

The following is taken from a Facebook discussion on Manston Airport :
Here is what I said :

Re. alternatives to an airport :

Beau Webber 10,000 houses is the alternative plan = 25,000 extra cars every morning Thank goodness the airport is only zoned for Aviation.

It was suggested that only 2,500 houses had been planned for Manston :

Beau Webber Then the TDC planning application went up to 3,500, then the developers gave a presentation at KCC where they said they wanted 4,500 "dwellings". We have evidence they actually were talking about 10,000.

Beau Webber All they "rebutted" was that Quinn were going to buy Manston - which was never in the plan of course, their job was just to drum up a national and international feeding frenzy for plots on Manston.

All plots carefully sized so as to never to trigger the social conditions, as per their plots up North. See joint SHP - Quinn presentation in the South of France.

Evidence of course also includes the continually changing planning applications to TDC and recordings of presentations to KCC.

Beau Webber Ah here is the text version of the joint presentation - Cannes 2015

MIPIM - The world's leading real estate market eventwww.mipim.com

MIPIM is a 4-day real estate exhibition, conference and networking event gathering 26800 international property professionals, in Cannes.

<http://www.commercialnewsmedia.com/archives/34278> :

'Kent and Medway will be in the international commercial property shop window when a strong delegation from the county represents it at the MIPIM commercial property expo in Cannes this week.'

'Mark Quinn of Quinn Estates added: "We are delighted to partner Locate in Kent at MIPIM 2015...." '

'Nick Fenton of the Kent Developers Group said MIPIM presented an important opportunity to put the county in the international shop window. "We have a strong portfolio of development opportunities in Kent and Medway and MIPIM is the place to showcase this to potential commercial property investors from around the world."



Locate Kent – Perfect for Europe. Perfect for Business

We would like to invite you to an exclusive drinks reception at MIPIM, showcasing Kent as a region for investment and relocation. Be the first to hear about three new and significant opportunities, linked to London by high speed rail.

- 800 acres of mixed-use development in Kent coming to market at MIPIM
- Half a million sq ft of new office space within 50 minutes of London but rents up to 70% lower
- 1 million sq ft of existing space for life sciences and professional services, with 1.2 million sq ft more ready for development

This event is sponsored by Discovery Park, Quinn Estates, Ashford Borough Council, Berkeley, Clague Architects, kirksaunders associates and Kreston Reeves LLP.

By invitation only.

18:00-19:00

Plage Royale, Cannes

Beau Webber All plots carefully sized so as to never to trigger the social conditions was what SHP ensured. I am a very strong believer, if housing is to be built, in at least some should be priced so the children of the local people can afford them, and shops and doctor's surgeries are built - none at that time on previous SHP estates.

Do these look like social housing or for the average East Kent person in need of a home ? - a widely published document :

Beau Webber I really have been trying to avoid putting what should be unnecessary postings of well known matters on Faversham Matters, but you keep asking for them, so here is where they talk about 5,000 houses (as per their KCC presentation), or 10,000 houses :

"a cirra 800 acre garden city with cirra 5,000 homes, with potential for up to 10,000"

- all in addition to the Thanet Housing numbers, not as an alternative :



Proposed Garden City at the Former Manston Airport

Quinn Estates have been offered a third share in one of the most important regeneration opportunities in the south east and the biggest brownfield regeneration project in Britain. The proposal is to regenerate the former Manston airport site into a circa 800 acre garden city with circa 5,000 houses, with potential for up to 10,000, and commercial ventures including B1, B8, retail and community uses amongst a large area of new parkland. The site, to be known as Stone Hill Park will be a series of new communities living, working and playing in an outstanding setting in an architecturally designed mixed use community in close proximity to existing conurbations and infrastructure.

In terms of timing, we would anticipate submitting an application in Q1 2016 with determination by Q3 2016. The strategy is to sell off parcels of land to national housebuilders and then use the commercial expertise of Quinn Estates to deliver the commercial schemes.

The profit for the JV is expected to be in the region of £306m which could result in a return including your £8.5m investment of £64.7m.

On a mixed use development of 10,000 residential dwellings we have forecast an income of £927m which includes the sale of land to national housebuilders for 8 separate eco villages and costs of £290m which includes the delivery of 250,000sq.ft of offices, 1.75m sq.ft of B8 sheds, 250,000sq.ft of retail and various leisure and community facilities. The profit for the JV is expected to be in the region of £637m which could result in a return including your £8.5m investment of £130m.

For a third share the £8.5m would effectively buy 266 acres at a price of £32,000 per acre. At Discovery Park land has just been sold to a national housebuilder for £750,000 per acre on 35 acres or the equivalent of £70,000 per plot. Our appraisal for Manston is based upon a sale at £65,000 per plot so we have modelled in a discount.

