

Kent International Airport

November 2009

Schedule of comments and responses to the Kent International Airport draft Master Plan and online questionnaire results

Schedule of COMMENTS & RESPONSES

Kent International Airport Draft Master Plan Consultation - Schedule of Comments and Responses
Statutory/Non-statutory consultees (written response)

Note: the final Master Plan page numbering is different to the draft Master Plan page numbering referred to in the schedule

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
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	The likely impacts of the growth of KIA will be fully addressed within the environmental impact assessment (EIA) which will be produced to support any major planning application at the airport. The information used to derive employment forecasts has been obtained from actual examples of UK airports of various sizes and stages of development. We consider the long term demand forecasts to be realistic	No change
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	Noted. This question will not appear in the final MP	Update made to "our master plan process" section and "how to contribute to our master plan section" removed (pages 11 and 12).
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	Comments noted, however this paragraph is not considered to be misleading, it highlights relevant planning considerations in the vicinity of the airport. Black line delineating phased China Gateway land to be removed from plan 9, page 102	Black line delineating China Gateway land on plan 9 (page 102) removed together with corresponding text from the plan key
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	The final designs and materials are not yet known. While the MP can make a commitment to using high quality design and materials further details cannot be provided at this stage	No change
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	The documents referred to were completed by the previous owners of the airport. All information available to KIA was reviewed in the compilation of the draft Master Plan	No change
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	While it is acknowledged that Manston Airport is not included within appendix A of Guidance on the Preparation of Airport Master Plan", paragraph 13 and 14 of the aforementioned document indicate that airports, which forecast in excess of 20,000 air transport movements per annum by 2030, may also wish to prepare MPs. Given the total forecast air transport movements of over 70,000 per annum by 2033 at KIA, the preparation of a MP is considered to be the most appropriate way to plan for significant growth at the airport	No change
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	The information provided is consistent with the level of detail required of a Master Plan. A revised MP will not be produced as many of the comments made during the draft MP process will be taken into consideration in the production of the final MP	This comprehensive response schedule will be issued to interested consultees. Update made to "Our Master Plan Process" section on page 11 to reflect the next steps of the MP process
1.7	CPRE	Use of 'our airport'	The use of the term 'our airport' throughout MP is positive, reflects community as combined stakeholders	Noted	No change
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	A five year review period has been identified in accordance with The Future of Air Transport White Paper (FATWP)	No change

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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	Agree, these issues will be addressed in an EIA which will support any major planning applications at the airport	Suggested objectives added to "key objectives of our master plan" section on page 11
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 80% and the Airport Policing Bill	Agree, this will be included	Text included on legislation as suggested under "UK airports policy" section on page 14
1.11	CPRE	Law and regulation	Any change from the site's current Certificate of Lawful Development will require planning permission	Noted	No change
1.12	CPRE	Law and regulation	The MP must explain how the airport intends to use the Civil Aviation Act 2005	Noted. Appropriate reference will be made to the Civil Aviation Act 2005	Reference added to "UK airports policy" section on pages 14 and 15
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	Noted. Appropriate reference will be included in final MP	References included where appropriate on pages 14 and 23
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	Noted	Reference made to finalised South East Plan on page 16
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	Noted. Additional information on PPS1 will be provided in the final MP	Text added as suggested to page 23
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	Noted. Reference to PPS7, PPS22 and the Climate Change Act will be included in the final MP	Renewable energy section and sustainable development in rural areas section added to page 24
1.17	CPRE	Policies	In accordance with PPG13 the airport should be trying to reduce the need to travel, not encouraging it	Reducing the use of our airport is at odds with our growth strategy and will not be included within the final MP. Encouraging the use of Regional airports and point to point services reduces travel to and from airports, increasing the efficiency of travel.	No change
1.18	CPRE	Policies	The ATWP Progress Report has been heavily criticised and is now out of date due to the Climate Change Act	Noted. Further information will be provided on the Climate Change Act	Text added to page 14
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	Noted. The final MP will acknowledge the status of the Structure Plan and the role of the South East Plan (ie likely timescales for adoption)	Last paragraph of page 16 rewritten
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	Noted. The progress of the LDF will be acknowledged within the final MP	Update made to "local planning policy" section (page 17)
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	Noted	No change
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)	A range of businesses are attracted to basing in an airport environment to take advantage of the added security and access to infrastructure. A greater flexibility of land uses will enable the airport to attract a greater range of aviation, aviation support and non-aviation related development, which will support the future growth of the airport and the Thanet economy	No change

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1.23	CPRE	Policies	Consider amending reference to 2005-2006 reference in footnote 7, P18	Noted. Amend text so it is clear that this target has passed and is used for reference purposes only	Footnote page 18 amended
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	Noted	Paragraph 5 of page 19 amended to read "we recognise"
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	While the policies are not specific to the development of the airport, they are worthy of reference because of their proximity to the site. It is not considered that their inclusion in the draft MP is misleading	No change
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	It is not appropriate for the MP to make reference to the impact of aircraft emissions on climate change. It is not possible to accurately assess the impact of aircraft emissions on climate change through the EIA process. An assessment of local air quality impacts will be provided as part of the EIA that supports the planning applications	No change
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	The plans on pages 66 and 67 show the taxiway safeguarding area. These areas will be kept free of obstacles to allow for the compliant operation of the future taxiway	Text added to page 36 to refer to the 2018 and 2033 airport development plans on pages 66 and 67
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	A full EIA will be prepared for the planning applications. There is no requirement to prepare an EIA before this time	No change
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	Health issues will be addressed in the EIA that will support the planning applications	No change
1.30	CPRE	EIA	Reference should be made to Directive 2001/42/EC (Strategic Environmental Assessment) within the draft MP	SEA will be prepared by the appropriate body if needed	No change
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	The airport is equipped with a range of facilities. Upgrades have been made to a number of these including airfield radar, high and low voltage electricity systems, back up generators and others. Flight path monitoring and recording is not a requirement but is likely to be introduced as traffic volumes increase	Text added to page 32 to reflect response
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	Controlled airspace will be applied for once scheduled passenger operations become established. The availability of controlled airspace is not an impediment to the proposals outlined in the draft MP	Text added to page 36
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	The facilities currently in place are described in the draft MP. There is no minimum requirement for ILS systems. ILS systems will be upgraded on both runways when required	Clarifying text added to page 36
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	Comment noted. KIA is aware of this issue and the production of a wind farm safeguarding map is one of the projects associated with future development	No change
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	KIA will consider the implementation of continuous decent approach procedures as aircraft activity levels increase	No change

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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	It is assumed that comments should refer to the parallel taxiway and not runway as no parallel runway is proposed by the MP. The proposed details of the parallel taxiway are not known at this stage as this project would not come forward in the first phase of the MP. The safeguarded area will be kept free of obstacles. The MOD direction finder is retained on the airport and used by Air Traffic Control as an additional aid to indicate the direction of an aircraft's location relative to the airfield	Text added to clarify the use of the direction finder on page 36
1.37	CPRE	Policies	MP omits relevant policies e.g. UK Sustainable Development Strategy	Agree and insert reference to this	Reference added to section 2
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	The FATWP is current UK government policy and therefore the guidance it sets out is relevant to the MP	No change
1.39	CPRE	PPG 13	Prime objective is to reduce need to travel	Noted, but a primary of objective of the MP is also to be consistent with the FATWP. Enabling people with a need to travel to do so from a local airport contributes to reducing travel	No change
1.40	CPRE	SEEDA's South East Environmental Economy	The SEEDA paper, the South East Environmental Economy should be mentioned on page 17	Agree and insert reference to this	Reference added to page 14
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, 5th para)	The draft MP makes reference to relevant issues that will be considered during the planning application process	No change
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 policy on fines	Noted. This will be a matter for consideration in the light of PPS24 and for the Section 106 legal agreement to be produced in accordance with future planning applications at the airport	Environmental controls section added to section 6
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	The noise contour predictions referred to in the Thanet District Local Plan are no longer relevant to the airport and have been replaced by the forecasts in the draft MP, which provide a more accurate assessment of existing and predicted noise levels at the airport	No change
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	The airport operates in accordance with the current S106. As stated in the MP, we expect the current S106 to be revised	Environmental controls section added to section 6
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	A total ban of night flights is not consistent with common practice at UK airports or KIA's proposed growth scenarios and cannot be supported by the MP. The operation of noisy aircraft in the UK is controlled by external regulatory authorities. A further assessment of the impacts will be provided as part of the EIA and controlled through the S106	Environmental controls section added to section 6
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	The ANASE study has no formal status and should not be used in the decision making process. The 57dB threshold remains a valid level for the assessment of annoyance	No change

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1.47	CPRE	Noise	Clear management plan required to avoid increasing noise levels	Noise levels are likely to increase as the activity at the airport intensifies	Environmental controls section added to section 6
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	The restriction of noisy aircraft is controlled by external regulatory authorities. KIA will continue to allow aircraft approved to operate in the UK to operate at our airport	No change
1.49	CPRE	Noise	If the airport is to 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	FATWP does not describe what form insulation should take and there is no requirement for this level of detail in the MP	No change
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)	Ground noise will be controlled in accordance with best practice	Text inserted to clarify that ground noise will be controlled in accordance with best practice on page 98
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	"appropriate level" is in accordance with and defined by government guidance and standards	Text added to para 5 of page 98 to read "as defined by government guidance and standards"
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	Noise impacts will be assessed in the EIA that will support the planning applications	No change
1.53	CPRE	EIA	EU directive (P21, 3rd para, 3rd 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)	Noted - EIA will be undertaken when required	No change
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	The statement made in the draft MP is factually correct and incorporates growth forecasts and development plans at other South East airports	No change
1.55	CPRE	Location and population	The sea prevents Manston from having a large catchment area (P48, 7 paragraph)	The airport's proximity to the coast limits only the land area of the catchment. The quality of an airport catchment is defined by the density of population within easy reach of the airport. Our airport is located in close proximity to a significant population base.	No change
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 can travel to desired destinations	Comments noted, but forecasts within the draft MP represent the best assessment at the present time. Forecasts have been reviewed prior to the release of the final MP and will be reviewed when planning applications come forward in due course	No change
1.57	CPRE	Passenger demand	Details of other aviation activities would be helpful (P33, paragraph 3-5)	A description providing details of the types of other aviation activities is provided	No change
1.58	CPRE	Passenger demand	No factual information provided on flight numbers and destinations (p44). Revised MP needs type and frequency of aircraft	The draft MP is a predictive document containing forecasts. Details of the flight numbers and destinations will not be finalised until they are due to commence. KIA has used forecasts based upon growth patterns experienced at other airports in similar circumstances and local catchment analysis	Section 4 updated to reflect changes to destinations

