

**KENT COUNTY COUNCIL**

**Thanet Local Board**

**Monday, 27 September 2010**

**Chatham House Grammar School, Chatham Street, Ramsgate CT11 7PS**

**Present: Local Board Members:** Bill Hayton (Chairman), Robert Bayford, Robert Burgess, Elizabeth Green, Charles Hibberd, John Kirby, Chris Wells.

**KCC Officer:** Anne Charman (Community Engagement Manager, Thanet)

Apologies were received from Michael Jarvis

<b>1.</b>	<b>Welcome to the meeting – Mr Bill Hayton, Chairman</b>
	<p>Mr Hayton welcomed everyone to the meeting.</p> <p>All county councillors present introduced themselves.</p> <p>There were no declarations of interest.</p> <p>Clare Dove requested that an unedited version of the entire video recording of the meeting is made available to her and that her agreement to the video recording was on this basis. Anne Charman replied that it had not been intended to create a DVD but that she would do her best to comply with Ms Dove's request.<sup>1</sup></p>
<b>2.</b>	<b>Notes of Local Board meeting held on 13 July 2010 and progress on any actions agreed</b>
	<p>The notes were agreed as a true record.</p>
<b>3.</b>	<b>Paul Carter, Leader, Kent County Council 'Bold Steps for Kent'</b>
	<p>Paul Carter outlined Kent County Council's (KCC) 'Bold Steps for Kent' four year medium term plan to be launched in October 2010. This sets out KCC's ambitions and priorities for the next four years. Mr Carter described some of the work that will be undertaken with other public agencies on regeneration projects to help improve and transform the quality of life for Kent residents. This is against a massive backdrop of measures being introduced by the new Coalition Government to drive forward change quickly. For example Michael Gove's radical reforms in education, that include the Academies Bill, changing the relationship between local authorities and schools and introducing greater choice, innovation, competition and less autonomy. The creation of school companies will deliver a bespoke menu of support services, including financial advice, IT support and personnel advice.</p> <p>Kent will transform its approach in response to this new education agenda, underpinned by excellent year on year results in Kent's schools. This year 56.4% of students gained five GCSEs or more, including English and Mathematics, above the national average of 53.1%. Under the National Challenge, 31 schools in Kent were asked to have at least 30% of students achieve five A-C passes, including English and Mathematics by 2011. To date only 4 schools have not achieved this benchmark.</p>

<sup>1</sup> Unfortunately due to an operator error a recording of the meeting was not made.

There will also be radical changes in the way health services are delivered. The new concept of empowering GPs and support for practice-based commissioning through the development of mutual trusts or co-operates will provide new opportunities and new models of service provision, increasing choice and driving up standards.

Bold Steps for Kent will address this ambitious change agenda, taking into account the significant cuts that are likely to affect all parts of the public sector. Excluding schools, KCC spends £1.4bn a year on the delivery of core services, Adult Social Care, Highways maintenance, Libraries and Waste disposal. The reduction in funding means that the authority will need to significantly reshape the way it works, making new choices, new priorities and using innovation to deliver, so that Council Tax is kept down and the tax payer is not burdened.

Bold Steps for Kent will also focus on driving forward economic prosperity, working with the voluntary and community sector and focussing on a bigger society and smaller state.

One of the three clear aims of Bolds Steps is to bring further prosperity into Kent and East Kent and Thanet by supporting and facilitating new growth. Margate has had money invested and Turner Contemporary, due to open in Spring 2011, will act as a catalyst. Other plans to regenerate the area include redevelopment of The Rendezvous site, with a modest hotel, restaurants and small scale retail and business units, and re-vamping the Winter Gardens. After the Olympics there will be money for significant projects and social enterprises will be encouraged, particularly those offering employment opportunities for young people.

As part of the housing renewal programme, particularly in Margate and Cliftonville, Kent is working closely with the government to cut off the supply of young and vulnerable people being relocated from London to Thanet so that these communities can be revitalised.

