this is where we have chosen to live a development of this scale would destroy our quality of life and increase through pollution the real danger of cancer and stress related illness.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

We are very scared for the future of our town (Tankerton) - if the air traffic continues to increase as it has the last few years it will destroy this town's character - renowned for peace and quiet and a picturesque beach for long walks, thinking, reading, swimming and inspiration. It is a lovely scene here in the summer, filled with people of all ages enjoying the sun and the sea and your planes are already flying in low off the sea, straight over Tankerton Slopes (when they should be flying in over Reculver) towards Manston. Nothing is less relaxing than a Jumbo Jet screaming over your head. The noise has been so loud and frightening at times I've rushed out into the garden to see what on earth is going on. (I'm only 36 and worked in London for years so am no stranger to loud noises). I sat in the garden one day for just 45 minutes, counting 15 loud aircraft, one straight after the other, before giving up and going indoors. This isn't particular weather conditions - this is all weather conditions but particularly very still and sunny conditions. Please have some respect for residents in further out towns who

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Theres nothing more I would like to see than regular flights from Manston. I know it's a view shared by all my family and friends. The road infrastructure in the UK and volume of traffic make a journey to other airports a stressful and unpleasant experience.

Constant air travel growth is the economics of the madhouse. There was a time when it cost less to fly from Manston to Barcelona than to catch the train from Ramsgate to London. I'm left speechless that we use airfreight to import food from a starving continent. You'll have gathered by now that I'm no fan of any airport. I look forward to the day when people realise the damage that air travel is doing to our world.

WE A FAMILY OF 4 TRAVEL FREQUENTLY FROM GIRONA TO STANSTED AND I REALLY HATE IT BUT WE HAVE NO CHOICE. IF MANSTON WAS OPEN WE WOULD BE USING IT A LEAST ONCE EVERY 6 WEEKS AS WE HAVE ALL OUR FAMILY FROM CANTERBURY.

I believe that the 'poulation' estimate is too high, and that the travel zone would be smaller - mainly Kent and Medway, and possibly also outer SE London. Road links with East Sussex are not direct and I don't believe that people living nearer to Gatwick or north of the Thames (and so near Stansted) would necessarily regard Manston as an option. I hope good lessons will indeed have be learnt from the EUJet experience - we flew with them to Palma on one of our currently only 2 flights from Manston. The other was this summer on a KM Messenger package, flying with VLM to JERSEY - so we cannot get very excited about the fact that this will be the first Flybe destination! When you fly to Jersey you basically go to Jersey, but other destinations like Toulouse, Malaga, Alicante, Faro would open up much wider areas either for foreign home owners or just for wider exploration. Furthermore, not sure who would necessarily want to fly in to Manston apart from those who had previously flown out from there - for reasons of geographical distance from so much of the rest of Britain.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

I think that as the airport expands over the years it needs to attract the popular airline operators, perhaps Easy Jet or Ryanair, as I'm sure these types of airlines would attract people to use Manston.

to have on board more well known and successful airlines

Please take notice of the destinations that local people ask for. The previous company did not and the airport was not used  
I do not understand why you are considering expanding Manston when the country is looking for ways to reduce carbon emissions and pollution. Why is this happening when Heathrow airport is already being expanded as is Stansted both of which have better rail and road links. Do not spoil the Kent countryside by expanding Manston. It appears that Heathrow's account of noise pollution is incorrect - it is much higher than they originally stated which leads me to believe that you will do the same. I do not want to live in a flight path. Would you??  
Good luck. I hope the master plan works out and that we shall see considerable expansion in future years. I hope you will keep Manston user friendly.

just do it ASAP

Manston cries out to become an extra operating centre for one of the big low-cost carriers

Haven't seen the draft master plan

needs to be better access to the airport, wider roads and better lighting

We need you!

I hope it works as I hope to use the airport in the future

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

Ask Government to stretch the Thames Gateway to Thanet so that you could get Objective 1 funding!!

none

Good luck to Kent International Airport

This Master Plan has been insufficiently publicised and I would be very surprised if you have had a hge response from residents. The plan will not benefit the area or its residents. At a time in the world when we should be cutting back on air travel, I am at a loss to understand why this plan is being proposed. Rather, the area should seek to regenerate as a domestic tourist destination itself. I am opposed to the draft Master Plan.

Please put on some flights to Dublin!!! Thanks

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

1 - Over the past few years there has been an increase in low flying traffic over the Herne Bay area. I assume this is due to your comments on the "wind Farm". This has proven to be intrusive to family life with increased noise & air pollution. More effort needs to be given to the areas on the flight paths to ensure the lives of persons not immediately adjacent to the airport are fully considered and suitable remedies implemented (e.g. restrictions on landing/take-off hours over populated areas. Imposing the use of low-noise aircraft on all carriers or cargo carriers. 2 - This form would have been easier to complete had the designer allowed more Visible space within the boxes such that I could view the whole of my comments at a glance and therefor eensure my comments were in the correct box....

i haved lived in thanet for most of my life and seen so many air line company come and go .it is now the time for thanet to take off

although it was not entirely in laymans terms, i understand the foresight you have and applaud you for your endeavours, and if you can continue to carry this all out, then you deserve to be successful.  
using the airport would hopefully bring much needed employment to the area, and a boost for the community.

I do not have time to read the entire plan, but I just hope the business plan is good enough this time to make it pay.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

I am furious that you have the nerve to try to impose restrictions on the local development of renewal energy (wind farms) in order to impose you airport on us, particularly given that your business is entirely dependent on non-renewable, finite and dwindling supplies of dirty fuel. Has anyone in central government mentioned to you that they are going to abandon the sea defences between Reculver and Thanet? This will result in the sea being allowed to cut Thanet off from the mainland, making it an island once again, with serious implications for effective catchment area size, passenger access to the airport, and onward connection times. There's no indication anywhere in your plan that you are aware of any of this.

The only problem we have is the amount of financial overload for flying from Manston. We would have gone to Croatia again next year but the prices are prohibitive and having to pay £100 extra to fly from Manston as opposed to Gatwick is too much.

The road and rail links to Thanet do not encourage people to drive to an airpost here. It is only an hour and a half to get to Gatwick where the facilities are much better. My experience of returning to Manston from a holiday in Portugal was poor. No immigration officer, kept waiting outside on the tarmac for over an hour. No apology and I would have to think very carefully about whether to fly from Manston again!

Limitation are due to geographical location as the customer base is mainly Kent and places WEST as all other directions are towards the sea! This will always be a factor and limit any big expansion. Further afield other airports offer superior facilities and, most importantly, more choice. For example the trip to Malta, a place where I go frequently, gives you the choice of one date per year, take it or leave it. I would have to leave it. This restricts the amount of business an airport 'stuck in this corner, will ever do, sadly. All plans so far have been way too optimistic. Before any big increase in air traffic can be envisaged you will need a DIRECT AND MAYBE EXCLUSIVE MOTORWAY AND A RAIL LINK. I believe that you will get neither in at least the next 50 years! Good luck, anyway!

If the flight path could come via the sea, and not via the town, would add my support to the plan

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

Please please think about aircraft routing. It's mad to blight our lives (and, trust me, those aircraft come over us very low when they come) when you could route craft over the sea and then inland over unpopulated areas. I have lived near City airport and know how miserable the kind of volumes you are predicting can make life.

We have met people flying in from the continent, and found the journey to Manston far less stressful and more pleasant than going to Stanstead, Heathrow and Gatwick.  
North / South internal links coast to coast are a definite must

This is an excellent and much needed draft plan for a facility that local people will very much value. With infrastructure in place for those who live further away, or for tourists entering England via Kent, we expect Manston will prove to be an excellent facility too. We wish you much success.

The plan is superior to others such as Lydd and Thames estuary schemes.

No comment other than 'get on with it'

Flights to Malaga can't come soon enough for us.

Although flying to Faro is top of my list for business and pleasure reasons, having been a regular flyer from the airport in the past, I would welcome any other destinations that KIA felt were viable.  
We should be planning to reduce air travel, not expand airport use



Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

I think that even in the face of the current economic downturn Infratil need to continue with their development plans for the Airport

my only two vists to Manston have been diabolical. Cheap flights cheap service. one - palne staff were held up in a motorway delay two- no customs so we were left on runway! think I prefer gatwick, or Heathrow or anywhere really! hope this helps  
In the past you already know companies have come and gone at Manston Int. The current world financial problems concern me that again Infratil may not survive.

I can understand that expansion of services may not come as a positive step to people living in the immediate vicinity of the airport, due to potential noise and disruption, but as someone who lives in the larger area, I would be oh so grateful not to have to travel to Gatwick or other airports further away in order to take an international flight. Thank you for the opportunity to comment.

AS YOU HAVE A CONTROLLING STAKE IN PRESTWICK AIRPORT IS THERE ANY PLANS TO FLY SCHEDULED FLIGHTS FROM THERE. IS THERE GOING TO BE FLIGHTS FROM EDINBURGH. FOUR YEARS AGO I FLEW FROM SCOTLAND TO MANSTON AS I HAVE FAMILY IN KENT. THERE WERE TWO FLIGHTS PER DAY AND I DONT THINK THE DEMAND WAS THERE AT THE TIME. IT WOULD BE GREAT TO SEE A FLIGHT FROM GLASGOW OR PRESTWICK TO MANSTON PUT BACK ON THE TIMETABLE. EVEN IF THERE WAS ONLY 3 OR 4 FLIGHTS A WEEK I`M SURE THE DEMAND WOULD BE THERE.

We and the other Brits who visit Spain and other European destinations regularly would like the convenience of flight only travel from Manston

Its about time this airport was utilised to its full potential, it is steeped in history and can serve the people of kent as long as the right destinations are on offer.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

Thanet is currently enjoying other developed areas such as Westwood cross, however there seems to be less negotiation, planning and development of access areas in order to get to these developed areas. This needs to be addressed prior to development commencing at the airport to prevent the congested areas becoming worse.

I am a weekly international business traveler who would welcome the chance to use a local airport for obvious reasons. However my main concern with this venture is its viability: where are the regular passengers going to come from? Amongst my circle of family and friends I have in the East Kent area there is not one person who goes anywhere by plane on business. I do hear of the once a year trip by the local businessmen I know to say a trade show in Birmingham or some sort of occasional meeting in London but nothing else - travel wise - other than the annual family holiday. When EU Jet was running I went on my flight a business trip to Geneva and was one of a very small number on the plane who all seemed to be off skiing. The other flight I booked on to was to Copenhagen and that was canceled in advance as I was one of only two people booked on that flight. If Manston just ends up as a holiday destination only airport then it would have no value for me whatsoever.

excellent news bring it on!

in Coniston Avenue we live directly under the fly path and appreciate the arrival of aircraft.

Please get on with it!

Working in the off shore oil industry as do a lot of other people in the south east KIA would be a great benefit to us as we fly all over the world every 5 /6 weeks this airport would cut my traveling time down by minimum of 2 hours each way  
We welcome any airline company that will make full use of KIA

Far too lengthy to read. Would like a condensed version - preferably a paper copy sent out by post to local residents.

I am very pleased that the airport is going to get going again, but I would have really liked to hear that the scheduled flights were going to be flying into Alicante, my family and friends could all really benefit from Manston operating flights to Europe again.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

And for the life of me cannot see the obsession with building one in North Kent when Manston is virtually sitting idle.  
If there is any objections to the expansion to the Airport my answer to them is Move!!!

As long as it doesn't interfere with the lives of people in the immediate are.

I do not see why other areas are being looked at for an extension to London Airports when Manston is already there and has the runway capacity to take all sizes of planes.

I BELIEVE THAT NO CONSULTATION HAS BEEN MADE WITH THE PEOPLE WHO ARE RESIDENT IN THE FLIGHT PATH

Wishing you every success

Not seen the plan yet, will have to get back to you when I've seen it.

We would really like to see the airport being utilised fully and the local Council should do more to support this.

There are those who have and always will be negative about any form of future development for the airport I am not one of those. we need this development for now and for the future not just for us now but for future generations and employment. The area has been in such decline what better project to regenerate that development of our local airport, am supporting you 100%.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

This airport gives good access to the SE and can be used, with good rail links provided, as an additional airport for London.

The sooner the better for the whole area

My daughter lives in Ashford, and I used to fly regularly to see her. Now I HAVE to use horrid Gatwick!  
weekend flights would be a great advantage to pick up a flight on a friday to a european capital and return back on a sunday/monday will generate a lot of business for people wanting a long weekend away or people wanting a week away . the problem you have is the collapse of eu jet getting peoples confidence on flying from manston . strong flights and regular flights are the make or break of manston ,  
I have not studied the master plan in full, but in my opinion the development of Manson can not come soon enough.

just hope things work out this time for for the airport.

I am in full agreement for the expansion of Manston and cannot understand the obsession with developing a new airport on the North Kent marshland when Manston could be developed into an important international airport. People who buy property near a long standing airport and then complain should move away and not be pandered to by the local Council.

better sooner than later !

Lets see action not just plans and talk. Why aren't Flybe going to other destinations other than Jersey

I HOPE THE PROPOSED EXPANSION GOES AHEAD

EUJet suffered from underinvestment and lack of suitable aircraft

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

When there were EUJet flights from Manston to Edinburgh I was able to visit my mother in Deal at least once a month, and she came to see me in Edinburgh once a month. Now our visits have reduced to 2 or 3 times a year. The Edinburgh/Manston route would, quite simply, change my family's life, as my children would be able to see their Grandmother on a much more frequent basis - providing of course, that the fares are not set too high.

It's great to see Flybe starting flights in 2009 - good luck.

Keep going with anything that will stop the expansion of Lydd airport runway!!!!

due to the location of the airport you will be restricted to the area your customers can come from, as we have a barrier of water, best of luck for the future.

There has been an airport at Manston for many years so those who complain about its development should have considered that before buying houses near by. The area needs regeneration and a fully operational airport could bring much needed finance to the area.  
it is good to see that the future is looking good and hope that more routes are added  
I think you have it really sorted. I just wish you could go right ahead and put Manston back on the map where it should be.

The Manston airport is an existing facility that can be brought into use with the least of cost and time. The road network is quite satisfactory for the time being, but can be expanded with time.

I live right under the flight path, and it wouldn't bother me at all with more flights etc. I much prefer planes than road traffic  
if we need it it now for years to come

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

We flew from Manston with Newmarket to Sorrento. I have to mention that Newmarket services on that day were disgusting. Our flight times were changed 3 times and we never took off until 23.00. Because of this we had to fly into Rome and then had a 4 hour coach trip to Sorrento. All the passengers were very distressed as we were stuck in Manston for over 8 hours. Manston is at the moment not equipped for this type of delay. Situations like this do put people off flying from Manston, and I sincerely hope that in the future this will not happen again.

My friend was just about to use the She was disappointed that you did not give it a summer to see how things went.

Go for it.

Please keep up all the good work you all do. We need this Airport and proud of Manston.

ME AND MY FAMILY WOULD LOVE TO SEE MANSTON UP AND RUNNING AGAIN AND WOULD BE REGULAR CUSTOMERS OF THE AIRPORT IF IT GOT ROUTES UP AND RUNNING TO THE RIGHT DESTINATIONS

Manston airport would prove to be extremely popular with travellers from the south east and would be easily accessible without having to use such roads as the M25. Ideally situated near the sea with plenty of flat land - perfect in every way. Not a lot of employment in the area which would benefit the local people immensely and would attract development for what is a fairly unoccupied and bleak landscape.

I love the airport here and I will always support it. To think of Manston without an airport is awful. Good luck in the future and well done

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

Very feasible

WE CAN ONLY SUPPORT YOU IN THIS VENTURE, GOOD LUCK

LONG OVERDUE

A regular service is essential, not like Kent Escapes only one flight a week

When you had flights from Edinburgh and Glasgow a few years ago (EU Jet) it was relatively simple and quick to visit my family who live in Herne Bay. Now it takes the whole day just to get there as I now have to travel in to London from Gatwick then back out by train down to Herne Bay. This adds another 3 hours or so on to the journey. I really would welcome the return of the Edinburgh flights. Also to be able to go to European cities for the weekend with my family without all the extra travelling would be great. I do hope all this will happen in the near future.

Your download of Draft Master Plan is not accessible as it downloads into photosmart only. Your e-mail needs tweaking

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

None

Dont hang around...Please get the go ahead to get on with it.

Bringing more jobs to the local area

I never understood why eu jet failed, it was a fantastic service. I long for the day domestic flights return to manston, it makes my life a lot easier.

I would like to see the facilites at Manston used for commercial and/or military purposes. At the moment it seems under-utilised; almost a white elephant. However, I realise that I am unlikely to be greatly disturbed by this, compared to residents at Manston and Ramsgate. Your catchment area is somewhat limited so you have to somehow make use of KIA appealing to customers who would otherwise use the existing London airports.

No other comments just please try and start flying to Edinburgh again so that the Kent based Scottish community can go home without having to go through the hell that is Gatwick Airport

I am delighted to see Manston getting off the ground again. How about approaching Easyjet & Ryanair to get a good low cost carrier there?

Offer incentives t airlines based on reliability otherwise the Manston flight will be the first one they cancel in the event of any problems.

I fully support the proposals.



Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

I think the plan has been well put together. It recognises all the issues of economy, environment, planning and I wish it great success.

Implementation of the plan will provide a huge asset to Kent

Before the unfortunate closure of EUJet I only used the airport once, unlike at the larger airports I found it a pleasurable experience.

Manston is an ideally placed airport to deal with southern English demand - it would take pressure off Gatwick & M25.  
please bring back business flights ASAP

I think there should be a lot more flights from Manston

I cannot understand why 'controversial' schemes are still proposed rather than KIA  
Can't see it happening. Too many people lost out.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

I live in the flight path of Manston and whilst I support the airport I do not want the value of my home to depreciate anymore than the recession has already made it. We flew from there this year 2008 to Gran Canaria, I do not believe there should be dozens of flights every day. I feel there should not be flights between 22.30 and 07.00 as this is really disruptive to local residents. The summer is the worst time when flights come in to land as I feel I am unable to lay in my garden as when the planes are over my bungalow they are very noisy and low and the fumes from the fuel are horrible. I feel local residents should have a say in the plans for KIA as they are the ones who will ultimately suffer if we have dozens of flights over our houses day and night.

Please take little or no notice of the local geriatric academics who poured scourne on the developement from the outset, helped by lots of negative reporting by the local Gazette.

Having a busy airport catering for passengers in East Kent is vital to the future of the area.

The needs of General Aviation MUST not be overlooked. It would not be acceptable to grow Manston and deny light aircraft access to the airspace.

My elderly parents, and my family live in the Margate area, and they would be able to visit me in Spain more if flights were available from Manston. I travel home about 4 times a year, and if I could travel in and out of Manston, and of course, if the price was comparable with other companies, I would definatly use this ariport again.

BETTER ROAD AND RAIL LINKS WOULD BENEFIT ALL THE COMMUNITY

We would like to use Manston a lot more if the destinations are right.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

GREAT POTENTIAL BUT KEEP INITIAL STARTUP TO FEW ROUTES.

Although I have always argued that housing developenebts came largely after the airport, I do feel that operations should be as sympathetic to residential impacting concerns as possible e.g. night flight restrictions, aircraft noisellevel restrictions etc.

This will fail if rail access is poor. There should be a good direct link between Manston and London and one from the southern kent area.

I have used this airport once in 2005 it was a mission to get to and ridiculously small and services were practically none existant. I have been asked about this airport before and have said then - it is not needed!!

expand the destinations, more long range flights i:e Florida

good luck ,gatewick is to fare

none

Eagerly await the return of flights to Malaga which I would use about eight times per annum travelling from where I live in Spain to visit small cottage I have in Kent. My work as a journalist also brings me to Dublin regularly so that route would be a bonus but not as important as Malaga.

Manston has always been a large well used airport in the past it should be again.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

There needs to be more hotels built for flight crew and passengers for a major player

the sooner you get it going the better

Manston is much too far away from centres of population the South East compared to Gatwick, Stansted, Heathrow & Luton to be a major airport. Expanding the airport will be of very limited benefit to the region compared to the impact on the environment. Manston should stick to being a small freight handling airport with aircraft repair and servicing capabilities.

providing there is a fast luggage service. Good food and drink. relaxing environment. Cheap prices. Clean and modern. manston would be a great success.

To have such an airport in place and not to make full use of it seems such a wasted opportunity, I came to live in Thanet 4yrs ago and detect amongst a lot of people who live here the desire to go back to the past, this is not going to happen but it does lock Thanet into a sort of 'dreamland'. I fully support having a good airport in East Kent

Hopefully the plans for the airport are wildly optimistic, but if they were to come to fruition, they would destroy a great place to live. It would not be a net benefit to Ramsgate.

I look forward to the day when Manston becomes recognised as a real alternative to the 3 main London airports it can't come soon enough for me

We already suffer from low flying training flights and aircraft that do not keep to the correct flight path between Minnis Bay and Reculver.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

Please see my comments (2) in the facebook Infratil blog site as too much space might be taken up in this section. My persona view for now: Good luck and keep going.

Plans for 'noise insulation' clearly indicate increased noise levels for residents living under the flightpath. You can't noise insulate outside, on the beach, in the town centre. I will actively oppose plans to expand the airport because I oppose the expansion in air traffic in general and oppose the expansion of planes flying directly over my community.

The biggest worry for my family and myself is the invasive nature of noise of planes flying over our house and potential of unsociable timing of flights which will affect our everyday life and blight our property. Not night flights please.

I have lived in the area on and off for many years and have never known a good employment rate, this is now the chance to alter that. There are to many people in this area happy to see this situation, they are thinking of there children, grandchildren etc. I didn't hear many people complain when Manston was a American Air Base, why, because it brought prosperity to the area. Until I retired 18 months ago, I worked and lived in Swindon for 12 years, this town was on its knees many years ago due to the railway works pulling out of the town. The council got of its backside and encourage big business into the town and now this town is very prosperous and at one time before the credit crunch it had a very low level of unemployment and one of the highest wage rate in the country. This could be Thanet if only the people would realise this.

IMPLIMENT IT AS SOON AS POSSIBLE.

According to your noise map I fall into the area of being "aware" of plane noise. I would dispute the definition of "aware". When a plane flies almost directly over my home I cannot continue a conversation or a phone call, listening to music or watching tv is interrupted. More flights would have a severe impact on our quality of life. Night flights are especially disruptive. I would like someone to take sound measurements inside my house as the planes go over.

Please do not let there be any more flights and extensions to this airport. London is not that far away and has 4 airports.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

Where else can you walk from the car park at reasonable cost and be in the terminal building in a couple of minutes  
Your plans will wreck peoples lives. Your training/cargo flights are bad enough at the moment.  
I hate Manston airport and want it to close

Keeping the noise level down by finding the best take off and landing routes and head out on a steep slope to reduce noise.

noise pollution

IN TOTAL AGREEMENT,BUT FRUSTRATED AT LACK OF PROGRESS

Manston and the surrounding area could be a Kent business hub. I live under the flight path in Nethercourt- St Lawrence Chase. Some local people, who are reasonably comfortable are against such development. I urge a survey to be carried out of local working age people instead of pensioners. Having to travel to London for work is not practical, and Thanet will be losing some very gifted workers to London based firms if investment such as this is not developed.

Cancel the project now

If this is agreed, and i very much hope it is not, who would provide grants and compensation to those under the flight path?

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

The airport provides very little for local residents in terms of advantages, I would like to see it closed and turned into an onshore windfarm

These plans really are a blight on Ramsgate. How on earth can you or the council justify expanding the airport when the end of your runway is less than a mile from my house? What assurances are you giving to reimburse me for the blight on my property from your plans? Will you be compensating me for the inevitable drop in the value of my house, or giving me a grant for double glazing and soundproofing?