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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	The destinations will be removed. Flybe scheduled services will be added	Page 33 updated to reflect changes to destinations
1.60	CPRE	Passenger demand	The DfT forecasts (P51) are now obsolete	KIA believes that over the long term growth will return and stabilise to levels consistent with the long term forecasts	Passenger and freight forecast section updated
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	KIA has utilised appropriate forecasting techniques	No change
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	Public 2001 Census data suggests the population within the one hour catchment from KIA is approximately 1.3 million people and the MP text will be updated to reflect this. Plan 3 will be retained as it accurately reflects the one hour catchment area by car	Page 49 updated
1.63	CPRE	Passenger demand	MP must clearly state why airlines will use Manston to avoid being speculative (P49, paragraph 10)	The text describes the drivers for passenger demand at the airport. Airline demand is likely to follow passenger demand as has been the case at other developing airports	No change
1.64	CPRE	Passenger demand	It is unclear what "other" category of aircraft movements comprises (P59, table 5)	The "other" category refers to all aviation activity other than passenger and freight traffic. This is often referred to as General Aviation and includes private aircraft, military movements, training flights and helicopter movements	No change
1.65	CPRE	p 59 Table 5	Unclear what "other" category comprises, need to be broken down into aircraft types	The "other" category refers to all aviation activity other than passenger and freight traffic. This is often referred to as General Aviation and includes private aircraft, military movements, training flights and helicopter movements	No change
1.66	CPRE	Freight demand	Freight forecasts (P59, 1st para; P71, 2nd para) not based on analysis of why it might grow, and no evidence that freight constrained at other airports	Points noted. Forecasts within the draft MP represent the best assessment at the present time based on industry forecasts, historic trends and market analysis. Forecasts have been and will be reviewed when planning applications come forward in due course	Text added to section 4 to reflect the effects of the economic downturn
1.67	CPRE	Freight demand	The revised draft MP should explain the anticipated increase in freight in terms of assumptions over China Gateway (P86)	The China Gateway project has not commenced. The reference in the draft Master Plan was taken from the CG Environmental statement. Details of associated growth will not be available until the Gateway is in operation and have not influenced the MP forecasts	No change
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	Opinion noted, but reference to DfT document correct	No change
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	Noted	Section 3 updated to reflect publication of the South East Plan
1.70	CPRE	Economics and tax	P40-46, reference should be made to SE Plan policy EKA6	Noted	Section 3 updated to reflect publication of the South East Plan
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)	Noted, as has been the case at all airports to our knowledge, the airport will be a significant generator of tourism in Ramsgate	No change
1.72	CPRE	Economics and tax	The employment categories used on P41 are mostly "mythical"	These are standard employment categories that are applicable to an airport as illustrated by other UK airports at various stages of growth and development	No change
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)	Full time equivalents (FTE) is the standard terminology for describing employment figures. The employment figures provided in the draft MP for the 2018 and 2033 scenarios are based on a comparison of the growth in activity levels and employment at airports comparable to KIA	No change

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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	Noted, however the table clearly identifies the number of volunteers	No change
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)	Noted	No change
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	The European Aviation Safety Agency 2008-15 (EASA) document is a notice of proposed amendment. Its purpose is to discuss and define how the EASA system could best contribute to the environmental compatibility of civil aviation in its extended scope of competence, taking into account the overall community approach to environment protection. The response to this consultation exercise has not yet been published and it is therefore unclear whether the recommendations it makes will be adopted	No change
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)	Noted, reference to these impacts could be included within the final MP	Reference added to page 92
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	The current MP highlights the intention to consistently pursue a low carbon approach, including carbon neutrality for ground operations. This is consistent with good practice for other MPs and a detailed carbon management plan would be developed accordingly and applied throughout the MP period. KIA would work with future operators to minimise aircraft emissions relating to airport operations. The EIA will fully evaluate noise and other environmental impacts and identify appropriate mitigations required to ensure legal compliance	No change
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	The potential impacts on the Ramsgate Conservation Area will be assessed through the EIA that will support the planning applications	No change
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	This level of detail is not necessary at the MP stage	No change
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	Noted, a landscaped area will be provided in the final MP	Plan 5 on page 67 updated to show landscape buffer
1.82	CPRE	Environmental Management System (EMS)	Reference to an EMS (P93,1st para) is meaningless without specifying what type of EMS is going to be applied, such as the ISO 14001 standard, needs clear timetable	Noted, however ISO 14001 was considered during the preparation of the draft MP but reference was not made to it to allow flexibility in the choice of EMS	No change
1.83	CPRE	Risks	There is no 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	The MP represents the likely future of the airport having taken the relevant risks and opportunities into account	Text added to clarify risks to section 4
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	Appropriate targets for energy, waste and water consumption will be set annually during environmental performance reviews following the establishment of full year daily scheduled passenger services. A sustainability summary table has been added to section 6 of the MP which identifies the targets the airport will seek to achieve where they are currently known	Add text to reflect response
1.85	CPRE	Plan 9 (P102)	Poor quality map, concerned that the Ramsgate Conservation Area is in direct line of flight	Noted, the map is based on Local Plan proposals map	No change
1.86	CPRE	Waste management programme	More detail needed in revised MP of emerging waste management programme and targets	It is unlikely that this information will be available for final MP. The MP could be updated if further information becomes available. This level of detail is not appropriate for the MP. The level of detail provided in the MP is sufficient	No change

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1.87	CPRE	Recycling	The fifth bullet P93, 3rd 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	Current wording is correct. Due to the potential scale of airport change and activity over the MP period it is inappropriate to set annual targets. In the context of recycling, the scale of improvements beyond 50% would need to be established as part of an ongoing waste minimisation plan	No change
1.88	CPRE	Waste	List of wastes needs to include anti-freeze materials used on aircraft	Noted	Include on page 104
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	A new 'Environmental Controls' section will be added to the final MP to clarify how unanticipated delays can occur (ie weather conditions at destination airport, loading difficulties, engineering faults, airport congestion etc.). The section will also clarify the procedures for aircraft arriving at, and departing from, the airport between 11pm and 7am	Environmental controls section added to section 6
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	Page 101 of the draft MP addresses the issue of emissions, however further clarification could also be provided on pages 114 and 115. Within the "Next Steps" section on p114, after the "Health impacts" bullet point, the following text could be added "in relation to emissions generated by aircraft, ground support vehicles and airport buildings". After the bullet points the following text could also be added "A detailed emissions assessment (particularly in terms of nitrogen dioxide) will be undertaken to assess the impact of the 2033 scenario and the growth of the airport beyond 3mppa."	Text updated to reflect response
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 other nations	Noted	No change
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	The growth plans of KIA are clearly laid out in the draft MP. These plans contemplate a significant growth in activity at the airport and this will inevitably lead to growth in emissions associated with the airport	No change
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	An air transport forum will be established and this will be operational prior to reaching the guidance level of 1000 scheduled and charter passenger air transport movements per annum	Commitment to ATF made in infrastructure summary table in section 5
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	No change - green travel plan will accompany any major planning application	No change
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 demand	The level of car parking indicated is necessary for KIA to meet its growth objectives. The EIA will assess the traffic related impacts of the proposals and will accompany the planning applications	No change
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	Full details of how the airport proposals will respond to planning policies will be included within the environmental statement which will accompany the planning applications	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
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	Full details of surface access improvements will be provided in the EIA that will support the planning applications	No change
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	Due to the requirement for multiple handling, rail is not an efficient method for the onward transport of air freight. KIA investigations have not identified demand for a rail-freight connection to the airport. The potential viability and feasibility of connecting the airport freight operations to rail will be a consideration when developing detailed proposals during the planning application process	No change
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 revise draft MP before the impacts of truck movements can be assessed	The detailed calculations relating to the type and number of trucks that may serve the airport will be considered by the environmental impact assessment during the planning application process	No change
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	Detailed calculations relating to mode share of airport passengers will be included within the EIA during the planning application process with a target to increase sustainable modes through time by commitments contained within a travel plan. At this stage it is considered reasonable to refer to the mode share examples set by other airports	No change
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	It is agreed that third party off-site airport car parking should be actively discouraged. This will be included in the final MP and subsequent surface access strategy. The airport will work with the council to control this	No change
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	The principles of a surface access strategy will be set out within a transport assessment as part of the EIA supporting the planning applications. The surface access strategy will be further developed by the airport transport forum as the airport grows. It would seem unreasonable for the airport to develop a surface access strategy prior to the certainty of gaining planning approval on other matters	Commitment to ASAS made in infrastructure summary table in section 5
1.103	CPRE	Transport	Much more detail is needed of these prospective transport movements (P76, 6th para) in the revised draft MP	Detailed considerations of traffic movements will be included within a transport assessment that inputs into the EIA during the planning application process	No change
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	It is not possible to commit to funding changes as the timing and planning details of the works are unknown. This level of detail will be considered when the planning applications are submitted	No change
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	At this stage it is not appropriate to commit to specific details of bus/coach provision to achieve the modal shift targets. The key point to note is that the modal shift targets will be set within a travel plan that will need to detail the mitigation measures that will be implemented if mode share targets are not met	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
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	At this stage it is not appropriate to commit to specific details of rail commitments to achieve the modal shift targets. The key point to note is that the modal shift targets will be set within a travel plan that will need to detail the mitigation measures that will be implemented if mode share targets are not met	No change
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 has provided free bicycle parking. So firm details of intended provision are needed in the revised draft MP	Free cycle parking would be provided to staff and passengers and shower and changing facilities for staff who choose to cycle	No change
1.108	CPRE	Transport	The whole transport section needs to be recast to take into consideration the aforementioned comments	The transport section has been updated where appropriate to reflect the comments made	Section 5 updated to reflect 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	Additional car parking facilities will be required in order to meet the objectives of the MP	No change
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)	Noted. Final MP could be updated to reflect this	Text added to page 25 to confirm that the airport will meet the requirements of the EA where appropriate and feasible to do so
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	Noted. KIA liaises closely with the EA to ensure the level of risk mitigation is appropriate to the scale of the operation	Text added to page 105
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	Noted. Pollution control measures will be identified in the planning applications	No change
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	Noted	No change
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	The future location of the fuel installation will be dependent on the availability of land owned by others. KIA has identified two sites which will meet the requirements for the location of a bulk fuel storage facility	No change
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	Noted as slightly unclear. Consider changing to "normal airport activities do not generate surface or groundwater pollution to any significant degree"	Word "regular" changed to "normal" on page 105
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	Agree - add: "The project will involve the installation of a drainage interceptor placed at the point at which surface runoff from the runway leaves the airport site"	Change made to page 105
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	Noted. Detail of surface run off minimisation measures will be provided with the planning applications	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
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 costs	Noted	No change
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	Noted. Full landscape and archaeological assessments will be provided with future planning applications	No change
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 avoided	Agree to suggested changes	Change as suggested
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	Noted, this information will be available in the ES that will accompany the planning applications	No change
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	Agree that impacts on historic sites need to be managed. The potential impacts of the development proposals on historic features will be fully assessed in the ES that will support the planning applications	No change
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	Noted, both museums have expressed a preference for a change in location and this will be considered in later reviews of the MP	Text added to page 110
1.124	CPRE	Biodiversity and wildlife	EASA requirements are relevant for biodiversity (P27, Last para; P108, 5th 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	Noted	No change
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	Noted, the airport will continue to maintain a wildlife management regime that promotes aircraft safety	No change
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	Noted, the phase 1 habitat survey will be made available	Text to be added to environmental controls section to indicate that a copy of the phase 1 habitat survey is available from the airport upon request
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	The public safety zone for the airport is the responsibility of the Department for Transport and it will define a PSZ when there is a clear need for this. The master plan can only suggest at this stage that this may be implemented	No change
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	Further detail will be provided in the planning applications if required.	No change