Transport is vital to East Kent's regeneration and KCC has commissioned a study to look at improved rail links in East Kent, linking a Thanet Parkway to a High Speed 1 route between Ashford/Canterbury/Manston. The expansion of Manston Airport could provide a key driver for economic growth and with passenger movements of over 6 million being proposed (Stansted has 22m), it has the potential to create a significant number of job opportunities.

Linked to this is the importance of education and training in Thanet so that local people have the skills to fill these new job opportunities and this is being addressed through numerous new facilities, for example, The Thanet Skills Studio which offers bespoke vocational and training schemes.

East Kent's close proximity to London and mainland Europe offers huge potential for economic growth and Kent is working closely with the Homes and Communities Agency and other agencies to ensure that it is realised.

For more information about Bold Steps for Kent visit: [www.kent.gov.uk](http://www.kent.gov.uk) or contact [anne.charman@kent.gov.uk](mailto:anne.charman@kent.gov.uk) for more information.

**4. Cllr Robert Bayford, Leader, Thanet District Council and Kent County Councillor for Broadstairs and Sir Moses Montefiore**

Cllr Bayford addressed the issue of the Night Time Flying Policy, making two points clear from the outset:

- (i) The Section 106 agreement between Thanet District Council (TDC) and the

	<p>(ii) Airport does not require TDC to consult with local residents, only the airport, and TDC is not in 'cahoots' with the airport and while supporting its development, this is subject to satisfactory assurances about any environmental impact such development might have.</p> <p>Cllr Bayford then provided some background to the current situation and how TDC intended taking the matter forward.</p> <p>The Airport Working Party (AWP) is a sub committee of TDC's Overview and Scrutiny panel, the latter being a body that looks at all aspects of the Council's functions. The Labour group has majority membership and chairmanship of the AWP, giving a political balance to the way in which the airport is scrutinised. Cllr Bayford made it clear that this issue is not a political football and that it will be discussed properly, taking all local residents' best interests into consideration. The AWP meets regularly with Council officers and management at the airport. The group has also visited other airports, for example Luton, to find out more about how these airports' interact with their surrounding districts and this has provided invaluable information to TDC on how to proceed forward.</p> <p>In 2009 Infratil wrote to TDC regarding the principle of night time flying and confirmed its intention to submit a Night Time Flying Policy for the Council's consideration. When this proposal is received there will follow a three month consultation process. During this time TDC will also carry out an independent review of the noise assessment report. The key issue for TDC is that as many people as possible are consulted.</p> <p>TDC is still awaiting the formal Night Flying Noise Policy proposal from Infratil, but its original application has suggested a quota system. The consultation will be community-wide and TDC will work closely with many partners including: Shepway District Council, Dover District Council, Canterbury City Council and Kent County Council, the Kent International Airport Consultative Committee, and Ramsgate Town Council. Specific attention will be paid to those who are most affected, that is those living directly under the flight path, and the feedback will be weighted accordingly.</p> <p>The consultation will comprise three strands:</p> <ul style="list-style-type: none"> <li>(i) a sample survey, including a boosted sample in areas where residents are most affected,</li> <li>(ii) consultation amongst interested parties, the general public, local businesses, in fact anyone can take part either by post or online, and</li> <li>(iii) exploratory research, to include in-depth telephone interviews.</li> </ul> <p>An external research company will be employed to undertake this work (probably MORI) and the results for the three strands will be analysed by them. This process will be given considerable publicity, including press releases, road shows during the day and evening drop-in sessions, and liaison with Thanet forums and residents' groups. It is intended to make the consultation process as wide and deep as possible.</p>
<p><b>5.</b></p>	<p><b>Kent Youth County Council/Thanet Youth Council</b></p>
	<p>Sadie Williams, KCC's Youth Participation Worker for East Kent, introduced the KYCC and TYC members and outlined the purpose of KYCC and TYC, which is to help and encourage young people to engage and participate in the democratic process and get involved in local issues.</p> <p>Nikita Loginov is a deputy KYCC member for Thanet and has recently joined the KYCC Environment group, who have been researching into solar power and working with SOLGEN. In June Nik went to Canterbury for a recycling meeting, 'The Kent Waste Forum'</p>

organised by the Kent Waste Partnership, where he talked to representatives from M&S and other prominent members from local companies. He has also attended a speaking workshop 'Around the World in 80 minutes' and visited the House of Parliament to take part in an Environment Bill workshop. He also recently attended a 'Children in Care' council meeting that involved Paul Carter.

