

The Planning Inspectorate,  
Manston Airport Case Team  
National Infrastructure Planning  
Temple Quay House,  
2 The Square,  
Bristol BS1 6PN

**PINS RECEIVED**  
**14 FEB 2019**

Your Ref TR020002  
Our PINS Reference Numbers 20014582 and 20014588

13<sup>th</sup> February 2019

Dear Sir,

**The Planning Act 2008 – Section 89 and The Infrastructure Planning (Examination Procedure) Rules 2010 – Rule 8 etc**

**Application by River Oak Strategic Partners for an Order Granting Development Consent for the upgrade and reopening of Manston Airport**

**Examination Timetable and procedure – Deadline 3 – 15th February 2019**

Further to our various emails of Monday, 11<sup>th</sup> February 2019. Due to the volume of papers we were unable to successfully scan them to you. Therefore we are enclosing the Summary and Submission by Norman Winbourne together with the accompanying papers referred for good order.

Could you kindly acknowledge safe receipt please?

Yours faithfully,

[Redacted Signature]

Winbourne Martin French



Registered Office: Winbourne Martin French Ltd  
61 New Cavendish Street, London W1G 9TE  
Registered No. 321 3170

Regulated by RICS

**Managing Director**

**James G. Winbourne**  
BSc (Hons), PGDip.PVL, MRICS  
Rating Surveyors' Association  
Compulsory Purchase Association  
RICS Registered Valuer

**Consultants**

**Norman J. Winbourne**  
FRICS, FCInst CES, FIPPV  
Rating Surveyors' Association  
Compulsory Purchase Association  
RICS Registered Valuer

**Jeremy M. Bretherton**  
BSc (Hons), MRICS, CIO (Eng/2011/201)

**Francis Roberts**  
MRICS

**Summary of the combined Written Statement of some 3500 words, submitted on behalf of (1) Winbourne Martin French, Chartered Surveyors and (2) London East Kent Coast Airport (Manston) Limited, with a view to augmenting the River Oak DCO**

Norman Winbourne ("NJW") is a valuer and planning consultant and also a Civil Engineering Surveyor, with a long-term professional interest in transport infrastructure development.

In consortium with Pell Frischmann Consulting Engineers, NJW is the Lead Designer of the proposed major expansion of Manston Airport, with a view to three full length runways in as many years. Also with room on-site for up to six runways in future, if required.

Both our Simplified Plan dated 22.09.2017 and our 'final' Revision 31 Outline Airport Design Drawing dated 01.02.2018, set this prospect out, with copious explanatory notes thereon.

Helpfully, there should be fairly low overall costs of acquiring land in the Manston area, subject to proper and even generous compensation and care for the environmental impact.

Meanwhile those remaining in their existing properties would be likely to incur interim increases in disturbance (compensatable) coupled-with overall higher property values given time. Thus it is important to deter unwanted speculators, by airport planning regulations.

Nevertheless, over five years of research and development and despite Manston's inherent advantages there have been many rebuffs from uninterested official quarters and all-but-one of the local authorities.

Therefore, with particular regard to that uphill chain of events; annexed to the Written Statement itself, is the substantial supporting evidence of sequential documents, selected from many lever arch paper files, which can be opened to the Inspectorate if appropriate.

**Manston Airport Public Inquiry into the River Oak Development Consent Order Scheme**

1.0 Written Statement of Norman J. Winbourne FRICS, FCIInst.CES, FIRRIV, made on behalf of two conjoined Interested Parties. This goes well beyond the previous "500 words" synopsis together with two definitive drawings (repeated herewith). Other attachments in date order herewith, include earlier exemplar plans and relevant factual evidence supporting documents, over the past five years and selected from about a dozen lever arch paper files. There are two site-specific published professional papers on Manston Airport and important letters to MPs, Ministers and others and my Airspace Consultation Submission of July 2017:- all being otherwise stand-alone documents.

1.1 Firstly, Winbourne Martin French, Chartered Surveyors, of London, EC4 6HL ("WMF) whose Principal and Managing Director is James G. Winbourne BSc(Hons) PGDip.PVL, MRICS ("JGW") and where I myself ("NJW") am former Senior Partner and now a regular working consultant. Both of us are longtime Members of the Rating Surveyors' Association and are also Founder Members of the Compulsory Purchase Association. Therefore, having regard to the open public request of counsel for Stone Hill Park, one may perhaps advise the Inquiry (objectively and independently) as to Compulsory Purchase principles only (i.e not for any compensation as such) in the DCO. This would be especially from previous local experience of the now finished East Kent Access and Ramsgate – Dover Road (A256) and consequential Lands Tribunal Expert Witness evidence of JGW, for our Richborough clients. Also subsequently, NJW evidence given in successfully rebutting a commercially intrusive Natural England duplication scheme, of existing coast-access footpaths.

1.02 Secondly, London East Kent Coast Airport (Manston) Limited, wherein I am an Executive Director and there are three other variously very experienced Directors at present; all living in Ramsgate, Margate and Broadstairs respectively. This company is formed as a vehicle for airport expansion, by land acquisitions, construction, development and maybe airport

management, in due course. The company has been renamed recently, for a better location identification and it supersedes two other companies with similar names which are inactive.

1.03 At the outset, five years ago WMF/NJW were working on Manston Airport purchase reinstatement and reopening, together with Darius Potel BSc, AFAS, LL.M, MBA ("DP") who is now quite ill. He is/was CEO of International Consolidated Holdings SA ("ICH") a banking and commercial group established 1911 and based in Zug, Switzerland, with world-wide assets in the billions of dollars. He was supported by their Chairman Jacob Staldi. Later, two now inactive and legally separate companies were formed by DP (as named by myself) with an eye to legal ERDF infrastructure subsidy, from the EU. That was in light of the ECJ Landmark Decisions, in the combined Leipzig-Halle Airports Cases and official guidance in order to apply for ERDF financial support. Therefore, Coastal Airports (Holdings) Ltd was intended to be for infrastructure development only. Whereas, London Kent International Airport Ltd, was intended for separate (and unsubsidised) future commercial enterprise operations.

1.04 Those two companies are inactive now due to legal disputes with their other (initial nominee) Director, which are nothing to do with Manston and concern unpaid professional bills of WMF, for years of fruitful residential leasehold advice, regarding very hostile bad neighbour problems of her flat. In particular, also for definitive expert witness evidence of NJW, on internal party structures and boundary demarcations, within the adjoining flats' leaseholds (and freehold shares) of a converted large mid-Victorian house. My evidence was expressly approved and adopted in her Decision by the Central London County Court Judge and later upheld by the Court of Appeal, as a new court precedent.

1.05 Originally ICH/DP intended to back Manston Airport reopening and commercial development financially in a UK company (as above) and probably later to hand-over airport ownership to long-term UK institutional investors. Especially, ICH itself wished to commence a new Car Air Ferry service, for UK and EU business drivers, flying between Manston and Lille, with the benefit of their own familiar vehicles, papers and contents. That was to be

done by deploying two then-unused very large transport planes, which ICH owned already. This new air ferry business market could have combined profitably with River Oak's air-freight-led aims, for reopening Manston Airport.

1.06 It was being reported widely that a River Oak purchasing offer of £7 million freehold for Manston Airport had been turned-down, by the owner Mrs. Ann Gloag (half-owner of Stagecoach PLC and now Dame Ann Gloag). Therefore, with some helpful guidance, from Laura Sandys MP for Thanet South (whom I knew) DP telephoned Ann Gloag directly (on or about 15.5.2014) making a matching opening offer of £7 million again and likely to go up. But, as another major transport operator, she knew of DP and his group and quite unexpectedly, she flatly declined to cooperate with him (expletives deleted). Unfortunately of course, that ill-starred personal argument also cut-out possible approaches by myself.

1.07 It was soon known that land assets were being sold-off and even essential fire engines of Manston Airport. Sometime later, the state-of-the-art "avionics" were sold, to Oxford Airport (Reuben Brothers) by Ann Gloag for some £4 million. Then DP suggested using the same technical transfer advisor for ourselves, which I rejected for conflicting interests. However, the wanton airport dereliction points to lower valuations of barely half now, as a result.