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1.129	CPRE	Policing	Airport policing policy is being changed (P25, 4th 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	Noted	No change
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	Agreed and noted	No change
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	The MP is considered to provide an adequate level of detail for the Core Strategy. Supporting evidence for the demand for airport expansion in the South East is well documented along with evidence of the economic contribution of airport facilities.	No change
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	Some baseline environmental surveys have already been undertaken by Infratil. The infrastructure summary table in section 5 of the MP identifies that further survey work will be carried out before planning applications are submitted	Infrastructure summary table added to section 5
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	Noted. The need for SEA/SA will be reviewed before planning applications are submitted	No change
2.4	Canterbury CC	Habitats Regulations Assessment	HRA required to consider detrimental impacts on Sandwich Bay SAC and Thanet Coast and Sandwich Bay SPA	Noted, the need for HRA will be assessed in advance of the submission of future planning applications	No change
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	Noted. The MP should be updated to make reference to PPS1. Reference has not been made to climate change as it is not a material planning consideration	Section 2 updated to make reference to PPS1
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	Noted. Growth at the airport has been considered in planning documents for many years. Further transport analysis to be undertaken for planning applications	No change
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	Noted. The number of aircraft movements is included on page 59. This issue will be fully considered for the lodging of planning applications	No change
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	Noted	No change
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	Noted	No change
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	TDC will carry out these appraisals as part of its LDF. KIA is willing to assist with this	No change
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	Noted. The forecasts have been reviewed to reflect the short term economic conditions. KIA believes in the long term growth of aviation demand which is only temporarily affected by a downturn in the economy.	No change

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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	KIA wishes to ensure that the restrictions governing night time flying in place at the airport are consistent with the planning controls in place at other South East airports. A degree of night time flying availability is required for aircraft operators	No change
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	Noted	No change
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	Any future airspace changes would be subject to consultation by NATS	No change
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	Noted. The wind farm safeguarding map identifies areas that pose difficulty for KIA. This will be lodged with relevant local authorities for consultation purposes	No change
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	Noted	No change
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	Noted. Future planning applications will take into consideration the cumulative traffic impacts of committed development	No change
4	Eastry Parish Council	Night flights	There should be a total ban on night flights	A degree of night time flying availability is a requirement for aircraft operators.	Environmental controls section added to section 6
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	Noted, however there are a number of factors that need to be considered including possible routes and the presence of other traffic. Noise abatement procedures will also need to be considered. The height of the flight path in close proximity to the airport is governed by safe aircraft operating procedures	No change
5	Environment Agency	Groundwater vulnerability	The airport and its surrounding area is extremely vulnerable in terms of groundwater protection	Agreed	No change
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 (SSSI)	Noted and agreed. The first paragraph of the "Wildlife and Natural Habitats" section on p27 should be updated to include reference to the Thanet Coast and Sandwich Bay Ramsar site (an international designation which relates to important wetlands), the Thanet coast and Sandwich Bay Special Protection Area (SPA) (wild birds and their habitats), the Sandwich Bay Special Area of Conservation (SAC) (rare and endangered species) and the Sandwich Bay to Hacklinge Marshes Site of Special Scientific Interest (SSSI)	Page 27 updated as suggested
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 groundwater will be adequately protected	Noted and agreed. Detailed design of fuel storage locations will form part of the applications for the facilities. All future fuel storage facilities will conform to the applicable spill containment provisions	Text added to page 69
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	Noted. To be provided with future planning applications	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
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 understood to be near capacity	Noted. A review of sewerage infrastructure will be undertaken in connection with future applications	No change
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 risk of flooding off-site is not increased	Noted. FRA will be undertaken if needed in connection with future planning applications	No change
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	Noted. To be fully addressed in future planning applications	No change
5.7	Environment Agency	Rainwater harvesting facilities	We encourage the use of these facilities where possible	Noted. To be addressed in future planning applications	No change
5.8	Environment Agency	Biodiversity	Development must comply with PPS9 and aim for a positive/neutral impact on biodiversity	Noted. To be addressed in future planning applications	No change
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 carried through to the design stage	Noted	No change
6	Human Resource Group	General comments	Impressed with the content and research that has gone into the MP	Noted	No change
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 substantial economic growth in the Thanet and East Kent region	Noted	No change
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 residential areas	KIA air traffic is routed using the most appropriate paths depending upon wind conditions, aircraft types and other air traffic in the vicinity. These suggestions will be considered when reviewing traffic patterns as flight numbers increase	No change
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 finishes than concrete	Noted. Detail will be addressed at the planning application stage	No change
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	Noted, but forecasts represent the best assessment at the time of publication. Figures have been reviewed and will be reviewed for future planning applications notwithstanding the long term trend of aviation growth, which is likely to continue beyond an economic downturn	Forecasts on page 58 and 59 updated
9.1	Cllr Alan Poole - Ramsgate, Kent CC	Night flights	Will not be able to support night flights over Ramsgate	Noted - a review of the S106 will consider the treatment of night-time flying.	Environmental controls section added to section 6
9.2	Cllr Alan Poole - Ramsgate, Kent CC	S106	Would like to see S106 updated as soon as possible		Environmental controls section added to section 6

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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	KIA air traffic is routed using the most appropriate paths depending upon wind conditions, aircraft types and other air traffic in the vicinity. These suggestions will be considered when reviewing traffic patterns as flight numbers increase	No change
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	Noted	No change
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	Noted - a review of the S106 will consider the treatment of night-time flying.	Night flights policy updated and text added
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	Noted, a landscaping boundary has been incorporated into the 2033 development scenario plan	Plan 5 updated to show landscape boundary
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	Noted, a landscaping boundary has been incorporated into the 2033 development scenario plan	Plan 5 updated to show landscape boundary
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	Noted, a landscaping boundary has been incorporated into the 2033 development scenario plan	Plan 5 updated to show landscape boundary
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	Noted, a landscaping boundary has been incorporated into the 2033 development scenario plan	Plan 5 updated to show landscape boundary
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	Noted. This will be considered in detail at the planning application stage	No change
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 retained to it	Noted	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
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	China Gateway traffic implications have been considered during the draft MP process and will continue to be considered during future planning applications	No change
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	Noted, however the MP reflects the aspiration of the FATWP, the Kent and Medway Structure Plan and the Thanet District Local Plan	No change
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	Noted	No change
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 sustainable aviation policy	Noted, however the MP reflects the aspiration of the FATWP, the Kent and Medway Structure Plan and the Thanet District Local Plan	No change
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	Noted. The discharge interceptor project is referred to in the MP and potential impacts will be assessed during the planning application stage	No change
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	Noted. A full assessment of all relevant material consideration will inform the planning and EIA process	No change
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	Noted. This level of information will be provided in future planning applications	No change
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	Noted and KIA will wish to continue to work with SEEDA to further explore the potential of an integrated rail connection.	No change
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	Noted	No change
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	Noted	No change
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.	Noted. Text on P28 of the draft MP to be changed to say "regionally significant airport"	Text on page 28 amended to reflect regional status
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	Noted. A full transport impact assessment will be provided with the planning applications.	No change
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	Noted. This consultation response document provides a full account of the comments made and the responses given	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
15.1	Highways Agency	Impact on local junctions	it is unlikely that traffic from the proposed expansion of KIA would have a material impact on the trunk road network at the A2/A28 junction since the A299 or the A256 would appear to offer a higher standard alternative route for traffic wishing to use the A2 or M2 routes. However, despite their distance from the airport site, the scale and nature of the proposed developments over the longer term means that there is potential for a material impact at the other two junctions. Our review of the draft MP proposals has suggested that the proposed expansion of KIA is unlikely to result in development flows at the A2/ A256 junction sufficient to result in a significant deterioration of the operation of that junction. However, M2 J7 is already experiencing congestion in the peak hours, as a result of limited capacity on the gyratory, which can result in slip roads queuing back and stationary traffic on the M2 mainline. From a trunk road perspective the issue is exacerbated by the fact that the "trunk route" leaves the main carriageway at this point and takes the A2 to the east via the gyratory with the A299 Thanet Way being a road for which KCC are the highway authority. We are therefore concerned about any development that will increase traffic flows at this junction.	Noted. KIA will liaise with the Highways Agency when undertaking an EIA to support future planning applications to ensure that the proposals are assessed and adverse impacts on the highway network are appropriately mitigated where necessary	No change
15.2	Highways Agency	Traffic impact assessment methodology	We consider that the approach used by the draft MP potentially underestimates the maximum impact primarily because of uncertainties at this stage as to the flight schedules but also because of their modal split assumptions. On this basis, we estimate that around 300 vehicles per hour could be added to the mainline in each direction in 2018 and around 500 vehicles per hour in each direction in 2033. We acknowledge that most of this traffic will use the mainline at M2 J7 and thus not worsen the situation on the gyratory. However, the large increase in mainline flows could affect the operation of the mainline merges and diverges. We have assessed the operation of the junction using DMRB TD22/06. This suggests that in 2018 the Eastbound diverge will be operating above capacity, particularly due to the reduction from 2 lanes to 1 at the diverge on the mainline carriageway. In 2033 the combined effect of background traffic growth and significant development traffic will mean that the merges and diverges all operate above capacity in one or both peak hours. DMRB indicates that the M2 and A299 would have to be widened to three lanes in order to provide the capacity required.	Noted. KIA will liaise with the Highways Agency when undertaking an EIA to support future planning applications to ensure that the proposals are assessed and adverse impacts on the highway network are appropriately mitigated where necessary	No change
15.3	Highways Agency	Future transport assessment work	We readily accept that the necessary information to offer a definitive view as to the impacts is not yet available. We would therefore welcome the opportunity of working with the airports and its consultants at the appropriate time both to scope the Transport Assessment that will be required to support the planning applications covering the expansion proposals and on the development and delivery of travel plans that will reduce the road based trips to and from the airport, especially during the peak periods	Noted. KIA will liaise with the Highways Agency when undertaking an EIA to support future planning applications to ensure that the proposals are assessed and adverse impacts on the highway network are appropriately mitigated where necessary	No change
15.4	Highways Agency	Mitigation of traffic impacts	We are of the opinion that the expansion proposals set out in the MP would have a material impact on M2 Junction 7 and that we would look to mitigation in accordance with the principals set out in the Secretary of State's policies regarding developments that affect the motorway and all purpose trunk road network current at the time (the current policy is set out in DfT Circular 02/2007). In this context we must additionally advise that we are of the opinion that there are only very limited opportunities within the existing junction layout (taking into account the proximity of M2 Junction 6 and other constraints) to enhance capacity and that a step change may be required	Noted. KIA will liaise with the Highways Agency when undertaking an EIA to support future planning applications to ensure that the proposals are assessed and adverse impacts on the highway network are appropriately mitigated where necessary	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
16	Kent County Council	General	Overall the County Council welcomes the draft MP for KIA and looks forward to further engagement with its development. The MP is viewed by the County Council as a useful document that sets the broad context for development of the airport over the next 20-30 years. The Council fully supports the development of KIA and the development of the airport is seen as a major contributor to economic regeneration in Thanet and across the wider East Kent region	Comment welcomed	No change
16.1	Kent County Council	Timeliness of MP	The MP is timely as it provides valuable input into two key strategic documents that the County Council will be producing in 2009 (the Regeneration Framework for Kent and the Kent Integrated Transport Strategy	Noted	No change
16.2	Kent County Council	Synergies with other developments	There are key opportunities for the co-ordination of the development of the airport with other development opportunities in Thanet, some of which involve land adjacent to the airport. The proposals for China Gateway, East Kent Opportunities, Ramsgate Harbour and London Array, amongst others, may well have synergies with the development of the airport	Noted. Where relevant to the airport, potential synergies will be explored through the EIA and planning application process	No change
16.3	Kent County Council	Passenger and freight figures	The figures quoted in the draft MP for existing passenger and freight traffic do not correlate with the figures that are reported by the CAA. Reference to the source of the figures would be useful	The 2009 figures were expectations of 2009 traffic and the MP has been updated to reflect current traffic levels	Forecasts in section 4 updated
16.4	Kent County Council	Growth rates	The annual growth rate assumed after 2013 for passengers could be called in question particularly as the draft MP refer to DfT forecasts of 3.3% per annum. Also CAA statistics for airports in the SE and E region show an average annual growth rate of 6% for freight is at odds with CAA statistics which over the last 10 years, shows an average annual growth for freight of 2.7% across the UK and 1.8% for the SE and E regions	Forecast freight growth rates for KIA are higher than other comparative airports because a larger step change in freight movements will occur as the capacity of London airports is reached and freight growth spills into surrounding airports. In the short term, the forecasts will be affected by the global recession which has freed up capacity at existing freight handling airports such as Stansted and Heathrow, however, once the economy has stabilised freight levels at KIA are likely to increase at the forecast levels, albeit later in the MP time horizon. Passenger growth rates are historically higher at developing airports than underlying market growth due to their ability to absorb a higher proportion of market growth than airports already operating at capacity. This feature has been particularly evident in the South East	Clarifying paragraph added forecast methodology on page 55
16.5	Kent County Council	Catchment area	The assumption that the proximity to travel is consistent across the wider catchment area, which includes parts of London and Essex is also invalid	The basic assumptions remain valid. The expectation that KIA will exceed average passenger growth rates is based on the expectation that as London airports reach capacity KIA will be able to attract a higher proportion of traffic growth	No change
16.6	Kent County Council	Growth forecasts	The County Council would appreciate further information so that it may more fully understand the basis for the proposed growth forecasts. The evidence from the comparison with other airports that influenced the forecast rapid growth in the early years for both passengers and freight would be particularly useful along with the base assumptions that were made. It may also be advisable for the MP to show high and low growth scenarios for the passenger and freight forecasts as some of the airports have done. This would more accurately reflect the fluctuations and uncertainties that accompany the aviation sector	Noted. Detailed forecasts for the early years of growth contain commercially sensitive information. Forecasts represent the best assessment at the time of publication and will be reviewed for future planning applications notwithstanding the long term trend of aviation growth, which is expected to continue beyond an economic downturn	No change
16.7	Kent County Council	Air Traffic Movements	More information on the Air Traffic Movements (ATMs) would be useful and it might also be helpful to translate the figures into typical daily ATM's to put them into some kind of perspective that is easier to comprehend	Information on daily ATMs has been provided in section 4 of the final MP	No change
16.8	Kent County Council	Passenger terminal	The draft MP gives no indication of the capacity of the existing passenger terminal. There also needs to be some clarification on when it is anticipated that a new terminal would be constructed. Reference is made to the new terminal being built when 1mppa is reached, which in accordance with the growth forecasts would be around 2011. However, elsewhere in the draft MP there are suggestions that the new terminal would be built at a later date. It would be helpful if the MP showed a timeline indicating when particular key development would be anticipated over the 25 year period set against the forecast growth in passenger and freight traffic	The terminal capacity is dependent upon aircraft types using the airport and detailed flight schedules. The new infrastructure summary table in section 5 explains the thresholds for the construction of the new passenger terminal	Infrastructure summary table added to section 5