It was suggested Tony Freudmann was lying about night flights :

Beau Webber Please - where is the lie about night flights ?

Please compare the image below from the DCO with what Tony Freudmann says about night flights etc : - on the RSP web site :

What Tony Freudmann says on the RSP web-site :

21.—(1) The operation of the airport is subject to— (a) a total annual cargo air transport movement limit of 17,170; (b) a total annual passenger air transport movement limit of 9,298; and (c) a total annual general aviation movement limit of 38,000.

(2) No aircraft is to take-off or be scheduled to land between the hours of 23:00 and 06:00.

(3) No passenger air transport departures are to take place between the hours of 09:00 and 11:30. There must only be one passenger air transport departure between the hours of 11:30 and 11:44 and one passenger air transport departure between the hours of 11:45 and 12:00. There must only be one scheduled passenger air transport arrival between the hours of 07:00 and 08:00.

(4) No passenger air transport departures are to take place between the hours of 20:00 and 21:00. There must only be one passenger air transport arrival between the hours of 16:00 and 17:00; only two passenger air transport departures between the hours of 1800 and 19:00; and only one passenger air transport departure between the hours of 19:00 and 20:00.

What the DCO – “the law of the land” says :

[Please note the definition of Scheduled in :

DCO SCHEDULE - REQUIREMENTS - PART 1- REQUIREMENTS- Interpretation]

(2) No aircraft is to take-off or be scheduled to land between the hours of 23:00 and 06:00.

(3) No passenger air transport departures are to take place between the hours of 09:00 and 11:30. There must only be one passenger air transport departure between the hours of 11:30 and 11:44 and one passenger air transport departure between the hours of 11:45 and 12:00. There must only be one scheduled passenger air transport arrival between the hours of 07:00 and 08:00.

(4) No passenger air transport departures are to take place between the hours of 20:00 and 21:00. There must only be one passenger air transport arrival between the hours of 16:00 and 17:00; only two passenger air transport departures between the hours of 18:00 and 19:00; and only one passenger air transport departure between the hours of 19:00 and 20:00.

“scheduled” means planned according to a schedule and includes both scheduled and chartered flights.

Night Flights were raised again :

Beau Webber RSP are building 19 Freight stands so they do not NEED night flights - it was because Manston Airport only had one freight stand before that the airport had to ask for night flights if they were to be profitable.

RSP are spending an awful lot of money on stands so that they do not need night flights.

You are very sore winners - you won the night-flight question !! :

RSP Lawyer Isabella Tafour : 2019-03-18 - DCO Public hearing

Re Night Flights :

The proposal is for a restriction which prevents any departures of aircraft between the hours of 11pm and 6am whether they are scheduled or chartered (or whatever they are called); and

No programmed arrivals, whether they are scheduled or chartered (or whatever they are called), between the hours of 11pm and 6am, other than those that have been unavoidably delayed.

That is what is now written into the DCO, expunging all the text that was written about possible night flights before that.

Beau Webber Oh by the way, The document that you posted above was published in July 2018 so is very out of date. From before RSP abandoned night flights, and is not consistent with the current DCO :

Requirement 21 in the DCO also specifies the restrictions on hours in which the airport can operate

(2) No aircraft is to take-off or be scheduled to land between the hours of 23:00 and 06:00.

I was asked why there were Quota Counts in the DCO :

Beau Webber It is part of the overall noise mitigation plan :

DCO : Noise mitigation :

(5) The airport will be subject to an annual noise quota of 2000 between the hours of 06.00 and 07.00 as set out in paragraph 1.8 of the noise mitigation plan.

(6) Any aircraft which has a quota count of 4 or above cannot be scheduled to take-off or land at the airport between the hours of 06.00 and 07.00 as set out in paragraph 1.7 of the noise mitigation plan.

And NO it is not part of a "night quota" service :

"Since 1993, the main elements of the night noise regime have been limits to the number of movements and amount of noise that can be emitted at an airport between the hours of 23:30 and 06:00, which is known as the night quota period,"

Night flight restrictions at the designated airports, 2017-2022

<https://assets.publishing.service.gov.uk/.../night-flight...>

And finally there was another question on night flights, so :

Beau Webber DCO Document : Airport operation

21.—

(2) No aircraft is to take-off or be scheduled to land between the hours of 23:00 and 06:00.

And as Tony Freudmann himself has said :

And for the avoidance of doubt, to exceed the cap would be to commit a criminal offence under section 161 of the Planning Act 2008 since it would be a breach of the DCO.