1.08 Meanwhile, I had approached River Oak early in 2014, for proposed commercial cooperation and regardless of actual airport ownership, which was welcomed at once in writing by their London legal advisor Tony Freudmann; but soon after in July/August; I was cold-shouldered by him repeatedly not returning my telephone calls. This was despite the helpful earlier engagement of Sir Roger Gale MP and Laura Sandys MP. If our compromise efforts had been continued then, Manston Airport might have been acquired and reopened long before now, with the all-important original avionics in situ.

1.09 Already, in 2014, I/we were looking into promoting at least a second runway Professor Dr.W.W.Frischmann CBE, Principal of Pell Frischmann Consulting Engineers ("PF") was

brought-in, with his transport infrastructure team, led by Dr.S.Majlessi. Both of them and myself are named on all our Consortium Copyright Design Drawings.

1.10 The initial Pell Frischmann sketch drawings of September 2014, show a second runway, immediately to the north and on much the same surface-level as the existing RAF Manston runway, built for military purposes to the highest standards, during the Cold War, as an advance US base, on which PF had done some earlier work. Or alternatively, a second runway immediately to the south, but at a lower surface level due to the topography. In both cases, existing railways alongside and fine ready-made roads would need amendment, in order to accommodate proposed new twin air terminals between the runways, which appeared to be best value all round then; although, greater improvements were to follow.

1.11 By that time in 2014, the House of Commons Transport Select Committee was inviting submissions of evidence on "Smaller Airports" from interested parties and (at Sir Roger Gale's instigation) this was to include Manston. Then we had preliminary financial backing from ICH and DP (as recorded in writing). Also by then, I had proposed an important new Second Manston (but now denominated Runway 5) on Wades Marsh, to the West of Birchington, with alternative less-intrusive flight paths, over thinly-populated Reculver reciprocating Pegwell Bay for Runway 1. That second runway would be best-suited to the Business Drivers' Air Car Ferry use, being alongside the (NATO designed) A299 Thanet Way, from the M2 at Canterbury. I made brief oral and written approaches to the main owner of Wades Marsh at that time.

1.12 Historically, Air Car Ferry for holidaymakers worked well from Southend and Lydd to Le Touquet; even before the UK entered the European Common Market in 1971 and then with full passport and customs controls. It seems likely that the ICH Business Travel model of Manston business car ferry flights, to and from Lille, could work well still once Brexit controversy settles down; always provided the conditions of ICH commercial interest have not changed materially by now.

1.13 However, by November 2014, Thanet District Council was being ill-advised to rearrange The Thanet Local Plan; notably so as to take out the old "Crown" RAF Existing Use Airport Designation of Manston Airport itself, in favour of change to a questionable mixed property redevelopment (now the Stone Hill Park Scheme). That led to very loud local demonstrations, which came to a head on 11<sup>th</sup> December, at an open Friday evening public meeting of Thanet District Council Planning Committee. DP and I both attended to observe and he also spoke to Tony Freudmann afterwards. In fact that morning, the then Labour Party Council Leader, Mrs. Iris Johnston, had hurried to London to see the Minister of State for Transport, The Rt Hon John Hayes MP who had described Manston Airport to her as being "a national asset". As a result of heavy vocal opposition from many Councillors present, the proposed adverse rezoning of the airport land was rejected, with promises to investigate compulsory purchase (as I had advised first I believe). After the meeting, I made myself known to the Council Leader, whom kindly arranged for one of her fellow Councillors to drive DP and me to the station, for our London St Pancras fast return train (just over an hour then).

1.14 Also in December 2014, Charles Russell Speechlys (Solicitors) wrote to Thanet District Council, reinforcing my own letters shortly beforehand and later.

1. 15 Thereafter, various more-detailed Consortium Copyright Design drawings, with explanatory notes thereon, were made by WMF and PF working closely together, with many drafts and early consideration of four runways, as published with preliminary financial backing from ICH/DP and also quietly supported by ICH Chairman Jacob Staldi. All was placed on the House of Commons Transport Select Committee Website. A clear-cut set of documents on this evolution are attached together with DP's intended personal statement to the Committee which was not given. This matter cannot be disregarded, as if it were some legal material change, especially in the wretched circumstances described below.

1.16 Regrettably, whilst getting ready and meeting in Dr.Fricshmann's boardroom, on Friday morning, 30 January 2015. I was notified quite suddenly on telephoning the Transport Committee Clerks, that for some obscure bureaucratic excuse, we would not be permitted to appear before the Select Committee on the following Monday. That despite our several very clearly accepted earlier written submissions. DP protested orally, by telephone from the meeting, directly to the Clerk of the Transport Select Committee Chairman, Mrs. Louise Ellman MP, but to no avail.

1.17 Then, during the following Monday afternoon, 2 February 2015, I myself protested formally in writing, by a long full email (with attachments) to my then home MP, the late Dame Tessa Jowell, which was acknowledged. Thereafter, at 8 pm that evening, an email came to my office simply from "Clerks", which relayed our submissions and the serious written complaint I had made, to their Smaller Airports Website; but that was by then too late for any reasonable explanations or proper public impact of course.

1.18 Separately, DP and NJW watched the Transport Select Committee Hearings on that Monday evening, on BBC Parliament Channel (NB also in Hansard). Mrs. Pauline Bradley, Scottish Solicitor for the Airport Owners, was repeatedly cross-examined, while denying any ownership of Ann Gloag of Stagecoach, which the Chairman did not accept. Then in the wider Hearings, the American Head of River Oak, Mr. George Yerrall, stated very firmly that, "I must have night flights"; to which early objections were emerging already .

1.19 By denying us any Hearing, a compromise business opportunity was lost, for reopening the airport earlier; possibly with our less-intrusive then Second Runway scheme on Wades Marsh. For in my opinion, proper advance acquisition deals could have been done in accordance with regulatory law, before any CPO confirmation. Furthermore, subject to substantial earthmoving, a concrete corridor for taxing planes could have been laid from-and-to Runway 1, for the so-called "tarmac continuity" preferred at any airport.



1.20 With reasonable cooperation on our now repeatedly rationalised airport expansion layouts, it is submitted that the well-anticipated and arguably sustainable local residents' environmental objections, to reopening the single runway for all-hours air-freight, can be met fairly, by moving all the valuable air-freight-night flights. Thus a compromise, with a proper deployment of technology and airport regulation and especially given our two additional well-suited new runways, allowing for 24/7 airport operations within Dover District Council boundaries on the now uninhabited lands of Ash Level in multiple ownership (many title parcels).

1.21 By August 2015, written notifications were being sent to three councils and in particular National Grid, for by then one four kilometre new runway had been planned, on the uninhabited lower-cost agricultural lands of Ash Level and I was seeking amendment of National Grid pylons planned leading from their Richborough Project onto Ash Level. Thereafter, two parallel runways, sharing air terminals, were proposed with locally amended roads and railways. That must present the most cost-effective airport development anywhere in the UK, as on our previously-submitted drawings:- (a) Our Simplified Plan for general public circulation dated 22.9.2017 and showing up-to-six future runways in all and with three by about 2022 (same timescale as River Oak) thereby also reflecting (b) Our more-informative Outline Airport Design Drawing of Revision 31, dated 1 February 2018, including some final wording refinements.

1.22 On all submitted drawings, our previously proposed new airport name appears as, "London Kent International Airport (LKI)", but that good name was changed last year, for a more clear-cut location identification, to "London East Kent Coast Airport (LEK)".

## **2.00 Further evolution and rationalisation of our Manston Airport Expansion Scheme**

2.01 There have been needless official obstructions of all Manston schemes over many years which appears to have been in keeping with Whitehall official policy. As in my DFT Airspace Consultation response in late July 2017, Manston's obvious pivotal location, at the South

Eastern Coast corner of England, is equidistant between inland Heathrow, Schiphol and Paris, Charles De Gaulle; whereas Manston has easy direct access to currently unused international air routes along both the English Channel and North Sea coasts, all in UK airspace control, particularly Post-Brexit.