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16.9	Kent County Council	Bulk fuel installation	The location of the bulk fuel installation is likely to raise public concerns about its safety and will need careful consideration particularly if there are residential properties within its proximity	Noted. It will be constructed in accordance with all relevant regulations with a particular emphasis on protection of ground water quality	Text added to page 69 to confirm that it will be built in accordance with the relevant regulations
16.10	Kent County Council	Shielding	Manston Village would need some shielding from the proposed development. The County Council would expect to see details of landscaping and other screening for existing residential properties and local communities as part of any future planning applications	Agreed. Future landscape schemes will be agreed in consultation with local residents and a landscaping boundary has been added to the 2003 scenario development plan	Landscaping boundary added to plan 5
16.11	Kent County Council	Northern lands	A more flexible use of the Northern Lands would be looked on more favourably by the County Council if this was retained for non-residential use that would support employment opportunities. Assurance of this is required in the MP	Agreed. KIA confirms that the northern lands will be safeguarded for non-residential uses	Text added to page 87
16.12	Kent County Council	Employment figures	The estimated employment figures have been set out in the MP in advance of the forecast growth which seems a bit odd. The direct employment would appear to equate to around 210 jobs per 1mppa and although comparison with other airports is always difficult this figure does appear to be on the low side. By contrast the draft MP has a multiplier of around 6.0 between total jobs supported and direct employment when other airports have a multiplier between 1.3 and 1.8. The County Council would again appreciate further information on how the employment figures have been derived	The section on employment generation on page 42 has been moved to section 6 and information on existing employment activities at the airport added. The number of jobs created in relation to passenger growth has been calculated as a pro-rata average based on experiences at comparable airports such as Bristol, Bournemouth, Exeter, East Midlands and Glasgow Prestwick. Both Prestwick and KIA are owned by Infratil and the growth of KIA is likely to follow the same model as Prestwick	Employment text relocated to section 6 and information on existing employment activities at the airport added
16.13	Kent County Council	Surface access strategy	The County Council welcomes the commitment of the draft MP to develop a surface access strategy (SAS). The County Council consider that the broad scope of the SAS could be incorporated into the MP. The County Council would also encourage the airport owners to set challenging targets in terms of mode share	Agreed. A SAS will be produced to support future planning applications at KIA	Infrastructure summary table added to section 5
16.14	Kent County Council	Surface access strategy	In supporting the development of a SAS for the airport the County Council is mindful that there is already work taking place regarding access for the major development on sites adjacent to the airport. It will be essential that the access arrangements for both are co-ordinated and a comprehensive approach to transport infrastructure improvements that meets the needs of both the airport and the development is achieved. A parkway station on the Ramsgate to Ashford line is already being considered by the County Council in relation to the proposed East Kent Access Phase 2 and there impending introduction of CTRL domestic services in 2009. This early work should also be taken into account within the SAS	The FATWP, the Kent Structure Plan and the Thanet Local Plan identify the capacity for growth at KIA. The draft MP has taken into consideration the first phase of the allocated China Gateway proposals, however there is no requirement to take into consideration unallocated sites, or proposals not currently within the planning system. The SAS and planning applications will take into consideration nearby major traffic generating development when they are prepared	No change
16.15	Kent County Council	Plan showing strategic access routes	It would be useful if a separate plan was included within the MP showing the strategic access routes for the airport and the proposed transport improvements, although it is accepted that this would be covered in greater detail within the SAS	A plan showing strategic access routes will be added to section 3 of the MP	Strategic access route plan added to section 5
16.16	Kent County Council	Noise impacts	The MP should indicate the number of residential properties that fall within each noise contour to give an indication of the scale of the impact. The MP should clarify the mix of aircraft types and movements upon which the noise contours are predicted. The issue of night time activity at the airport and the proposed change in the way that it is currently treated needs further supporting evidence. The current restrictions and the incidences when these are breached (as a proportion of overall activity) should be presented. Examples of the way that night time activity is treated at other comparable airports would aid understanding of this issue	Agreed. The final MP will provide information on the number of properties that fall within the noise contour areas.	Text added to section 6, environmental controls

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
16.17	Kent County Council	Impacts on biodiversity	There is little information within the MP on the impacts on biodiversity. The proposed expansion of the airport raises concerns over disturbance of the surrounding ecologically sensitive sites and there is likely to be both direct and indirect impacts on biodiversity in the area. These concerns will need to be addressed through an ecological assessment. The MP needs to recognise that the plans for expansion will have an impact on ecology outside the airport footprint and all designated sites in the local area need to be considered. It is expected that in the course of submitting further planning applications many of the impacts will be covered in greater detail, for example as part of an ES	Information on biodiversity features present across the site is provided on pages 107 and 108 of the draft MP. Further assessment of these features and the potential impacts of airport growth on land outside the airport will be undertaken as part of the EIA that will support the planning applications, as indicated within the new infrastructure summary table in section 6 of the MP	No change
16.18	Kent County Council	Further ecological information	The MP should provide further information on the threshold values for air quality emissions, a risk analysis of the flood potential from surface water drainage, a summary of the habitat survey and the scale of the proposed new passenger terminal and additional freight activities with the views to their potential landscape impact	Reference to air quality, flood risk, surface water drainage and ecology is provided in the draft MP and it has been identified that development can take place without any significant impacts on any areas of sensitivity. It is not considered appropriate to provide detailed threshold or risk analysis information within the MP. This information will be included within the ES, which will support the planning applications, as indicated within the new infrastructure summary table in section 6 of the MP	No change
16.19	Kent County Council	Archaeology	The MP should at this stage acknowledge the potential for nationally important archaeological remains to be present at the site and accept the need for appropriate measures within the planned development proposals	The potential for archaeological features within the site is acknowledged within the draft MP and will be assessed further through the EIA process	No change
16.20	Kent County Council	Archaeology	There are outstanding archaeological obligations connected with recent airline development at the airport which have remained unaddressed since the failure of EU Jet. These relate to the extension of the current car park and need to be resolved, particularly if further expansion in this area is proposed	The archaeological obligations relate to the next stage of car park extension, for which planning permission has been granted but the physical works not completed. KIA will meet the outstanding obligations as part of future car park extension works.	No Change
16.21	Kent County Council	Archaeology	A cultural heritage impact assessment should be undertaken in accordance with a written specification agreed with KCC's Heritage Conservation Group	Agreed, KIA will liaise with KCC's Heritage Conservation Group when undertaking the EIA to support the planning applications.	Add reference to liaison with KCC Heritage Conservation Group
16.22	Kent County Council	Archaeology	The MP should acknowledge that the potential for important archaeological remains being present on the site and the preservation measures for these may affect the development proposals. The planning and construction of new development will need to take account of possible in-situ preservation as well as mitigation through excavation	The potential for archaeological features within the site is acknowledged within the draft MP and will be assessed further through the EIA process	No change
16.23	Kent County Council	Mitigation	The mitigation steps set out in the draft MP are welcomed however considerable further work needs to be undertaken to ensure that adequate planning for the necessary infrastructure improvements and environmental and ecological mitigation measures are in place	Further assessment will be undertaken through the EIA process to support the planning applications	No change