Plenty. Keep an eye out for my detailed response.

good luck i hope to soon fly out of manston

if it brings jobs to this area thats good

The development of the airport can not come quick enough for me. It will enhance the area, bring jobs and bring convenience to the whole catchment area. Regretfully, I feel the use of "Master Plan" as a title, whilst in common usage amongst strategic planners, especially of airports, is a bit "Big Brotherish", it implies an imposed plan and does not indicate the level of consultation, research and thought that has gone into it. Perhaps a softer title such as "plan for growth and development" might be more widely understood.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

BRING IT ON IT CAN ONLY BE GOOD FOR THANET AND THE LOCAL ECONOMY

minorites always shout loud iwould think most people would welcome a busy airport

Bearing in mind the London 2012 olympics Ifind it inconcievable that K.I.A. could be overlooked as an Olympic gateway. I personally am looking forward to the re-introduction of scheduled flights and the opportunity to fly once agasin from K.I.A.

My wife and I look forward to seeing a new charter operator from Manston for 2009, this airport does make life easier for us. We have just used EasyJet from Gatwick to Prague, travelling by train, had to rise at 5am in Whitstable to meet a 1225 take off. However we are back at Manston next June for a Newmarket flight to Croatia .....Good luck with the plan.

dont wast time, get things moving we need a good airport,at least infantile do what the say  
I would just like to say how happy i am to hear the news that the airport may come into a great use for the future. Its a brilliant airport that could benefit alot and i am hoping that all plans will go ahead!

I have lived in thisarea for 25 years. i do not want the area to be polluted with a local airport. This includes noise, fumes (smell), transportation problems. I say NO NO NO!!



Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

There was a short rail link from the Faversham / Dover line to the Ashford Minster line, known as the Canterbury Spur if reinstated this looking current line speeds, possibly could give an approx. 83 min. run from London via Bromley & Medway . This service could use the now disused Waterloo International station. This could give a prestigious service similar to Gatwick Express. The east Kent lines are being resigalled soon and if such a plan is instigated this could firmly put Manston on the map, reduce strain on other airports and make good use of existing facilities. Ramsgate is a fairly busy rail station, is not up to the standard of a bespoke interconnect expected by air travellers, is quite far from the airport in the town where the roads are limited in capacity for improvement.

we have always flown from Manston starting with eu jet and then seguro and would hope a regular airline would make its base there, we would use them several times a year  
Increased car parking and better road access are essential for customer acceptance of the facility.

If there is going to be investment into the airport please make sure it goes all the way. The true locals to the airport have had this promise so many times before, from the times of Invicta Airways through to today. Please if you are going to invest don't jump ship before its completed. Give the people of Thanet something to be proud of and also help reduce unemployment in the area. I have done projects before on transport around Thanet for a health and safety, with the suggestion of a dual mono-rail around the coast of Thanet having spur lines to Westwood X KIA, Pfizer, this has been costed before and would be cost effective, as you suggest with a railway station possible going in at the Lord of The Manor with a mono-rail link to the airport this would add to the success of a similar project.

The draft Master Plan for KIA has been drawn up in response to the 2003 Air Transport White Paper. However, this is a policy that has this week been explicitly recognised as being at loggerheads with the forthcoming Climate Act, which will bring into law swingeing cuts in greenhouse gas emissions over the coming decades. There is no way to reconcile the planned growth in aviation set out in the ATWP with the dramatic 80% cut envisioned in the Climate Bill, and in the forthcoming collision between these two policies, something will have to give. We must all hope, for the sake of our children, that it is the ATWP that gives way in this confrontation.

Further comments once the plan has been digested.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

Whilst I appreciate that there has been to some degree a cost implication added to you plans I would like to suggest the developing of the main terminal building along the link corridor area. If constructed in the same manner as Stansted additional modules could be added without any problems. It would also promote the reduced walking distances to the departure gates which is a major complaint at airports such as Heathrow, even in the relatively small terminal 2. This suggestion allows for a new forecourt which would not be pinned in between a terminal building and the car parks possibly with a plaza feel thus serving two purposes 1. the increased distance to the building reduces security incident likelihood of impacting on the building core and 2 provision of a more spacious feel that is no expected when travelling through a work class airport. Having travelled a fair bit I also prefer airports where there is a dual taxi way in each section as this allows for the operating more ground movements thus reducing the risk of delays. Manchester Terminal 1/3 link area is a good exar

Its builds upon the successes and failures of EuJet which I used. Commercial business flights for us business travellers. Rail spur links to make travel to/from airport seamless like Southampton etc

Although some may say it is ambitious I believe that KIA could work as a regional airport, particularly with the use of low cost airlines. Taking EU Jet's mistakes into consideration and learning from these mistakes, particularly the lack of marketing at destinations, will help to bring travellers into Kent, even if just passing through on their way to London. If it can be running successfully by 2012 there is no reason why it can't tap into the Olympic market requirements.  
Nothing further

hope to see the airport back up and running to its full potential soon!

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

It Seems Kent IA is in a great position to be the hub of domestic flights in the UK, if it can take advantage of the fast trainlines to London, and also links to the continent via the Channel Tunnel. It's on the right side of London to really benefit people. Lets get started! and get that Blackpool flight sorted soon! It's been a pain since Ryan Air cancelled their Stansted - Blackpool route. Seems like a no brainer for weekends up north in the summer!

I look forward to hearing your views and wish you good luck with any future developments with Manston.

Interesting plan.

Just hurry up and expand, and supply more flights ect, locally we want to travel to places in europe from a local airport, Just perhaps go up to London for Long Haul. But then again the runway at manston can take the 747 and A380 so Long haul could be a possibility also. Keep up the good work.

I very much admire kent international as an up and coming airport and i believe it will do in the near future, as long as we dont let it slip as we have done in the past.

I hope you can get the backing of Virgin and Richard Branson.

I am concerned that you have seriously underestimated the need for an effective rail link. You cannot rely on a bus to get passengers from the airport to Ramsgate. I realise new rail links are hugely expensive, but without them a new passenger service is destined to fail. KIA should be used as a satellite airport to gatwick or even Heathrow, where passengers check in at LGW/LHR and use dedicated feeder trains to travel to a departure gate at KIA. This cannot happen without proper rail connections.

I think that Manston is a wasted opportunity for the people of kent to be able to travel easily. I flew with EU Jet on one occasion and had an extremely good experiance. I was booked to travel with them again when unfortunately they went bust. Many people who I know are in favour of having commercial flights from Manston.

Other comments - please use the following box for any other comments you may have regarding the draft Master Plan

We were very impressed when we were able to travel to Murcia from Manston airport, it was an easy, pleasant experience. (unfortunately these flights stopped shortly after we bought our holiday home there!) We look forward to the return of flights to Murcia or Alicante and would most certainly choose to fly from Manston on a regular basis if we could.

test

# Agenda Item 6 Annex 2

## KIA Draft Master Plan Consultation - Schedule of Comments and Responses Statutory/Non-statutory consultees (written response)

	Name	Issue	Comment summary
1	CPRE	General MP issues	The draft Master Plan (MP) does not provide a clear picture of the very significant and widespread impacts of the draft proposals, which themselves appear to expect far greater demand for air transport services than is realistic and for airport employment generation to be <del>much greater than at other UK airports</del>
1.1	CPRE	General MP issues	We consider that the final bullet point question (P12) is an inappropriate question to ask as part of this consultation - it is more a <del>marketing question</del>
1.2	CPRE	General MP issues	The references to 'China Gateway' (P29, 5th para and P102) are misleading. The phased development of China gateway is not supported <del>by development plan policies</del>
1.3	CPRE	General MP issues	Chapter 6 (P92 onwards) should include a section on design and materials, to show how high quality and sustainable designs and <del>materials will be used</del>
1.4	CPRE	General MP issues	Information from the previous draft MP and EIA (circa 2001) process has not been included. CPRE Kent's comments made to Infratil when it purchased the airport have also been ignored together with Thanet District Council's comments on the Section 106 Agreement and the Alan Stratford and Associates (January 2005) report to the council
1.5	CPRE	General MP issues	The appendix of the Government's "Guidance on the Preparation of Airport Master Plans" does not indicate that Manston is an airport which should produce a MP. The draft MP also does not comply with the minimum requirements or the recommended maximum disclosure of the <del>guidance</del>
1.6	CPRE	General MP issues	Because so much information is missing from the draft MP <del>re-consultation must occur before the MP can be finalised</del>
1.7	CPRE	Use of 'our airport'	The use of the term 'our airport' throughout MP is positive, reflects <del>community as combined stakeholders</del>
1.8	CPRE	Annual review	It would be better, and more in line with the Local Development Framework (LDF), to have an annual review, as a five year review is <del>too long. The situation changes too rapidly</del>
1.9	CPRE	MP key objectives	The key MP objectives should also include: *Impacts on non-air businesses (such as tourism) *Impacts on infrastructure (such as water supplies) *Consequential impacts, as required by the Environmental Impact <del>Assessment (EIA) regulations</del>
1.10	CPRE	Law and regulation	P14 section omits relevant legislation e.g. (EU) Directives including the Emissions Trading Scheme (ETS), European Noise Directive (END), European Aviation Safety Agency, also Civil Aviation Act, 2005, which provides for noise and emissions controls, the Climate Change Act, 2008 which requires emissions (including those from aviation) to be <del>reduced by 90% and the Airport Policing Bill</del>
1.11	CPRE	Law and regulation	Any change from the site's current Certificate of Lawful Development <del>will require planning permission</del>
1.12	CPRE	Law and regulation	The MP must explain how the airport intends to use the Civil Aviation <del>Act 2005</del>
1.13	CPRE	Policies	P14 and P23 omit relevant policies from the UK Sustainable Development Strategy 2005. Reference to the South East Regional <del>Sustainability Framework should also be included</del>
1.14	CPRE	Policies	P28, 2nd and 3rd paragraphs, the Regional Economic Strategy is not a statutory plan. The South East Plan should be given greater coverage
1.15	CPRE	Policies	P23, 6th paragraph, with regard to Planning Policy Statement 1 (PPS1) it should be highlighted that it requires living within environmental <del>limits</del>
1.16	CPRE	Policies	Reference should be made to PPS7 and PPS22. The MP will also need to <del>take account of the Climate Change Act</del>
1.17	CPRE	Policies	In accordance with PPG13 the airport should be trying to reduce the <del>need to travel, not encouraging it</del>
1.18	CPRE	Policies	The ATWP Progress Report has been heavily criticised and is now out of <del>date due to the Climate Change Act</del>
1.19	CPRE	Policies	It should be acknowledged that the Kent and Medway Structure Plan will soon be superseded by the South East Plan. Much more regard <del>should be given to the South East Plan</del>
1.20	CPRE	Policies	Consultation on the Thanet District Core Strategy has been delayed and this should be acknowledged within the MP (P17). It also does not include any proposals to prepare a Local Development Document (LDD) <del>specifically for the airport</del>
1.21	CPRE	Policies	It is not for the county council to make an assessment of the implications of growth beyond 2011. This will be a matter for the LDF in <del>the context of policies in the South East Plan</del>
1.22	CPRE	Policies	Why is a greater flexibility of land uses being sought through the planning policy review process when there is already a positive planning <del>policy framework for development at the airport (P19)</del>
1.23	CPRE	Policies	Consider amending reference to 2005-2006 reference in footnote 7, <del>P18</del>
1.24	CPRE	Policies	The draft MP says "we understand" that various assessments will need to be done (P19). A much more positive commitment to essential <del>background assessments is needed</del>

1.25	CPRE	Policies	The draft MP purports to show "land use designations at our airport" (p19 and P20). The allocations made under policies E1, EC6 and EC12 of the Local Plan are not made specifically for airport related development. <del>The statement and the plan therefore are misleading</del>
1.26	CPRE	Policies	Bullets points (p114, 7th paragraph) need to include climate emissions of the airport and the planes using it. The phrasing of this paragraph <del>also need to be amended</del>
1.27	CPRE	Policies	There is reference to a safeguarded future parallel taxiway (P36, 8th paragraph). The nature of this safeguarding needs to be described in <del>the revised draft MP</del>
1.28	CPRE	EIA	As the previous history of development of Manston is littered with developments for which an EIA was not prepared, despite their being part of the overall development (and so requiring an EIA), we expect Infratil to implement the EIA regulations by preparing and consulting on <del>an EIA before issuing a revised draft MP</del>
1.29	CPRE	EIA	The draft MP should make reference to a Health Impact Assessment (HIA) and confirm that a HIA will accompany the planning applications
1.30	CPRE	EIA	Reference should be made to Directive 2001/42/EC (Strategic Environmental Assessment) <del>within the draft MP</del>
1.31	CPRE	Systems and equipment	Actual details of "safe, compliant and reliable systems and equipment" (P32, Last para) needed, especially systems for monitoring and recording flights and paths, particularly as absence has been a <del>complaint in past</del>
1.32	CPRE	Airspace	MP provides no details of the area to be controlled airspace (P36, 2nd & 3rd para). KIA should have applied for airspace required for the whole of plan period before drafting the MP. As not done so, should apply now to the CAA which would enable consultation on that issue ahead of the consultation on the revised Draft MP. Proposals for airport expansion could be nullified if airspace is not available for use by flights to or from <del>Manston</del>
1.33	CPRE	Airspace	The MP needs to explain why there is a difference between runway 28, which has a Cat 1 ILS and runway 10 which has localiser and non-directional beacon (P36, 6th paragraph). There should be the same <del>facilities on both runways</del>
1.34	CPRE	Safeguarding map for wind farms	Proposed safeguarding map for wind farms needed in MP, to show how <del>airport could affect prospective wind farms and airspace routes</del>
1.35	CPRE	Continuous Descent Approach (CDA)	MP needs to show how KIA will use CDA - an industry-promoted way of <del>reducing fuel use and noise of arriving aircraft</del>
1.36	CPRE	MOD's direction finder	Role of MOD's direction finder (P36, 7th para) is unclear, function for the airport and airport users should be described in revised MP, <del>including nature of safeguarding future parallel runway</del>
1.37	CPRE	Policies	MP omits relevant policies e.g. UK Sustainable Development Strategy
1.38	CPRE	FATWP	Refers to KIA playing local role - should not seek to meet regional demand. FATWP has been heavily criticised and is out of date due to <del>changes such as the Climate Change Act</del>
1.39	CPRE	PPG 13	Prime objective is to reduce need to travel
1.40	CPRE	SEEDA's South East Environmental Economy	The SEEDA paper, the South East Environmental Economy should be <del>mentioned on page 17</del>
1.41	CPRE	Climate change emissions	'Climate change emissions' need to be added to the list of: "visual, landscape, noise, air quality and ground water impacts" (P19, 5 <sup>th</sup> para)
1.42	CPRE	Noise levels	WHO has issued guidance on the maximum noise levels for good health, which are significantly lower than the values used at present, MP needs to show how Manston will achieve these levels. Current S106 Agreement (P36, 10th para) was drafted a long time ago, noise levels and fines in it are no longer appropriate. Revised Agreement needs to have a ban on night flights, revised S106 needs to be spelt out for consultees. Expect all aircraft to be Chapter 4 or quieter, and for clear
1.43	CPRE	Noise	There is reference to the 1996 (dB Laeq 16 hour) contour predictions (P24, paragraph 3). These will need to be shown within the revised <del>draft MP</del>
1.44	CPRE	Noise	The noise levels and fines within the current Section 106 agreement are no longer appropriate. The revised draft MP must include a continual decrease in acceptable noise levels with a corresponding increasing <del>level of fines</del>
1.45	CPRE	Noise	The revised agreement needs to ban night flights together with noisy aircraft of any type at any time. The detail of the revised S106 needs to <del>be spelt out in the draft MP</del>
1.46	CPRE	Noise	It is widely recognised that Leq (P97, 1st para) is a poor proxy for annoyance. It is very misleading to suggest that 57 dB Leq is the level at which a community become aware of aircraft noise (P97, 3rd para). The DfT has used this outdated figure for the start of community annoyance, which is very different to awareness. The DfT's own ANASE research showed that people are annoyed at levels well below this, hence the need for contours to show lower levels than 57 dB. Noise contours should go down to at least 54 dB, and preferably lower (P97, 2nd para), and the information should also include other metrics such as Lmax and SEL because L eq is an average and therefore unrepresentative of the actual noise level from individual planes
1.47	CPRE	Noise	Clear management plan required to avoid increasing noise levels

1.48	CPRE	Noise	Expect the airport to require all aircraft to be Chapter 4 or better, and to have a clear policy for graduated fines for the occasional sub-standard plane that may have to use the airport for unanticipated reasons, and for these details to be in the revised draft MP
1.49	CPRE	Noise	If the airport is provide insulation (P97, 7th para) then the revised draft MP needs to clearly define what the airport will do. Too many airports only provide insulation in very limited circumstances, so this information is vital
1.50	CPRE	Noise	The revised draft MP needs to define the clear policies for ensuring ground noise is not heard outside the airport boundaries (P98, 2nd para)
1.51	CPRE	Noise	What is the "appropriate level" of noise (P98, 5th para), who decided it was "appropriate" and when was this measured? These details need to be in the revised draft MP as a benchmark
1.52	CPRE	Noise	While the proposed runway extension (P72, 3rd para) is within Manston's site and might appear to pose no problems, the need for an extension suggests that aircraft taking off or landing will be nearer the western boundary, and hence lower in the air as they come in or take off, and the noise would be worse. This needs to be assessed and published as part of the revised draft MP
1.53	CPRE	EIA	EU directive (P21, 3 <sup>rd</sup> para, 3 <sup>rd</sup> bullet) has been clarified as requiring an EIA even for changes in use, such as expansion ('Failure to require information on air traffic or on the effects of increased air traffic would therefore be incompatible with the EIA directive' EU Advocat general C 207)
1.54	CPRE	Capacity at other airports	It is wrong to say other airports do not have the capacity to accommodate the growing needs of the South East. (P4, 4th para and P48, 7th para, third bullet) particularly with Stansted expansion
1.55	CPRE	Location and population	The sea prevents Manston from having a large catchment area (P48, 7 paragraph)
1.56	CPRE	Passenger demand/ catchment	Queries 753,000 passengers pa, as demand drops in winter. Incorrect to consider people around and beyond Gatwick/Stansted as within KIA catchment as these people would use nearer airports. Encouraging people to travel from beyond Kent contrary to PPG13, also contributes to long-distance travel. Makes assumptions that propensity to travel similar throughout catchment. Questions air travel demand with improved rail connectivity e.g. High Speed One rail service, and NATS reported 5% drop air traffic. Established airlines have not used Manston in past, need for evidence that they will use KIA in future, and
1.57	CPRE	Passenger demand	Details of other aviation activities would be helpful (P33, paragraph 3-5)
1.58	CPRE	Passenger demand	No factual information provided on flight numbers and destinations (p44). Revised MP needs type and frequency of aircraft
1.59	CPRE	Passenger demand	The Kent Escapes destinations (Majorca and Gran Canaria) should be removed from the draft MP as Kent Escapes are no longer trading (P33). The tables on P58 are exceedingly optimistic and unlikely
1.60	CPRE	Passenger demand	The DfT forecasts (P51) are now obsolete
1.61	CPRE	Passenger demand	Using historic trends is a bad way to forecast the future. An analysis of the why people fly and who might fly more in the future, including sensitivity tests of the resulting figures) is needed
1.62	CPRE	Passenger demand	The maximum possible population is considerably less than 1.5 million people (P49, paragraph 4) and hence Plan 3 needs to be withdrawn
1.63	CPRE	Passenger demand	MP must clearly state why airlines will use Manston to avoid being speculative (P49, paragraph 10)
1.64	CPRE	Passenger demand	It is unclear what "other" category of aircraft movements comprises (P59, table 5)
1.65	CPRE	p 59 Table 5	Unclear what "other" category comprises, need to be broken down into aircraft types
1.66	CPRE	Freight demand	Freight forecasts (P59, 1st para; P71, 2nd para) not based on analysis of why might grow, and no evidence that freight constrained at other airports
1.67	CPRE	Freight demand	The revised draft MP should explain the anticipated increase in freight in terms of assumptions over China Gateway (P86)
1.68	CPRE	Economics and tax	Disagrees with the statement: "The DfT publication, Aviation Emissions Cost Assessment (2008), notes that UK air travellers already pay environmental taxes that could fully offset the production of carbon by aviation, if the taxes were applied for this purpose." (P5, 3rd para) as report was shown to be wrong by Sewill, What's wrong with the Aviation Emissions Cost Assessment, 2008
1.69	CPRE	Economics and tax	Different source documents are used for unemployment information (P40, footnotes). The housing numbers quoted on P45 also need to be updated to reflect those likely in the SE Plan
1.70	CPRE	Economics and tax	P40-46, reference should be made to SE Plan policy EKA6
1.71	CPRE	Economics and tax	The revised draft MP must show how expanding the airport can be reconciled with increasing tourism to Ramsgate and the area (P46)
1.72	CPRE	Economics and tax	The employment categories used on P41 are mostly "mythical"
1.73	CPRE	Employment figures	Questions viability of jobs, and projected employment figures. The airport should provide its employment projections in terms of whole time equivalents (WTE). No indication is provided as to how the figures of 3,500 in 2018 and 7,500 by 2033 are estimated (P43, paragraph 1)

1.74	CPRE	Employment figures	Volunteers should be identified separately (P43, Table 1). It would also <del>be useful to correlate part time jobs to equivalent WTE</del>
1.75	CPRE	Sustainability and environment	Pleased with aims to develop in an "environmentally sustainable manner" (P64, 1st para) and to ensure that "impacts are appropriately assessed" (P64, 5th para)
1.76	CPRE	Sustainability and environment	The EASA: Notice of Proposed Amendment (NPA) NO 2008-15: "Essential Requirements for Civil Aviation Environmental Protection" which says: "Paragraph 2.j is to create a clear legal basis for prohibiting any use of the aerodrome for which it was not intended and designed from an environmental protection perspective." Hence the revised draft MP will need to include how the airport intends to address this requirement.
1.77	CPRE	Sustainability and environment	The impacts of the proposal on the countryside, the rural environment and rural communities should be recognised in the draft MP (P92)
1.78	CPRE	Sustainability and environment	Very pleased to see that "our impacts cannot increase in proportion to airport growth." (P92, Last para). However this does not go far enough because climate change emissions have actually to reduce by 80% from 1990 values and the European Noise Directive requires that noise levels do not increase at all. So the revised draft MP should show out how it <del>will achieve these challenging targets</del>
1.79	CPRE	Sustainability and environment	Very concerned that the Ramsgate Conservation Area is in direct line of flight, and so will suffer considerably. There needs to be clear evidence in the revised draft MP of how the airport will avoid any adverse effects on this important area, and so avoid negative effects on the people living there and the associated tourism businesses.
1.80	CPRE	Enhanced retail outlets	MP provides no detail of what is envisaged, revised draft MP needs to <del>define floorspace, type of outlet and hence impacts</del>
1.81	CPRE	Plan 4 (p66)	Plan 4 (P66) undesirable as the village needs a buffer between it and the airport, car parking is particularly undesirable. It is also unclear <del>what the northern lands development area might be</del>
1.82	CPRE	Environmental Management System (EMS)	Reference to an EMS (P93, 1 <sup>st</sup> para) is meaningless without specifying what type of EMS is going to be applied, such as the ISO 14001 <del>standard, needs clear timetable</del>
1.83	CPRE	Risks	There is not mention in the draft MP of the risks facing Manston. The guidance advises that the degree of certainty attached to proposals be described and this needs to be included in the revised draft MP
1.84	CPRE	Commitments to overall actions <del>and target</del>	All bullet points need clear targets for actual reductions, the target <del>needs to be 50% by 2010, with say, 5% increase per annum</del>
1.85	CPRE	Plan 9 (P102)	Poor quality map, concerned that the Ramsgate Conservation Area is in <del>direct line of flight</del>
1.86	CPRE	Waste management programme	More detail needed in revised MP of emerging waste management <del>programme and targets</del>
1.87	CPRE	Recycling	The fifth bullet P93, 3 <sup>rd</sup> para) appears to suggest that the airport will only start to work towards 50% recycling in 2011 and subsequent years this may be an error in phrasing, but the target needs to be 50% <del>by 2010, with say, 5% increase per annum, subsequently.</del>
1.88	CPRE	Waste	List of wastes needs to include anti-freeze materials used on aircraft
1.89	CPRE	Night flights	Confused by wording of first paragraph on noise (P36, 9th para) between unanticipated delays and demands placed on their business. Draft MP also needs to be more specific about what it considers to be "nighttime". It would not normally be less than 10pm-8am
1.90	CPRE	Emissions	Nothing in the MP (P94/5) appears to mention the emissions from the proposed increase in flights. Welcomes the "aim to achieve a proportional decrease in emissions associated with our airport" (P103, <del>3rd para), but this is very vague and inadequate</del>
1.91	CPRE	Emissions	Quoting UN figures (P94, 6th para) and the world data on emissions provided in footnote 46 (P101, 6th para) is irrelevant and is unhelpful because around one in five (20%) of all planes in the whole world are taking off from or landing at UK airports. Hence the UK aviation industry has a hugely disproportionate effect on the world's climate change situation and needs to take much more radical action than most
1.92	CPRE	Emissions	Welcome the "aim to achieve a proportional decrease in emissions associated with our airport" (P103, 3rd para), but this is very vague and inadequate. The UK's aviation emissions have increased so quickly because the number of flights has rapidly expanded thus swamping any efficiency gains from technology improvements. Hence the initial baseline and the target decrease are needed in the revised draft MP together with the rate of increase in number and type of flights, so that it is possible to see if total emissions are actually going down, rather than a small proportional decrease hiding a larger overall increase because the number of flights has increased excessively
1.93	CPRE	Transport	It seems weak to say an air transport forum (ATF) is proposed (P23, 1st para). It should provide an explicit commitment to set up an ATF as soon as numbers approach say, 90%, of the guidance level