Amy Wright then spoke of her work as a TYC member and her recent success in the Youth Mayor elections. TYC is an independent body of young people who care passionately about their local area. Thanet is the first area to democratically elect a Youth Mayor – the turnout was very good with over 5,000 young people voting and a 51% turnout. As well as being the Thanet Youth Mayor, Amy is also a member of the UK Youth Parliament, KYCC and Chair of Connexions.

Amy then briefly outlined her manifesto which aims to provide a better image of young people in the media and in Thanet. There is often a stigma attached to young people and the way they behave. There is a need for a greater variety of activities for young people and those activities that are available, for example, the Turner Contemporary's intergenerational projects, need better promotion. Transport is also an issue for young people in Thanet, who are heavily reliant on an often poor and limited bus and rail service. Amy also encourages young people to join KYCC and Connexions so that they can take up volunteering opportunities and get involved in their communities, as well as developing new skills.

Nigel Cross who works with the Thanet Youth Council then briefly outlined some of the other work taking place:

- Margate Seafront and Renewal Programme stakeholders' events, where young people are asked to give their thoughts on how the seafront can be improved,
- House Project, a health campaign for young people addressing issues such as alcohol, drugs and sexual health.
- Engage – comprises a partnership of different organisations that deal with young people and puts on regular events, for example the Easter Blast, Beach Blast

**6. Panel discussion: regeneration and the importance of good transport links to the prosperity and quality of life for local Thanet people.**

The rest of the panel then introduced themselves and gave a brief overview and update of their organisation's work.

**Andrew Pearce, Area Manager, Environment Agency**

Thanet is one of the Environment Agency's (EA) priority areas and the EA acts as the Government's advisor. It has three main duties:

- (i) provides a technical role, for example flood risk management, water resources, water quality, disposal of waste;
- (ii) oversees the allocation of resources in a manner that is outside of the influence of local government;
- (iii) collates information that supports (i) and (ii).

The EA works closely with TDC, on coastal regeneration (Turner Contemporary), Manston, local businesses to protect the groundwater in Thanet and ensures the quality of the bathing water (which is excellent).

The role of the EA is not to block development but rather to look at how infrastructure can be taken forward without it impacting on the environment.

**Charles Buchanan, Chief Executive Officer, Manston**

Manston has a Masterplan for its future growth over the next 25 years, which was drafted in 2008 and finalised in 2009. Currently it employs 110 people but plans to have 6,000 jobs and be a major player in the regeneration of the local economy. The nature of the business requires shift work which means that it will predominately have to employ people who live locally.

Manston needs to attract passenger and freight operators and to do this it will need good road and rail links. It is a keen supporter of the Thanet Parkway and East Kent Access Road as good infrastructure is crucial to its future success.

Currently the freight services support vital air traffic. To be successful and in order to develop the passenger sunshine routes, the airport needs to be competitive and needs freight night time flying. However the airport accepts that there needs to be a balance between its commercial plans and the community's needs.

**Paul Crick, KCC Director of Integrated Transport Strategy and Planning, Environment, Highways and Waste**

Paul Crick is responsible for looking at Kent's transport strategy over the next 20 years and talked of two strategies that are key drivers for regeneration in Thanet:

- (i) The Ashford to Thanet High Speed 1 to improve journey times from Ashford to Ramsgate so that passengers can travel from Manston to London in under an hour. KCC has commissioned a study and is working with Network Rail on this.
- (ii) A Parkway station at Thanet, positioned near to the airport so that passengers can take advantage of the reduced journey times.

**There followed a question and answer session where the audience was invited to ask the panel questions** (names have been supplied where available)

**Q.** (Peter Binding). I live in the middle of Ramsgate. The airport has no planning permission and there has been no risk assessment undertaken. The introduction of flights that will attract 6 million passengers a year is a significant change of use for the airport, as are night flights. Why is TDC only consulting with local people? Why doesn't TDC seek planning permission?