Members of the public (written response)

15	Mr A Ashby	Night flights	There should be a restriction on flights from 11pm to 7am	KIA wishes to ensure that the restrictions governing night time flying in place at the airport are consistent with the planning controls in place at other South East airports. A degree of night time flying availability is required for aircraft operators	Environmental controls section added to section 6
16	Dennis Booth	Flight times	Supports the expansion but requests that there are no flights between 8pm and 6am due to noise disruption	KIA wishes to ensure that the restrictions governing night time flying in place at the airport are consistent with the planning controls in place at other South East airports. A degree of night time flying availability is required for aircraft operators	Environmental controls section added to section 6
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	Noted.	No change
17	Linda Brown	Transport	Plan should consider a link to London Victoria in order to improve the earning potential of people in Thanet	Noted, however the development of rail connections of this nature will be dependent upon factors outside of the control of the airport	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
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	KIA does not believe that airport expansion will lead to unsellable properties. Generally, experience around the country shows that there is sometimes, but not always, a temporary reduction in property prices when there is expansion at an airport. When employment at the airport (and associated with it) increases, property prices may also rise	No change
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	Opinion noted. A full EIA to assess the impacts will be undertaken for major planning applications in line with similar practice at other UK airports.	No change
18	Robert Brown	Environmental impact	MP forecasts of growth will have a devastating effect on Thanet ecologically and environmentally	Noted. See above comment	No change
18.1	Robert Brown	Existing transportation	MP ignores the existing channel ferry services and the potential it could provide instead of airport expansion	Noted, however the FATWP, Kent and Medway Structure Plan and Thanet District Local Plan all provide a positive policy framework for the growth of the airport	No change
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	Noted	No change
20	Mrs H Chandler	Green wedge	There should be a green wedge between the village and the airport	Noted, a landscaping boundary has been incorporated into the 2033 development scenario plan	Landscape boundary added to plan 5
20.1	Mrs H Chandler	Bridleway TR8	Perhaps bridleway TR8 from World's Wonder could be diverted to link up with other PROWs	Noted. This will be considered in detail at the planning application stage	No change
20.2	Mrs H Chandler	Airport perimeter treatment	A continuation of the chain link fencing currently in place would be much preferred	Noted	No change
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	Noted. See comments made in relation to Manston Parish Council	No change
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	A full EIA will be undertaken for the planning applications	No change
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	Concerns noted, forecasts have been updated. KIA believes in the long term growth of aviation which is likely to continue beyond the current economic instability	No change
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	See comment above	Text to be added to reflect recessionary impacts
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	The FATWP is UK government policy. The MP is required to be consistent with the aspirations of the FATWP and the underlying trend of growth in air transport over time	No change
21.4	Bernard Clayson	Demand	Concern that freight businesses will not want to incur the extra transport costs from Thanet	Noted, current operators do not find this to be an impediment due to the other advantages of using the airport	No change
21.5	Bernard Clayson	Noise	Concern over flight paths, especially during the night	Noted	Environmental controls section added to section 6
22	Richard Cordery	Air quality	With aircraft passing so low over residential areas the air quality will be reduced	Noted. A full air quality assessment will be produced for the planning applications	No change
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	Noted. Potential noise impacts will be assessed for the planning applications	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
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	There is no intention for the airport to be used as a breakers yard, however aircraft unable to be flown from KIA will continue to be recycled at KIA from time to time	No change
24	Tony Goodman	Night flights	Night flights are totally unacceptable. Residents under the flight path should be eligible for sound insulation	A full assessment of all noise impacts on properties and residents close to the flight paths will be undertaken as part of the EIA that will support the planning applications. The need for sound insulation measures will be determined in line with national guidance	Environmental controls section added to section 6
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	Noted	No change
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)	Noted. Many of the transport infrastructure options presented relate more to the surrounding towns than the airport.	No change
27	Mr C Jolly	General comments	MP proposals are a social, economic and environmental disaster for Ramsgate	Disagree. The impacts of the development will be managed and controlled	No change
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	Noted. The effects of noise will be considered in the EIA	No change
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	The FATWP, the Kent and Medway Structure Plan and Thanet District Local plan provide a positive policy framework for the airport, establishing that it is a suitable location for future growth	No change
27.3	Mr C Jolly	Employment	Jobs would be provided mainly in aviation which is low skilled and low paid	Jobs in the aviation sector are usually skilled and well paid	No change
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	Disagree. The expansion of the airport will help to promote tourism within this part of Kent. The airport will function as a 'gateway' enabling greater access from destinations across the UK and Europe	No change
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 emissions	KIA supports the principle of renewable energy and does not take a blanket objection approach to wind farm development. However, in some circumstances wind farm development can have the potential to interfere with the safe operation of the airport	No change
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	Noted	No change
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	The content of the Stratford Report are likely to be considered by Thanet District Council in any review of the S106. Comments regarding an EIA noted	No change
29.1	Mr M S Kirkaldie	CAA	There is an omission of the CAA reports on the failure of Planestation and EUJet	This is not relevant to the MP	No change
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	The airport's proximity to the coast limits only the land area of the catchment. The quality of an airport catchment is defined by the density of population within easy reach of the airport. Our airport is located in close proximity to a significant population base	No change
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 habit action plans	The EIA will assess the likely groundwater pollution impacts of the development and, where necessary, appropriate measures will be designed into the proposal to protect groundwater resources	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
29.4	Mr M S Kirkaldie	Fuel storage	Deeply concerned that no risk assessment has been incorporated for this in the MP	The fuel storage areas, like other aspects of the airport's operation will be subject to all regulatory controls	No change
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	Noted. KIA undertakes to continue to work closely with Thanet District Council to ensure that it is fully aware of all development proposals for the airport	No change
30	Mr May	Economic downturn	The downturn is unprecedented and its impact will be long lasting. This is not considered	The forecasts have been updated to take into consideration the impacts of the recession. It is anticipated that the long term trend of aviation growth will continue	Section 4 updated
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	Planning applications will be supported by a full survey, assessment and consideration of appropriate management and mitigation measures in respect to noise impacts	No change
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	Noted	No change
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	KIA supports the principle of renewable energy and does not take a blanket objection approach to wind farm development. However, in some circumstances wind farm development can have the potential to interfere with the safe operation of the airport	Text updated on page 88 to reflect the status of the London Array
30.4	Mr May	Rail use	Expansion of the airport is at odds with government aims to encourage rail journeys	Disagree. The government wishes to have a range of transport infrastructure options available to meet varying needs	No change
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	Consultation on the draft MP has been well publicised through the KIA website, press releases, newspaper adverts and meetings with key consultee groups. It has also been reported prominently on local TV channels, local radio stations and in most local newspapers. The MP timetable does not permit further consultation to be undertaken on the draft MP	Environmental controls section added to section 6
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	As the airport develops, impacts will be addressed in line with the nationally accepted guidelines. Generally, experience around the country shows that there is sometimes, but not always, a temporary reduction in property prices when there is expansion at an airport. When employment at the airport (and associated with it) increases, property prices may also rise	No change
32	J Parker	Noise	Consideration should be given to residents of Whitstable and Herne Bay as increased flight paths will generate more noise	The impacts on people living in these areas will be fully considered through the EIA which will support the planning applications	No change
32.1	J Parker	Nature reserve	Concern over the impact increased flights will have on nearby nature reserve	The noise impacts of the proposal will be fully assessed through the EIA which will support the planning applications	No change
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 who need work. In full support of plans.	Noted	No change
34	K. J. Pearson	General comments	Fully supportive of proposals. Hopefully Infratil will have the necessary resources to see the expansion right through	Noted	No change
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	The methodologies behind the Structure and Local Plan forecasts are not a consideration for this MP	No change
36	Norman Poole	General comments	Fully support proposal as a well thought out strategic plan	Noted	No change
37	Jeremy de Rose	Museum staff figures	The number of staff in the museum should be altered to show an additional 40 voluntary staff	Noted and agreed	Table on page 43 amended

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
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	Noted	No change
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	Noted	No change
40	Kai 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	Noise impacts will be fully assessed in EIA which will support planning applications	No change
41	Paul Trumble MBE	General comments	Excellent MP for expansion at Manston. This growth will be very important for the economic future of Thanet	Noted	No change
42	Mr D Utting	Rail link	Waiting until 3mpps 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	Noted, however the establishment of a direct rail link is outside the control of KIA	No change
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.	Noted	No change

Comments received during public consultation in KIA terminal building
(19 November - 4 December 2008)