2.02 From November and December 2014, both WMF and solicitors Charles Russell Speechlys made various well-prepared and acknowledged but quite fruitless written representations to Thanet District Council, which had been ruled by its planning officers favouring non-airport uses. Meanwhile, the wooden Department for Transport has always 'blanked' any Manston airport expansion case; preferring always commercially to foster Heathrow and Gatwick for generations and thus advising all parties' ministers accordingly. Although Civil Servants are not supposed to be commercial policy makers. This adverse position is maintained via the noticeably obtuse and purblind Davies Commission Reports, like previous DfT Reports, ignoring Manston assiduously. That arises despite the Commission having the highest in-house engineering knowledge and experience of East Kent transportation. Davies ignores completely, Manston's superb existing "connectivity"; which is easy and cheap to perfect even further by amending local access roads and rail curves.

2.03 Possibly for cross-Whitehall inter-departmental collaborative sympathy, DCLG Housing quotas of thousands of houses for Thanet District, appear to have assisted the regularly obtuse Thanet Planning Department proposals and the potentially destructive Stone Hill Park housing and mixed development; intended to break-up the long-existing fine airport runway.

2.04 Whereas greater housing numbers and most probably substantially higher house values and profits can be accommodated fairly easily in my opinion and almost anywhere else in deprived East Kent areas. Especially, given the economically transformative effects of major sustainable inward investment of the airport itself. Indeed, several housing zoning suggestions were made, in my own first-rough-draft manuscript form, as sent diffidently by

NJW to Dover District Council on 1 December 2016; in advance of a long-deferred exploratory meeting with them, at top Dover Council levels. That very important meeting was postponed repeatedly until January 2017, due to illness etc on their side and for coordination of top-level council diaries; but was achieved eventually with great goodwill. In fact, Dover was the only Council to have supported the operating retention of Manston Airport, often in policy conflict with Thanet Council.

2.05 Finally in January 2017, a most helpful and mutually-informative meeting was held at Dover District Council, in the office of Mr. Nadeem Aziz the Chief Executive, being quite unexpectedly and very appropriately himself a qualified Civil Engineer. NJW was accompanied by JGW and David Haines, Partner of Charles Russell Speechlys. Our then well-advanced but as yet incomplete Outline Airport Design Drawing was less-than-perfect, but nevertheless it was accepted and repeatedly praised as good engineering by Mr. Aziz. Albeit, his pertinent financial reservations were quite understandable, as to resources of financial backing, where he required more clarity and reassurances for Dover District Council. Then shortly thereafter, the River Oak DCO process got well underway publicly; so it was discussed with solicitors and we decided to bide our time in the DCO process; being half-way in support of River Oak anyway. But with our strong reservations as to their intrusive night flights nuisances to continue without our low-cut Dover District expansion scheme solution.

2.06 The Final Outline Design is Revision 31 dated 1.2.2018 and is relied upon, save for the airport location name change. Drawings are based upon "CAD" at A2 size and reduced to A3 size for convenience of handling.

2.07 As before, the key issue is our two new low-cost four kilometres long runways within Dover DC. The proposed widely-drawn airport security zone and especially the safeguarded redevelopment boundary, is also our draft Defined Site for all planning purposes, including the whole of the uninhabited "Ash Level". Therefore, there will be ample space on-site for

very reasonably priced aircraft and engine maintenance facilities unlike expensively overcrowded Heathrow and elsewhere where also very high freight-handling costs apply.

2.08 The scheme is open to alterations of our draft planning and security black line boundaries, particularly moving southwards over more lower-costs and agricultural land areas towards Wingham.

2.09 Clearly there are no contests, nor real comparisons, with the very high Davies Commission Airport development costs and long-years-off delivery dates, for extending Heathrow or Gatwick.

2.10 However, there is a chicken-and-egg syndrome affecting any new airport financing anywhere. On the one hand, despite those very high comparative costs elsewhere, City financiers (to whom I have spoken briefly) would wish to see some Government approval; which regrettably is tied-up at present, to the misconceived objectives and ill-advised late delivery dates of the exploitative Spanish Heathrow owners; behaving as arrogantly intrusive property developers. Furthermore, their Ferrovial Finance backing was withdrawn, reportedly over a year ago, yet the Secretary of State has been ill-advised to keep on backing their Heathrow expansion. That was one of three big-ticket "preferred schemes" of the Blair/Brown Government ministers, Geoff Hoon, Andrew Adonis and Sadiq Khan and the equally responsible last named is now equivocating as Greater London Mayor. Whilst on the other hand, both Government and Local Authorities want to see sufficient backing finance in place. Therefore, It is to be hoped that this Manston DCO Inquiry will help to clarify things, for all aviation and transport ministers.

2.11 With a possible breath of fresh air in Whitehall perhaps, it may resolve things, by at least a reasonably conditional Inspectors' recommendation of perhaps qualified expansion approval of Manston, which is crying-out for common sense appraisals.

2.12 For simple preliminary estimating purposes, I have had due regard to various published global cost figures, for new runways and air terminals elsewhere; at Stansted; City; Southend; and Lydd. That leads me to a reasonable broad-brush assessment of fairly similar overall development figures (including our far lower land acquisition costs) in-the-order-of £1 billion per runway at Manston, for Runways 1, 2 and 3 to be put in hand in early course. But even if that were so far out, as to even double my preliminary figures (which I cannot believe) Manston would remain the most cost-effective “best buy” for airport development in the South-East.

2.13 Therefore, I wish to suggest respectfully to the Inspectors, that to cover the additional legality issues of airport expansion, either the parameters of the present River Oak Development Consent Order would need to be extended legally and perhaps with their assent; or as a possible simple alternative, a complementary Compulsory Purchase Order of Dover District Council could be considered; if they are willing subject to underwriting as I would hope; for I have been at some pains carefully to keep them informed of progress.

2.14 Clearly, River Oak are expecting to finance their Thanet DCO and if there were a compromise, with our Dover oriented expansion scheme, they could well make some net savings on their existing DCO figures. Meanwhile, we are seeking “expressions of interest” from potential important backers, which must remain undisclosed now for commercial sensitivity reasons.

Norman J. Winbourne FRICS, FCIInst.CES, FIRRV

c.c Other directors and professional advisors.

Barbara

---

**From:** Dr Wilem Frischmann [REDACTED]  
**Sent:** 19 September 2014 17:01  
**To:** [REDACTED]  
**Subject:** FW: Manston

Norman/Darius

I have received some advice from one of my old colleagues, Robin Jones, and I thought I would let you have a copy of his email.

Regards  
WILEM

---

**From:** Robin Jones [REDACTED]  
**Sent:** 19 September 2014 16:28  
**To:** Dr Wilem Frischmann  
**Subject:** RE: Manston

Dear Bill

Thank you for the Map and Position Paper on Manston.

I was particularly interested in the UKIP Position Paper as I have been trying to get hold of this. A friend in the business assures me that some of the passenger figures are a little fanciful. I see there is a section on Lydd, I was involved in this at one time. The owners, a very rich Saudi, never wanted to hear the bad news that it was too close to the Nuclear Power Station and had terrible communications! Nevertheless they are spending money on it.

If one needed a second runway at Manston, the key to their location and land-use is the separation distance between them. In the past this has been as low as 150 metres at places like San Francisco or Atlanta but last year 2013 new EU Guidelines were published for separation. The distance depends on how the two runways are used. For instance for "Mixed Mode Operations", that is being used for both arrivals and departures simultaneously, the distance is about 1300 metres. Alternatively for a Airport like Manston "segregated parallel operations" would be used, where one runway is used for approaches and one for landings. In this case the separation distance is 760 metres.

Using the 760 metre distance puts the second runway more or less where indicated on the google map you sent, the extra land used could be reduced by moving the existing runway to the south a little, but it doesn't make a significant difference. Moving the existing runway to the north and putting the second runway to the south would reduce the need for additional land in the south, particularly if they were both reorientated in a non-parallel manner.

Good luck! Let me know if I can help, I used to enjoy airport Planning a long time ago.

Regards

Robin

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Darius Potel Esq  
50 Warwick Gardens  
(High Street, Kensington)  
London  
W14 8PP

29<sup>th</sup> September 2014

By email: [REDACTED]

Dear Darius,

## MANSTON AIRPORT DEVELOPMENT

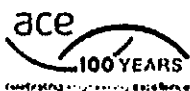
Just to confirm that following discussions with Norman Winbourne last week, we have been looking at a few options for the above development.

We will be producing sketches to accompany Norman's submission to the Davies Commission.