**A.** (Cllr Bayford). Expansion plans are not taken lightly. There are many negotiations taking place, with representatives from KIACC and there will have to be a renegotiated Section 106 agreement. This consultation is genuine and we do want to find out what local people feel. TDC will do everything possible to be environmentally friendly.

**A.** (Charles Buchanan). The airport cannot reach 6m passenger movements a year without building development around the airport and this will require planning permission. The Masterplan is a development plan that will have to go through the normal planning processes.

**Q.** (Kim Gibson, Nethercourt Residents Association). Why is this consultation taking place before any information has been seen? The airport will provide a quota but the consultation will have already begun.

**A.** (Cllr Bayford). TDC cannot start a consultation without the information.

**Q.** (Steve Higgins). TDC has received a Freedom of Information request about a document sent by Infratil with flight information/quotas to its Director of Regeneration. I know this document from Infratil exists and would be happy to share this document with

you.

- A.** (Cllr Bayford). I am not aware of this document and neither are my officers.
- Q.** (Susan Kennedy). You talk about the public being consulted, using road shows and surveys, but how are people supposed to be aware of what they are being consulted about? Why can't you undertake an independent review on health, education the economy and regeneration? Why don't you do this before you consult with us? There is already a substantial amount of information available about the negative impact of night flights.
- A.** (Cllr Bayford). An independent review is being undertaken together with a noise impact assessment. TDC will make a clear statement of what this means to people and is monitoring the situation constantly. KIACC broadly supports the policy of expansion of the airport and accepts that people in Thanet and the wider Kent area will draw maximum benefit by having an airport.
- Q.** (Suzy Humphries). Please explain the real value of this consultation. I believe it will have little impact because Infratil's Master plan makes it clear that it cannot be successful without night flights.
- A.** (Cllr Bayford). Only expansion that is acceptable will be permitted. It may not be practical to say 'no' to night flights but there is no policy that is 'pro' night flights. There will be wide consultation undertaken that will be overseen by an administration (AWP) that is separate from TDC's Cabinet and this should give confidence to people that the process has been carried out in a fair and reasonable manner. Many of these answers can only be informed by the consultation which will be very expensive but will go ahead despite a backdrop of huge budget cuts.
- Q.** Will the consultation be covering Thanet, Shepway, Dover and Canterbury?
- A.** Yes
- Q.** Why are Shepway, Canterbury and Dover being consulted? Surely it will not affect their lives? This is unfair to the people of Thanet as they are going to be the ones most affected.
- A.** (Cllr Bayford). The consultation will be deeper and more concentrated in areas that are closer to the airport. Your views are important and will be taken into account. However TDC does have a responsibility to consult with residents in Shepway, Dover and Canterbury. And of course there may be some people who live nearby who might like what's happening at the airport.
- Q.** (To Charles Buchanan), I understand that you were the City Airport's CEO before you came to Manston. Its consultative website states that there is a noise level contour area around the airport of 57 decibels and that if the noise level raises above 69 decibels it compulsory purchases those properties affected. I live in Chapel Place, Ramsgate and the noise level here reaches 80 decibels. Will you purchase my property and others like it at their market value?
- A.** (Charles Buchanan). This was raised at the KIACC meeting recently; there has to be average exposure to noise levels of between 57 to 69 decibels over a 16 hour day (dB LAeq) between 7am and 11pm. The measure you refer to was recorded by a noise monitor behind Chatham House School and reflects instantaneous noise at the peak of a transit across the sky – this is a different measure of noise. If noise levels meet the criteria, then yes the airport would compulsory purchase properties affected.
- Q.** Are the planning department taking into account the frequent breach in noise levels?
- A.** (Cllr Bayford). If you would like to supply me or one of my officers with evidence and your name and address, I will ensure you have an answer.