44	Neil 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	Noted. The Northern lands area is unsuitable for commercial passenger aircraft movements due to the gradient of the land	No change
45	W Jolley	General comment	Very supportive of the growth of KIA	Noted	No change
46	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	Noted	Section 4 updated to reflect changes in passenger destinations available
46.1	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	Noted	No change
46.2	W Jolley	Rail links	Stressed the importance of a good rail link to the airport	Noted	No change
47	Steve Hurst, Thomas Hurst & Phil Hunt	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	Noted	No change
47.1	Steve Hurst, Thomas Hurst & Phil Hunt	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	Noted	No change
47.2	Steve Hurst, Thomas Hurst & Phil Hunt	Rail link	Support the rail link and parkway option	Noted	No change
47.3	Steve Hurst, Thomas Hurst & Phil Hunt		Agreed that instrument landing systems (ILS) should be installed at both ends of the runway	Noted	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
47.4	Steve Hurst, Thomas Hurst & Phil Hunt	Increased destinations	Would like to see flights from KIA to an increased number of destinations	Noted	Section 4 updated to reflect changes in passenger destinations available
48	B & R Jones	General comment	Support future growth at the airport	Noted	No change
48.1	B & R 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	An increased number of freight movements is not likely to result in the more frequent use of older, noisier aircraft. The potential noise impacts of increased freight movements will be fully assessed in the EIA that supports the planning applications	No change
48.2	B & R 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 Cliffsend	The draft MP makes no proposals to close the level crossing at Cliffsend. Access details will be fully explained in the transport impact assessment that will be submitted with the planning applications	No change
48.3	B & R 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	Noted	Section 4 updated to reflect changes in passenger destinations available
49	J Morbin & S Campling	General comment	Support the growth of the airport and a potential runway extension. They would like to see the airport developed quickly	Noted	No change
49.1	J Morbin & S 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)	Traffic impacts will be fully assessed in the transport impact assessment that will support the planning applications	No change
49.2	J Morbin & S Campling	Northern lands	Support non-aviation related development on the northern lands	Noted	No change
49.3	J Morbin & S Campling	Footpaths	Would like a footpath/walkway between the Jolly Farmers pub and the airport	Noted	No change
50	K and D Pearson	General comments	Supportive of development at the airport despite living in the flight path (Nether Court). Welcome the arrival of Flybe	Noted	No change
50.1	K and D Pearson	Increased destinations	Welcomed an increased range of destinations and would like to fly from KIA in the near future (to Alicante)	Noted	No change
51	Gordon Richards	General comments	Very supportive of the growth of the airport	Noted	No change
51.1	Gordon Richards	Access	Concerned about surface access arrangements. Would like to see a Gatwick Express type train into London from KIA	Surface access arrangements will be fully assessed in the EIA that will support the planning applications	No change
52	James & Jean Rice	General comments	Support the growth of KIA and feel that there is considerable support amongst the local community	Noted	No change
53	Frank Batt & Kim Edgington	Noise	Do not want to see an increase in flights as this will mean more noise. Would like no training flights at the weekend	Noted	No change
53.1	Frank Batt & Kim Edgington	Runway	Requested that the runway is realigned to face Pegwell Bay	Noted but there is inadequate land available to do this and the cost would not be viable	No change
54	Margaret & Frank Jones and Colin & Leonora Boughton	General comments	Support the growth of KIA but prefer the name KIA rather than London Manston Airport	Noted	No change
54.1	Margaret & Frank Jones and Colin & Leonora Boughton	Increased destinations	Would like to see flights to Alicante and Faro	Noted	No change
55	Edmun & John Queen	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	Noted	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
55.1	Edmun & John Queen	Increased destinations	Would like to be able to fly to Amsterdam, Malaga, Alicante and Valencia from KIA	Noted	No change
55.2	Edmun & John Queen	Forecasts	Suggested that the airport should be developed for 20mppa, or even 30mppa	Noted	No change
55.3	Edmun & John Queen	Noise	Do not consider that noise is an issue	Noted	No change
56	Penelope Steane and Joan Frenken	Pollution	Concerned that the growth of KIA will give rise to aircraft pollution. There will also be an increase in noise pollution	Aircraft emissions and noise impacts will be assessed in the EIA for the planning applications	No change
56.1	Penelope Steane and Joan Frenken	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	Noted	No change
56.2	Penelope Steane and Joan Frenken	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	Traffic impacts will be fully assessed in the transport impact assessment that will support the planning applications	No change
57	Suzanne & Peter Ditton, Victoria Farrow & Patricia Herrington	Car parking	Do not like the long term car park area near to their homes (live near 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 elsewhere on the airport	Airport car parks work most efficiently when they are close to the passenger terminals they serve. The proposed carpark locations have been selected to minimise the need for bus transfers and allow walking to the terminal wherever possible	No change
57.1	Suzanne & Peter Ditton, Victoria Farrow & Patricia Herrington	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	Noted	No change
57.2	Suzanne & Peter Ditton, Victoria Farrow & Patricia Herrington	Night flights	Do not support night flights	Noted	No change
57.3	Suzanne & Peter Ditton, Victoria Farrow & Patricia Herrington	Consultation	Have requested that the parish council is involved with the final MP and that another meeting is held at Manston Parish Village Hall to discuss the proposals	Noted	No change
57.4	Suzanne & Peter Ditton, Victoria Farrow & Patricia Herrington	General comments	Note that the airport is in Minster parish and not Manston parish. Concerned about the impact of new lighting	Noted. The airport boundary is common to both parishes	No change
57.5	Suzanne & Peter Ditton, Victoria Farrow & Patricia Herrington	Landscaping	Do not want to be surrounded by earth bunds	Further details on landscape measures will be provided in the planning applications	No change
57.6	Suzanne & Peter Ditton, Victoria Farrow & Patricia Herrington	Fuel compound	Do not agree with the location of the proposed fuel compound next to their property	Noted	No change
58	Hazel Chandler	Car parking	Is concerned about the proposed car parking areas	Noted	No change
58.1	Hazel Chandler	General comments	Supports the growth of the airport	Noted	No change
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)	Noted. This will be considered further n the planning application	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
58.3	Hazel Chandler	Access	Would like to see the B2050 closed as it is too narrow	The potential closure of the B2050 will be fully assessed in the EIA for the planning applications	No change
59	Williams family	Consultation	The residents of Beltinge and Canterbury should be consulted as they have had to put up with low flying aircraft approaching the airport and disturbing their peace and quiet	Canterbury City Council is represented on the airport consultative committee. The consultation of the MP and future planning applications includes these areas	No change

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 is supportive of the controlled 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	Noted	No change
60	Richard Samuel (CEO) Cllr Sandy Ezekiel (Leader) + Cabinet Members Thanet District Council	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	Noted	No change
61	Steve Ladyman, Labour MP (South Thanet)	General comments and night time flying	Dr 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. Dr Ladyman noted his concern over night time flying and we discussed the ways this issue is treated at other airports in the UK	Noted	No change
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 supports the development proposed in the draft MP	Noted	No change
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 general operational reasons. Mr Spanton was also interested in KIA thoughts on the land on the opposite side of the new road. Mr Spanton 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's growth aspirations and he is supportive of its further development as it will assist his business ventures and the economy of the area	KIA will continue to discuss these issues with Mr Spanton	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
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 part 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 increased, the parcels of land would 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 fit within the airport development plans for the MP period. CGP is supportive of the airport development and MC and KW agreed to keep in touch with each other to ensure that the two developments progress in step	Comments noted	No change
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 those flights	Comments noted. The potential noise impacts of night flights will be fully assessed in the EIA for the planning applications	Text to reflect night flights policy added to section 6
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 organisations. MC gave details concerning where to obtain hard copies of the document if required and also where to direct submissions by the 19 December 2008	Noted	No change
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	KIA will continue to discuss these issues with Jentex.	No change
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	Noted	No change
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	Noted. Work already underway to boost the profile of the airport	No change
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 in the future.	Noted. KIA will continue to keep TG Aviation apprised of future activity	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
71	Laura Sandys Conservative Parliamentary Candidate (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. Ms Sandys voiced support for the proposals brought forward in the MP subject to appropriate environmental controls.	Noted	No change
72	Continental Aviation	Economic development	Continental Aviation was 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 was expressed 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 was very supportive of plans to further develop the airport and noted a number of customers whom they are working with to increase their activities at the airport	Noted	No change
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 a 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 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	Noted. KIA will continue to keep the museum appraised of MP progress	No change
74	RAF History Museum	General comments	Mr Cockle was pleased 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	Noted, as above	No change
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	Noted	No change
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	Noted	No change
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 the draft MP would follow	Noted. KIA will continue to keep Kent County Council Highways appraised of the MP progress	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
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 and largely dependent on the development of the airport and Mr Warren stressed that the re-introduction of passenger services should remain a key priority	Noted and welcomed	No change
79	Hoo Farm/ Farmhouse	Car parking	Ms Irwin's family owns 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. During the planning process it was identified that a planted or banded 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 utilise the airport, provided the brideway running around the existing car park is retained.	Noted	No change
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. Mr Wookey saw this as a key priority, particularly for the east of Kent	Noted	No change
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	Noted	No change
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 accompanied by appropriate environmental controls and the cabinet members 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	Noted	No change
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. The airport's 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	Noted	No change
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 utilisation of the airport would bring benefits to Thanet and the South East and would be supported	Noted. A full transport impact assessment will be provided with the EIA for the planning applications	No change
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	Noted. KIA will continue to keep MPC apprised of the MP progress	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
86	Birchington Parish Council	Economic benefits	The council expressed its 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	Noted	No change
87	KIA Consultative Committee	General comment	KIACC gathered for special meeting to discuss the draft MP. Following brief outlines of the views of individual organisations, 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 they were endorsed by the member's organisation or were purely personal views. Final response was required by 19 December 2008	Noted. KIA will continue to keep the KIACC apprised of the MP progress	No change
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 among the group on this point	Noted. The potential noise impacts (air and surface traffic) will be fully assessed in the EIA for the planning applications	No change
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 were encouraged to read the MP and submit their comments if they have particular issues that were not addressed	Noted	No change

Summary of recommendations from Thanet District Council's full council meeting (23 April 2009)

90	Thanet District Council - full council	Statement of intent	MP guidance requires Airport Operators to provide a clear statement of intent and to lead the preparation of the MP, but also requires close liaison with the Ipa if the MP is to form part of the LDF. At present the MP has not been through that process, and must therefore be seen as an aspirational document to be referred to rather than a policy document	Noted	No change
90.1	Thanet District Council - full council	Phasing of proposals	The MP 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	Noted, further information of the phasing of development at the airport is included within the new infrastructure summary table in section 5 of the MP	Infrastructure summary table added to section 5
90.2	Thanet District Council - full council	Implications of growth	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	Levels of activity at the airport are currently low and there has been limited baseline information to use to forecast growth levels. However, a considerable amount of underlying analysis has been undertaken by KIA and has contributed significantly towards the proposals set out in the MP. Further analysis to assess the impact of the development will be undertaken as part of the EIA to support the planning applications	No change
90.3	Thanet District Council - full council	Five year reviews	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.	Noted and agreed	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
90.4	Thanet District Council - full council	Focus on site and location	The MP 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	Noted, the forecasts have been modified to reflect expectations for the next 2-4 years. The long term aspirations remain consistent with KIA expectations of future growth	Forecasts updated in section 4
90.5	Thanet District Council - full council	Infrastructure requirements	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 MP 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	The "next steps" section of the draft MP (page 114) identifies where further surveys will be undertaken as part of the EIA process to assess the potential environmental impacts of development at the airport. An environmental controls section has been added to section 6 of the MP to provide further information on environmental issues relevant to the airport	Infrastructure summary table added to section 5 of the MP and environmental controls section added to section 6 of the MP
90.6	Thanet District Council - full council	Investment plan	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	Infrastructure summary table added to section 5 of the MP	Infrastructure summary table added to section 5 of the MP
90.7	Thanet District Council - full council	Public safety zone	The MP 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	A PSZ would only be necessary when a certain level of activity is reached at the airport and this would be a decision for the DfT	No change
90.8	Thanet District Council - full council	Surface access strategy	The proposed preparation of a Surface Access Strategy through the establishment of an Air Transport Forum is considered an essential element of the MP 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	Agreed, it would be appropriate to form an air transport forum for KIA, however this should only be established once the airport starts to generate significant traffic levels (1000 ATMs). A transport model will also be produced at the planning application stage	Infrastructure summary table added to section 5
90.9	Thanet District Council - full council	Expansion options	The MP 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	The development proposed through the MP has been shaped by a number of operational and topographical constraints. Other layout options have been considered during this process and it is appropriate for the 2018 and 2033 development scenario plans to show broad locations for development rather than specific building types	No change
90.10	Thanet District Council - full council	Commitment to targets	Within chapter 6 of the MP there is a lack of specific commitment to address the impacts of development at KIA. For example it would be preferable for the MP 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	The commitments within the draft MP are valid and reasonable. Air quality monitoring demonstrates that the airport's affect on local air quality is negligible. KIA will continue to monitor air quality	Summary table containing air quality commitments and targets inserted in section 6
90.11	Thanet District Council - full council	EIA	It would also be beneficial in due course if the MP 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	Noted, future planning applications will be accompanied by an environmental statement. When scoping for an EIA commences the statutory bodies will be consulted with	No change