1.94	CPRE	Transport	Green travel plan needs to be written and circulated before consultation on revised MP. Should state the strategy which will be used to achieve stringent targets of modal change, not merely make estimates. Should commit to provision of rail/bus services and cycle tracks and routes
1.95	CPRE	Transport	The proposed car parks (P66, Plan 4; P67, Plan 5) are huge and conflict with the Green Travel Plan and with the need to reduce car use and parking. In the absence of any evidence that the airport will support more sustainable modes of transport there can be no allocation of more parking (P70, 3rd para), especially as the DfT recognizes that controlling parking and its cost is the most effective way to manage
1.96	CPRE	Transport	There is reference to the need to improve the environment of local routes (P26, 6th para) but it does not say how the airport will help in order to avoid the airport's proposals being resisted. Hence the revised draft MP needs to include details of how it will comply with this requirement
1.97	CPRE	Transport	As the airport is expected to "take the lead in improving the quality of surface transport access through encouraging use of more sustainable transport" (P69, Last para) the revised draft MP should have firm details of what the airport will actually do to achieve this
1.98	CPRE	Transport	The section Freight (P72) says nothing about plane to rail transfers. The airport used to be served by a siding from the Birchington area, so the airport should investigate what options are possible for minimising road transport needs
1.99	CPRE	Transport	The freight section talks about "tail to truck facilities" (P72, 8th para), but says nothing about what sort of trucks and hence the number and frequency required. This data is essential in the revised draft MP before the impacts of truck movements can be assessed
1.100	CPRE	Transport	Table 9 (P75) provides very weak aspiration, and shows no intention to actually ensure more sustainable modes are used. The aspiration should be to exceed the best not merely imitate others' weak efforts, hence a revised table is needed for the revised draft MP
1.101	CPRE	Transport	The revised draft MP should state the strategy which will be used to achieve stringent targets of modal change, not merely make estimates (P76, 4th para), as if the airport has no power to change things. As indicated above, the airport must manage the airport and its impacts, and for travel modes the key way is to manage demand for parking. The two ways of doing this are to ensure that no additional parking is provided and to ensure that the charges are increased to ensure that the capacity is not exceeded. In this way the airport loses no parking income, and the roads and the environment would not suffer. All this needs to be detailed in the surface access strategy (P103, 5th para) and the transport Assessment (P74) in the revised draft MP, otherwise there is no commitment to achieve any meaningful traffic restraint
1.102	CPRE	Transport	It needs to be made clear that a surface access strategy will be drawn up and agreed with the relevant agencies in advance of any planning application being submitted
1.103	CPRE	Transport	Much more detail is needed of these prospective transport movements (P76, 6th para) in the revised draft MP
1.104	CPRE	Transport	The airport and the revised draft MP need to state a clear commitment to fund the costs of improving the network (P77, All paras) as GOSE, KCC and TDC all require this, and the work required must be completed before any expansion
1.105	CPRE	Transport	The airport has said nothing of what it will do to contribute to ensuring that the bus and coach provision is adequate to ensure a modal shift (P80, All paras). As paragraph 2 notes the "use of coaches and buses will depend upon the reliability and convenience of these modes of transport" so the revised draft MP must be clear about how the appropriate reliability and convenience of these modes will be achieved
1.106	CPRE	Transport	As with buses the airport must commit itself to contributing to the provision of appropriate rail services (P81, 82) in the revised draft MP
1.107	CPRE	Transport	It is possible that some passengers would use a bicycle to the airport (P85, 1st para), and if the airport makes good its intention to employ local people the employees could be cycling, provided that the airport has made the appropriate facilities for them. BAA is committed to helping passengers reach the airport by more environmentally-friendly forms of transport and has actually provided free bicycle parking. So firm details of intended provision are needed in the revised draft MP
1.108	CPRE	Transport	The whole transport section needs to be recast to take into consideration the aforementioned comments
1.109	CPRE	Parking	Need to ensure that no additional parking is provided and that the charges are increased to ensure that the capacity is not exceeded
1.110	CPRE	Water	The airport needs to provide a clear commitment to meet the requirements of the EA not merely to "expect to meet the requirements of the EA" (P25, 7th para)

1.111	CPRE	Water	Safety systems such as bunds and inceptors needed to avoid risk of spills. Need for SUDS and percolating reservoirs now, and to be detailed in MP. Rainwater harvesting may make KIA a neutral consumer of water.
1.112	CPRE	Water	Details of the pollution control measures (P26, 1st para) are needed for the revised draft MP as they could be crucial in the provision or location of facilities.
1.113	CPRE	Water	Plan 4 (P66) shows de-icing facilities, presumably so that de-icing occurs immediately before take off from either end of the runway. However the western one would appear less desirable as it would be more difficult to contain the de-icing liquids. The eastern one could be linked to the northern fuel bund drainage control
1.114	CPRE	Water	It is unacceptable to propose two fuel areas (P66, Plan 4; P69, 8th para; P72, 5th para) but to have no idea which might be preferable. The whole point of the MP is to assess where is the best location for such activities and to draft the MP accordingly. Hence in the absence of full information we object to both locations, and expect to see clearer justification in the revised draft MP.
1.115	CPRE	Water	It is disingenuous to suggest that "regular airport activities do not generate surface and groundwater pollution to any significant degree" (P105, 3rd para) because increasing use would require more anti-freeze for example, as well as larger amounts of fuel, which would increase risk of spills.
1.116	CPRE	Water	Details of the "project is currently underway that will ensure airport surface water collected from areas of hard standing is controlled..." (P105, Last para) are needed in the revised draft MP, otherwise this claim is meaningless
1.117	CPRE	Water	Pleased to read that "We are committed to controlling and minimising the volume of run-off draining from future airport developments into local watercourses" (P106, 4th para), however this needs to be not just for future developments but also for the existing site. Hence there is a need for SUDS and percolating reservoirs now, and for this information to be included in the revised draft MP
1.118	CPRE	Water	Surprised at the claim that airports are large consumers of water (P106, 5th, 6th paras). Things such as aircraft washing should use little water as it should be recycled, as is required of car wash facilities, and there is widespread information of ways to minimise other water uses. This would suggest that the airport needs to apply some stringent management, which would also reduce the sewage discharges and
1.119	CPRE	Landscape and heritage	Details needed of how visual impact will be avoided, and designed to avoid visual intrusion. "considering sites in relation to future development" (P109, Last para) is not strong enough. Historic remains need to be avoided and there needs to be information about the location of the remains and their depth etc.
1.120	CPRE	Landscape and heritage	On P27, In first sentence of 3rd paragraph, delete "seek to" because the airport must ensure that it and its operations do not have any adverse effect on protected features. The revised draft MP should also say how it would ensure this happens. In penultimate sentence replace "minimise" with "avoid" and delete "in terms of vibration and noise." Other causes may have adverse effects, e.g. visual, so all must be
1.121	CPRE	Landscape and heritage	Pleased that vulnerability of Pegwell Bay to development impact is recognized (P109, 2nd para). However the airport site is also highly visible from further away, for example from Reculver, so the revised draft MP needs to have more detail of how developments would be designed to avoid visual intrusion.
1.122	CPRE	Landscape and heritage	Merely "considering sites in relation to future development" (P109, Last para) is not strong enough. Historic remains need to be avoided and there needs to be information about the location of the remains and their depth etc., so that this can be correlated to the proposed new developments. Without this information it is impossible to see how proposals might affect such heritage, so this needs to be in the revised draft MP.
1.123	CPRE	Landscape and heritage	It is interesting to know about the museums (P110, 1st para) but the revised draft MP will need to include details of how the airport will protect and enhance these valuable heritage resources.
1.124	CPRE	Biodiversity and wildlife	EASA requirements are relevant for biodiversity (P27, Last para; P108, 5 <sup>th</sup> para), because they require an airport to have a documented "wildlife management plan" ecological surveys seek to promote wildlife (P94, 2nd bullet), but should also be used to ensure that wildlife has not deteriorated at the airport.
1.125	CPRE	Biodiversity and wildlife	Not only should the ecological surveys seek to promote wildlife (P94, 2nd bullet), but should also be used to ensure that wildlife has not deteriorated at the airport.
1.126	CPRE	Biodiversity and wildlife	Very pleased to know that a habitat survey has been carried out (P107, 2nd para), but it is useless if it is not in the public domain. Hence it needs to be available and referenced in the revised draft MP

1.127	CPRE	Public Safety Zone (PSZ) & Health & Safety	Revised draft MP should show what PSZ would be required for the different levels of proposed activity, so that the prospective impacts are clear
1.128	CPRE	Public Safety Zone (PSZ) & Health & Safety	EASA requirements also affect Health and Safety requirements (P25, 5th para), and so the revised draft MP needs to show how these will be met
1.129	CPRE	Policing	Airport policing policy is being changed (P25, 4 <sup>th</sup> para), with airports being required to pay for security and policing, and the level of policing required has to meet the relevant police or security bodies' requirements
2	Canterbury CC	Economic benefits of KIA	KIA could be a catalyst for improved economic competitiveness in Thanet and the sub region, thereby benefiting the entire East Kent economy including Canterbury district
2.1	Canterbury CC	Planning policy issues	MP is rather low on detail and supporting evidence and is unlikely to carry as much weight as a material planning consideration as it otherwise might, Thanet District Council is likely to require additional information if it is to be incorporated in its Core Strategy
2.2	Canterbury CC	MPs role as a material consideration	MP's role as a material consideration is important to consider whether any environmental / sustainability appraisal has been carried out
2.3	Canterbury CC	Strategic Environmental Assessment and Sustainability Appraisal (SEA/SA)	SEA/SA will be required to translate into Thanet LDF, recommended that full SA/SEA carried out
2.4	Canterbury CC	Habitats Regulations Assessment	HRA required to consider detrimental impacts on Sandwich Bay SAC and Thanet Coast and Sandwich Bay SPA
2.5	Canterbury CC	Energy and climate change	MP does not make commitments regarding aviation contribution to climate change. Commitments are limited to ground emissions and savings. P15: Key National Planning Policies should also refer to the new PPS1 Supplement on Climate Change
2.6	Canterbury CC	Access and road capacity	MP unspecific on access and road capacity constraints. Essential that the transport implications are considered as part of MP preparation. Important to ensure necessary infrastructure is in place before the growth is initiated
2.7	Canterbury CC	Environmental considerations	Lack of detail over flight proposals, numbers of aircraft. Growth is quoted in numbers of passengers not numbers of flights. In theory it is assumed that if noisy aircraft are used fewer flights are permitted and alternatively if quieter aircraft are used more flights are permitted
3	Dover District Council	General comments	Dover DC supports the expansion of KIA but recognises that this should not be at the expense of unacceptable noise, air quality or traffic impact. Also supports the views out forward by Canterbury CC
3.1	Dover District Council	Environment / sustainability	The environmental/sustainability and European impacts of the future expansion of KIA must be fully examined prior to the publication of the final MP
3.2	Dover District Council	Strategic Environmental Assessment/Sustainability Appraisal	The MP will be used to inform Thanet DC's Local Development Framework. It is therefore considered that the MP will need a Strategic Environmental Assessment and Sustainability Appraisal (SEA/SA) which seek to define, evaluate and mitigate the environmental, social and economic impacts of the proposals. If it is not considered that an SEA is required reasons should be clearly stated in the MP
3.3	Dover District Council	Projections of annual aircraft movements	Whilst the future use of KIA is generally supported, the projections of annual aircraft movements that are shown were prepared prior to the downturn in the national economy and should be dealt with degree of caution and are considered to be optimistic
3.4	Dover District Council	Flight proposals	The MP does not contain any details on flight proposals, type of aircraft etc, although the longer term trend is toward quieter aircraft. It appears that KIA will in the future be seeking to change the night time flying arrangements. Dover DC and Canterbury CC firmly state that the current s106 Agreement is non negotiable in order to permit night flights
3.5	Dover District Council	Noise	The latest complaint information from KIA shows that noise from aircraft using KIA is not currently an issue in the Dover District
3.6	Dover District Council	Stacking	Concern that future air traffic growth may lead to "stacking" around the South Foreland Beacon and have noise impacts on the District and on St Margarets, Kingsdown, Walmer and Deal in particular. While flights may well be deflected over the sea, more information is needed and assurances given to ensure we avoid problems
3.7	Dover District Council	Wind farm safeguarding map	It is not clear about the status of this document or how KIA intends to involve local authorities or the community in this process
3.8	Dover District Council	surface access strategy	The approach to the surface access strategy is supported and it is recommended that Dover DC is fully represented in this process
3.9	Dover District Council	Sensitivity to other development	It is essential that any growth aspirations for KIA consider the cumulative impacts of the proposed development at KIA in relation to the traffic generated by Westwood Cross and other emerging development proposals together with environmental impacts
4	Eastry Parish Council	Night flights	There should be a total ban on night flights
4.1	Eastry Parish Council	Height of flight path	Once flights have left the airport they should be directed to fly at a height sufficient to prevent nuisance to local residents

5	Environment Agency	Groundwater vulnerability	The airport and its surrounding area is extremely vulnerable in terms of <del>groundwater protection</del>
5.1	Environment Agency	Habitat designations	Would like to clarify the relevant designations which relate to Pegwell Bay. Thanet Coast and Sandwich Bay Ramsar site is an international designation which relates to important wetlands. There are 2 designations under the European Habitats Directive: Thanet coast and Sandwich Bay Special Protection Area (SPA) which relates to wild birds and their habitats, and Sandwich Bay Special Area of Conservation (SAC) which relates to rare and endangered species. There is also Sandwich Bay to Hacklinge Marshes Site of Special Scientific Interest
5.2	Environment Agency	Fuel Storage	The two proposed locations for fuel storage are both very close to the public water supply abstraction point. This installation should be located as far away from the abstraction point as is practicable in order to minimise the risk to potable water. The location and detailed designs will need to be agreed with the Environment Agency to ensure the <del>groundwater will be adequately protected</del>
5.3	Environment Agency	Land quality survey	More detail required regarding the land quality survey. This must take note of PPS23: Planning and Pollution Control. The LPA should satisfy itself that the potential for contamination and any risks arising are properly assessed and that development incorporates any necessary remediation and subsequent management measures to deal with unacceptable risks, including those covered by Part IIA of the EPA 1990
5.4	Environment Agency	Foul drainage	With the expected increase in passenger numbers and the new buildings that are planned there will be a large increase in the amount of sewage generated by the airport. A review of the current sewage infrastructure that serves the airport should be undertaken as it is <del>understood to be near capacity</del>
5.5	Environment Agency	Surface water drainage	In accordance with PPS25 on Development and Flood Risk, a flood risk assessment/drainage strategy (FRA) should accompany any application for development which is more than 1ha in area. Whilst this site is classified as lying within flood zone 1 (low risk) an assessment should be carried out with respect to the proposed drainage of the site to ensure that the site will not be subject to fluvial flooding and that the <del>site is not subject to fluvial flooding</del>
5.6	Environment Agency	Sustainable drainage systems	Must take regard of PPS1 which gives weight to the installation of Sustainable Drainage systems and grey water recycling systems for new developments. The MP states that SUDS will be used for discharging surface water drainage. Due to the vulnerability of the groundwater in the underlying aquifer, it is important that all areas that may contain potentially polluting run off do not discharge to ground
5.7	Environment Agency	Rainwater harvesting facilities	We encourage the use of these facilities where possible
5.8	Environment Agency	Biodiversity	Development must comply with PPS9 and aim for a positive/neutral <del>impact on biodiversity</del>
5.9	Environment Agency	Water management, water quality and waste management	The comments relating to these aspects of the development are pleasing. The airport managers should ensure these good intentions are <del>carried through to the design stage</del>
6	Human Resource Group	General comments	Impressed with the content and research that has gone into the MP
7	Julian Brazier MP	Economic growth	If by 2033 the airport will cater for 500,000 tonnes of freight, with growth in employment to 7,500 jobs, KIA will certainly provide <del>substantial economic growth in the Thanet and East Kent region</del>
8	KALC (Canterbury)	Noise	Important to maintain understanding with EU Jets for aircraft needing to come in from the west, using a corridor to the west of Whitstable – going out over the sea – and then approaching the runway to the east of Herne Bay, avoiding low flying aircraft overflying Whitstable / Chestfield / and Herne Bay. Alternatively, runway 10 charts should be modified to advise all approaches to Dover anti-clockwise, to avoid <del>the airport</del>
8.1	KALC (Canterbury)	Traffic increase	Considerable increase to traffic along A229, should anticipate growth and with county council, plan road expansion using quieter asphalt <del>finishes than concrete</del>
9	Cllr Alan Poole - Ramsgate, Kent CC	Passenger numbers	Considers estimates of 6,000,000 passengers, 500,000 tonnes freight and 103,000 flights is overly optimistic in current economy and with Heathrow/Stansted expansion
9.1	Cllr Alan Poole - Ramsgate, Kent CC	Night flights	Will not be able to support night flights over Ramsgate
9.2	Cllr Alan Poole - Ramsgate, Kent CC	S106	Would like to see S106 updated as soon as possible

10	Cptn Rodney Chew- KALC Canterbury District	Flight paths	Should modify Runway 10 charts to advise all approaches to the airfield from Dover are anti-clockwise, to avoid residential fly overs. There can be confusion regarding easterly v westerly so, for clarification the prevailing winds are westerly [70% of the time]. Easterly winds blow 30% of the time causing aircraft to approach from the west on an easterly vector for Runway 10. It appears the present AIPs for RWY 10 encourage close passing of Canterbury and the right turn towards 'finals' close to Whitstable, establishing finals close to Herne Bay. Such unnecessary overflying of built up areas should surely be avoided
11	Manston Parish Council	General comments	The council generally supports the objectives of Infracore outlined in the plan, to promote the use of the airport and enhance its facilities
11.1	Manston Parish Council	Night flights	The council requests that a s.106 Agreement attached to the planning permission for civilian flying at Manston should be retained to restrict night flying- at least between 23:00 and 06:00 to an absolute minimum, with no flights scheduled between these hours. If this is breached then the operator concerned should make a payment for each non-complying flight to an independent trust for the community benefit
11.2	Manston Parish Council	Western boundary treatment	Car parking areas east of the terminal should not extend to the western boundaries of the residential properties on that side of Manston High Street and a wide "green wedge" of suitably landscaped land of (suggested min. depth 15m.) should be retained between the boundaries of these properties on the western edge of the village, the High Street and Bush Lane, and the perimeter of the car park
11.3	Manston Parish Council	Biodiversity and noise	Shrub screening (with trees where acceptable) should be created on the eastern side of the above "wedge", to act as a visual screen and noise barrier between the residential properties and the proposed car parking area
11.4	Manston Parish Council	Roadside boundary treatment	The council feels that the creation of bunds for screening is undesirable. No doubt wire fences are essential but it is desirable that these are set back from the road with some native shrub borders on the roadside to improve the environment for the road/track user
11.5	Manston Parish Council	Landscape relationship	The council notes that on p.109 of the MP, (landscape and visual) the "open/ large-scale landscape" is referred to and every method should be made to retain this. Additional planting of native shrub clusters and trees at suitable points on the airport land should be considered. Alternative means of reducing the bird population, such as use of <del>hedges should be considered</del>
11.6	Manston Parish Council	Right of way	Satisfactory means should be identified to retain, and where required, to divert the public rights of way TR 8, TR9 and TR10 from Ozengall on the Haine Rd to Bush Farm and on to Worlds Wonder, so that it remains open as a bridleway route for walkers, cyclists and riders, and as part of <del>the wider network</del>
11.7	Manston Parish Council	Manston Road and the wider highway network	The council does not welcome the suggestion of closure of B.2050, unless alternative access routes to the village are provided, which may be achieved in the longer term by use of the airport car parking access routes for public access to Manston village. The suggestion of closing the B.2050 across the airport to through traffic seeking a south west/north east route has resulted in the suggestion that it would be necessary to close Manston Court Rd. at some point, to prevent it being used with Manston Rd. At present a "rat run" between the Minster roundabout in the south west of Thanet and the coastal towns and Westwood (shops and housing) to the north east is totally unsatisfactory in safety and environmental, as well as traffic terms. This traffic should be routed away from Manston village, but access
11.8	Manston Parish Council	China Gateway access	The access needs of China Gateway from the coastal towns and from the south via the A.256 must also be considered, in conjunction with <del>those of the airport as it develops</del>
12	RSPB	Summary	The RSPB objects to the proposed expansion of Manston Airport. An increase in passenger numbers at Manston would involve increased air traffic movements, increased green house gas emissions, additional air and noise pollution and larger volumes of traffic in and around the airport
12.1	RSPB	FATWP	The consultation to the White Paper assumed an upper limit of 3 million passengers per annum for Manston by 2030. The RSPB is therefore surprised by the figures mentioned in the MP vision
12.2	RSPB	RSPB Policy on increasing air traffic	Set against the current level of airport provision in the South East of England, the economic and social value of further expansion in aviation is far outweighed by its economic, social and environmental costs. The RSPB policy questions the need for expansion of existing and creation of new airports and asks government to recognise air travel has serious environmental consequences and to fulfill its intention to adopt a
12.3	RSPB	Water quality	The Pegwell Bay area is a National Nature Reserve (NNR) and SSSI and forms part of the Thanet Coast and Sandwich Bay Special Protection Area (SPA), Ramsar site and Special Area of Conservation (SAC). The MP should assess the potential impact of water quality on these sites particularly any drainage ditches that discharge into Pegwell Bay