- Q.** (Chris Welch, Treasurer of the Eastcliff Residents Association). Do planes need to fly over Ramsgate? It is not true that the majority of flights into Manston could land from the West rather than the East?
- A.** (Charles Buchanan). It depends upon the wind direction and wind speed. The prevailing winds are South Westerly – the majority of planes will take off to the West and land from the East and flights cannot land safely if the wind is in the wrong direction and over 5 knots. Approximately two-thirds of the flights land from the East.
- Q.** Where will the Thanet Parkway railway terminal finish?
- A.** (Paul Crick). The detail has not been resolved yet and we are awaiting the results of a feasibility study.
- Q.** Is it not true that heavy freight coming in at night is attractive because it is cheaper to fly into Manston rather than Gatwick, Stansted and Heathrow?
- A.** (Charles Buchanan). The vast majority of freight traffic goes into Heathrow, Stansted, Gatwick, East Midlands. There is no price differential between day and night flights at Manston, as there is no difference at Stansted, the other principal dedicated freight airport. Heathrow uses its passenger services and the cargo holds to carry freight. But we are talking about different forms of freight.
- Q.** Should night flights be more expensive?
- A.** (Charles Buchanan). The airport has to remain competitive and without a good economic base it will not be able to generate employment.
- Q.** (Brian Erwin, Ramsgate Alliance Association). Will we all have sight of these questions and the responses?
- A.** (Bill Hayton). Yes the notes, including questions and answers will be made available.
- Q.** How much money will Turner cost? Why wasn't this money put into the town centres first?
- A.** (Paul Carter). The capital costs to build Turner Contemporary are between £16-£17m and are on budget. The monies from the original build plans have been recovered. There will be an ongoing subsidy to deliver exhibitions, etc but hopefully a hotel on site will contribute to reducing some of these costs. Currently the economic climate is not favourable for a hotel to invest at the moment, but the income stream from the freehold will potentially keep any subsidy to a minimum.
- Q.** Legal advice from Counsel says that any intensification of airport use requires demonstrable compliance of the terms of the Section 106 agreement. Why is TDC entertaining a consultation on night flights when Section 106 has not been complied with?
- A.** (Cllr Bayford). This question requires more detailed information and will need to be answered after the meeting.
- Q.** If the AWP is not briefing you properly and this information is out in the public realm, would it be useful if I sent the details to you?
- A.** (Cllr Bayford). I would be happy to receive any information you have and respond to you accordingly. It is better to open a dialogue on this matter.
- Q.** (Brian Selvey, resident in Sea View Road, Cliffsend). As I asked you at last week's KIACC meeting, why are aircraft taking off and then swerving across properties, particularly my back garden?
- A.** (Charles Buchanan). I have been out of the country since this meeting but I have offered to stand in your back garden to see the problem for myself and I will make

	<p>contact with you after this meeting.</p> <p><b>Q.</b> If Manston is to have a maximum of 6m passengers a year this will make it a very small minnow in such a large market so would it not be correct to say that in order to expand it can only use night flights?</p> <p><b>A.</b> (Charles Buchanan). No, this is not true. Night flights are only a part of the picture. With the growth in demand for aviation travel the vast majority of passengers will be flying during the day.</p> <p><b>Q.</b> Is it not true that all the big players have the best time slots and that the only way that a small airport like Manston can survive is to have the slots that are left over, i.e. a night?</p> <p><b>A.</b> (Charles Buchanan). Time slots at the major airports are in very short supply during the day, and day air traffic will be looking for a home at Manston.</p> <p><b>Q.</b> (Paul Rose). This consultation is likely to have leading or loaded questions. It would be sensible for the independent consultants to ask a straight question right at the outset, which is: "do you want night flights?" Will TDC ask this question?</p> <p><b>A.</b> The consultation is likely to be undertaken by MORI who have a huge reputation to defend. This consultation needs to be and will be unbiased, otherwise it would undermine the benefit of using consultants. We are not going to try and second guess what local residents will say.</p>
<b>7.</b>	<b>Opportunity to ask questions about local public services.</b>
	None.
<b>8.</b>	<b>Any Other Business notified to the Chairman prior to the meeting.</b>
	None
<b>9.</b>	<b>Close</b>
	Mr Hayton thanked all the speakers for their presentations and the public for attending and closed the meeting.