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
90.12	Thanet District Council - full council	Consultation	The MP 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 finalising the document, to enable the Operator to identify comments received and explain the changes made. 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	The comments received in relation to the draft MP and the response from Infratil are contained within this document and will be circulated to interested consultees	No change
90.13	Thanet District Council - full council	Integration with LDF	In general terms, the MP 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	Noted and welcomed	No change
90.14	Thanet District Council - full council	Integration with LDF	The MP presently comprises a relatively high level aspirational stand-alone document prepared by the airport. In line with guidance on the preparation of MPs 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	Noted. KIA would like the MP to form a basis for ongoing dialogue with the council. KIA will continue to work closely with the council to create a positive planning policy framework for the airport	No change
90.15	Thanet District Council - full council	Section 106 agreement	The MP should include specific reference in terms of how proposals will address the requirements of the existing section 106 agreement listed above in the report. Cross referencing within the MP will assist in ensuring compliance	The existing S106 agreement contains a number of features unique to KIA. It is proposed that the agreement be revisited in order for the airport to operate effectively. An environmental controls section has been inserted into the document to address the requirements of the current agreement	See environmental controls section in section 6
90.16	Thanet District Council - full council	Commitment to arrival and departure routes	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	An environmental controls section has been added to section 6 of the MP to address this issue. Policies regarding CDA will be considered as activity levels increase	See environmental controls section in section 6
90.17	Thanet District Council - full council	Permitted development rights	One factual issue that requires looking at in relation to the document concerns references on page 21 of the draft MP 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. 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. 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 MP	The planning history of the airport is complex and proposals that come forward will help to regularise permitted development rights. It is more appropriate for the scope of permitted development rights to be considered at this time	Text added to section 2

	Name	Issue	Comment summary	Kent International Airport response	Draft Master Plan change and page/ para ref.
90.18	Thanet District Council - full council	Land beyond the airport boundary	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 MPs is avoided	Agree, KIA wishes to work with the council to reduce uncertainty and long term blight and would welcome the opportunity to progress more detailed proposals	No change
90.19	Thanet District Council - full council	Infrastructure provision	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 MP, with reference made to consents required to achieve that provision, particularly relating to surface water	Infrastructure summary table added to section 5 of the MP. These issues will be addressed in greater detail within the EIA and planning applications	Infrastructure summary table added to section 5 of the MP
90.20	Thanet District Council - full council	Northern lands	The MP 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. 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	Noted	Text added to page 87

Kent International Airport

Online questionnaire feedback

Kent International Airport - online questionnaire feedback

1. How many times have you used the airport? (see chart 1)		
Response	Number	Percentage
Never	93	30%
Not in the last year	49	15%
Once	39	12%
Twice	29	9%
Three times	27	8%
More than three	75	23%
No response	9	3%

2. Do you support the return of scheduled air services to KIA? (see chart 2)		
Response	Number	Percentage
Yes	240	75%
All other airports so far away		
Especially to well connected airports		
Although needs improvement to local highways and trains		
But should give consideration to noise, road impact		
Only good for regeneration of Thanet		
Area needs regeneration and jobs, UK needs new airport		
Development of KIA preferable to new development in Thames estuary		
Yes but not at night		
Area in dire need of investment in local jobs		
Has been a BAA London monopoly for too long		
Depends on routes available		
No	32	10%
Not in present form		
Tried many times before and failed, isn't large enough catchment area to justify		
Not sufficient demand		
Impact of low, noisy aircraft		
Detrimental impact to area		
Not unless routed away from Herne Bay		
Need to reduce carbon emissions		
No response	49	15%

3. Which destinations would you most like to fly to from KIA? (see chart 3)

Response	Number	Percentage
Europe:		
Any mainland (Europe)	24	7%
France (Paris, Nice, Toulouse)	17	5%
Spain (Alicante, Barcelona, Murcia)	55	17%
Portugal (Lisbon, Faro)	11	3%
Italy (Verona, Rome, Pisa, Venice)	15	5%
Germany (Munich, Hamburg, Frankfurt, Dusseldorf, Berlin)	8	2%
Turkey	3	1%
Alps (Switzerland/Austria)	8	2%
East Europe (Croatia, Prague)	10	3%
Mediterranean Islands (Cyprus, Canaries, Balearics)	32	10%
UK:		
Scotland (Edinburgh, Glasgow)	26	8%
Northern England (Blackpool, Manchester, Newcastle)	16	5%
Channel Islands	5	2%
Ireland	15	5%
USA	22	7%
Other long haul	9	3%
No response	45	14%

4. What do you see as the greatest benefits to the community of having a well connected airport at Manston? (see chart 4)

Response	Number	Percentage
Employment creation/ economic benefit and regeneration of area	123	38%
Increased accessibility, reducing need to travel, convenience of local airport	56	17%
Tourism benefits	19	6%
Avoiding congestion of London airports/ M25	28	9%
No benefits/ negative impacts	34	11%
No response	61	19%

5. What are your views on the approach to future land use planning and surface access arrangements? (see chart 5)

Response	Number	Percentage
No view expressed	102	31%
Unsure/ don't understand question	9	3%
Against proposals - will be a bad idea	37	12%
Need to improve road / rail access and general infrastructure	48	15%
Approve - good idea, will be positive for area	99	31%
Approve, but with assurances on environment affects, flight paths/times	26	8%

6. Any other comments regarding the draft Master Plan

Response		
Very supportive of return of passenger services, disappointed that previous EU Jet failed and miss their routes		
Will only be a good thing for tourism in the area		
Will there be potential competition from proposed Estuary Airport, which may be better placed?		
Ensure that English Channel used as flight path, not residential areas		
Potential of ruining one of England's best/ most under appreciated seaside towns, will deter tourists not attract them		
Against airports and air travel generally as contributor to climate change, environmental damage - should be reducing air travel not encouraging it		
Airport will create more air, noise, light pollution		
Manston too far away from population centres of South East compared to Gatwick/ Heathrow, should stay small freight handler		
Strongly against proposals on noise grounds		
Believe population estimate is too high and travel zone would be smaller as don't believe people living nearer to Gatwick/ Stansted would regard Manston as an option		
Need to have regard to destinations that local people ask for, and more successful airlines to succeed		
Airport needs better access, wider roads		
Master plan has not been widely publicised		
Increase in traffic over Herne Bay area in recent years - more effort given to areas on flight paths		
Concern that abandoning of sea defenses between Reculver and Thanet will cut Thanet off from mainland		
Concern that flights will be too expensive to warrant flying from Manston		
Location of Thanet will always limit expansion and customers. Need for direct motorway and rail link		
Facilities at Manston are poor compared to Gatwick/ Heathrow		
Developments cannot come soon enough		
Think the plan has been well put together - recognises issues of economy, environment and planning		
Concern that extra flights will not devalue homes		
Welcome the growth of Manston as real alternative to 3 London Airports		
Frustrated by lack of progress		
Potential for KIA to act as an olympic gateway		
Suggest developing main terminal building in same manner as Stansted - reducing walking distances. Also need for dual taxi rank reducing risk of delays		
Should take EU Jets mistakes into consideration		

Chart 1. How many times have you used the airport?

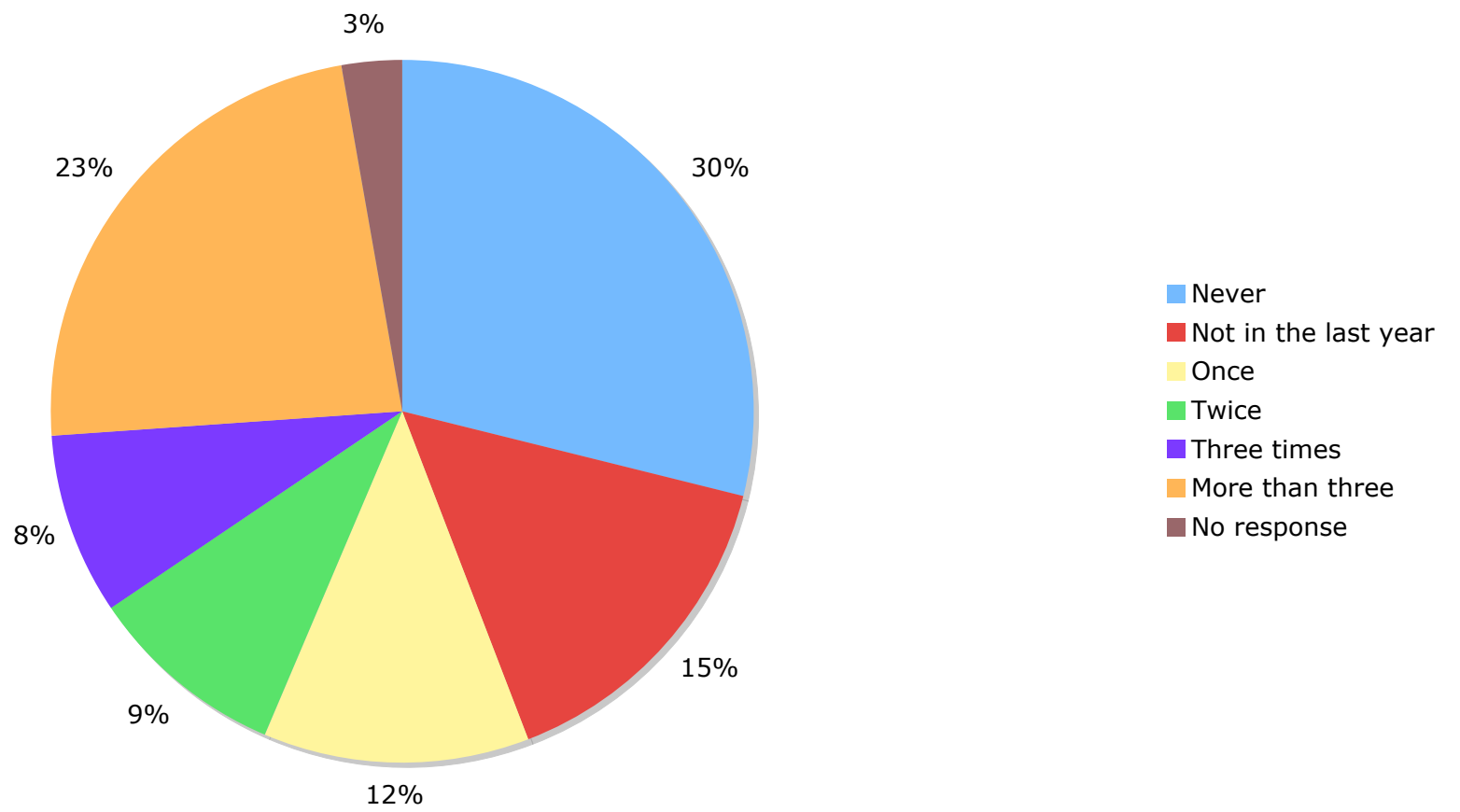


Chart 2. Do you support the return of scheduled air services to KIA?