12.4	RSPB	Biodiversity	Would like to see potential impacts of development on SPA, Ramsar and SAC sites identified in the MP so proposed mitigation measures can be assessed. Would like reassurance that environmental impact surveys will be carried out on the Thanet Coast and Sandwich Bay SPA, Ramsar site and SAC
12.5	RSPB	Ground access transport	The MP should provide information on how it will "take the lead in improving the quality of surface transport through encouraging use of more sustainable transport". The MP should include information on how the increase in car traffic and any associated road improvements will be accommodated
13	SEEDA	General comments	SEEDA is supportive of the growth programme but does see the rail connection as essential to ensure adequate surface access. Approval at the full scale or phased levels of development would be conditional on this being met
13.1	SEEDA	Employment	The opportunities for employment generation are potentially encouraging – up to 7,500 jobs (including a large number of skilled jobs) and could potentially be transformational for the local economy
13.2	SEEDA	Access	From experience with other large airports strongly supports those interventions that relate to surface access and would encourage the directives under D1 of the Local Plan that relate to the encouragement of public transport access to the airport for both passengers and staff
13.3	SEEDA	Regional Economic Strategy	Page 28 of the draft MP states that the Regional Economic Strategy (RES) defines Manston as a Hub Airport - this is not the case as P43 of the RES designates Manston as a regional airport
13.4	SEEDA	Traffic	The area of greatest concern is the volume of traffic that would be associated with the airport's development and in particular the ability of the road network to absorb this additional traffic. The geography of the area means that the vast majority of the additional traffic would be reliant on the M2 / A2 corridor
14	Thanet District Council	General comments	Thanet Council recognises the significance of the draft MP and has given high priority to achieving a final version of the MP it can agree and support. Would like to receive feedback from the consultation

#### Members of the public (written response)

15	Mr A Ashby	Night flights	There should be a restriction on flights from 11pm to 7am
16	Dennis Booth	Flight times	Supports the expansion but requests that there are no flights between 8pm and 6am due to noise disruption
16.1	Dennis Booth	Infrastructure and employment	KIA will help create jobs in the area for local people. Supports the railway, business park and freight
17	Linda Brown	Transport	Plan should consider a link to London Victoria in order to improve the earning potential of people in Thanet
17.1	Linda Brown	Housing	Respondent lives at Nethercourt which is involved in the expansion. Would like assurance Infratil will purchase properties for airport personnel at the market rate before the houses become unsellable after the expansion
17.2	Maria Brown	Noise and environmental impact	An increase in flights to 103,800 by 2033 would be detrimental to the area. The consequent noise and pollution would make Ramsgate unbearable for residents
18	Robert Brown	Environmental impact	MP forecasts of growth will have a devastating effect on Thanet ecologically and environmentally
18.1	Robert Brown	Existing transportation	MP ignores the existing channel ferry services and the potential it could provide instead of airport expansion
19	Sue Burlinson	General comment	Support the expansion of the airport. Will provide greater opportunities for travel and turn the airport into a viable business. Whilst the American airforce was based at Manston air traffic noise was not a problem
20	Mrs H Chandler	Green wedge	There should be a green wedge between the village and the airport
20.1	Mrs H Chandler	Bridleway TR8	Perhaps bridleway TR8 from World's Wonder could be diverted to link up with other PROWS
20.2	Mrs H Chandler	Airport perimeter treatment	A continuation of the chain link fencing currently in place would be much preferred
20.3	Mrs H Chandler	Heavy vehicle access of B2050	Airport related heavy vehicles should be discouraged from using the inadequate B2050 through the village
21	Bernard Clayson	Environmental impact	MP fails to address environmental risks, need for an EIA for each level of expansion to ascertain investment needed, and potential impact of any degree of expansion
21.1	Bernard Clayson	Financial risk	Concern over impacts of current global financial crisis on plans, and potential need for Infratil to sell off liquid assets in future
21.2	Bernard Clayson	Energy	Impact of rise in energy/oil prices on airport expansion, and whether passenger numbers can be sustained to justify expansion, particularly with imposing restrictions on night flights
21.3	Bernard Clayson	Government Air Traffic White Paper	Business plan based on FATWP, which based on historic growth patterns, and have no relevance in new world of financial uncertainty and energy problems
21.4	Bernard Clayson	Demand	Concern that freight businesses will not want to incur the extra transport costs from Thanet
21.5	Bernard Clayson	Noise	Concern over flight paths, especially during the night
22	Richard Cordery	Air quality	With aircraft passing so low over residential areas the air quality will be reduced
22.1	Richard Cordery	Noise	Does not agree that aircraft noise can be managed sufficiently. Feels that the increased air traffic over Ramsgate will negatively effect the attractiveness of the town to tourists

23	Cllr Richard Nicholson	Presence of a 'breakers yard' in KIA	Find the MP a good document, gives confidence in future of the airport, however, asks for confirmation that nowhere in airport will be used as a 'breakers yard' for old planes
24	Tony Goodman	Night flights	Night flights are totally unacceptable. Residents under the flight path should be eligible for sound insulation
25	Tracey and Robin Grove	Flight paths	Will not support flight path over residential areas. The aircraft already fly too low over Whitstable and generate too much noise
26	Mr Richard Jalabhay	Transport links	Supports MP proposals and believes it is necessary to connect KIA to the national rail network. Proposes different options for rail links which he would like considered (see letter)
27	Mr C Jolly	General comments	MP proposals are a social, economic and environmental disaster for Ramsgate
27.1	Mr C Jolly	Social issues	Manston is close to dense residential areas over which aircraft fly at less than 500ft in order to land. Such proximity would magnify the harmful effects of noise and pollution
27.2	Mr C Jolly	Useage	Manston is geographically unsuitable as a busy airport. It is neither sufficiently near to any significant population of people who would fly from there nor is there any reason why large numbers of people would want to reach it
27.3	Mr C Jolly	Employment	Jobs would be provided mainly in aviation which is low skilled and low paid
27.4	Mr C Jolly	Ramsgate's strengths	Ramsgate's traditional strengths are principally as a seaside resort. Ramsgate could have expected to become a prime holiday and short break destination. Airport expansion will destroy Ramsgate as a tourist destination
27.5	Mr C Jolly	Environmental issues	It is concerning that KIA does not support the development of wind farms in Kent. Future development should be supporting more sustainable energy production. Thanet's land and climate are well suited to agriculture which has provided the country with local food for centuries. The pollution from the airport may decrease food production. Also the airport's increase in capacity will greatly increase carbon
28	Mr Trevor Jordan	General comments	A third runway at Heathrow airport and the associated loss of 700 or so houses is unacceptable and a new airport on the Isle of Sheppey will be very expensive, therefore the only option for expansion is Manston
29	Mr. M S Kirkaldie	Noise	The MP does not include details of the Stratford report regarding the 106 agreement and noise and there is no mention of an EIA. An EIA would identify a number of issues such as wind tip vortices. Noise monitoring has been continually inadequate and so needs revising
29.1	Mr M S Kirkaldie	CAA	There is an omission of the CAA reports on the failure of Planestation and EUJet
29.2	Mr M S Kirkaldie	Master plan data	The catchment area used in the MP is not representative as Thanet is surrounded on three sides by sea
29.3	Mr M S Kirkaldie	Water pollution	Skeptical that the proposals set out in this document will prevent any pollutants entering into the SPZs. Also, freshwater directly into a marine environment is a pollutant in itself and as such the water should go via Weatherlees treatment plant operated by Southern Water, where the tidal flows from the River Stour can readily move that water away from the littoral level of Pegwell bay. Failure to deal with a proper benthic survey which would have been resolved with an EIA, or with
29.4	Mr M S Kirkaldie	Fuel storage	Deeply concerned that no risk assessment has been incorporated for this in the MP
29.5	Mr M S Kirkaldie	Local plan	Concerned about referring people to the Core Strategy/LDF which will not deal with the many issues surrounding this MP until very late next year. Also concerned that the local authority will not have the manpower to deal with the issues for the proposed expansion of Manston
30	Mr May	Economic downturn	The downturn is unprecedented and its impact will be long lasting. This is not considered
30.1	Mr May	Noise	How does Infratil intend to mitigate the noise intrusion for people using their gardens, playgrounds and playing fields? The use of these valuable leisure assets would be inhibited and lives blighted by constant over flying
30.2	Mr May	Global warming	A computer simulation shows that a 1 metre rise in sea level by 2050 would almost sever Thanet from the mainland
30.3	Mr May	Wind farms	Concerned by Infratil's attitude to the proposed wind farms in the Thames Estuary. The wind farms are crucial to renewable energy development and it is worrying the airport owners will not support them
30.4	Mr May	Rail use	Expansion of the airport is at odds with government aims to encourage rail journeys
31	G Nottingham	Noise	Concern about flight noise. Has requested that a survey is sent to all people in the CT11 and CT12 areas with a chance to respond in January/February as the previous consultation was too near to Christmas
31.2	G Nottingham	Flight paths	Concern that expansion will decrease property values in the flight path. Feel that compensation to residents would be appropriate
32	J Parker	Noise	Consideration should be given to residents of Whitstable and Herne Bay as increased flight paths will generate more noise
32.1	J Parker	Nature reserve	Concern over the impact increased flights will have on nearby nature reserve

33	Mrs Parsons	General comments	Have flown from Manston many times in the past and hope to continue in the future. When buying a house people should realise the implications of living by an airport. Thanet airport will be a life saver for people that need work. In full support of plans
34	K. J. Pearson	General comments	Fully supportive of proposals. Hopefully Infratil will have the necessary resources to see the expansion right through
35	Norman Poole	Master plan statistics	Have some difficulty with the statements from Kent and Medway who forecast 4-6m growth by 2021 and Thanet District Council who forecast growth of 10m by 2010. These look like assumptions rather than soundly based forecasts
36	Norman Poole	General comments	Fully support proposal as a well thought out strategic plan
37	Jeremy de Rose	Museum staff figures	The number of staff in the museum should be altered to show an additional 40 voluntary staff
38	John Sherwell	General comments	Has flown from KIA in the past and fully supports the proposal. The proposal for surface access arrangements is visionary and excellent. Is content with the plans to mitigate the disruption of road traffic during development
39	Mr David Steed	General comments	This is a fine document brimming with confidence in Thanet. No-one who wants a future for Thanet and its workforce is against the plans. Future correspondence would be appreciated as plans for access are near to respondents place of business
40	Kal Toenjes	Noise	Concerned by the noise impacts of the proposal. An average of 10 flights an hour by 2033 will greatly impact quality of life
41	Phil Trumble MBE	General comments	Excellent MP for expansion at Manston. This growth will be very important for the economic future of Thanet
42	Mr D Utting	Rail link	Waiting until 3mppa before considering a direct rail link is not a good idea. A rail link should be put in before. A map is enclosed to show the viability of this through tunnel access to both the existing and new sites
43	Mr and Mrs Waller	General comment	Against the expansion of KIA as it will ruin the quality of the outdoors and create excess noise.
<b>Comments received during public consultation in KIA terminal building (19 November - 4 December 2008)</b>			
44	Mr N Davis	General comment	Very supportive of development at KIA and welcomed the content of the MP. He believes that the airport will create employment opportunities for local people. Considered that the northern lands should be retained for aviation use and that the current S106 which restricts nighttime flights should be reviewed. The airport should serve more destinations
45	Mr and Mrs W Jolley	General comment	Very supportive of the growth of KIA
46	Mr and Mrs W Jolley	Increased destinations	Would like to see flights to a greater number destinations within the UK and Europe as it is a far better way to travel than by bus or car
46.1	Mr and Mrs W Jolley	Community	Highlighted that following the collapse of EU Jet, Infratil would need to work hard to win back the trust of the local community
46.2	Mr and Mrs W Jolley	Rail links	Stressed the importance of a good rail link to the airport
47	Steve, Thomas and Phil	General comment	Very supportive of the development of the airport and the jobs that this will bring to the area. Agree with the approach set out by the draft MP
47.1	Steve, Thomas and Phil	Noise	The airport was a lot noisier when it was a military operated airport and despite living close to the airport they do not have any noise concerns. Night flights will not be a concern. The current S106 restrictions have been a constraint for the growth of the airport
47.2	Steve, Thomas and Phil	Rail link	Support the rail link and parkway option
47.3	Steve, Thomas and Phil		Agreed that instrument landing systems (ILS) should be installed at both ends of the runway
47.4	Steve, Thomas and Phil	Increased destinations	Would like to see flights from KIA to an increased number of destinations
48	Mr and Mrs Jones	General comment	Support future growth at the airport
48.1	Mr and Mrs Jones	Noise	Queried whether more freight movements would mean older aircraft and increased noise. Noted that the airport is now much quieter than it used to be
48.2	Mr and Mrs Jones	Access	Queried how the airport would be accessed under the new proposals. Indicated that they supported a parkway station option but were concerned that it may result in the permanent closure of the level crossing in the village of Cliffend
48.3	Mr and Mrs Jones	Increased destinations	Would welcome flights to Scotland as this is much quicker than travel by coach. Would also welcome flights to Ireland and Scandinavia
49	Morbin and Campling	General comment	Support the growth of the airport and a potential runway extension. They would like to see the airport developed quickly
49.1	Morbin and Campling	Access	Would welcome the closure of the B2050, however they are concerned about increased traffic movements outside their house (live in Manston Court Road properties)
49.2	Morbin and Campling	Northern lands	Support non-aviation related development on the northern lands
49.3	Morbin and Campling	Footpaths	Would like a footpath/walkway between the Jolly Farmers pub and the airport
50	K and D Peterson	General comments	Supportive of development at the airport despite living in the flight path (Nether Court). Welcome the arrival of Flybe



50.1	K and D Peterson	Increased destinations	Welcomed an increased range of destinations and would like to fly from KIA in the near future (to Alicante)
51	Mr Richards	General comments	Very supportive of the growth of the airport
51.2	Mr Richards	Access	Concerned about surface access arrangements. Would like to see a Gatwick Express type train into London from KIA
52	Mr and Mrs Rice	General comments	Support the growth of KIA and feel that there is considerable support amongst the local community
53	Batt and Edington	Noise	Do not want to see an increase in flights as this will mean more noise. Would like no training flights at the weekend
53.1	Batt and Edington	Runway	Requested that the runway is realigned to face Pegwell Bay
54	Boughton and Jones	General comments	Support the growth of KIA but prefer the name KIA rather than London Manston Airport
54.1	Boughton and Jones	Increased destinations	Would like to see flights to Alicante and Faro
55	Queen brothers	General comments	Supportive of the growth of KIA and would like to travel from KIA rather than the other London airports. Welcomed the approach of the MP and would like to see serious development at KIA. Do not want to see development at Lydd
55.1	Queen brothers	Increased destinations	Would like to be able to fly to Amsterdam, Malaga, Alicante and Valencia from KIA.
55.2	Queen brothers	Forecasts	Suggested that the airport should be developed for 20mppa, or even 30mppa
55.3	Queen brothers	Noise	Do not consider that noise is an issue
56	Penelope and Joan	Pollution	Concerned that the growth of KIA will give rise to aircraft pollution. There will also be an increase in noise pollution
56.1	Penelope and Joan	General comments	Do not think this is a good location for an airport. Would prefer to see freight development instead of passenger flights. Favour an airport in the Thames Estuary
56.2	Penelope and Joan	Access	Concerned about the increases in vehicle traffic (particularly lorries) as a result of the airport's growth. The roads around KIA will become very congested
57	Suzanne, Peter, Victoria and Patricia	Car parking	Do not like the long term car park area near to their homes (live near Crash Gate 4). They consider the proposed car park area is excellent land for growing vegetables and this should not be sacrificed. Asked for the car park to be relocated to the other end of the airport, perhaps within the China Gateway development?
57.1	Suzanne, Peter, Victoria and Patricia	Access	Do not believe that Ramsgate train station can be accessed in 7 minutes from KIA and do not want to see any more traffic coming through their village. Would like to stop all through traffic along the B2050
57.2	Suzanne, Peter, Victoria and Patricia	Night flights	Do not support night flights
57.3	Suzanne, Peter, Victoria and Patricia	Consultation	Have requested that the parish council are involved with the final MP and that another meeting is held at Manston Parish Village Hall to discuss the proposals
57.4	Suzanne, Peter, Victoria and Patricia	General comments	Note that the airport is in Minister parish and not Manston parish. Are concerned about the impact of new lighting
57.5	Suzanne, Peter, Victoria and Patricia	Landscaping	Do not want to be surrounded by earth bunds
57.6	Suzanne, Peter, Victoria and Patricia	Fuel compound	Do not agree with the location of the proposed fuel compound next to their property
58	Hazel Chandler	Car parking	Is concerned about the proposed car parking areas
58.1	Hazel Chandler	General comments	Supports the growth of the airport
58.2	Hazel Chandler	Footpaths/bridle way	Notes that a bridleway runs through the proposed car park extension area and would like this safeguarded or relocated if possible as horses uses this route on a regular basis. Would like to see a circular bridleway created (owns a small paddock next to the proposed car park extension area)
58.3	Hazel Chandler	Access	Would like to see the B2050 closed as it is too narrow
<b>Summary taken from meeting minutes of individual consultation meetings (October - December 2008)</b>			
59	Roger Gale, Conservative MP (North Thanet)	General comments and rail link	Mr Gale noted that there is widespread support for the development of the airport in the community. He will support the development of the airport and expressed his approval of the general tone and content of the draft MP, noting that the issues raised within it are not new. Mr Gale had a particular interest in the proposed parkway station and noted that this has also been explored in the past

60	Richard Samuel (CEO) Cllr Sandy Ezekiel (Leader) + Cabinet Members Thanet District	General comment	Thanet Council representatives were pleased to see the progress made in the draft MP and noted their satisfaction that the important issues were covered within it. The view of the council on the document will be submitted following consideration of a report back from the TDC Airport Working Group, the group of councillors which is in the process of reviewing the operations of other UK airports to gain knowledge of useful comparisons
61	Steve Ladyman, Labour MP (South Thanet)	General comments and night time flying	Mr Ladyman expressed his support for the development of the airport and noted that in particular the expansion of passenger flight services will bring economic benefits to the area. Mr Ladyman noted his concern over night time flying and we discussed the ways this issue is treated at other airports in the UK
62	David Steed, Spratling Court Farm	Economic growth and access	Mr Steed noted that as a local businessman with a number of different commercial interests in the area, he is very supportive of activity which will enhance the economic prospects of Thanet. He considers the airport to be a key contributing factor in the economic success of the area and he will support the development proposed in the draft MP. Mr Steed had particular interest in the road connection between the airport and the proposed parkway station as part of this road would fall on land in Mr Steed's ownership
63	Edward Spanton, Edward Spanton Farms	General comments	Mr Spanton's interest in the MP was focused around the area of land he owns adjacent to the South Western perimeter of the site. Mr Spanton enquired as to the end use of the land identified between the new East Kent Access way and the current airport fence. This land had been identified as land to be controlled by the airport due to its close proximity to the runway for wildlife control, ILS and other operational reasons. Mr Spanton was also interested in KIA thoughts on the land on the opposite side of the new road, as he has plans to develop it. There could be restrictions relating to the height of any proposed development and there may also be restrictions relating to the noise sensitivity of the area. Mr Spanton mentioned that he was involved with the application to construct a Premier Travel Inn in Monkton. He has lived in Monkton his whole life and has seen the airport go through phases much busier than the current level of activity. He noted that the community is well aware of the airport and he is supportive of its
64	China Gateway Partnership (CGP)	Compatibility with China Gateway	Mr Wills and Mr Prince were interested in the land closest to the proposed China Gateway development and also the relationship between the A299 and the airport access. The draft MP proposes to connect the airport to the A299 using land partially owned by CGP. In principle the proposal would fit within the plans put forward for the China Gateway development. The road going through the middle of the CG site would likely enhance the value of the individual lots by creating new road frontage on both sides of the airport access road. As the airport activity increases, these parcels of land will become more sought after and valuable. Up to the volumes intimated in the MP there is unlikely to be a need to have a full length parallel taxiway. This means that the location of the Summit Aviation building will comply and fit within the airport development plans for the MP period. CGP is supportive of the airport development and re-affirmed the interdependence between the CG and KIA. MC and KW agreed to keep
65	Thanet District Council - full council	Night flights	Following the presentation to full Council Sandy Ezekiel thanked MC for the update and noted that the draft MP is comprehensive and exciting. Councillor Richard Nicholson questioned the proposed future treatment of night flights. MC noted that at all airports hosting scheduled services there is a need to service aircraft during the hours of night-time. Critical to the growth and development of KIA will be the ability to offer service levels similar to those offered at other competing airports and KIA will seek to implement a more standard policy for the treatment of these flights. Iain Cochrane (IAEL) noted that other South East airports are not able to schedule night flights and that this ability would not be sought for KIA. What will be sought is the ability to host off schedule movements as required
66	KIA Consultative Committee	General comments	MC presented the key features of the draft MP and talked through the process of community consultation. Members noted that they would prepare responses for their individual organizations. MC gave details concerning where to obtain hard copies of the document if required and also where to direct submissions by the 19 December
67	Jentex	Fuel compound	Mrs Jenkins was interested in the land on the South Eastern boundary bordering her site. In particular, the draft MP suggests that this land could be used as a fuel storage facility in the future, adjacent to the existing Jentex oil storage depot. Jentex is supportive of the developments proposed in the draft MP and the benefits better air connectivity would bring to Thanet
68	Euro Ferrys	General comments	Euro Ferrys outlined its plans for a ferry and bus service. KIA and Euro Ferrys agreed that their respective developments will be mutually beneficial and agreed to keep in contact as they unfold

69	Brockmans Travel and Snax Group	General comments	All parties agreed that the proposals seemed sound and well presented. It was noted that there needs to be more done immediately to lift the profile of the airport and the services already in operation. The EUJet operation was very busy and provided immeasurable benefits to the local community. Both organizations voiced strong support for the development proposed in the draft MP.
70	TG Aviation	General aircraft activity	Further information was requested regarding the TG Aviation site and the potential to host more GA activity at KIA. It was noted that as commercial activity increases over time it will be less efficient to operate circuit training etc, but a GA site had been retained in the future plan. MC explained that space has been allocated for the construction of hangars etc and that there is a desire to develop particularly corporate GA activity. The Girdlers are aware of the airport's need to expand operations to provide a stable business base. TG Aviation voiced support for the plans and noted that it is useful for them to be able to see the plans and know what will happen
71	Laura Sandy Government-Conservative Parliamentary Spokesman (South Thanet)	Links with other destinations	Of particular interest were the potential economic effects for the locality of the airport and the benefits to be gained from linking Thanet to national and continental European destinations. Supports the proposals brought forward in the MP subject to the appropriate environmental controls suggested within the plan
72	Continental Aviation	Economic development	Continental Aviation were interested in the future of maintenance, repair and overhaul operations at KIA. MC referred to the plan and highlighted the area set aside adjacent to the existing MRO hangar where future operations could be based and expansion could take place. It is clear that as the flying activity at the airport increases there will be a greater need for MRO support and this has been provided for in the MP. Continental Aviation were very supportive of plans to further develop the airport and noted a number of customers who they are working with to increase their business at the airport
73	Spitfire & Hurricane Memorial Museum	General comments	Representatives of the Museum were pleased to see that the Museum location remains in future plans as they consider it to be a key community asset. MC noted KIA agreement with this and the desire to retain the museum precinct into the future. The representatives noted that the museum trustees would prefer a location closer to the runway to allow for more convenient flying displays and a better view for visitors. MC noted that due to the number of memorials on the existing site and scattered human remains etc, it would not seem practicable to move the museums to another site. MC suggested that in the long term it might be a good option for the two existing museums to join together to form a larger more comprehensive display in the hope of attracting more visitors and potentially funding from an external source. The trustees of the Museum are supportive of the proposals suggested in the draft MP
74	RAF History Museum	General comments	Mr Cockle was grateful to be involved in the consultation and interested in the outline of the draft MP. The museum is highly supportive of initiatives to develop the airport and increase the flying activity of all kinds
75	Thanet Police, Special Branch	General comments	The representatives of Thanet Police were interested in the contents of the plan and pleased to see the future proposals laid out clearly. They noted that the plan will assist them with future resource planning and noted their interest in and support for the development of the airport
76	Taft International Transport	Economic growth opportunities	Mr Taft is involved in the air freight industry and was very interested to hear the airport plans. He voiced his strong support for the development, which as a local businessman he viewed as long overdue. He noted that local business has very established support for the airport development with many believing that airport growth would deliver opportunity to the district
77	Kent County Council Highways	Transport	Mr Harrison-Mee noted that the timing of the plan release was good given that he had just been commissioned to write the Kent Strategic Transport Plan and that he would feed in the contents of the airport's plan into it. All discussed the benefits of a parkway station providing Thanet with a better rail connection to London and agreed that the airport development will assist in justifying the case for a faster rail service to Thanet. Mr Mee noted that KCC policy is explicitly supportive of the development of the airport and noted that a written response to
78	Holiday Inn Ramsgate	Tourism	Mr Warren noted that the success of the Holiday Inn venture is inextricably linked to the success of the airport. He noted that occupancy rates at the hotel have been low and the development of the hotel was largely driven by the location adjacent to a developing airport. Mr Warren's organisation is very supportive of the development of the airport and Mr Warren stressed that the re-