Attached is the current draft sketch showing potential future developments over a number of phases. This is to be treated as confidential at this stage. As you note, this includes:

- Upgrading existing Minster Railway Station
- Building a new Railway Station at the Cliffs End
- Diverting A299 highway to south of new terminals
- Building new terminals to south of existing runway
- Future extension of existing runway to take all types of large freight and passenger planes
- Building a second runway and new cargo and hanger facilities to the north of the existing runway

We can discuss the future works for this in due course.



Pell Frischmann

Winner of the Building Structures Firm of the Year Award 2014

### Directors:

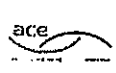
Dr. W.W.Frischmann CBE HonDSc PhD DIC FCGI FREng FICE FStructE MASCE FConsE (Chairman)  
S.S.Prabhu BEng DIC CEng FStructE MASCE FConsE  
T Prabhu MA(Cantab) MCRP (Harvard) FRGS FICE

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# Pell Frischmann

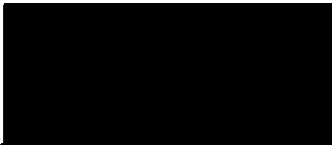
Cont'd./... 2

Please do not hesitate to contact me if you have any queries or require any clarifications.

Hope you are well

Kind regards.

Yours sincerely,



DR WILEM W FRISCHMANN

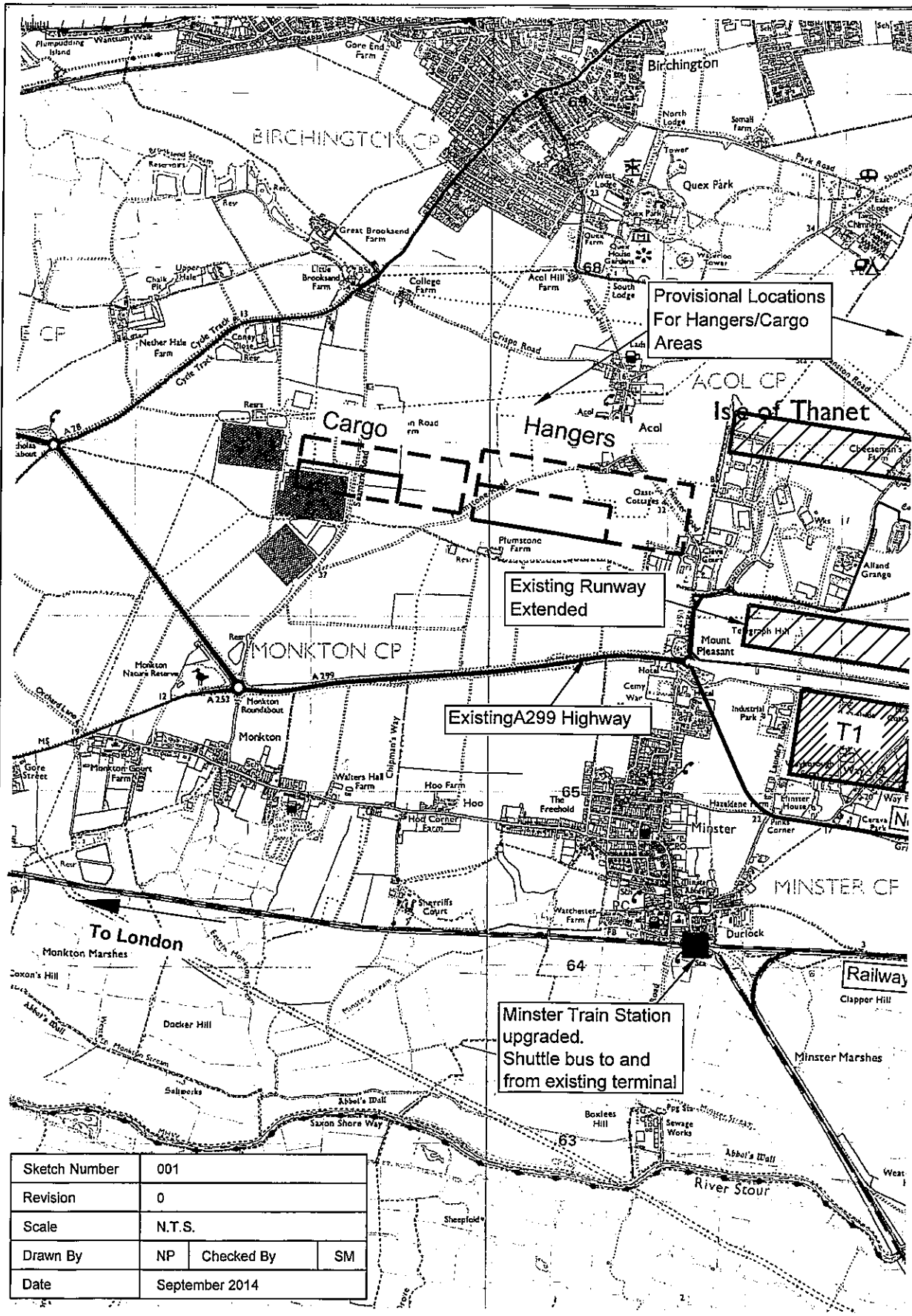
Encs.

c.c. Norman Winbourne



# MANSTON AIRPORT FUTURE DEVELOPMENTS

DRAFT - C



Sketch Number	001		
Revision	0		
Scale	N.T.S.		
Drawn By	NP	Checked By	SM
Date	September 2014		

**PINS Numbers 20014582 and 20014588**

**Papers from 22/2/2013**

**To**

**31/12/2014**

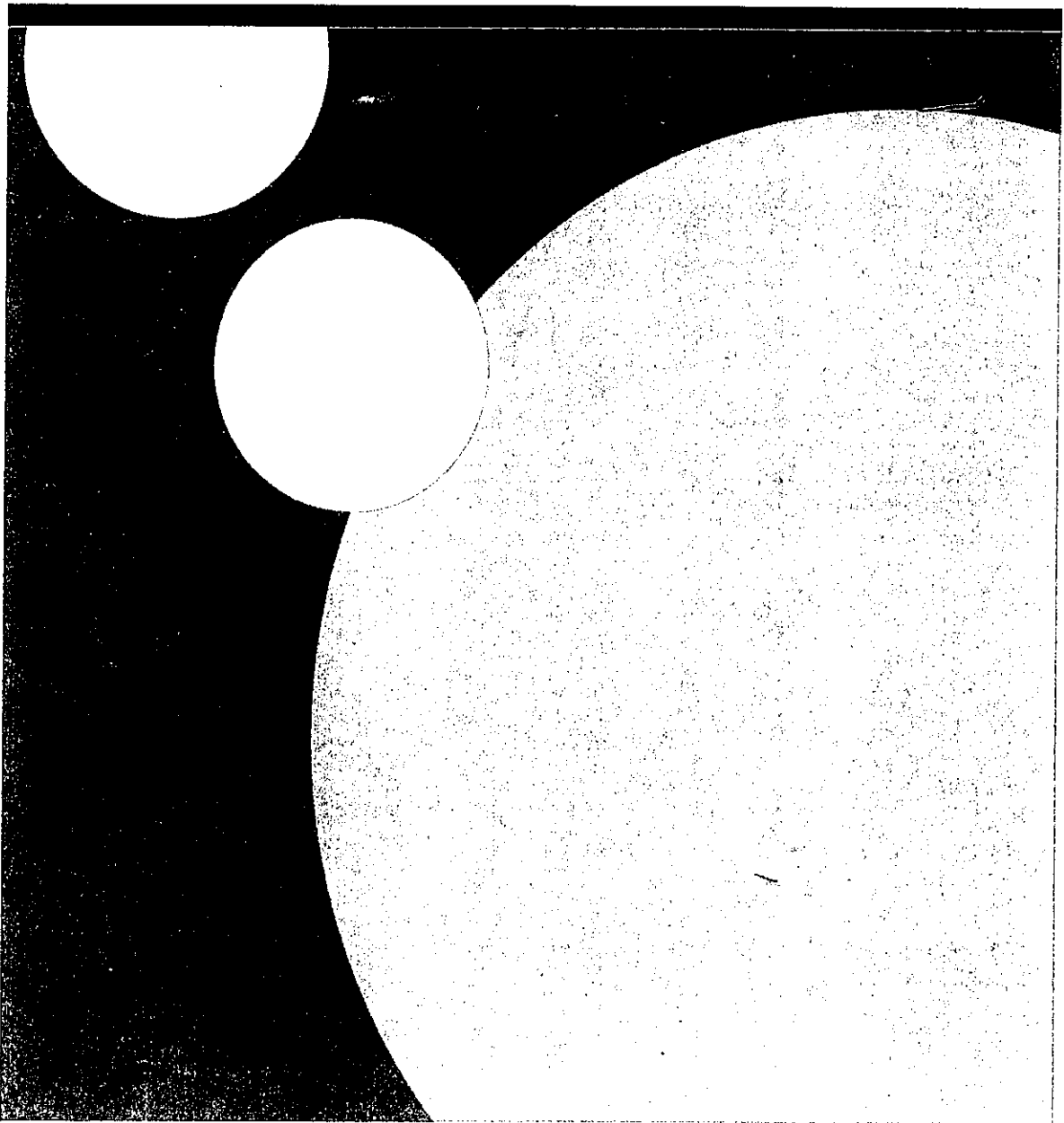


Department for  
Communities and  
Local Government



EUROPEAN UNION  
Investing in Your Future  
European Regional  
Development Fund 2007-13

