

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 much greater than at other UK airports
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 marketing question
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 by development plan policies
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 materials will be used
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 guidance
1.6	CPRE	General MP issues	Because so much information is missing from the draft MP re-consultation must occur before the MP can be finalised
1.7	CPRE	Use of 'our airport'	The use of the term 'our airport' throughout MP is positive, reflects community as combined stakeholders
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 too long. The situation changes too rapidly
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 Assessment (EIA) regulations
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 reduced by 90% and the Airport Policing Bill
1.11	CPRE	Law and regulation	Any change from the site's current Certificate of Lawful Development will require planning permission
1.12	CPRE	Law and regulation	The MP must explain how the airport intends to use the Civil Aviation Act 2005
1.13	CPRE	Policies	P14 and P23 omit relevant policies from the UK Sustainable Development Strategy 2005. Reference to the South East Regional Sustainability Framework should also be included
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 limits
1.16	CPRE	Policies	Reference should be made to PPS7 and PPS22. The MP will also need to take account of the Climate Change Act
1.17	CPRE	Policies	In accordance with PPG13 the airport should be trying to reduce the need to travel, not encouraging it
1.18	CPRE	Policies	The ATWP Progress Report has been heavily criticised and is now out of date due to the Climate Change Act
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 should be given to the South East Plan
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) specifically for the airport
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 the context of policies in the South East Plan
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 policy framework for development at the airport (P19)
1.23	CPRE	Policies	Consider amending reference to 2005-2006 reference in footnote 7, P18
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 background assessments is needed

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. The statement and the plan therefore are misleading
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 also need to be amended
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 the revised draft MP
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 an EIA before issuing a revised draft MP
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) within the draft MP
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 complaint in past
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 Manston
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 facilities on both runways
1.34	CPRE	Safeguarding map for wind farms	Proposed safeguarding map for wind farms needed in MP, to show how airport could affect prospective wind farms and airspace routes
1.35	CPRE	Continuous Descent Approach (CDA)	MP needs to show how KIA will use CDA - an industry-promoted way of reducing fuel use and noise of arriving aircraft
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, including nature of safeguarding future parallel runway
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 changes such as the Climate Change Act
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 mentioned on page 17
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 th 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 noise contours
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 draft MP
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 level of fines
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 be spelt out in the draft MP
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 rd para, 3 rd 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 be useful to correlate part time jobs to equivalent WTE
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 will achieve these challenging targets
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 define floorspace, type of outlet and hence impacts
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 what the northern lands development area might be
1.82	CPRE	Environmental Management System (EMS)	Reference to an EMS (P93, 1 st para) is meaningless without specifying what type of EMS is going to be applied, such as the ISO 14001 standard, needs clear timetable
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 and target	All bullet points need clear targets for actual reductions, the target needs to be 50% by 2010, with say, 5% increase per annum
1.85	CPRE	Plan 9 (P102)	Poor quality map, concerned that the Ramsgate Conservation Area is in direct line of flight
1.86	CPRE	Waste management programme	More detail needed in revised MP of emerging waste management programme and targets
1.87	CPRE	Recycling	The fifth bullet P93, 3 rd 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% by 2010, with say, 5% increase per annum, subsequently.
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, 3rd para), but this is very vague and inadequate
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 th 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 th 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 <u>groundwater protection</u>
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 <u>groundwater will be adequately protected</u>
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 <u>understood to be near capacity</u>
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 <u>surface water will be adequately protected</u>
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 <u>impact on biodiversity</u>
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 <u>carried through to the design stage</u>
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 <u>substantial economic growth in the Thanet and East Kent region</u>
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 <u>noise impact</u>
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 <u>finishes than concrete</u>
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 Infratil 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 hawks should be considered
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 the wider network
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 those of the airport as it develops
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 sites 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 increasing 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.
Comments received during public consultation in KIA terminal building (19 November - 4 December 2008)			
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
Summary taken from meeting minutes of individual consultation meetings (October - December 2008)			
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 10 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 prosperity 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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