79	Hoo Farm/ Farmhouse	Car parking	Ms Irwin's family own the land known as the cabbage patch, on both sides of the B2050. This land has been identified in the draft MP as suitable for future carpark buffer zone and this was the focus of the discussion. MW noted that the airport has no current need for the land and that there may not be a need for the airport ever to own it. During the planning process it was identified that a planted or bunded buffer zone between the airport car park and the village of Manston might be desirable, and the cabbage patch could be an appropriate location to site this. In principle Ms Irwin was supportive of the plans to expand and fully utilize the airport, provided the bridleway running around the existing car park is retained.
80	Locate in Kent	Economic benefits	Mr Wookey noted that he was pleased to see the future plans for the airport laid out in a professional and credible manner. He noted that there is a great deal of interest in the development of the airport across the County and also that access to passenger and freight services is already part of the Locate in Kent 'pitch'. He noted that the introduction of new scheduled passenger flights would further increase the attractiveness of Kent as a place to live and do business. He saw this as a key priority, particularly for the east of Kent
81	Invicta FM	Economic benefits	Invicta FM are highly supportive of the proposals put forward in the draft MP. As a large Kent business, they see benefits from increased economic activity, direct advertising opportunities, travel savings and convenience. NW was pleased to see the airport plans concisely presented in a format easy to digest.
82	Kent County Council	Economic benefits and access	KCC Cabinet received a presentation from MC and commented on the proposal. As stated in KCC policy, the development of the airport is strongly supported and Paul Carter expressed this point. The economic benefits of the proposal were discussed at length, with focus being on the job generation associated with airport developments. Transport links were also discussed, with improved bus links a possibility along with further work to be put into the siting of a parkway station
83	Minster Parish Council	General comments	Members of the parish noted that they would very much like to use the airport, that the airport has been operating for a long time and is well accepted. Noise is not an issue to the villagers. Closest neighbours in Cliffsend attended, they noted that they think KIA is a good neighbour. All attendees of the meeting were supportive of the plans proposed in the draft MP.
84	Thanet District Council - Richard Samuel (CE) and Colin Burn (Government Office for the South East)	General comment	Mr Burn was interested to hear the airport plans and noted the congestion issues in the South East as they relate to air transport. Mr Burn noted that the full utilization of the airport would bring benefits to Thanet and the South East and would be supported
85	Manston Parish Council	Traffic	Manston PC is supportive of the airport and its further development to reach its potential. The key issue for the parish is the increase in traffic through the village. For this reason, the PC would prefer a bypass allowing traffic to flow around Manston when heading between the terminal and Ramsgate. The Manston PC is very supportive of new services and greatly looking forward to being able once again to gain the benefits of living near a well connected airport. Airport noise was discussed as not being an issue to Manston PC
86	Birchington Parish Council	Economic benefits	The council expressed their support for the development of KIA. It was noted that there is strong support in Birchington driven by the economic benefits to flow from the development and the desire to use the airport.
87	KIA Consultative Committee	General comment	KIACC gathered for special meeting to discuss the draft MP. Following brief outlines of the views of individual organizations, all members of the Committee present expressed broad agreement with an airport which would develop. The Chairman asked the meeting whether any of those present disagreed with this approach on the part of KIACC and there was general agreement and no dissent. The Chairman, Secretary and a member of the Committee noted that they would draw up the Committee's response to the MP, circulate it to members for comments and would ask that any views expressed should clearly indicate whether were endorsed by the member's organisation or were purely personal views. Final response was required by 19 December
88	Monkton Parish Council	Night flights and noise	The council noted that there is unanimous agreement that the development and success of the airport is supported. Concerns were raised over night flying with some attendees noting this as a concern and others stating that it does not bother them. Traffic noise was another concern with the comment made by one attendee that the airport development combined with the China Gateway development could be detrimental to the village. Again, there were differing opinions

89	Nethercourt Community Association	Night flights, noise, emissions, S106 and traffic	The meeting was well attended by approximately 40 people. Following the presentation questions were raised concerning night flights, home insulation, the number of aircraft expected per hour, noise and emissions monitoring, section 106 agreement and traffic effects. All attendees encouraged to read the MP and submit their comments if they have particular issues that were not addressed.
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## **Best Value Performance Indicator Improvements**

To: **Cabinet – 9 April 2009**

Main Portfolio Area **Finance and Corporate Services**

By: **Sophie Chadwick, Corporate Improvement Manager**

Classification: **Unrestricted**

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**Summary:** **This report provides details of the significant improvements the Council has made against the Best Value Performance Indicators.**

### **For information**

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#### **1.0 Background**

- 1.1 The Best Value Performance Indicator (BVPI) set was introduced for the year 2000/01. There have been various amendments to the set but it has remained essentially the same over the past 8 years. However, a new set of indicators (the National Indicators) was introduced in 2008-09, replacing the old BVPI set. 2007-08 was therefore the last year that BVPIs were collected by all councils.
- 1.2 All data for all Councils for the last round of the BVPIs (2007-08) was released by the Audit Commission at the end of December 2008. Having analysed this data, it is clear that the Council has made massive improvements in service delivery over the past two years.

#### **2.0 Prioritising and target setting**

- 2.1 Over the period 2000 to 2006 Thanet's performance against the BVPIs did improve – but not as well as that of other Councils. Consequently a high proportion of Thanet's BVPIs moved into the third and Bottom quartiles.
- 2.2 To address this issue, at the beginning of 2006, the Council decided to divide the BVPIs into priority groupings – A, B and C. Indicators prioritised as A received special attention in the quarterly Corporate Performance Packs. Priority A and B indicators were reported via the service performance packs on a monthly basis. Priority C indicators received less attention.
- 2.4 The target setting process was improved. Quartile boundaries were forecast forwards based on national trends to provide a better benchmark, and managers were encouraged to set targets ambitiously aiming to move Thanet's performance for each indicator up one quartile each year.

#### **3.0 The results**

- 3.1 This approach was in place for a period of two years and has led to a significant improvement in Thanet's performance.
- 3.2 In 2006/07 the percentage of BVPIs which improved or stayed the same was close to the national average - around 60%. However in 2007/08 this improved to 74.2%. More

importantly however, Thanet managed to improve 80% of its priority A and B indicators in both years. The Council's approach to prioritising the BVPIs had led to real improvement.

3.3 The release of the BVPI data for other Councils at the end of December has provided us with hard evidence that Thanet has improved much faster when compared to other Councils.

3.4 The following table shows the proportion of indicators in each quartile in 2007-08.

	A	B	C	All	%
Top Quartile	5	7	10	22	33.3%
2 <sup>nd</sup> Quartile	3	2	9	14	21.2%
3 <sup>rd</sup> Quartile	3	4	8	15	22.7%
Bottom Quartile	2	4	9	15	22.7%

33% of indicators were in top quartile (compared with 16% two year previously). The proportion in bottom quartile had almost halved on the 2005/06 figure.

3.6 The following table shows how the percentage of Thanet's BVPIs were in the top or second quartiles has increased over the past two years:

	2005/06	2006/07	2007/08
Priority A indicators in top or second quartile	17.6%	29.4%	61.5%
Priority B indicators in top or second quartile	29.16%	36.0%	52.9%
Priority C indicators in top or second quartile	45.7%	38.0%	52.7%
<b>All indicators in top or second quartile</b>	<b>35.1%</b>	<b>35.9%</b>	<b>54.5%</b>

2007-08 was the first year that the proportion of Thanet's BVPIs in top or second quartiles was above 40%.

3.5 Using an internally devised scoring system (explained in **Annex 1**) the Council has improved from ranking 233<sup>rd</sup> out of 238 District Councils to 119<sup>th</sup>. This is a jump of 114 places making Thanet the 10<sup>th</sup> most improved District in the Country and the most improved in Kent.

3.6 National data for benefit PIs has yet to be released but we expect the story to be even better as we anticipate that Thanet's performance for these indicators will either be in top or second quartile.

3.7 Thanet's achievements are made all the more remarkable by the fact that more deprived Councils tend to struggle to achieve high levels of performance against BVPIs (see **Annex 2**). Thanet is the 16<sup>th</sup> most deprived District in the Country.

3.8 Actual improvements against some specific priority A indicators over the past 2 years are detailed in **Annex 3**.



#### **4.0 Reasons for success**

4.1 When looking to deliver improvements against the new set of national indicators the Council should look back at the following as the key causes of successful performance improvement:

- Setting clear priorities
- Setting informed and stretching targets
- Consistent and challenging monitoring of performance against those priorities and targets
- Clear understanding among managers and staff of what the priorities are
- Willingness to focus attention and resources on the priorities identified

4.2 The second table above indicates that focussing on a limited number of priority indicators provided the council with a catalyst for improvement across all indicators so that even 50% of the lower priority indicators reached top or second quartile in 2007-08.

#### **5.0 Corporate Implications**

##### **5.1 Financial**

There are no direct financial implications for this report – it is for information only.

##### **5.2 Legal**

There are no direct legal implications for this report – it is for information only.

##### **5.3 Corporate**

One of the 2007-11 corporate priorities is to “make the best use of our resources to provide residents with high quality, consistent and efficient services”.

#### **Annexes**

Annex 1: BVPI scoring system for comparison

Annex 2: BVPI performance and deprivation

Annex 3: Actual improvements for specific priority A indicators

#### **Contact Officer:**

Adrian Halse

Corporate Projects and Improvement

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## BVPI scoring system for comparison

### Methodology

A scoring system to provide a basic comparison for BVPI performance against other councils was devised internally on the following basis.

- Multiple the percentage of indicators in top quartile by 2;
- Multiply the percentage of indicator in second quartile by 1;
- Multiply the percentage of indicators in third quartile by -1;
- Multiply the percentage of indicators in bottom quartile by -2
- Total these scores to give an overall score for the Council's BVPI performance.

### Worked Example

	Percentage	Score	Final Score
Top Quartile	30%	60	20.00
2 <sup>nd</sup> Quartile	25%	25	
3 <sup>rd</sup> Quartile	25%	-25	
Bottom Quartile	20%	-40	

### Comparisons against other Districts for 2007-08

Excluding benefits PIs, Thanet's score was 15.63 (it had been -50.00 in 2006-07)

The highest scoring Council was Kennett with a score of 100.00

The lowest scoring Council was Swale with as score of -78.18

The top quartile score was 34.60

The median score was 15.63

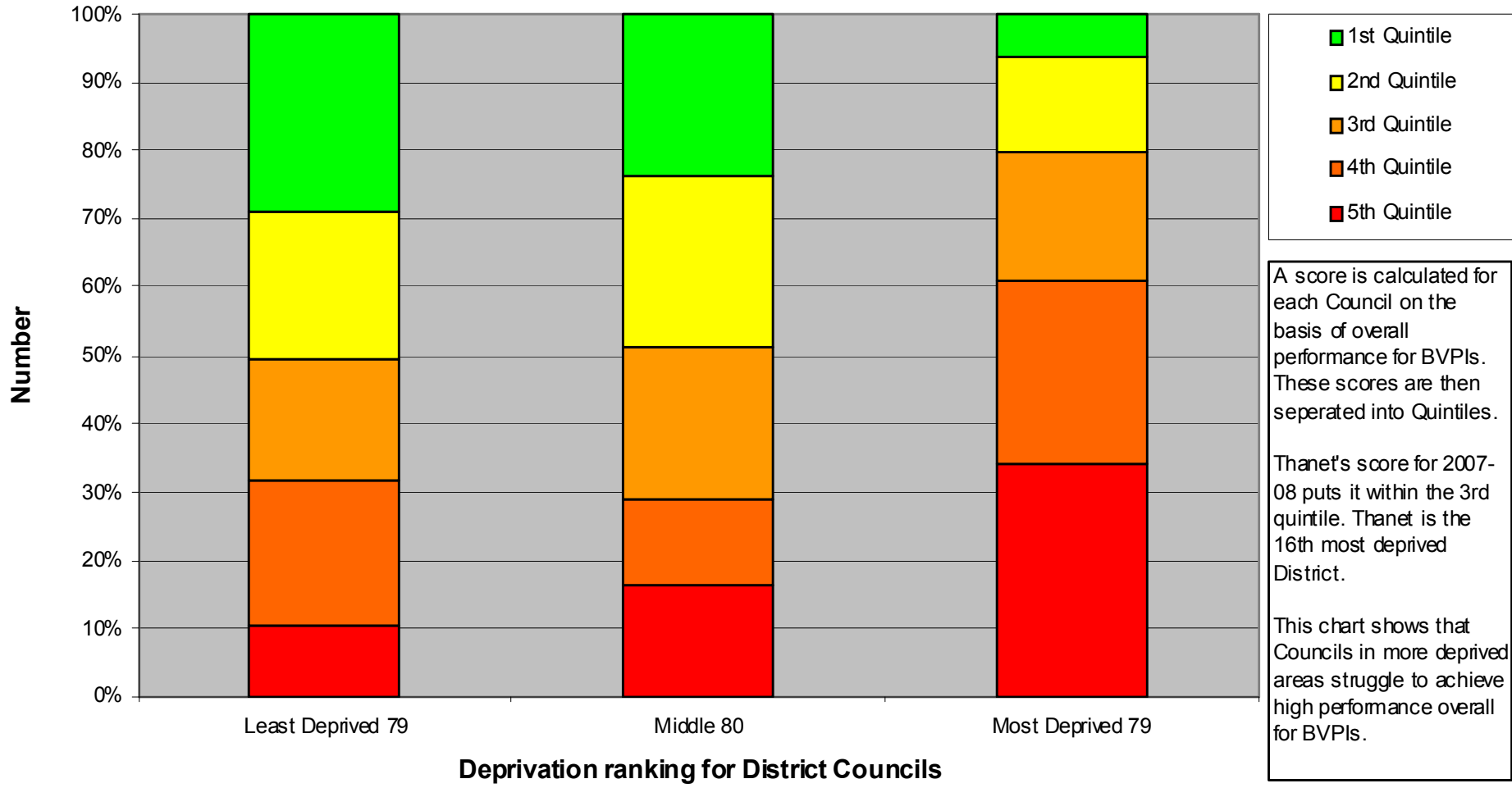
The bottom quartile score was -1.56

When ranking all these scores Thanet ranked 119<sup>th</sup> out of 238 councils in 2007-08. This represented an improvement of 114 places on its 2006/07 ranking.

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**BVPI performance and deprivation**

**2007-08 BVPI scores vs Deprivation for all District Councils**



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# Agenda Item 7 Annex 3

## Actual improvements for some specific priority A indicators

	Description	2005/06		2006/07		2007/08	
		Actual Performance	Quartile	Actual Performance	Quartile	Actual Performance	Quartile
BV008	Percentage of invoices paid within 30 days	91.72%	Bottom	93.01%	Bottom	94.90%	Third
BV012	The average number of working days per employee lost due to sickness absence	10.36	Third	10.56	Third	7.42	Top
BV066a	Proportion of rent due that was collected	99.47%	Top	96.76%	Bottom	98.63%	Second
BV078a	Average number of days to process new benefit claims	43.50	Bottom	24.53	Second	19.63	Top
BV082ai	Percentage of waste send for recycling	12.12%	Bottom	14.83%	Bottom	20.19%	Third
BV082bi	Percentage of waste sent for composting	8.96%	Second	4.35%	Bottom	6.30%	Third
BV109a	Percentage of major applications decided within 13 weeks	39.06%	Bottom	72.86%	Third	81.58%	Top
BV109b	Percentage of minor applications decided within 8 weeks	56.49%	Bottom	80.37%	Second	85.69%	Top
BV109c	Percentage of other applications decided within 8 weeks	72.82%	Bottom	91.04%	Second	93.88%	Top
BV212	Average number of days to re-let housing	36.68	Third	30.24	Second	29	Second
BV218b	Percentage of Abandoned vehicles removed within 24 hours	77.50%	Second	78.30%	Third	95.56%	Second

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## BUDGET MONITORING REPORT 2008/09

To: **Cabinet – 9 April 2009**

Main Portfolio Area: **Corporate**

By: **Financial Services Manager**

Classification: **Unrestricted**

Ward: **All**

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**Summary: To inform Cabinet of projected General Fund, HRA and Capital budget variances for the financial year 2008/09.**

### **For Decision**

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#### **1.0 Introduction**

- 1.1 This report enables Cabinet to take an informed view of the likely financial out-turn on the General Fund, HRA and Capital Programme for 2008/09.

#### **2.0 Summary Outturn Position 2008/09**

- 2.1 The latest budget monitoring information shows an anticipated overspend of £116k for the General Fund for 2008/09. The Council's financial position has inevitably been affected by the global credit crunch and the unsettled banking environment. This has impacted upon the Council's expenditure levels, investment income receipts as well as other income streams both due to reduced demand as well as potentially increased defaults on debts. There has been a dramatic uptake in concessionary fare passes; investment income has fallen due to the reduced interest rates; planning fees and land charge income have fallen due to the decline in the housing market; and the number of housing benefit claimants has risen significantly. These have all been on an unprecedented scale. However, the Council has reacted quickly by controlling discretionary spend and containing overspends wherever possible within existing budgets.

- 2.2 The Housing Revenue Account (HRA) is currently reporting an underspend of £136k.

- 2.3 The General Fund Capital Programme has been revised to reflect slippage on some schemes to 2009/10. The revised programme is shown at **Annex 3** to this report. There are no changes to report to the HRA Capital Programme.

#### **3.0 General Fund Outturn 2008/08**

- 3.1 The following table shows the projected outturn as at 28 February 2009 for the General Fund Revenue Budget 2008/09:

	February Monitoring
<b>Variance in projected outturn from Director returns:</b>	£'000
CE, CMT and Executive Support Unit	-5.0
Commercial and Operational	-228.0
Development Services	408.0
Customer Services	-63.0
Improvement & Performance	-17.0
Legal	0.0
Housing & Community	48.0
Resources	-135.0
Maritime	108.0
<b>Projected outturn for 2008/09</b>	<b>116.0</b>

The main reasons for this overspend are detailed below:

#### 4.0 Detailed General Fund Outturn

- 4.1. Due to the work needed to align budgets with the new departmental structure, the budgets will not be presented in the new format for monitoring purposes until the new financial year.
- 4.2. **Commercial and Operational** – An underspend of £228k is forecast. This is mainly due to reduced expenditure on the Parks and Waste DLOs (£264k) as well as substantial reductions in expenditure across the service (£108k), all of which are offset by a projected loss of income on off street car parking (£144k). It is also anticipated that future maintenance costs of the refuse vehicles will increase as they come to the end of their warranties. A sum of £150k is estimated as being needed to be set aside in an earmarked reserve to meet future costs of refurbishing these vehicles. In addition a sum of £100k is required as a contribution to capital towards replacement bins in 2009/10. Neither of these have been reflected in the reported monitoring position nor in the budget build report, but will be reviewed as the financial year draws to a close and the final outturn figures for Commercial and Operational Services are confirmed. They will also be assessed alongside other competing priorities.
- 4.3 **Development Services** – An overspend of £408k is forecast. There is likely to be shortfall in the region of £220k in planning applications due to the downturn in the housing market. It is hoped that this will be offset by

additional income generated through outstanding rent reviews but the timing of this is uncertain and may not materialise until 2009/10. There is a further £33k potential loss in relation to the Staffordshire Market income following the owner going into administration. Land charge fee income is likely to be down by £161k. Although any shortfall in land charge fee income can be recovered within the following years, the impact on balances will be in 2008/09 and has therefore been reflected in the revised outturn position. There are also increased costs associated with the Eurokent site of £10k, however, these will be met from the Local Authority Business Growth Incentive Scheme (LABGI).

- 4.4. **Customer Services** – An underspend of £63k is forecast. This is due to additional costs of £55k in relation to corporate mail, offset by vacant post savings of £100k and additional income from the Gateway, Kent Innovation Centre and the Media Centre (£15k). The costs of the concessionary fares scheme have increased due to a higher take up of the passes, increased journey numbers and also due to Stagecoach being successful in their appeal against the Kent and Medway scheme. The additional costs of this scheme have been contained partly by a contribution from the decriminalisation reserve and also from a provision prudently set aside by the Council in case Stagecoach were successful in their appeal.
- 4.5. **Improvement & Performance** – An underspend of £17k is forecast. This is due mainly to vacant post savings.
- 4.6. **Housing and Community** – An overspend of £48k is forecast. This is mainly due to poor recovery rates within emergency and temporary accommodation.
- 4.7. **Resources** – An underspend of £135k has been forecast. This is due in the main to achieving savings of £75k through reduced insurance premiums following the re-tendering of the insurance contract. There are also savings of £60k attributable to the original staff restructure that took place in 2008/09 that were held to meet any associated costs.
- 4.8. **Maritime** – An overspend of £108k has been forecast. It is expected that income in relation to Transeuropa will be down by £90k. There could also be a potential £30k loss of income due to delays in the Windfarm project. This is partly offset by miscellaneous savings of £12k.

## **5.0 Total Anticipated General Fund Outturn Position**

- 5.1 Based on the February monitoring returns, the General Fund Revenue Budget is likely to be overspent by £116k.
- 5.2 The Council's officers have worked hard to contain the potential overspend wherever possible by identifying compensating savings and reducing discretionary spend.

## **6.0 Risks and Opportunities**

- 6.1 With all year-end forecasts, there is a degree of uncertainty built into the projection process. A number of material risks and opportunities have been identified and each is detailed below:
  - Housing and Council Tax Benefits – This is the largest budget area. With gross benefit payments of over £60m estimated for this year, even the

smallest variance could have a significant impact upon the current year's forecast. Engaging the help of specialists in this field has helped reduce the exposure to risk, but not removed entirely. Work is ongoing to further develop the monitoring of this area so that a potential large budget over or underspend is identified as soon as possible.

- Concessionary fares – It was originally forecast that there may be a small saving against this scheme. Subsequent data received however now reflects an overspend due to an increase in the number of passes and the number of journeys taken. This has been met by a contribution from the decriminalisation reserve. The Stagecoach appeal has also been successful resulting in additional costs to the Council, although a provision had already been set aside to meet these costs. Due to the fluctuation in the projected outturn on concessionary fares, the scheme will be monitored very closely over the new financial year.
- Interest – There is a risk that investment income on the General Fund will fall further than already allowed for (£100k has been built into the monitoring position). However, it is still anticipated that any further loss in investment income will be offset by a reduction in interest payable.
- Land Charges – A shortfall in income of £161k in relation to Land Charge searches has been forecast, which is mainly due to the downturn in the housing market. Land Charges is to break even over a three year period and so any impact on the General fund would be recovered over the next two years by increasing our fees. This would result in zero variance on the General Fund over this stipulated period.
- ERDF – There is a possibility that we may have to repay funding in relation to ERDF projects. This is detailed in paragraph 7 below.

## **7.0 ERDF possible reclaim**

- 7.1 Two ERDF projects, 31 and 33, were subject to Government Office for the South East (GOSE) audit in February 2008. Unfortunately this identified a number of problems regarding the audit trail within the Council's records. GOSE have now re-audited these projects. Although the Council has not as yet received feedback regarding repayment implications, there could be a potential repayment of around £57k.
- 7.2 In addition to funding being at risk on projects 031 and 033, the balance of ERDF paid towards the Innovation Centre is still subject to uncertainty. Options for dealing with the transfer of ownership to the Council are being investigated. GOSE have requested an action plan for the future of the Centre which covers usage, occupancy, activity and future ownership. The deadline for submitting this is 31 March 2009 and officers are working towards this. GOSE officers have made clear that they cannot guarantee that a further repayment of ERDF for this project will not be requested.
- 7.3 GOSE have also advised that projects 002 and 036 may also be subject to audit. It has not yet been determined whether there is any likelihood of repayment on these projects.
- 7.4 GOSE have raised concerns about the lack of outputs achieved by project 030 (Margate Pedestrian Connections) and as a result some of the £140k

received for this project may have to be repaid.