# State Aid and Infrastructure - Leipzig Halle Guidance ERDF-GN-1-010



State Aid and Infrastructure - Leipzig Halle Guidance  
ERDF-GN-1-010  
Version Number 1  
Date published 22.02.13

## Introduction

On 19<sup>th</sup> December 2012, the Court of Justice of the European Union upheld the General Court's decision in the joined cases of Leipzig Halle.

The ruling confirms two legal principles:

- That the transfer of state resources to any public sector organisation that operates within a commercial market shall be subject to the State Aid test<sup>1</sup> and may therefore be found to be State Aid; and
- The construction of infrastructure with a view to its subsequent commercial use, is an economic activity, and shall be *prima facie* aid to the operator<sup>2</sup>.

## Implications

This is a significant case which has implications upon how public bodies can invest in infrastructure and undertake 'direct development' works. It applies not only to ERDF awards but also to other projects funded through state resources.

Legal departments at local authorities and other public bodies should familiarise themselves with the principles set out in this case and review the activities of their organisations to ensure they are not at risk of an unlawful State Aid decision.

The first principle reiterates established law. For example, in the 1987 case *Commission v Italy*<sup>3</sup> it was stated that a public body which provides goods or services on a given market could be regarded to be an 'undertaking'. However prior to the Leipzig Halle case, it was sometimes thought that revenue generating infrastructure operated on an open and non-discriminatory basis by the State would be considered within the scope of 'public realm' works and therefore no aid. The Leipzig Halle case narrows down the understanding of public realm to activities where the operation does not involve economic activity (for example, parks and motorways<sup>4</sup>).

The second principle requires an assessment to be made at the point of investment. In reviewing cases, the Commission will assess the context of the support and the characteristics of the infrastructure to determine whether the construction has been undertaken with a view to operating within an economic

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<sup>1</sup> The State Aid test is set out in Article 107(1) of the TFEU and subsequent case law. If the measure meets all the criteria within the State Aid test it shall only be lawful where provided under a State Aid exemption or notified to the European Commission under Article 108 of the TFEU. Further information on the application of State Aid law can be found at '[ERDF State Aid Law Requirements' Guidance Note](#).

<sup>2</sup> At Paragraph 95 of Joint Cases T-455/08 *Flughafen Leipzig Halle GmbH and Mitteldeutsche Flughafen AG c/ Commission* and T-443/08 *Freistaat Sachsen and Land Sachsen-Anhalt c/Commission*

<sup>3</sup> ECR 2599 [1987] paragraphs 7 and 8

<sup>4</sup> Other than those operating on a toll basis.

market. The Commission will not evaluate the long term or short term profitability of the operation of the infrastructure<sup>5</sup> when establishing whether it is economic in nature.

The Commission has confirmed that, as the Leipzig Halle case clarifies the application of the State Aid test, it is obliged to apply the reasoning when investigating unlawful aid in projects, even when it can be established that the aid was awarded prior to the date of the ruling.

### **Options for public sector bodies applying for ERDF awards for infrastructure projects**

State Aid should always be considered early in any public financed project. For example, any organisation (regardless of whether it is public or private funded) that applies for ERDF must explain how it will structure and deliver its project in line with State Aid law.

The Commission has drafted a set of grids which explain how different types of infrastructure project can ensure compliance with State Aid rules in light of the Leipzig Halle decision. They have also published a table setting out the main implications of the decision, which clarifies what activities may reasonably be considered to be within the public remit of an organisation (and are therefore compliant).

In certain situations it may, with care, be possible to structure a project so that the ownership and operation are separated and therefore the owner is outside the scope of the Leipzig Halle decision. Steps will need to be taken to ensure the operator does not receive any State Aid. For example, if the State requires an open access centre to be constructed for use by SMEs, it could put the operation of the facility out to an open and competitive tendering process, whilst retaining ownership in the State. Where infrastructure is constructed by the State for an existing operator, this will fall within the second principle of the case, so would usually be State Aid that would need to be provided under the cover of an exemption. Alternatively, where the purpose of the infrastructure is to provide aid to end users, it may be possible to structure a project and design contractual terms to ensure the operator does not accrue a benefit<sup>6</sup>. The aid to end users would need to fit within an exemption.

Where aid is present it is necessary to apply a State Aid exemption. Some of the main exemptions can be found at Chapter 3 of the ERDF State Aid guidance. If no exemption is appropriate the project may be notified under the process set out in Article 108 of the TFEU.

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<sup>5</sup> Ibid 2, Paragraph 115

<sup>6</sup> For example, the German Incubator case in which the operator acted as a conduit for aid to reach users of the facility. The aid provided to the users was calculated and the operation of the facility was segregated from the other activities of the operator. Residual aid after 15 years was calculated by establishing the benefits (the residual value of the property enhancements, the proceeds obtained from the use of the facility) and subtracting the losses incurred (the aid provided to end users, reasonable operating and maintenance costs). The sum was repaid to address the risk of aid at the level of operator.

2 Burgon Street, London, EC4V 5DR

Telephone: 020 7248 0246

Facsimile: 020 7248 4020

Email: info@winbourne.co.uk

Web: winbourne.co.uk

Strictly private and confidential  
Laura Sandys MP for Thanet South  
House of Commons,  
London, SW1A 0AA

[Laura.Sandys.mp@parliament.uk](mailto:Laura.Sandys.mp@parliament.uk)

30<sup>th</sup> April 2014

Dear Laura Sandys,

### London Manston Airport Acquisition and probable Thanet area revival

Recently, I watched BBC Parliament: Transport Questions to Ministers, when Sir Roger Gale MP (Thanet North) raised the matter of Manston Airport surviving and the Secretary of State replied.

Furthermore, I have seen Kent media reports of regular close interest of Sir Roger and yourself, but I am contacting you first, as you and I have met more than once, via Dulwich and West Norwood Tories or professionally and we spoke last year about the A256 East Kent Access, affecting our clients who own Richborough Port, whom I am advising now on another inept official incursion.

Both of you will have been unaware of certain issues, I outlined orally to your assistant Kane:-

1. I am now the most senior practising Chartered Surveyor and I have made a long-time study of rail engineering infrastructure in London and the South East. Hence, I have in hand a draft low-cost plan for transport improvements in East Kent, with HS1 to Ramsgate in an hour.
2. Whereas, for development of Manston Airport sustainably, the very experienced Mrs. Ann Gloag of Stagecoach might be either supported financially, or retire as she may prefer.
3. An undoubted banker client and personal friend, who has major UK air-related interests was "offered" Manston Airport recently, of which others seem to know nothing. Then, apparently unrelated additional defence reasons were raised, with delays of negotiations. While nothing should be allowed to detract from the essential RAF and NATO reserve requirements, they may be enhanced by cooperation. Therefore, from long-experience, I suspect an earlier interposition of possible back-to-back speculators, with inexplicable toleration in Whitehall.
4. Coincidentally, another government and local matter is delayed after being negotiated for a year of the provision of 125 affordable family homes for returning servicemen and women. I believe that might be augmented by up to another 200 homes, if another client were to agree. Again, there seems to be poorly related reasoning for interposition of Whitehall bureaucratic delays; which could point to other attentions of lobbyists and dealers in-between.