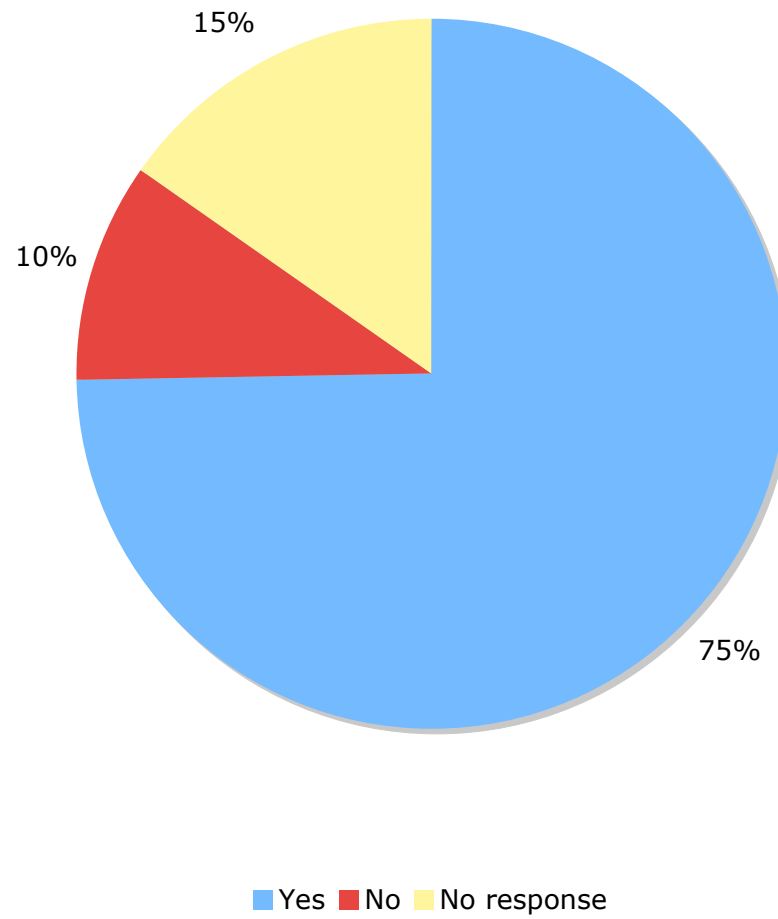


Chart 3. Which destinations would you most like to fly to from KIA?

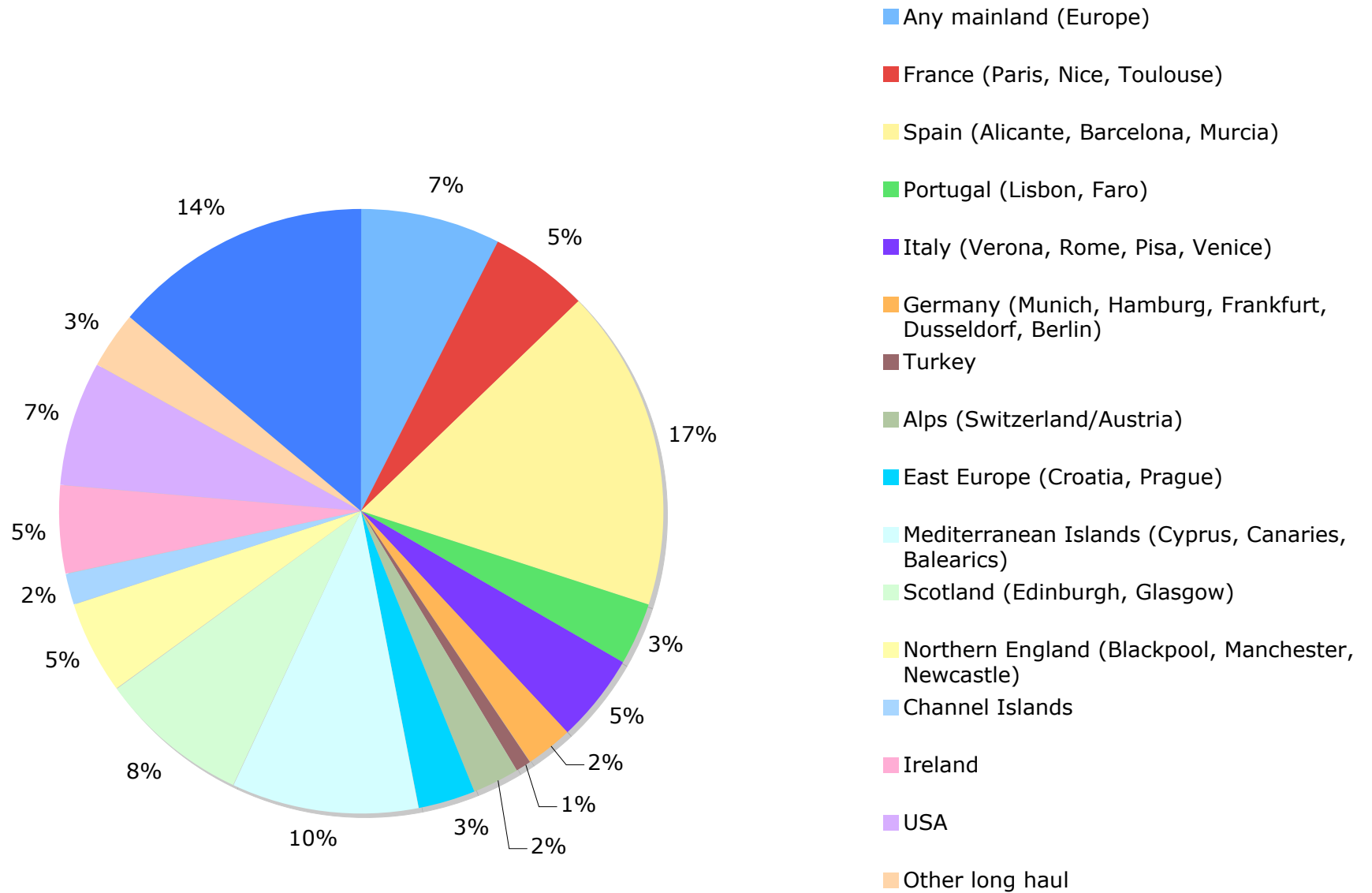


Chart 4. What do you see as the greatest benefits to the community of having a well connected airport at Manston?

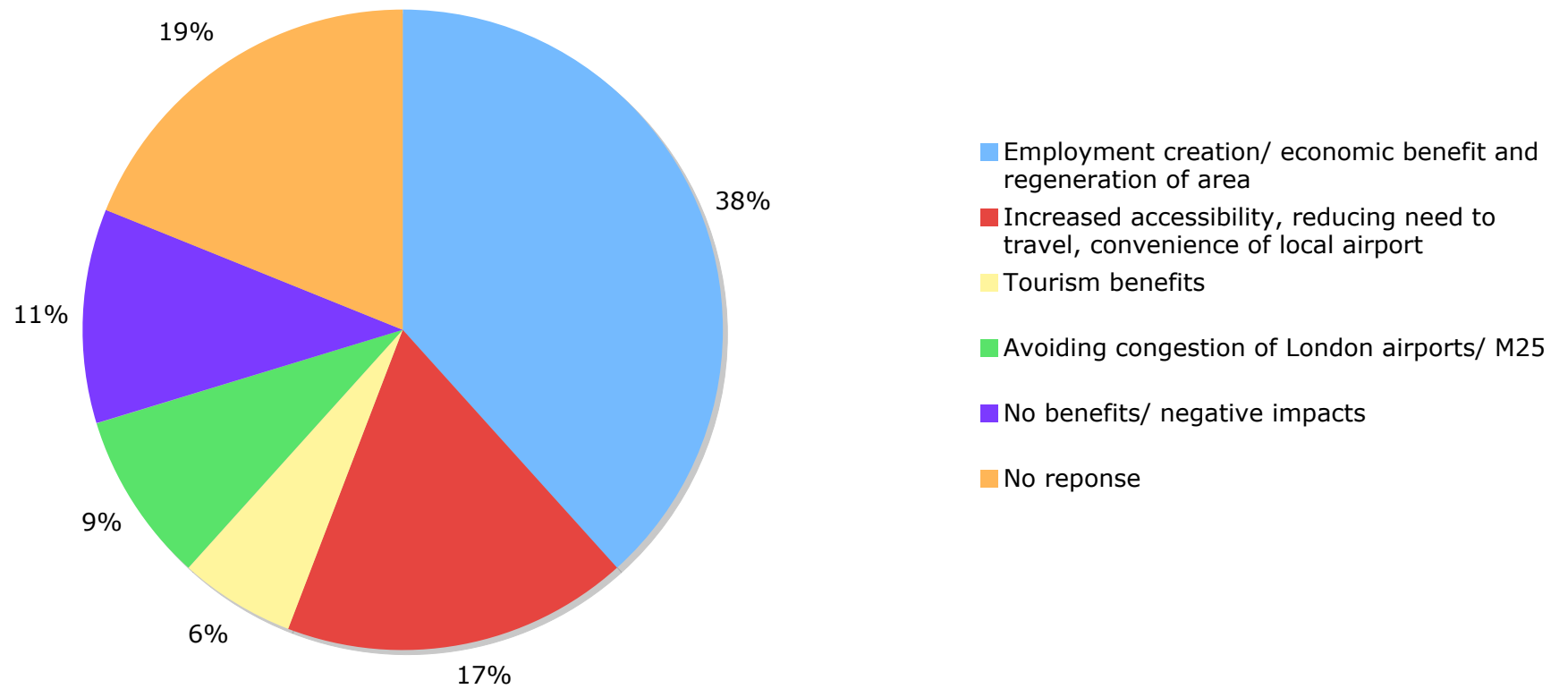


Chart 5. What are your views on the approach to future land use planning and surface access arrangements?