## **8.0 Investments**

- 8.1 The investments held by the Council are shown in **Annex 1**. The majority of funds have been placed in the Government's Debt Management Account Deposit Facility.
- 8.2 Interest rates have fallen following the reductions in base rate. The Anglo Irish Bank was nationalised in mid January 2009 and the Council's treasury advisers have recommended that no further investments be placed in Irish institutions. A decision had already been made some time ago to avoid investing in Irish institutions as there were concerns about the Irish Government's ability to fund their guarantee of Irish Banks if there was a banking collapse. As a result the Council does not have any exposure to Irish Banks.
- 8.3 It was anticipated earlier in the year that further borrowing may have been required for cash flow purposes before year end, but from year end cash flow forecasts, this is no longer expected to be the case.

## **9.0 Housing Revenue Account**

- 9.1 The HRA account is currently projecting a £136K underspend.
- 9.2 There is £200K slippage on the programmed works within the HRA Revenue repairs budget relating to concrete work repairs at High Street, Churchfields and Loughborough Court. Due to the nature of work required, it has been decided to build these works into the 2009/10 Capital Programme.
- 9.3 The current administration re-imbursment within Right to Buys is based on the sale of approx 20 properties per year. To date only 2 sales have been finalised meaning that there will be a shortfall in administration costs re-imbursment of £33K.
- 9.4 Due to the current financial market, there has been a downturn on interest received on HRA reserves and balances. It is projected that the HRA will receive a loss of interest of £31k against that originally budgeted.

## **10.0 Capital**

- 10.2. Cabinet approved a revised capital programme in February 2009. This reflected the reduction in the level of capital receipts generated and the receipt of some additional grant funding. No capital receipts have been received since that report, but through the slippage of some capital projects to 2009/10, the capital programme is now fully funded. A revised Capital Programme is shown at **Annex 2** to this report.
- 10.3. There are no changes to the Housing Revenue Account Capital Programme since the last Cabinet report.

## **11.0 Corporate Implications**

### **11.1 Financial**

11.1.1 The financial implications have been reflected within the body of the report.

### **11.2 Legal**

11.2.1 Section 151 of the 1972 Local Government Act requires a suitably qualified named officer to keep control of the Council's finances. For this Council, at the time of writing this report, it is the Director of Finance and Corporate Services (S151 Officer), Sue McGonigal, and this report is helping to carry out that function.

### **11.3 Corporate**

11.3.1 Corporate priorities can only be delivered with robust finances and this report gives Members the opportunity to review the Council's current position.

### **11.4 Equity and Equalities**

11.4.1 There are no equity or equalities issues arising from this report.

## **12.0. Recommendations**

12.1. That Cabinet notes the outturn position for 2008/09.

12.2 That Cabinet notes the position in relation to the possible ERDF reclaim.

12.3 That Cabinet approves the revised General Fund Capital Programme.

### **Annex List**

<i>Annex 1</i>	Placement of Surplus Funds at 18 January 2009
<i>Annex 2</i>	Capital Programme 2008/09

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#### Contact Officers:

Matthew Sanham (GF), Tel. (01843) 577227.

Robert Ward (Capital), Tel (01843) 5777238

Nicola Walker (HRA), Tel (01843) 577236

## INVESTMENTS AT 18/03/2009

FINANCIAL INSTITUTION INVESTED WITH	AMOUNT INVESTED	INTEREST RATE	DATE INVESTED	DATE REPAYABLE	COMMENTS
	£				
<b>SHORT TERM INVESTMENTS</b>					
Debt Management Office	600,000	0.30%	05/03/2009	30/03/2009	Fixed rate - M&S Funds Invested
Debt Management Office	1,750,000	0.30%	13/03/2009	19/03/2009	Fixed rate
Debt Management Office	4,000,000	0.30%	16/03/2009	19/03/2009	Fixed rate
Debt Management Office	3,000,000	0.30%	16/03/2009	20/03/2009	Fixed rate
<b>BANK ACCOUNTS</b>					
NatWest Main	52,578	0.50%			Current Account
NatWest SIBA (Standard Interest Bearing Account) 1	580,439	0.50%			Instant Access
NatWest SIBA (Standard Interest Bearing Account) 2	211,246	0.50%			Instant Access for M & S Scheme
NatWest SIBA (Standard Interest Bearing Account) 3	5,215	0.50%			Instant Access for SFP Ventures Scheme
Alliance and Leicester	1,036,229	1.30%			BASE Rate Beater Account - Instant Access
<b>TOTAL INVESTED</b>	<b>11,235,707</b>				

## Annex 2

Capital Scheme	Revised Forecast £000s	Capital Receipts & Reserve £000s	Borrowing £000s	External Funding £000s
<b>STATUTORY/MANDATORY</b>				
Mandatory Disabled Facility Grants	974	232	-	742
Allotments	360	360	-	-
<b>ONGOING SCHEMES FROM PREVIOUS YEARS</b>				
Pleasurama/ Ramsgate Boulevard Cliff Facing Panel	633	633	-	-
Margate Renewal Area (including extended scheme)	400	205	-	195
Waste and Grounds Maintenance	829	154	675	-
<b>ANNUAL ENHANCEMENT PROGRAMMES</b>				
Disability Discrimination Act Works	20	20	-	-
Environmental Action Plan	77	77	-	-
Public Conveniences	62	62	-	-
<b>PART OR FULLY EXTERNALLY FUNDED</b>				
Education (S106)	145	-	-	145
Affordable Housing (S106)	1,290	-	-	1,290
Highway Imp. Inc Cycle Footpaths (S106)	958	-	-	958
Public Art/Sopers Yard	50	-	-	50
Playground MUGAs	146	-	-	146
Playground Improvements	100	-	-	100
Newgate Adventure Playground	61	15	-	46
Dalby Square	7	-	-	7
Planning Software (PDG Funded)	63	-	-	63
Oval Bandstand	12	-	-	12
Margate Seafront / Marine Terrace	60	-	-	60
Historic Town Centre Grants	328	164	-	164
Private Sector Housing 06/07	635	-	-	635
Private Sector Housing 07/08	728	-	-	728
Private Sector Housing 08/09	923	-	-	923
Building Safer Communities	39	-	-	39
Marks & Spencer	794	-	-	794
Margate Creative Quarter	484	-	-	484
<b>CORPORATE PLAN SCHEMES</b>				
Corp Plan Imp -Improve Leisure Facilities	112	112	-	-
Secure two Green Flags for our parks/open spaces	10	10	-	-
Swimming Pool Adjacent to Ramsgate Sports Centre	160	160	-	-
Developing and improving play areas in Margate and Ramsgate	10	10	-	-
<b>REPLACEMENT &amp; ENHANCEMENT</b>				
Replacement of Marina Pontoons	20	20	-	-
Phased Replacement of Forklifts	25	25	-	-
Community Centre Boradstairs	43	-	-	43
Cecil Street Office Windows	170	170	-	-
E-Procurement Project	21	21	-	-
Authentication Project	-	-	-	-
Dip/Workflow (Bid 04)	193	193	-	-



Modernise Mail and Scan Ctr	25	25	-	-
Customer Profiling	30	30	-	-
CRM Version 3 Upgrade	17	17	-	-
Property Based Projects/Land Charges	33	33	-	-
Electronic Information Storage	50	50	-	-
Additional Office	6	6	-	-
Refurbishment/Accommodation				
Service Dev Program Board Service	2	2	-	-
Trove System	18	18	-	-
Wellington Crescent/Albion Gardens	19	19	-	-
Margate Pedestrian Connections	96	96	-	-
Military Rd Arches Structure	9	9	-	-
Eurokent/Jackey Bakers	146	146	-	-
<b>Total General Fund Capital Programme</b>	<b>11,393</b>	<b>3,094</b>	<b>675</b>	<b>7,624</b>

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## RESPONSE TO THE DRAFT EAST KENT SUSTAINABLE COMMUNITY STRATEGY

To: **Cabinet – 9<sup>th</sup> April 2009**

By: **Sophie Chadwick, Corporate Improvement Manager**

Classification: **Unrestricted**

Ward: **N/A**

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**Summary:** **To inform Cabinet of the Council's response to the draft East Kent Sustainable Community Strategy consultation.**

### **For information**

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#### **1.0 Introduction and Background**

- 1.1 The East Kent LSP is responsible for formulating the Sustainable Community Strategy for East Kent, covering the four districts: Canterbury, Dover, Shepway and Thanet. This will look ahead to 2030, creating a shared vision and shared sense of priorities.
- 1.2 A draft East Kent Sustainable Community Strategy (EKSCS) was published on 5<sup>th</sup> January 2009 and the consultation closed on 26<sup>th</sup> March 2009. The document was sent out to all district and parish councillors in East Kent, and to over 200 public, private and community/voluntary sector organisations across East Kent.
- 1.3 The attached response at Annex 1 sets out Thanet District Council's response to the draft EKSCS and reflects input from senior officers across the Council.

#### **2.0 Current Situation**

- 2.1 The consultation responses will be fed back to the East Kent Local Strategic Partnership Board at their meeting in April and a revised Strategy is expected to be published in the summer, and will go to each of the four East Kent districts for final approval.

#### **3.0 Options**

This report is for information only.

#### **4.0 Corporate Implications**

##### **4.1 Financial**

4.1.1 None

##### **4.2 Legal**

4.2.1 None

##### **4.3 Corporate**

4.3.1 The development of Thanet's contribution to an East Kent Sustainable Community Strategy is one of the Corporate Plan projects under Theme 6 – Modern Council.

#### **4.4 Equity and Equalities**

4.4.1 The new Equality Framework for Local Government requires the Community Strategy to include clear equality priorities, and therefore the East Kent Equalities Network will be carrying out an Equalities Impact Assessment on the Sustainable Community Strategy prior to final publication.

#### **5.0 Recommendation(s)**

5.1 That Cabinet notes the content of this report and the attached Annex 1.

#### **6.0 Decision Making Process**

6.1 This matter does not involve making a key decision

Contact Officer:	<i>Sophie Chadwick, Corporate Improvement Manager</i>
Reporting to:	<i>Sue McGonigal, Director of Finance and Corporate Services</i>

## **Thanet District Council's response to the East Kent Sustainable Community Strategy**

This document sets out Thanet District Council's responses to the EKSCS and reflects input from the Corporate Management Team and senior officers from Planning and Housing. It has been reviewed by a Scrutiny Working Group and informally by the Cabinet.

### ***The vision***

1. We do not believe that it is a realistic ambition for East Kent to gain an international reputation for research and development at the cutting edge of emerging technologies. Economic history tells us that the position of areas such as 'Silicon Fen' (Cambridge) is so well established that there are no new opportunities for this sector. Furthermore, many major international companies export their research and development expertise – particularly to the Far East and USA. Instead, the vision should aim at a sustainable future providing the broadest possible range of employment opportunities across all sectors to enable those attaining higher educational standards are not obliged to move out of the area.
2. The educational element within the vision is highly aspirational; 'educational excellence' may be feasible at the Further and Higher sectors but at Secondary and Primary level there is a lot of ground to be made up.
3. Similarly, 'enviable quality of life' and 'a living environment of unparalleled quality' are highly ambitious and we must not set ourselves up for failure. Some parts of east Kent have a long way to go before achieving either of these two aspirations.
4. Although east Kent has many attractions including a World Heritage Site, it is not appropriate to aim to become a World Class visitor destination. London already has this status, and East Kent should position itself between London and Europe.
5. East Kent is, in essence, an international transport corridor rather than a hub. This presents opportunities for our people to benefit from a high quality of life in living locally, whilst earning their income outside east Kent. The relationship between east Kent and London – ranked 6 or 7 in the International League of Top Cities in the World – is a major omission in the document. For example, there is no mention of journey times to London to Thanet via HS1 on page 17.

### ***Environmental/coast***

1. East Kent has a valuable natural environment that is under increasing pressure from an increasing population, and the development of land for employment and housing. There is nothing in the strategy to protect east Kent's natural environment; it is seen merely as an asset to support the offer to visitors or to provide leisure opportunities.
2. Across East Kent, the coastal and marine environments are part of the identity of the area – as are the landscape and biodiversity. The draft strategy misses out the wider environmental perspective in which it is set, and also fails to link with strategies for helping these international

designations for nature conservation – such as the European Natura 2000 sites on land, coast and the marine environment.

### ***Health and housing***

1. The huge amount of work done by the Regional Assembly on assessing the appropriate housing numbers for the South East appears to have been ignored. These have already been increased by the government and the strategy suggests that more may be required. We would like to see the evidence to support a further increase.
2. The section on housing misses some key points: for example, there is some evidence that there is an over supply of housing – hence the problems in the private sector in Cliftonville and Dover. There is also no mention of the poor quality housing stock – 23,000 non-decent homes in Thanet alone. In our view the poor quality of the existing housing stock is a greater problem than the shortage of new housing.
3. The strategy is very weak on tackling deprivation with little reference to, for example, inequalities in relation to health and housing. We would like the strategy to include actions to tackle deprivation in areas such as Margate through intervention in the housing market to change the balance of tenures, deterring the inward migration of vulnerable people.
4. The migration of vulnerable people – either voluntarily or through the placement by statutory and voluntary agencies into east Kent is not recognised in the strategy, and there needs to be action through KCC to stop the placement of vulnerable people – particularly looked after children – by other agencies and councils.
5. There are few references to health inequalities despite parts of east Kent being a high priority for the PCT. For example, there is no reference to the high prevalence of smoking, teenage pregnancies and domestic abuse.
6. There needs to be a recognition of the relationship between quality of housing and deprivation to ensure that the economic benefits of physical regeneration are realised.

### ***Transport***

1. There is no mention of the airport and we would have expected to see it in 1.2.1 (connectivity), 1.3.1 (transport) and 1.3.6 (economic opportunity). This is a major omission and must be included in the final document.
2. Conversely, page 16 refers to a potential expansion at Lydd airport. This has not been supported at Regional or County planning levels.
3. Section 1.2.2 on local connectivity is poorly written; we should be more upbeat about our excellent road connections and also mention future improvements in Thanet and Dover.

### ***Other specific comments***

1. Spatial planning objectives in the Local Development Framework should align not only with national and regional plans, but also with the shared local priorities set out in the SCS's where these are consistent with national and regional policy. As such, key spatial planning objectives in the LDF Core Strategy should be in harmony with SCS priorities.
2. There is some concern, shared with planning colleagues across east Kent, that the previous baseline document was prepared without any shared database and without any justification for departing from high level documents such as the South East Plan. Therefore we need to ensure that the emerging SCS does not, without justification, invalidate or undermine our well advanced LDF work.

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## **A CLIMATE CHANGE POLICY AND ACTION PLAN FOR THANET.**

To: **Cabinet 9<sup>th</sup> April 2009**

By: **Sue McGonigal, Director of Finance & Corporate Services**

Classification: **Unrestricted**

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**Summary: To agree a Climate Change Strategy and Action Plan for Thanet.**

### **For Decision**

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#### **1 Introduction and Background**

- 1.1 Climate change is a global issue that has been making headlines for some years. Internationally, targets and frameworks, such as the Kyoto Protocol, have been set to tackle and reduce the causes and effects of climate change and it is recognised that immediate action is required to reduce greenhouse gases to avoid an irreversible effect on the global climate. The effects of climate change are also experienced at a local level so it is important to act globally, nationally and locally on this issue.
- 1.2 With the rate of rising sea levels increasing rapidly as a result of global warming flooding is a real threat and research undertaken by Canterbury Christchurch University's Department of Geographical and Life Sciences suggests that Thanet could be separated from mainland Britain by as early as the middle of next century as a result of flooding due to climate change. It is predicted that over the next 80 years there will be an increase of between 2.0°C and 2.5°C in average annual temperatures in the South East of England as well as decreases in average annual rainfall of up to 10%. We can expect wetter winters and drier summers with rain increasing by 20% in winter and decreasing by 8-23% in summer. As a consequence of this we can anticipate a shifting pattern of more severe weather with floods and droughts becoming the norm.

#### **2 How Local Government is responding to the threat of Climate Change.**

- 2.1 The phenomenon of climate change continues to move up the local authority agenda. Local authorities clearly have a central role in leading society's response to the challenge of climate change and as a result environmental action and sustainability, for both the Council and its partners, are now pivotal to the new CAA and Use of Resources assessment.
- 2.2 In October 2000 the Nottingham Declaration on Climate Change was launched, which requires local authorities to work with the community to develop an action plan to tackle climate change at a local level. By signing the Declaration councils pledge to systematically address the causes of climate change and to prepare their community for its impacts. To date it has been signed by more than 300 English Councils, although Thanet District Council has yet to do so.

### **3 Progress made by the Council**

- 3.1 Although the Council has yet to sign up it is nonetheless aware of the potential impacts of a changing climate and the need to develop adaptation responses. In May 2008, with Member backing and a commitment from the Corporate Management Team, the Going Green Group was formed to address climate change concerns and to promote education both within the Council and in the wider community. To date the group has completed a survey of several Council sites, in association with The Carbon Trust, in order to calculate the Council's carbon footprint and are currently in contact with The Energy Saving Trust to arrange a green vehicle fleet review. A Green Awareness Week was held recently at the Council offices, which was successful in recruiting Green Guardians across the whole range of service areas and raising officer awareness in what can be done to tackle the impacts of climate change. The Council employs approximately 800 staff, which is a sizable number of people who are able to feed the key messages back to the communities in which they live and work.

### **4 Moving Forward**

- 4.1 To date although much has been done it has been on an ad-hoc basis, making it difficult to chart the progress. It is proposed that the Council adopts a formal Environmental Strategy, which sets out the Council's commitment to dealing with the causes of climate change and its impact and how it intends to do so. A draft Strategy is attached at annex 1 for Members' approval.
- 4.2 In order to deliver the aims that are set out within the strategy a more detailed action plan has been developed, which is shown at annex 2 for information. This is a management action plan that outlines the key steps that are needed to make the desired progress, the timelines for their completion and the officer responsible. Management will regularly monitor progress against this via the Going Green Group and as with all action plans it will be reviewed and revised (where appropriate) on a regular basis, but no less than annually.
- 4.3 Key Theme 1 - Action 6 in the Plan is "to sign up to the Nottingham Declaration", a copy of which is attached at Annex 2. Members are thereby asked to agree that the Council's commitment to dealing with Climate Change is given formally through the signing of the Nottingham Declaration.

### **5 Corporate Implications**

#### **5.1 Financial**

- 5.1.1 Sustainable green solutions are often beneficial financially as well as ecologically. Solutions for reducing energy and water consumption can prove to be excellent and inexpensive 'invest to save' opportunities with the potential for saving the council reasonable sums in the near future. There is also the potential for grant funding for some initiatives. Given the current economic climate, with a reduced cash base, the Going Green Group intends to investigate fully all such opportunities and will endeavour to make progress in other areas at minimal cost.

#### **5.2 Legal**

- 5.2.1 There are no Legal issues specific to this report.

#### **5.3 Corporate**

- 5.3.1 Adopting the Climate Change Strategy and Action Plan will assist the Council in maintaining the 2008/09 Use of Resources score of Level 3. This will minimise the risk of

future reputational damage in not achieving this level under the new CAA assessment for 2009/10.

5.3.2 The contents of this report are designed to improve the Council's carbon footprint and adaption to climate change and will therefore represent an improvement on its impact on the environment.

5.3.3 The Climate Change Strategy and Action plan link to the Corporate Plan through Theme 3 – Beautiful Thanet and Theme 6 – Modern Council.

#### 5.4 **Equity and Equalities**

5.4.1 There are no Equity and Equality issues specific to this report.

### 6 **Recommendation(s)**

6.1 To approve the draft Climate Change Strategy

6.2 To note the Action plan for managers that has been developed to deliver the Climate Change Strategy.

### 7 **Decision Making Process**

7.1 This is a policy framework decision to go to Cabinet.

Contact Officer:	Sue McGonigal, Director of Finance & Corporate Services
Reporting to:	John Bunnett, Deputy Chief Executive

#### ***Annex List***

Annex 1	Climate Change Strategy and Action Plan for Thanet
Annex 2	The Nottingham Declaration

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### **A Climate Change Strategy & Action Plan for Thanet for 2009 – 2011**

#### **Climate Change**

The effects of climate change are an internationally recognised problem, which are also experienced at a local level. In the South East of England our climate is expected to change considerably over the next 80 years. Greater seasonal variation in climate and changes in the pattern of extreme events are expected, which would have a significant impact on an area such as Thanet whose economy relies heavily on visitor numbers. Not to mention the potential cost of flooding and hurricane force winds, which are predicted to become more frequent.

Over the course of the last ten to fifteen years a range of targets and frameworks have been set to tackle and reduce the effects of climate change. In England the Government has set a target for the reduction of greenhouse gasses of 60% by 2050 and 80% by 2100. This is expressed as carbon dioxide (CO<sub>2</sub>) equivalent emissions, although there are many other 'greenhouse' gasses that gather in the atmosphere, affecting the world's weather patterns. Some of these, such as methane, are released from landfill waste, whereas others are emitted from vehicle exhausts.

#### **Policy Statement**

Concern for the environment is a high priority for many communities across Kent. Thanet District Council's Corporate Plan includes measures intended to protect the environment by minimising our impact on climate change and securing sustainable development in the future.

Reducing carbon emissions is key to minimising the acceleration of climate change, but this strategy covers the whole spectrum of natural resources that the Council and its employees use, including gas, electric, fuel, water and waste disposal; as well as the services which the Council provides that have an impact on local developments.

As a community leader the Council will aim to lead by example by promoting best practice within the Council's own operations to reduce its carbon emissions and demands on other natural resources. It will work with its communities and partners to promote greater awareness of the implications of climate change; and provide advice and assistance to everyone on sustainable living. By reviewing the services provided by the Council and by working with residents, businesses and visitors to the area, we hope that we can cut down the causes of climate change to bring a better quality of life to communities today and the future.

#### **The Strategy**

An approach that focuses on 8 key themes has been developed, which covers all of the significant aspects of council activity that can have an impact on climate change. Each of these is explained in terms of the impact it has, the progress that the Council has made to date, and the approach it intends to make in the future. The delivery of the overarching strategy is supported by a detailed Climate Change Action Plan, which sets out the key actions that will be taken by the Council. This covers direct action to reduce emissions and the demand on natural resources, the mechanisms that will be put in place for ongoing monitoring and review, to ensure that it continues to deliver the desired improvements, and the steps the Council will take to influence its communities and other stakeholders. Since 2007 the Council has had a 'Going Green Group', which comprises officers from a wide range of Council services who are tasked with driving forward the actions within the plan.

## ***Responding to Climate Change – an Action Plan***

### **Key Theme 1 – The Corporate Framework**

In order to deliver its commitment to reduce its demand on natural resources and the carbon footprint of the area, the Council must lead by example and demonstrate good practices. It will also pledge to work with its partners, to influence similar levels of commitment, especially the East Kent Local Strategic Partnership to engage with the wide range of organizations across the East of Kent.

In order to drive forward its commitments to the Climate Change Strategy the Council has established the Going Green Group, who will lead the programme of activities set out in this action plan. The Group will be chaired by a member of the senior management team and will have a membership made up of officers from across all of the Council's services, and an elected member who is chosen to act as the Council's Green Champion. The core purpose of the Group will be to deliver the action plan for this key theme.