In my opinion, both of these matters require urgent high-level attention and I wish to request a face-to-face meeting of Sir Roger Gale and you and my friend; or if not perhaps a telephone conference as you are in May elections mode. Meanwhile my difficulty is that our client is in France until late on Friday and next week only Tuesday seems likely, because we are flying out early on Wednesday with our wives, on a short visit to Turkey, returning Sunday, 11<sup>th</sup> May. Do you have any suggestions?

Yours sincerely,

Norman

Managing Director  
James G. Winbourne BSc (Hons), PGDip.PVL, MRICS  
Member of the Rating Surveyors' Association  
Member of the Compulsory Purchase Association  
RICS Registered Valuer

Consultants  
Norman J. Winbourne FRICS, FCInsLCES, FIRR  
Member of the Rating Surveyors' Association  
Member of the Compulsory Purchase Association  
RICS Registered Valuer

Regulated by RICS

Francis Roberts MRICS

**Barbara**

---

**From:** SANDYS, Laura [laura.sandys.mp@parliament.uk]  
**Sent:** 05 May 2014 22:48  
**To:** Barbara; darius potel

Very good to meet you and I found our conversation very interesting. I am letting Roger Gale take the lead on the airport and have told him that we have met. He is keen to complete discussions with the current bidder and would prefer that he didn't meet up with others until all the details around the current discussions are completed. I appreciate and respect what Roger is saying as this project needs to be directed by one MP and not two.

I would suggest that you contact the buyer direct via Alistair Welch.

I have enclosed the South east LEP plan that has the Ramsgate railway upgrade and parkway station mentioned. It also has references to the strategic importance of Manston.  
[http://southeastlep.com/pdf/South East LEP %E2%80%93 Growth Deal and Strategic Economic Plan.pdf](http://southeastlep.com/pdf/South_East_LEP_%E2%80%93_Growth_Deal_and_Strategic_Economic_Plan.pdf)

I would also refer you to the regional growth fund money that I secured for the area. With the right expansion business plan you can apply for the RGF - no guarantees but East Kent is keen on expansion. <http://www.courier.co.uk/35m-pot-launched-benefit-businesses-case-history/story-16022250-detail/story.html> <http://www.kentonline.co.uk/kent/news/kent-and-south-east-firms-3263/>

It was a great pleasure to meet and I am sure that we will meet again

All my best wishes

Laura Sandys

---

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**Barbara**

---

**From:** [REDACTED]  
**Sent:** 06 May 2014 09:48  
**To:** SANDYS, Laura; Barbara  
**Subject:** RE:

Dear Laura,

Thank you for taking time from your election campaign to see meet Norman and me. What we discussed was very useful and we should continue and arrange to meet again.

I shall look forward to meeting Sir Roger Gale when he is ready.

During our conversation you mentioned the name of the person dealing at Parliamentary Level regarding Legal Reform.

Please may I have his name and contact details as my experience is pertinent to reform.

Kind Regards

Darius

> From: [laura.sandys.mp@parliament.uk](mailto:laura.sandys.mp@parliament.uk)  
> To: [Barbara@winbourne.co.uk](mailto:Barbara@winbourne.co.uk); [REDACTED]  
> Subject:  
> Date: Mon, 5 May 2014 21:48:15 +0000

>  
> Very good to meet you and I found our conversation very interesting. I am letting Roger Gale take the lead on the airport and have told him that we have met. He is keen to complete discussions with the current bidder and would prefer that he didn't meet up with others until all the details around the current discussions are completed. I appreciate and respect what roger is saying as this project needs to be directed by one MP and not two.

>  
> I would suggest that you contact the buyer direct via Alistair Welch.

>  
> I have enclosed the South east LEP plan that has the Ramsgate railway upgrade and parkway station mentioned. It also has references to the strategic importance of Manston.

>  
> [http://southeastlep.com/pdf/South East LEP %E2%80%93 Growth Deal and Strategic Economic Plan .pdf](http://southeastlep.com/pdf/South%20East%20LEP%20Growth%20Deal%20and%20Strategic%20Economic%20Plan.pdf)

>  
> I would also refer you to the regional growth fund money that I secured for the area. With the right expansion business plan you can apply for the RGF - no guarantees but East Kent is keen on expansion.  
> <http://www.courier.co.uk/35m-pot-launched-benefit-businesses-case-history/story-16022250-detail/story.html> <http://www.kentonline.co.uk/kent/news/kent-and-south-east-firms-3263/>

>  
>  
> It was a great pleasure to meet and I am sure that we will meet again



>  
> All my best wishes

>  
> Laura Sandys

>  
> \_\_\_\_\_  
>

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Barbara

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**From:** SANDYS, Laura [laura.sandys.mp@parliament.uk]  
**Sent:** 06 May 2014 12:50  
**To:** darius potel; Barbara  
**Subject:** RE: RE:

For your information – but apparently they are not yet turning off the radar systems

All my best wishes

Laura

**From:** Charles Buchanan [mailto:charles.buchanan@manstonairport.com]  
**Sent:** 06 May 2014 11:14  
**To:** [charles.buchanan@manstonairport.com](mailto:charles.buchanan@manstonairport.com)  
**Subject:** Manston Airport

In my email to you on 19 March, I advised that we were entering a period of consultation with our staff over the possible closure of Manston Airport. I am writing to you today to confirm that, following a meeting with staff representatives this morning, we have concluded that there is not a viable future for the airport in its current form and that we have therefore reluctantly taken the decision to close.

I undertook to give all customers 10 days' notice of any closure decision, and therefore notify you that the last day of operations at Manston will be 15 May 2014. The airfield will close at 17.00 local time.

This has been a difficult and sad decision to reach, and I would like to thank you for your patience and support as we have investigated all options to turn the airport profitable. I would also take this opportunity to acknowledge the tremendous efforts and professionalism of all our staff at Manston, both through this period of uncertainty and throughout the airports history. It has been a pleasure to work with them and I wish them all, and yourself, success in the future.

Regards

Charles

Charles Buchanan  
Chief Executive Officer  
Manston Airport  
PO Box 500  
Manston  
Kent CT12 5BL

T: 01843 824825  
M: [REDACTED]

[www.manstonairport.com](http://www.manstonairport.com)

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Barbara

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**From:** SANDYS, Laura [laura.sandys.mp@parliament.uk]  
**Sent:** 06 May 2014 13:57  
**To:** Barbara  
**Subject:** Urgent

Contacts that you might like to be in touch with.

Pauline Bradley. [REDACTED]  
Alastair welch [info@alastairwelch.com](mailto:info@alastairwelch.com)

These are the two contacts that I have that get straight to her operation. I would be in contact as soon as possible.

Charles Buchanan is now general manager of manston and he use to run city airport

All my best wishes

Laura

Sent from my iPad

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**Barbara**

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**From:** SANDYS, Laura [laura.sandys.mp@parliament.uk]  
**Sent:** 10 May 2014 10:55  
**To:** Barbara  
**Cc:** darius potel  
**Subject:** RE: Meeting next week

Hope that you have had a lovely trip to [REDACTED]. I just wondered if you were considering making any further moves towards Manston as I am sure I could put you in touch with useful people in this regard.

All my best wishes

Laura Sandys

-----Original Message-----

**From:** Barbara [mailto:Barbara@winbourne.co.uk]  
**Sent:** 04 May 2014 13:49  
**To:** SANDYS, Laura  
**Cc:** darius potel  
**Subject:** Re: Meeting next week

Dear Laura

Thank you - we look forward to meeting you at The Goring tomorrow

Kind regards

Norman Winbourne

Sent from my iPad

> On 4 May 2014, at 09:24, "SANDYS, Laura" <laura.sandys.mp@parliament.uk> wrote:

>

> Let's meet at goring hotel at 430. Many thanks. Laura

>

> Sent from my iPad

>

> On 3 May 2014, at 19:58, "Barbara"  
> <Barbara@winbourne.co.uk<mailto:Barbara@winbourne.co.uk>> wrote:

>

> Dear Laura

>

> Since my last email to you St Erim's Hotel, Broadway has be suggested as a better meeting place.