<b>Action</b>	<b>Timescale</b>	<b>Owner</b>
Formulate and agree a Climate Change Strategy. [EMI 1 & IA 3.1]	April 2009	Sue McGonigal
Undertake a self assessment against the AC KLoEs Reflect areas for improvement in the Climate Change Action Plan. [IA 3.3] <i>Use as supporting information for draft climate change strategy and action plan.</i>	By Dec 2008, then annually in January of each year.	Justine Swain
Gain organizational support from members and senior officers to drive forward a programme of activity to reduce the area's demand for natural resources and reduce its carbon footprint.	Dec 2009	Sue McGonigal
Obtain relevant best practice guidance documentation to enable a technical library to be set up (see Carbon Trust report for suggested reading list).	Ongoing	Justine Swain
Consider impact of climate change and make appropriate entry in the Council's risk register. [IA 3.4]	Feb 09	Sue McGonigal
Sign up to the Nottingham Declaration. [IA 3.5]	April 2009	Sue McGonigal
Consider options for increasing resources to support delivery of the Climate Change Strategy and associated action plan (particularly staff). [IA 3.6]	Feb 2010	Sue McGonigal
Seek suggestions for use of loan funding from Carbon Trust. [IA 3.8]	April 2009	Justine Swain/Sue McGonigal

Promote the use of appropriate costing techniques to consider the sustainability impact of purchases/projects (including use of whole life costing).[IA 3.9]	Mar 2010	Sarah Martin
Revise format of decision making reports to include reference to environmental impact and consider adopting a positive discrimination policy in favour of green schemes.	April 2009	Ginny Bax/Sue McGonigal
Calculate an estimate of the TDC carbon footprint.	April 2010	Justine Swain/Karen Paton
Review emissions by future contractors. Monitor progress over the life of the contract. [IA 3.11]	Dec 2010	Sue McGonigal/ Karen Paton
Engage with partners to assist with the study of significant CO <sub>2</sub> producers.	Ongoing.	Sue McGonigal/Justine Swain

## Key Theme 2 – The Monitoring Framework

In order to be able to evidence progress being made on environmental improvements and measures to reduce demand on natural resources, the Government has set a number of National Indicators which have been adopted by the Council and, in a number of cases, by The Public Services Board (or Kent Partnership), featuring as part of the suite of 35 KA2 indicators. As they are new, there is currently no baseline data available for most/all of these. Therefore, processes are needed to provide a mechanism for the Council to measure its progress and provide required national performance data.

Action	Timescale	Owner
NI 185 CO <sub>2</sub> reduction from Local Authority operations.	Annually reviewed.	Karen Paton / Sue McGonigal
NI 186 Per capita reduction in CO <sub>2</sub> emissions in the LA area.	Annually reviewed.	Tanya Wenham
NI 187 Tackling fuel poverty % people receiving income based benefits living in homes with a low energy efficiency rating.	Annually reviewed.	Tanya Wenham
NI 188 Planning to adapt to climate change.	Annually reviewed.	Sue McGonigal / Justine Swain

### **Key Theme 3 – Planning and Regulation**

The planning system is an ideal vehicle through which we can work to address issues relating to climate change, and as a result one of the key objectives of the Climate Change Strategy is to promote sustainable development.

The Planning and Regulatory systems implemented by the Council can make a significant contribution to climate change issues. This has been recognised by the government in a number of policy documents and related guidance aimed at the promotion of sustainable development. A “Planning and Climate Change” supplement to Planning Policy Statement No1 (Delivering Sustainable Development) was published in December 2007 and sets out how planning should contribute to reducing emissions and stabilising climate change and take into account the unavoidable consequences.

Planning is central to the delivery of the new homes that are needed in the UK; it supports the business development necessary to create jobs and prosperity; and, enables the delivery of the infrastructure which provides access for everyone to essential transport, energy and water and underpins sustainable communities. In making this contribution to a prosperous economy and to a high quality of life for all, planning has a key role in helping to tackle climate change. There is now a formal duty on Local Authorities to consider the impacts of climate change in developing their Local Development Framework (LDF).

The Council’s adopted and emerging planning policies determine the scale, location and nature of all new development within the District and these have a fundamental impact on travel patterns, total movements and modes of travel. It is government policy to reduce travel overall and to encourage the move to modes of travel other than the private motor vehicle. Designing new development to be pedestrian and cycle friendly, to increase access to and usage of public transport and reduce the reliance on private motor vehicles is fundamental to reducing CO2 emissions.

The Council prepares planning briefs to give guidance on key sites and these will be prepared in line with the latest advice and guidance to ensure the impact of such developments on climate change is minimised.

The planning system also determines the location of development in relation to other issues ensuring that areas subject to flood risk, now and predicted, are avoided (or where essential development is required to require appropriate mitigation) and that sensitive areas such as Sites of Special Scientific Interest (SSSI’s) are not harmed and that biodiversity is enhanced. The council has carried out a Strategic Flood Risk Assessment to help inform decision making.

In considering planning applications and in implementation of the Building Regulations a number of new initiatives are being developed to ensure that development is more sustainable and that its carbon footprint is minimised.

The “Code for Sustainable Homes” is a means of driving continuous improvement, greater innovation and exemplary achievement in sustainable home building. It measures the sustainability of new homes within nine categories and uses a 1-6 star rating system to communicate the overall sustainability performance of a new home. The code sets minimum standards for nine categories including energy and water use at each level. Following consultation the government made a code rating mandatory for all developments where a local authority received a building notice, initial notice or full plans application from 1<sup>st</sup> May 2008.



The Building Regulations are being progressively tightened to require major reductions in carbon emissions from new homes to get to zero carbon by 2016.

Buildings can be assessed under BREEAM (Building Research Establishment Environmental Assessment Method) and a number of organisations have minimum standards. For example The Homes and Communities agency requires all new developments on their land to be rated Good or Excellent under BREEAM.

“Buildings for Life” is the national standard for well designed homes and neighbourhoods. Through the use of 20 criteria it promotes design excellence and celebrates best practice in the house building industry. The process of training a number of planning staff to carry out assessments has commenced. Progress on this will need to be reported in the council’s “Annual Monitoring Report” on the LDF

The Council (along with other Kent Councils has adopted “Kent Design” as a supplementary planning document for use in determining planning applications. This comprehensive guide incorporates all the main principles of sustainable development and has a key role, alongside the policies in the Local Plan and Local development Framework, in ensuring that new development is sustainable and makes the least possible impact on the environment. The guide encompasses many elements relating to impact on climate change including the use of SUDS (sustainable drainage systems), passive solar heating, use of landscaping and measures aimed at reducing the use of the private car.

An increase in the use of sustainable building principles can be influenced through the delivery of new affordable housing schemes. Housing associations are at the leading edge of design and quality standards, as detailed in the Homes and Communities agency Design and Quality Strategy. In order to access funding through the National Affordable Housing Programme, Housing associations are currently required to achieve Level three of The Code for Sustainable Homes in all grant funded schemes.

These higher standards will result in reduced fuel bills and reductions in carbon emissions. There is a greater up front cost for these new homes, which is expected to be reduced over time as new technology is developed.

It is expected that Housing Associations will be required to achieve level four of the Code for Sustainable Homes by 2011.

Air quality is a major factor in assessing climate change issues and tackling some of the causes.

Thanet District Council has been monitoring air pollutants since 1993. In 1997 the Kent Air Quality Partnership – a county wide initiative to pool information, knowledge and data to aid long term planning for the county and to enable pollution trends to be monitored.

The Council has a legal obligation to undertake periodic reviews and assessments of air quality within its area. The quality of the air is judged against national air quality objectives for specified pollutants. Where necessary, Action Plans must be implemented with the aim of improving air quality.

An Air Quality Management Area has been designated along the A28 at The Square, Birchington. A detailed assessment has shown that there is a risk of exceeding air quality objectives for Nitrogen Dioxide (NO<sub>2</sub>) and Fine Particles (PM<sub>10</sub>) in this area. The main source of both of these is from road transport. Up to date information and measurement for Thanet and Kent can be viewed at [www.KentAir.org.uk](http://www.KentAir.org.uk)

<b>Action</b>	<b>Timescale</b>	<b>Owner</b>
Ensure compliance with the requirements to achieve the current statutory level for new homes within the Code for Sustainable Homes.	April 2009 & Ongoing	Geoff Musk
Promote the use of sustainable building principles in all new developments; and insist on the use of sustainable building principles in all new Council developments.	April 2009 & Ongoing	Simon Thomas/Amber Christou/Colin Fitt/Doug Brown
All new build affordable housing to attain level three of the Code for Sustainable Homes.	April 2009 & Ongoing	Amber Christou
20% of new build affordable housing to attain Level four of the Code for Sustainable Homes.	April 2009 & Ongoing	Amber Christou
Adhere to the principles set out in PPS1 in determining planning applications.	April 2009 & Ongoing	Simon Thomas/Doug Brown
Apply the principles set out in PPS1 in decision making on Local Development Framework policy preparation.	April 2009 & Ongoing	Colin Fitt
Have regard to the advice and guidance in "Kent Design" in all decision making on planning applications.	April 2009 & Ongoing	Simon Thomas/Doug \Brown
Work with the Kent & Medway Air Quality Partnership to secure a co-ordinated approach to the monitoring and improvement of air quality in Kent.	April 2009 & Ongoing	Penny Button
Continue to monitor air pollution across the Island.	April 2009 & Ongoing	Penny Button

#### **Key Theme 4 - Energy and Water**

Using energy more carefully, or from alternative sources will reduce CO<sub>2</sub> equivalent emissions as well as reduce costs and as a result this theme is key to the climate change strategy.

This theme is as important to Council tenants, as much as it is to the delivery of core services. Recognising the benefits to people's health and quality of life, the Council will strive to make heating more affordable for more Council tenants and to provide warmer, more comfortable homes.

The Home Energy Conservation Act 1996 seeks a 30% improvement in energy efficiency in residential accommodation over a 10 – 15 period; to date Thanet District Council has achieved an improvement 24.7%.

Energy and water procurement is managed and contracted centrally with all energy purchased through our membership of Local Authorities South East Region Energy Buying Group (LASER), which ensures not only economies of scale, but the critical mass necessary to optimise competition from renewable sources within the market. For 2007-2008 in excess of 55% of the Council's Electricity consumption was sourced from renewable sources.

The Council has set up a working group 'The Energy Matters' Project Team which is responsible for delivering a 10% reduction in the Council's energy usage by 2010. Already significant savings in energy usage have been achieved through the replacement of the heating system within the main Cecil Street offices 2005 and cessation of kettle use with installation of centrally located hot water boilers. Further improvements will be achieved as part of an ongoing accommodation strategy. As part of this strategy the Council's office portfolio will be significantly rationalised to locate 70% of staff to the main office at Cecil Street and the opportunity to make further improvements to the efficient operation of the building include future installation of double glazing, improved roofing insulation, lux sensor low energy lighting installed throughout, introduction of waterless urinals and replacement of electrical equipment with 'A' rated energy saving devices i.e. hand driers, refrigerators etc. Energy conservation awareness is seen as critical and staff engagement is managed, co-ordinated and communicated by "green champion" volunteers within the membership of the Energy Matters project, bringing ideas and proposing initiatives i.e. IT server rationalisation, monitoring of out of hours PC usage in order to identify quick win areas where greater energy efficiencies can be achieved.

To provide communities with water a large amount of energy is used moving the water around the networks of pipe, from the source to the end user, as well as in process used to filter and purify the resulting waste. Water efficiency therefore contributes to the Climate Change strategy and the Council will consider the steps it can take to reduce water usage in its own operations, as well as promote an awareness of water conservation in the public and business communities. The Council's water consumption is managed and monitored centrally and with the ability to map trends any peaks in usage are identified early, ensuring leakage is investigated and dealt with promptly. Installation of water saving fittings in the Council's main offices will also contribute to the delivery of this action.

<b>Action</b>	<b>Timetable</b>	<b>Owner</b>
Research the impact of putting Hippos in all toilets [IA 3.14]	TBC – Green Champion Group	Robin Haves
Consider the benefit/cost of providing Hippos to all staff and housing tenants [IA 3.15]	April 2009	Craig George
Monitor energy usage by recording monthly meter readings. Use to learn more about energy usage (e.g. map against outdoor temperature); use to set targets. [EMI 3]	TBC – Green Champion Group	Robin Haves/Linda Taylor
Upgrade building energy management system software & hardware at Cecil Street that is used to monitor and control heating and air handling units [SSO3]	April 2009	William Neech/Robin Haves
Install a metering and electricity purchase management system at Ramsgate Inner Marina [SSO5]	Dec 2010	Dominic Evans
Identify what items of plant are left running overnight (data indicates night time use accounts for 21% of day time energy consumption) [GO 2]	Dec 2009	Green Champion Group /Robin

Action	Timetable	Owner
		Haves/William Neech
Optimise number of lights able to be individually controlled as part of accommodation strategy; and replace lights with energy saving/reduced wattage models where possible [GO3 & SSO1 & IA 3.17]	By Dec 2011	Donna Reed
Use 'Facilities Team Aware' stickers to apply to reported problems, (e.g. leaking taps).	Ongoing.	Robin Haves & Green Champion Group
Fit motion sensors where possible and where advantageous. [GO4 & SSO2 & IA 3.18];	By Dec 2011	Donna Reed
Insert a voltage power optimizer at Ramsgate Inner Marina [SSO4]	March 2010	Robin Haves/Dominic Evans
Monitor PC/monitors overnight running and regularly report on [GO 1 & IA 3.19]	Ongoing.	William Neech/Will Causton & Green Champions Group
Review the number of users using 2 screens [IA 3.20]	Sept 2009	Directors
Pilot different ways to deter staff from changing thermostat settings (e.g. 'Do not touch' sign over the dial, with contact number of who to call if there is a problem). [EMI 2 & IA 3.21]	March 2010	Robin Haves / Hayley Eversfield & Green Champions Group
Consider benefit of core hours in office buildings To reduce heating and lighting requirements [GO 2 & IA 3.22]	March 2010	Karen Paton/Robin Haves
Consider options for meeting schedule to reduce the number of evening meetings. (Impacted on by proposals to move to old town) [GO 2 & IA 3.23]	June 2009	Miles Smith
Undertake feasibility study for improving security at Leopold St car park to enable lighting in the upper floors to be turned off at night. [SSO 6]	March 2010	Robin Chantrill Smith
Improve the energy efficiency of heating systems/boilers as part of the upgrade program in council owned homes	Dec 2030	Madeline Homer
Increase the SAP rating of Council owned homes to 90	April 2016	Madeline Homer
Increase energy efficiency in private sector homes through providing advice and loans to landlords, vulnerable tenants and owner occupiers.	March 2011	Tanya Wenham

Action	Timetable	Owner
Run a promotional campaign to promote more efficient use of energy amongst our tenants – i.e. in ‘Your Say’ tenants newsletters – estate road shows	March 2010	Madeline Homer
Review options for using wind turbines to supplement /provide the Council’s energy [3.24]	Ongoing.	Karen Paton/Robin Haves/Linda Taylor & Green Champion Group
Review grant funding for energy reduction projects through the Energy Savings Trust.	Sept 2009	Karen Paton/Tanya Wenham
Produce an Annual Statement of Energy Use in Cecil St (Gas/Elec) and Inner Marina offices (Elec) in order to set targets for the future.	Ongoing.	Dominic Evans/Robin Haves/Linda Taylor & Green Champion Group

### Key Theme 5 – Waste

Waste is a growing problem which has a direct impact on the production of greenhouse gases. This, and the fact that landfill sites are fast filling up means that the Council needs to act now to find new ways to deal with the waste generated within the district.

Historically, the UK has relied on landfill sites for waste disposal. However, European Directive on the Landfill of Waste (Landfill Directive) has introduced important restrictions on how the UK can dispose of its waste in the future.

Biodegradable waste (e.g. food waste, garden waste, paper and card) causes particular problems in landfill. When this material is sent to landfill it is unable to decompose properly because it is buried under other rubbish and doesn’t have access to air. Instead, methane, a powerful greenhouse gas is produced.

The Landfill Directive has set targets for the progressive reduction of biodegradable waste being sent for disposal in landfill compared with the tonnage in 1995. The targets are

- By 2010 the biodegradable waste land filled must be reduced to 75% of that of that produced in 1995.
- By 2013 the biodegradable waste land filled must be reduced to 50% of that produced in 1995.
- By 2020 the biodegradable waste land filled must be reduced to 35% of that produced in 1995.

The UK has adopted a Landfill Allowances Trading Scheme to help achieve these targets.

As well as introducing the wheeled bin recycling scheme to over 40,000 householders in the past three years, Thanet District Council actively promotes home composting as a more environmentally friendly way of dealing with food and garden waste. In addition, all garden waste collected through its collection service is taken to a centralised facility where it is shredded and composted before reuse.

- Domestic waste in Thanet fell from 673kg per household in 2006/7 to 550kg in 2007/8. It is forecast to drop to 536kg for 2008/9 with a Local Area Agreement target of 511kg by 2010/11. The current figure is already better than the countywide average LAA target of 704kg, which is in itself better than the national average.
- Recycling in Thanet has increased from 4% in 2004 to over 30% in 2008, with a target of 40% by 2011.
- Almost all of Thanet's residual waste will be going to Allington for incineration from 2009 onwards, which will already more than achieve to 2020 national target for diversion from landfill.

Action	Timetable	Owner
Continue to meet recycling, composting and landfill waste management targets.	Ongoing.	Mark Seed
Improving recycling facilities/opportunities for those living in council owned flats.	March 2016	Madeline Homer
Ensure that planning permissions for flatted developments have adequate provision for the storage of recycling waste.	April 2010	Simon Thomas/Doug Brown
Work within the Kent Waste Partnership to meet or improve on the waste minimisation and recycling targets set out in the Joint Municipal Waste Management Strategy and Action Plan for Kent and the Local Area Agreement (KA2).	March 2011	Mark Seed

## Key Theme 6 – Transport

Emissions from vehicles create large volumes of CO<sub>2</sub> equivalent gasses. Given that there is a host of new technologies available to both reduce the level and toxicity of exhaust waste as well as providing alternatives to travel, such as new telecommunications methods, there is much that the Council can do to make a positive contribution in this theme.

To date, the Council has already made some progress in this area through its waste fleet, the majority of which use bio-fuel as part of their operation. And with a recently approved home working policy and draft mobile working policy it is actively promoting more efficient ways of working which will make a difference.

Currently the Council is drafting a staff travel plan, which will cover car fuel reimbursement rates, approaches to car sharing, and other transport related matters, which will be drawn up with consideration of the environmental impact of staff travel.

The Council will continue to work with its partners and influence the provision of road infrastructure and public transport, and will be actively promoting cycling and walking as the best way to enjoy Thanet.

Action	Timetable	Owner
Managers continue to ensure the level of travel being claimed for is kept to a minimum and encourage measures to reduce it/confirm that all travel is necessary and by most efficient route. [IA 3.30]	April 2009	Managers
Consider benefit /cost of providing a pool car/s. Investigate electric cars. [IA 3.31]	TBC by Green Champion Group	Karen Paton
Draft and agree a formal policy to record travel made to and from work by car, bus, and train, walking and cycling. [IA 3.26]	March 2010	Sophie Chadwick/Sarah Carroll
<p>Review staff home to work travelling emissions and introduce measures to reduce by –</p> <ul style="list-style-type: none"> <li>- maximise home working</li> <li>- promote car sharing for commuting journeys and attendance at business meetings</li> <li>- promote use of public transport /cycling/walking</li> <li>- promote use of more fuel efficient vehicles</li> <li>- use technology to avoid unnecessary journeys</li> </ul> <p>To include reviewing issuing car parking permits, fuel allowances, and incentivising / facilitating car sharing. [IA 3.25, IA 3.26, IA 3.27, IA 3.28 &amp; IA 3.29]</p>	March 2010	Sarah Carroll / Sophie Chadwick
Review the benefits/cost of implementing tele-conference facilities.	March 2010	William Neech
Contact Energy Saving Trust for advice on developing criteria for reducing emissions/make savings from the Council's vehicle fleet.	April 2009	Justine Swain
Use the vehicle selection criteria for the replacement (by lease or purchase) of Council waste vehicles to balance whole life carbon impacts with value for money and functionality.	March 2012	Graham Gosden/ Peter Thomas

## Key Theme 7 – Procurement

In addition to looking at the impact that the activities that it undertakes directly has on the environment, the Council should also consider the impact of its purchasing actions. Goods and services may all have an impact on the Council's carbon footprint and so the Council will look to purchase these in a more sustainable way through reviewing its service delivery options and the specification of contracts to favour businesses that operate green and sustainable policies.

The Council has established a Strategic Procurement Group who are reviewing the procurement arrangements of the council to deliver against this action plan which will ensure our current tendering/contracting processes are enhanced through the formalisation of a Sustainable Procurement Policy. In addition to this, as a member of Kent Buying Consortium who see sustainability as a priority, the Council is supporting the South East Improvement and Efficiency Partnership (SEIEP) project initiative which aims to assist all 74 local authorities within the region to achieve Level 1 standard identified within the government publication 'UK Government Sustainable Procurement Action Plan' March 2007. The Council is committed to implementing all of the recommendations contained within Level 1, including

- Raise awareness within the authority
- Sign-up to a Sustainable Procurement Policy
- Identify a Sustainable Procurement Champion
- Insert a standard sustainability clause into all future contracts
- Embed sustainability environmental questionnaire at ITT stage
- Lead on reviewing environmentally friendly alternatives for a selected product range

Action	Timetable	Owner
Commit to adopting sustainable procurement as the Council's main procurement strategy; to include all future specifications to include consideration of energy efficiency. [EMI 4 & IA 3.11]	2009/10	Karen Paton

## Key Theme 8 – Education and Promotion

In order to make a real difference the commitment outlined within the Climate Change Strategy can't simply rest with a handful of individuals, or working groups within the Council. Information about the problem, what is needed and what is planned needs to be communicated to all of the Council and its staff, as well the wider community, visitors and partners alike.

This document is a starting point, setting out the Council's aims in reducing CO<sub>2</sub> emissions and how it hopes to make a difference.

Education and promotion within the Council on these issues is covered by Energy Matters and there are a number of other mechanisms that can be used to communicate 'green' messages, for example: TOM, plasma screens, screen savers, staff development sessions.



Outside the Council there are a number of groups, for example: Sustainability Actions; Thanet Coast Project; Thanet Rotters, and others. These provide an existing framework which can be used to communicate messages externally, and also as a source of expertise upon which to draw.

An Education Officer for Waste and Recycling works with all sections of the community to promote waste reduction, recycling and home composting. Activities include recycling workshops with schools, presentations to community groups, attendance with a road show at events such as the Big Event in Margate, promotion of the Love Food Hate Waste campaign and home composting. The importance of waste reduction and recycling in terms of global climate change are emphasised. In particular promotion of the Love Food Hate Waste campaign and home composting are linked to the need to reduce the amount of biodegradable material sent to landfill.

We plan on incorporating climate issues into the Community Strategy, which addresses needs, issues and priorities affecting Thanet's communities, which could extend to issues that will have an impact on the environment, or be impacted on by it.

A clear communication strategy of what the Council is doing in this area is essential, to explain the thinking behind some of its decisions, as well as to encourage more positive action within the district by others.

Action	Timetable	Owner
Develop a programme of staff awareness initiatives; to include training of staff/management on energy management. [EMI 2 & IA 3.10]	Ongoing.	Justine Swain/Karen Paton/Hayley Eversfield & Green Champion Group
Develop a programme of public awareness initiatives Especially via website. [IA 3.16]	Sept 2009	Sophie Chadwick
Publicise invest to save reserve and invite suggestions from staff. [EMI 2 & IA3.7]	April 2009	Sophie Chadwick
Publicise/promote "Buy Local" externally. Raise staff awareness and explore the feasibility of a link to the staff discount scheme.	Ongoing.	Sophie Chadwick
Publicise the new strategy and the signing of the Nottingham Declaration. [IA 3.16]	April 2009	Sophie Chadwick
Explore the possibility of Energy Saving Trust funding for promotions.	Ongoing.	Sophie Chadwick
Seek volunteers to be Green Guardians. [EMI 2]	April 2009	Justine Swain/Karen Paton/Hayley Eversfield

Add CO <sub>2</sub> calculator to corporate website. [IA 3.12]	April 2209	Sophie Chadwick
Commit to report annually on the progress made on reducing emissions.	Annually	Sophie Chadwick
Use screensaver messages to make point about turning pc/printers off when not in use. [EMI 2 & GO1 & IA 3.19]	April 2009	Sophie Chadwick
Promote the Energy Savings Trust's free/funded initiatives.	Ongoing.	Sophie Chadwick/Green Champions Group.