>

> Secondly barbara and [REDACTED]  
> [REDACTED] Therefore please use email and/or home phone [REDACTED] and/or mobile [REDACTED]

> Best regards

> Norman winbourne

>

>

> Sent from my iPad

>

> Begin forwarded message:

>

> From: Barbara <Barbara@winbourne.co.uk<mailto:Barbara@winbourne.co.uk>>

> Date: 3 May 2014 13:35:18 BST  
> To: "SANDYS, Laura"  
<laura.sandys.mp@parliament.uk<mailto:laura.sandys.mp@parliament.uk>>  
> Cc: Norman Winbourne <norman@winbourne.co.uk<mailto:norman@winbourne.co.uk>>  
> Subject: Re: Meeting next week  
>  
> Thank you - say 4.30pm onwards on Monday.  
>  
> Near Pimlico/Westminster suggests three possible hotels for discreet discussion:-  
>  
> County Hall or Rubens or perhaps Goring. Otherwise, Royal Overseas League, St James  
Place (member Mr Potel).  
>  
> Regards  
> Norman Winbourne  
>  
> Sent from my iPad  
>  
> On 3 May 2014, at 08:58, "SANDYS, Laura"  
<laura.sandys.mp@parliament.uk<mailto:laura.sandys.mp@parliament.uk>> wrote:  
>  
> I can meet for an initial conversation on Monday. How about us meeting somewhere in the  
pimlico Westminster area. Do suggest where would be good.  
>  
> All my best wishes  
>  
> Laura sandys  
>  
> Sent from my iPad  
>  
> On 2 May 2014, at 18:21, "Norman Winbourne"  
<norman@winbourne.co.uk<mailto:norman@winbourne.co.uk><mailto:norman@winbourne.co.uk>>  
wrote:  
>  
> As before, my principal cannot attend any meeting on Tuesday because of heavy previous  
commitments. Kindly state a place and time for late afternoon on Bank Holiday Monday,  
which my principal and client can make, which I understand from you would be in London  
preferably.  
>  
> Alternatively, we may be prepared to meet in Kent if that be required by the Honourable  
Members.  
>  
> This email address is available at my home as well. My home telephone number is  
[REDACTED] otherwise a mobile telephone number may be used [REDACTED]  
>  
> As to the important point of time and place, I am emailing this directly also to Laura  
Sandys MP for clarification.  
>  
> Regards  
>  
> Norman Winbourne  
>  
> Winbourne Martin French  
> Chartered Surveyors  
> 2 Burgon Street  
> London  
> EC4V 5DR  
> Tel: 0207 248 0246  
> FAX: 0207 248 4020  
>  
> From: DANIELL, Kane [mailto:kane.daniell@parliament.uk]

> Sent: 02 May 2014 18:02  
> To: Norman Winbourne  
> Cc: Barbara  
> Subject: RE: Meeting next week

> Hi Norman,

> I am leaving the office now and won't be back until Tuesday, so if you would like to set something up for Monday please email me at

Otherwise I will be happy to liaise with you on Tuesday about setting up a meeting for another time where your client can be present.

> All my best,

> Kane

> Kane Daniell

> Office of Laura Sandys MP

> Member of Parliament for South Thanet

> Telephone: 0207 219 8302

> Email:

kane.daniell@parliament.uk<mailto:kane.daniell@parliament.uk><mailto:kane.daniell@parliament.uk>

> From: DANIELL, Kane

> Sent: 02 May 2014 15:52

> To: 'Norman Winbourne'

> Subject: RE: Meeting next week

> Hi Norman,

> My apologies I should have been clearer- the meeting would be in London, either in Parliament or somewhere close by.

> All my best,

> Kane

> Kane Daniell

> Office of Laura Sandys MP

> Member of Parliament for South Thanet

> Telephone: 0207 219 8302

> Email:

kane.daniell@parliament.uk<mailto:kane.daniell@parliament.uk><mailto:kane.daniell@parliament.uk>

> From: Barbara [mailto:Barbara@winbourne.co.uk] On Behalf Of Norman Winbourne

> Sent: 02 May 2014 15:48

> To: DANIELL, Kane

> Subject: RE: Meeting next week

> Where would a meeting be? Are you referring to London, if so, where or Thanet, if so where? Please let me have some details.

> I have spoken briefly only to our client who is driving across France currently: therefore I need clear information please.

> Regards

> Norman Winbourne

>  
> Winbourne Martin French  
> Chartered Surveyors  
> 2 Burgon Street  
> London  
> EC4V 5DR  
> Tel: 0207 248 0246  
> FAX: 0207 248 4020  
>  
> From: DANIELL, Kane [mailto:kane.daniell@parliament.uk]  
> Sent: 02 May 2014 15:41  
> To: Norman Winbourne  
> Cc: Barbara  
> Subject: Meeting next week  
>  
> Dear Norman,  
>  
> Having spoken to Laura and Roger, they are very happy to meet in the late afternoon on Monday if your associate would be available then. If not, perhaps it would be best to get some dates from your associate for next few weeks so everybody can meet together.  
>  
> Do let me know.  
>  
> All my best,  
>  
> Kane  
>  
> Kane Daniell  
> Office of Laura Sandys MP  
> Member of Parliament for South Thanet  
> Telephone: 0207 219 8302  
> Email:  
kane.daniell@parliament.uk<mailto:kane.daniell@parliament.uk><mailto:kane.daniell@parliament.uk>  
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**Barbara**

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**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 20 May 2014 18:12  
**To:** 'darius potel'  
**Subject:** FW: Manston Airport - Urgent  
**Attachments:** 20140520175749960.pdf

Dear Darius,

Here is a silent copy of my email to Laura Sandys. I have not copied you in in case this is shown to the present owner, whom you spoke to recently.

Regards  
Norman

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

---

**From:** Barbara **On Behalf Of** Norman Winbourne  
**Sent:** 20 May 2014 18:09  
**To:** 'SANDYS, Laura'  
**Subject:** Manston Airport - Urgent

Dear Laura Sandys,

I have seen the attached Thanet news item and does this imply that the owner would be prepared to sell to the Council, possibly via a CPO? I am especially experienced and very senior in that field and am aware that Thanet Council have done just that for Dreamland in Margate recently on heritage grounds.

It seems to me that the owner may have been misadvised as to a much higher redevelopment value of the airport, optimistically assuming a residential consent potential; whereas the subsoil is clearly much too contaminated to contemplate housing construction and use, regardless of other planning constraints of the airport Existing Use, dating from long before 1948.

In my opinion various Government Departments could well back a CPO on public interest grounds:- Transport; Business; Communities; especially Defence; and even Culture. Indeed there are heritage grounds for 'spot listing' of RAF Manston, by Thanet Council as the planning authority.

Meanwhile, there may be a problem of official coordination, while the airport as such becomes less-valuable and viable daily, with its current sackings and dispersal of experienced staff and apparently an imminent danger of deterioration of essential and vulnerable airport "avionics" if they remain disused.

Nevertheless, if people could cooperate more swiftly an airport purchase should go ahead soon and at a substantial dealing profit for the owner, which I may be able to endorse as a valuer.

Could you please ring me on a mobile phone sometime during tomorrow as there is something more to explain?

At 12.30 pm Barbara and [REDACTED] whom I expect you knew too. Our mobile phone numbers are: [REDACTED]

Yours sincerely,



Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

Sent: Monday, 19 May 2014, 10:05  
Subject: Latest news from Thanet Gazette

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19 May 2014

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# Isle of Thanet Gazette

## NEWS

### MP calls for compulsory purchase of Manston airport



NORTH Thanet MP, Sir Roger Gale is backing calls for the compulsory purchase of Manston airport. The MP, and South Thanet MP Laura Sandys, say they have told Thanet District Council that it should consider the option of the buy out. Sir Roger said...



### Manston Airport owner Ann Gloag to visit Thanet council

The owner of Manston Airport, Ann Gloag, is due to visit Thanet, according to the new leader of Thanet...



### Nigel Farage: Thanet council in need of fresh ideas

NIGEL Farage has said Thanet District Council is in need of "fresh ideas" after a week which saw resignations...



**It's Madness at the Walpole Bay**  
GUESTS at the Walpole Bay went One Step Beyond when Madness frontman Suggs stayed at the venue. Suggs had been...