### Key Theme 9 – Management of Natural Habitats

Plans for the district's natural habitats can both assist with reducing the impact of climate change and help to reduce the level of CO<sub>2</sub> equivalent emissions which contribute to climate change.

By having a well thought out strategy for irrigation and water resource management, tree numbers and the density of other flora (both in terms of their role as a sponge for dangerous emissions, as well as in respect of their requirement for water). Not least a green and bountiful local environment provides a quality of life, which encourages the communities to have a greater respect for the planet's resources and makes the target of increasing levels of walking and cycling a lot more achievable.

The Council will endeavour to adapt its maintenance of public open spaces to create more areas suitable for habitats. Woodland is seen as a key element in reducing carbon levels. In particular the lack of woodland in Thanet will be supported by the provision of new woodland wherever possible and encouraging the participation of local residents. The Council will also seek in the next five years to provide one area under its control for designation as a wildlife site with the agreement of Kent Wildlife Trust.

The Council will continue to support tree planting wherever possible in private land where sufficient space exists for mature trees and also support the Kent Wildlife Trust in local initiatives such as the Wildlife Gardening Scheme which encourages individual households to adapt their private gardens to more wildlife species by reducing chemicals, encouraging refuge points and breeding opportunities for a variety of insects and mammals.

The Council will continue to monitor the local coastline and support the work of Natural England and Kent Wildlife Trust with the Thanet Coast Project. This work will continue to support careful balances between the commercial and recreational use of the coast with the need to preserve this internationally important marine habitat. This project will continue to work on educating local residents and visitors in the natural habitat and targeting young people to realize and safeguard this resource, for which they will be guardians of for future generations. Wherever possible the enhancement of the natural coastline will be encouraged by provisions such as the Thanet Coastal Path which provides better access but which will be linked with interpretation panels to provide better understanding of the wildlife and their habitat.

<b>Action</b>	<b>Timetable</b>	<b>Owner</b>
Plan to 'sink' more greenhouse gasses through planning for an increase in sustainable woodland in the district and the planting of trees in the urban environment.	During 2010	Paul Verrall
Increase the available woodland area for Thanet residents.	During 2010	John Hammond
Support the Dane Valley community woodland.	April 2009 – March 2012	Paul Verrall
Adapt maintenance grass cutting to create more varied habitats.	Trial during 2009	A Barnes
Continue the work of Thanet Coast Project to support the local marine environment.	Ongoing	Tony Child
Support for the Kent Wildlife Trust – Gardening for Wildlife Award Scheme.	Dec 2009	Sophie Chadwick
Creation of a local wildlife site.	Dec 2010	Paul Verrall

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# The Nottingham Declaration on Climate Change

## Thanet District Council acknowledge that

- Evidence shows that climate change is occurring.
- Climate change will continue to have far reaching effects on the UK's people and places, economy, society and environment.

## Thanet District Council welcome the

- Social, economic and environmental benefits which come from combating climate change.
- Emissions targets agreed by central government and the programme for delivering change, as set out in the UK Climate Change Programme.
- Opportunity for local government to lead the response at a local level, encouraging and helping local residents, local businesses and other organisations - to reduce their energy costs, to reduce congestion, to adapt to the impacts of climate change, to improve the local environment and to deal with fuel poverty in our communities.
- Endorsement of this declaration by central government.

## Thanet District Council commit our Council from 9 April 2009 to

- Work with central government to contribute, at a local level, to the delivery of the UK Climate Change Programme, the Kyoto Protocol and the target for carbon dioxide reduction by 2010.
- Participate in local and regional networks for support.
- Within the next two years develop plans with our partners and local communities to progressively address the causes and the impacts of climate change, according to our local priorities, securing maximum benefit for our communities.
- Publicly declare, within appropriate plans and strategies, the commitment to achieve a significant reduction of greenhouse gas emissions from our own authority's operations, especially energy sourcing and use, travel and transport, waste production and disposal and the purchasing of goods and services.
- Assess the risk associated with climate change and the implications for our services and our communities of climate change impacts and adapt accordingly.
- Encourage all sectors in our local community to take the opportunity to adapt to the impacts of climate change, to reduce their own greenhouse gas emissions and to make public their commitment to action.
- Monitor the progress of our plans against the actions needed and publish the result

## Thanet District Council

acknowledges the increasing impact that climate change will have on our community during the 21st century and commits to tackling the causes and effects of a changing climate on our city/county/borough/district.

			
<p>Mr Sandy Ezekiel Leader of the Council</p>	<p>Mr Richard Samuel Chief Executive</p>	<p>Minister for the Environment DEFRA</p>	<p>Parliamentary Under Secretary of State Communities and Local Government</p>

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## WAIVERS FROM CONTRACT STANDING ORDERS

To: **Cabinet – 9 April 2009**

Main Portfolio Area: **Corporate**

By: **Democratic Services and Scrutiny Manager**

Wards: **All**

Classification: **Unrestricted**

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Summary To provide Members with the schedule of approved waivers from Contract Standing Orders in accordance with Contract Procedure Rule 2.2.

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### For Information

#### **1.0 Introduction and Background Information**

1.1 Contract Procedure Rule (CPR) 2.2 states that in every case where a decision maker or Director authorises that a waiver from CPRs be approved the waiver shall be reported in writing, to Cabinet specifying the circumstances justifying the waiver.

1.2 This report provides Members with the full details about the contract, which CPRs have been suspended, why it was necessary and the effect on the contract letting process of so doing.

#### **2.0 Current Situation**

2.1 Applications to Waiver Contract Procedure Rules that have been considered and approved by Directors is appended (Annex 1). Signatures have been removed for privacy.

2.2 It is important that Members give prior notification of any queries in relation to the applications so that officers can ensure that a full reply will be available at the meeting.

#### **3.0 Corporate Implications**

##### **3.1 Financial**

3.1.1 There are no direct financial implications out of this report.

##### **3.2 Legal**

3.2.1 Compliance with Contract Procedure Rule (CPR) 2.2 of the Constitution for Local Governance of the Thanet District Council must be adhered to.

##### **3.3 Corporate**

3.3.1 Contract Procedure Rule (CPR) 2.2 states that in every case where a decision maker or Director authorises that a waiver from CPRs be approved the waiver

shall be reported in writing, to Cabinet specifying the circumstances justifying the waiver.

**3.4 Equity and Equalities**

3.4.1 None

**4.0 Recommendation**

4.1 That Cabinet note the report.

**5.0 Decision Making Process**

5.1 This report is for information only and in accordance with Contract Procedure Rule (CPR) 2.2.

Contact Officer – Eileen Richford, Senior Democratic Services Officer Reporting to – Glenn Back, Democratic Services and Scrutiny Manager
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Annex 1 – Applications to Waiver Contract Procedure Rules
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Background Papers - Individual Applications to Waiver Contract Procedure Rules are also available from the Democratic Services Office
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# Agenda Item 11 Annex 1

## THANET DISTRICT COUNCIL

### APPLICATION FOR EXEMPTION FROM CONTRACTS PROCEDURE RULES

Contact Officer: Tim Goss	Tel Ext: 7265	Date: 10 February 2009
Portfolio		
Contract: Management of gas servicing works, together with new central heating installations and boiler replacements.		
Contractor (if known) Gas Contract Services Ltd		
Amount of contract: £56,000 (8% based on estimated overall works value of £700,000)		
Budget Code: H4500 1008 N005 ZZZZZ 7002 8723 (Please enter the cost centre code and account code)	Budget value: £350,000 (+£92,000 estab. Charge) £350,000	
Is this applying for exemption retrospectively?  (If yes, please attach authorisation from the S151 Officer)	NO	

**Please outline the CPR's you wish to suspend. (Please quote the CPR number)**

#### 3.0 QUOTATIONS

3.1 Where the value of goods and services are not expected to exceed £75,000, officers are not required to undertake a full tendering exercise but shall instead invite quotations.

**Please describe why you want to suspend the above CPR's.**

This request is to engage Gas Contract Services to provide professional services in the preparation, seeking and assessment of tenders for the gas servicing contract together with heating installations, renewals and breakdowns, and to manage the contract for the year 2010/11.

Following on from the work being carried out on the responsive repairs contract those who are responsible for maintenance, at an operational level, in Canterbury, Thanet, Shepway, Dover and Ashford (the joint maintenance working group) have met together to discuss the possibility of jointly procuring the gas servicing works. This assessment is in line with the undertaking outlined in the joint report to Chief Executives in March 2008.

The responsive repair contract is a high value contract with high stakes for each authority that means the diverse nature of the contracts causes greater difficulties in bringing the various practices together. However, the gas servicing contracts for each authority are simpler to jointly procure.

Currently the contracts for all five authorities end on 31 March 2010. All five authorities are committed to providing the best and most cost effective service they can and believe that working together on the procurement of this contract is both timely and advantageous.

The group has set out a few fundamental principles that need to be aimed for, they are:

- Value for money must be demonstrated to comply with the Standing Orders applicable in each local authority.
- All members of the joint gas servicing working group must be committed to changing their practices where the group as a whole benefits, without this being detrimental to an individual local authority.
- Flexibility must be incorporated to accommodate differences in operation between the partners that cannot be changed.
- Knowledge and expertise should be shared openly with all partners in order to reach a mutually beneficial position to all partners.

Three of the five authorities employ Gas Contract Services (GCS) directly to manage the gas servicing works, Shepway, Ashford and Dover District Council. Canterbury City Council employ GCS indirectly, through the main contractor for their responsive repair contract. Thanet District Council use Mears to do all our servicing and quality control that the other four authorities use GCS for. Each authority uses GCS differently, with different access procedures and performance data collection methodologies. There is therefore scope for a joined up approach across all the five authorities that would simplify the managing agent function, provide comparable performance data and lead to greater efficiencies in the managing agent functions.

GCS have tabled a proposal to prepare the OJEU notice, specifications and tender documents which will be set out in a way that contractors can submit a tender for a single authority, or all five authorities, and to include gas servicing and/or new heating installations. This will give a wide range of options for each authority to select a contractor which suits their own individual requirements, yet realising the possibility of efficiencies should the same contractor be selected by any or all of the other authorities. Each authority will enter into an individual contract with their own selected contractor.

**What impact will these exemptions have on the contracting process and what evidence do you have to demonstrate value for money ?**

The joint gas servicing working group have identified the potential benefits of joint working as both cashable and non-cashable. Cashable benefits include resourcing the tendering process, the ability to buy in expert advice that is consistent for all parties (this is especially relevant as four of the five authorities use Gas Contract Services to provide this advice separately to each of them) and potential savings through better administration of the contracts (back office functions).

Qualitative benefits include better benchmarking through the ability to measure this key area in exactly the same way over all five authorities; partnering (setting a framework for joint working) that will assist in inspection reports; sharing of good practice to improve performance; shared knowledge and expertise.

GCS have confirmed that there will not be any extra cost in writing a joint contract for the five local authorities as they have already allowed for these costs in their current contracts with Shepway, Ashford and Dover District Council.

If they were requested to undertake the tendering process through OJEC then they would make no charge for this service providing they were employed to administer the contract for the first year.

GCS have estimated the cost for the management fee for the year 2010/11 as being £28,000 for managing the servicing element. Currently TDC pay Mears a sum of £92,000 for the management of the servicing only, so there will be an immediate saving of £64,000. This figure is subject to variation as the actual cost of the servicing may increase or decrease.

The estimate for GCS to manage the new installation and boiler replacement programme is £28,000. This figure could be offset by the reduction in officer time should we decide to include this element.

Following the first year, it will be for TDC to decide whether to extend the services GCS offer, or to seek competitive tenders. Consultation will be required with the other four authorities at this time.

## **APPROVAL**

The information provided on this form is correct. The proposed expenditure is within the Budget and Policy Framework and I have read the Council's Contract Procedure Rules and have complied with all the requirements of the Rules, with the exception of those for which an exemption has been applied for.

Signature of officer completing form:	Date:
Signature of the Head of Service:	Date:

I have read the above form, have no objections to exemptions sought and am satisfied that value for money can be demonstrated.

Signature of Portfolio Holder :	Date:
Signature of the Cabinet Leader:	Date:

<b>To be completed by Democratic Services</b>	
Date reported to Cabinet 9 April 2009	

**THANET DISTRICT COUNCIL**

**APPLICATION FOR EXEMPTION FROM CONTRACTS PROCEDURE RULES**

Contact Officer: Sarah Martin Sarah Medus	Tel Ext: 7617 Tel Ext: 7682	Date: 11 <sup>th</sup> March 2009
Portfolio Finance		
<p><b>Contract:</b> To use PwC to assist with the completion of an additional 'Fleming' appeal, which will allow us to reclaim past VAT paid going right back to the introduction of VAT for trade waste and leisure. Also, to use our VAT Advisors to protect our position in respect of compound interest only.</p> <p>We have not got the in-house expertise to prepare and evidence this claim. PwC have identified areas to challenge HMRC and seek a refund in these areas. Some of these areas are the intellectual property of PwC so we would not know on what basis they are able to make a claim. Unless we enter into a contract with them, we would not have this knowledge to make an appeal ourselves. PwC have offered to do this work for us on a no win, no fee basis. They have offered a percentage fee of 20% of any monies recovered as to reclaim VAT leisure which is unique to PwC and 5% of any refund of VAT on leisure services. They also offer a percentage fee of 20% to any compound interest we receive, as PwC are able to protect our position for receiving this back and may incur legal costs in doing so. PwC offer different ideas to recover VAT and therefore we are likely to be able to recover more VAT using both PwC and Authoritas, who are already progressing with a further claim for other areas such as car parking, catering and cultural services.</p>		
Contractor (if known) PricewaterhouseCoopers		
Amount of contract: (estimated or actual) Impossible to estimate what the likely VAT recoverable will be. The fee is most unlikely to exceed £75k		
Budget Code: 19070 3455  (Please enter the cost centre code and account code)	Budget value: we will only pay on a no win no fee basis, so there will be income to offset the cost	
Is this applying for exemption retrospectively?  (If yes, please attach authorisation from the S151 Officer)	NO	

**Please outline the CPR's you wish to suspend. (Please quote the CPR number)**

I wish to suspend CPR3

**Please describe why you want to suspend the above CPR's.**

We already have a contract with Authoritas to provide us with VAT advice and are making a claim in relation to other areas of VAT. The work required re this appeal is not covered by our contract with Authoritas. PwC are offering fee terms of 5% and 20% of any VAT refund received. The areas at which is 20% is charged are PwC's unique areas on intellectual property. We can't know what this is unless we have a contract with them. The deadline for submitting the appeal is 31 March 2009, we are anxious to enter into an agreement with them and get the work started as soon as possible.

**What impact will these exemptions have on the contracting process and what evidence do you have to demonstrate value for money?**

We will not be seeking other quotes.

PwC are looking at a completely different area for reclaiming VAT. Trade waste and leisure are unique to PwC and reflect their intellectual property. The areas are not settled with HMRC yet, however if we do not protect the council's position then there will be no opportunity to make a claim. PwC have been engaged to protect client's position in respect of compound interest only as well and their fee of 20% and 5% of monies refunded reflects the hard costs they incur in respect of legal fees and the technical uncertainty.

As these areas have not been settled by HMRC yet, PwC offer new ideas and arguments as to why this VAT is due to be refunded to us. There is no guarantee that HMRC will agree with their arguments, but we must make a claim now in order to ensure that if they do agree it after the 31<sup>st</sup> March 2009, we do not lose out on a potential refund.

This is a no win, no fee basis so we do not stand to lose anything.

**APPROVAL**

The information provided on this form is correct. The proposed expenditure is within the Budget and Policy Framework and I have read the Council's Contract Procedure Rules and have complied with all the requirements of the Rules, with the exception of those for which an exemption has been applied for.

Signature of officer completing form: Sarah Medus	Date: 11 <sup>th</sup> March 2009
Signature of the Head of Service:	Date:

I have read the above form, have no objections to exemptions sought and am satisfied that value for money can be demonstrated.

Signature of Portfolio Holder :	Date:
Signature of the Cabinet Leader:	Date:

<b>To be completed by Democratic Services only</b>	
Date reported to Cabinet 9 April 2009	

THANET DISTRICT COUNCIL

APPLICATION FOR EXEMPTION FROM CONTRACTS PROCEDURE RULES

Contact Officer: Dominic Evans	Tel Ext: 2105	Date: 17 March 2009
Portfolio Maritime		
Contract: Dredging in the Turning Circle of the Port of Ramsgate. (Title and brief description)		
Contractor (if known) UK Dredging		
Amount of contract: (estimated or actual) £60,000		
Budget Code: 13544 1005  (Please enter the cost centre code and account code)	Budget value: £60,000	
Is this applying for exemption retrospectively?  (If yes, please attach authorisation from the S151 Officer)	NO	

**Please outline the CPR's you wish to suspend. (Please quote the CPR number)**

3.1

**Please describe why you want to suspend the above CPR's.**

Additional maintenance dredging of the turning circle is required to maintain port operations.

Three quotations have been obtained from specialist contractors who had the required plant availability (vessel Cherry Sands)

**What impact will these exemptions have on the contracting process and what evidence do you have to demonstrate value for money?**

To ensure best value 3 contractors were contacted to ascertain cost and availability of craft to undertake maintenance dredging to the Turning Circle to maintain port operations.

UK Dredging has the availability of craft and is considered best value for money.

APPROVAL

The information provided on this form is correct. The proposed expenditure is within the Budget and Policy Framework and I have read the Council's Contract Procedure Rules and have complied with all the requirements of the Rules, with the exception of those for which an exemption has been applied for.

Signature of officer completing form:	Date: 17/03/2009
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Signature of the Head of Service:	Date: 17/03/2009
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I have read the above form; have no objections to exemptions sought and am satisfied that value for money can be demonstrated.

Signature of Portfolio Holder :	Date:
Signature of the Cabinet Leader:	Date:

To be completed by Democratic Services only	
Date reported to Cabinet 9 April 2009	

THANET DISTRICT COUNCIL

APPLICATION FOR EXEMPTION FROM CONTRACTS PROCEDURE RULES

Contact Officer: Dominic Evans	Tel Ext: 2105	Date: 17 March 2009
Portfolio Maritime		
Contract: Dredging at the Port of Ramsgate. (Title and brief description)		
Contractor (if known) Wyre Marine Services		
Amount of contract: (estimated or actual) £ 50,000		
Budget Code: 13544 1005 (Please enter the cost centre code and account code)	Budget value: Rechargeable works	
Is this applying for exemption retrospectively? (If yes, please attach authorisation from the S151 Officer)	NO	

**Please outline the CPR's you wish to suspend. (Please quote the CPR number)**

3.1-4.1- 4.2-4.3-4.5

**Please describe why you want to suspend the above CPR's.**

Due to the density and consistency of the dredged material from the area of berth No. 1 there is a need to continue the current campaign to facilitate its use by Thanet Off Shore Windfarm vessels for the construction of the windfarm. Thanet Off Shore has agreed to pay for the dredging costs on completion. Wyre Marine has suitable plant and availability From the contracts procurement officer.

"Yes, I agree that fits category B 63721000-9, Port and waterway operation services and associated services, therefore exempt from OJEU process. However, the value of spend for this work our own CPR's still apply and to date for the year I believe still falls above 75K, therefore you will need to get an exemption for not competing the total value of work "

**What impact will these exemptions have on the contracting process and what evidence do you have to demonstrate value for money?**

To ensure best value 3 contractors were contacted to ascertain cost and availability of craft due to the urgency of the contract, only two of the contractors, due to craft availability were able to provide us with a quote. However, the price given by Wyre Marine Services is considered good value for money.

APPROVAL

The information provided on this form is correct. The proposed expenditure is within the Budget and Policy Framework and I have read the Council's Contract Procedure Rules and



have complied with all the requirements of the Rules, with the exception of those for which an exemption has been applied for.

Signature of officer completing form:	Date: 17/03/2009
Signature of the Head of Service:	Date: 17/03/2009

I have read the above form; have no objections to exemptions sought and am satisfied that value for money can be demonstrated.

Signature of Portfolio Holder :	Date:
Signature of the Cabinet Leader:	Date:

To be completed by Democratic Services only	
Date reported to Cabinet 9 April 2009	

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## THANET DISTRICT COUNCIL DECLARATION OF INTEREST FORM

### Do I have a personal interest?

You have a **personal interest** in any business of your authority where it relates to or is likely to affect:

- a) An interest you must **register**.
- b) An interest that is not on your register, but where the well-being or financial position or you, members of your family (spouse; partner; parents; in laws; step/children; nieces and nephews), or people with whom you have a close association (friends; colleagues; business associates and social contacts that can be friendly and unfriendly) is likely to be affected by the business of your authority more than it would affect the majority of:
  - Inhabitants of the ward or electoral division affected by the decision (in the case of the authorities with electoral divisions or wards.)
  - Inhabitants of the authority's area (in all other cases)

These two categories of personal interests are explained in this section. If you declare a personal interest you can remain in the meeting, speak and vote on the matter, unless your personal interest is also a prejudicial interest.

### Effect of having a personal interest in a matter

You must declare that you have a personal interest, **and the nature of that interest**, before the matter is discussed or as soon as it becomes apparent to you except in limited circumstances. Even if your interest is on the register of interests, you must declare it in the meetings where matters relating to that interest are discussed, unless an exemption applies.

### When an exemption may be applied

An exemption applies where your interest arises solely from your Membership of, or position of control or management on:

1. Any other body to which you were appointed or nominated by the authority.
2. Any other body exercising functions of a public nature (e.g. another local authority)

### Is my personal interest also a prejudicial interest?

Your personal interest will also be a **prejudicial interest** in a matter if all of the following conditions are met:

- a) The matter does not fall within one of the **exempt categories** of decisions
- b) The matter affects **your financial interests** or relates to a **licensing or regulatory matter**.
- c) A member of public, who knows the relevant facts, would **reasonably think your personal interest is so significant** that it is likely to prejudice your judgement of the public interest.

### What action do I take if I have a prejudicial interest?

- a) If you have a **prejudicial interest** in a matter being discussed at a meeting, you must declare that you have a prejudicial interest as the nature of that interest becomes apparent to you.
- b) You should then leave the room, **unless members of the public are allowed to make representations, give evidence or answer questions about the matter**, by statutory right or otherwise. If that is case, you can also attend the meeting for that purpose.
- c) However, you must immediately leave the room once you have finished or when the meeting decides that you have finished (if that is earlier). You cannot remain in the public gallery to observe the vote on the matter.

d) In addition you must not seek to **improperly influence** a decision in which you have a prejudicial interest.

**This rule is similar to your general obligation not to use your position as a Member improperly to your or someone else's advantage or disadvantage.**

**What if I am unsure?**

If you are in any doubt, Members are strongly advised to seek advice from the Monitoring Officer or the Democratic Services Manager well in advance of the meeting.

**DECLARATION OF PERSONAL AND, PERSONAL AND PREJUDICIAL INTERESTS**

**MEETING** .....

**DATE**..... **AGENDA ITEM** .....

**IS YOUR INTEREST:**

**PERSONAL**

**PERSONAL AND PREJUDICIAL**

**NATURE OF INTEREST:**

.....  
.....  
.....

**NAME (PRINT):** .....

**SIGNATURE:** .....

Please detach and hand this form to the Committee Clerk when you are asked to declare any interests.