**Barbara**

---

**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 28 May 2014 17:49  
**To:** 'SANDYS, Laura'  
**Subject:** Manston Airport  
**Attachments:** 20140528171759611.pdf

Dear Laura,

The attached email to me yesterday speaks volumes and perhaps the RAF Regiment should be on parade to protect RAF Manston (see below).

Meanwhile, an upbeat spiv speculators' puffing report in yesterday's Times (copy attached) is not only insufferably supportive but quite barmy; for an evidently grossly misadvised redevelopment of Manston as a "garden city". This reflects local information, that Ann Gloag may have applied for Outline Planning Permission for 1000 houses, on the highly contaminated airport site. Whereas Full Planning Permission should not be given by Thanet Council under any conceivably proper circumstances, so who is on the make? I gather that the £7 million offer which Ann Gloag rejected would cover Manston Airport's accumulated debt, apparently combined with Ann her £1 control option. Clearly, she has exercised the option (whatever it says) by her airport closure and allowing coinciding vandalism; pointing to a fait accompli, but possibly in breach and cutting-down her values.

There is intolerable indolent incompetence of our Departments of so-called Defence and of Transport, not to mention Employment and Communities; any or all of which could promote an urgent Crown CPO; but the bone idle so-called Mandarins are unfit to run a Chinese takeaway.

In 1940 Historic RAF Manston was the most exposed front line Battle of Britain airfield and closest to constant Luftwaffe attacks, which continued intermittently for years. Consequently, countless wartime unexploded bombs and other ordnance remain buried beneath the solid concrete runway and aprons, quite apart from later contamination by the US Air Force and them burying much more before they left.

Furthermore, during the Cold War, large amounts of US and UK money were spent on this major front line NATO base, for very big B52 American bombers – hence the very long runway. Now we have Ukraine and Putin and back to the Cold War, so the RAF should wake-up in my opinion.

Meanwhile, Manston is (maybe now was) an alternative airport, for landing diversion of incoming Heathrow planes; so one might even detect possibly self-serving hidden hands, of locally prominent ex estate agents, also always pushing for the competing Heathrow Terminal 6 and Third Runway.

Needless to say, all of the foregoing requires some Tory gumption, as the Conservative-led Coalition Government could stop this nonsense almost overnight and of course as you know our clients' self-funding is undoubted; for underwriting any fairly and reasonably drawn-up CPO if need be.

For those whom I advise, one could also build-in give-and-take Planning and Contract Conditions, for the RAF to secure everything it may need; not only Defence emergency, but maybe an RAF Reserve Squadron base (as per Defence policy) and regular shared-use of an additional STOL runway.

Yours sincerely,

Norman Winbourne

Winbourne Martin French

# Owner who closed £1 airport may turn it into garden city

Deirdre Hipwell

The owner of an airport who bought it last November for £1 and closed it this month is considering turning the site into a garden city.

Ann Gloag, who made her fortune running Stagecoach, a transport company, is in talks with local landowners and "other interested parties" about the future of the Manston airport site in Kent and could create a mixed-use scheme with thousands of homes.

A garden city proposal could incorporate other schemes in the Thanet area, including Discovery Park Kent, the former Pfizer campus in Sandwich.

Residents of Thanet are among the lowest earners in the country, and Ms Gloag was criticised for closing the airport with the loss of 140 jobs, especially as she had said last October that the airport had "real potential for growth".

Manston, which has one of the longest runways in Europe, dates back to the First World War and was used as a base for Hawker Typhoon and Meteor squadrons during the Second World War.

Ms Gloag said in March that the airport was losing £10,000 a day and was no longer viable. She rejected a £7 million offer from RiverOak, a US investment group. The Manston airport

management team is said to have held initial discussions with Thanet council about building homes on the site.

If the airport site were to be deemed a garden city — an important policy announced in the last budget — it could make it easier to secure planning permission. George Osborne said in March that urban development corporations, which speed up planning and cut red tape, would be set up to drive forward selected garden cities.

The government has announced plans for one at Ebbsfleet, Kent, as part of its plan to boost housebuilding.

However, supporters of the airport, including Sir Roger Gale, the Tory MP for Thanet North, are trying to convince the council to carry out a compulsory purchase order of the site, which could be funded by RiverOak.

Sir Roger said: "Manston airport has always been an airport and should remain an airport. There is no point creating more homes here when there are no jobs, which Ann Gloag would know if she was not living 600 miles away."

A spokesman for Manston airport said: "A number of people have approached the owners with ideas for the future of the site and they will be considered over the coming months. No decisions have been made by the owners."



TERRY RICHARDSON / COURTESY OF EQUUS

Lighter side interviewed in Esquire magazine, Charlize Theron says she is not at all like the "dark people" she plays on screen

# Peer denies charge of nimbyism

Alexi Mostrous

A Labour peer and his lawyer wife have denied accusations of nimbyism after blocking a development near their 16th-century home despite its potential to create hundreds of jobs.

Lord Hart of Chilton, who is godfather to Tony Blair's daughter, and his wife, Valerie Davies, the global general counsel for the law firm Norton Rose Fulbright, have won a judicial review of a plan to build two warehouses on the outskirts of Sudbury, Suffolk. They argued that the buildings would spoil the view from their walled garden.

The couple have faced accusations of self-interest after Prolog, the marketing company seeking to build on the site, claimed that the development could create 500 jobs. Prolog obtained planning permission from Babergh District Council in January after persuading officials that the £50 million plan would benefit the local economy.

Lord and Lady Hart insist, however, that the warehouses would cause "substantial harm" to their moated Tudor home, Chilton Hall, as well to its grade I listed walled garden, a park, and a grade I listed church.

Last night Lady Hart said that Prolog had made no commitment to create jobs. She added that the development was also opposed by English Heritage and a number of other societies. "We are not nimbys," she said.

A step forward!

----- Forwarded Message -----

**From:** Suzy Gale [REDACTED]

**To:**

**Sent:** Thursday, 19 June 2014, 8:39

**Subject:** Manston Airport meetings

**Please do not reply to this email:**

## **PRESS RELEASE**

18 June, 2014.

### **Manston Airport – MPs meet with prospective purchasers**

Thanet's MPs, Sir Roger Gale and Laura Sandys, have this week (Tuesday) met with the CEO of RiverOak, Steve DeNardo, and fellow Directors who wish to purchase Manston and to re-open the airfield as an operating airport cargo hub.

At the meeting at the House of Commons RiverOak, the company which offered the full asking price for Manston prior to closure but had their offer rejected by the current owner, Mrs. Gloag, reaffirmed their desire to buy the airfield and their faith in its future as a significant cargo-handling and possible future passenger centre.

Earlier the RiverOak team met with Aviation Minister Robert Goodwill to outline their proposals and to maintain the established and supportive contact with the UK Government.

Further meetings will follow later this week.

Following their discussions with Mr. DeNardo Thanet's MPs have said in a joint statement:

"It is clear that RiverOak are committed in their determination to acquire and to operate Manston as an airport, with all the job-creating potential that will flow from that. There are, of course, obstacles to be overcome and much will depend upon the ability of Thanet District Council to bring a Compulsory Purchase Order to a satisfactory conclusion but with cross-party political support that exists we believe that this can be achieved. Literally and metaphorically we and RiverOak are in this for the long haul. The due processes may take a little time but we intend to realise our objective and to see planes flying from Manston once again." (Ends)

**Contact:** [REDACTED] - 24hr pager & [galerj@parliament.uk](mailto:galerj@parliament.uk)

*Sir Roger Gale MP*

[REDACTED] *(a.m.)*

[REDACTED] *(24hr pager)*

[REDACTED] *(Suzy - mobile)*

*galerj@parliament.uk*

[REDACTED]

*<http://www.rogergale.co.uk/>*

*<http://www.animalsworldwide.org/>*

**Barbara**

---

**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 08 July 2014 20:37  
**To:** 'GALER@parliament.uk'  
**Cc:** 'tf@annaxaviation.com'  
**Subject:** Manston Airport: Proposed Thanet Council CPO to be underwritten by River Oak  
**Attachments:** 20140708202440182.pdf

Please see attached letter, which Suzy suggested could be transmitted onward to Thanet Council by you.

Regards  
Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020





2 Burgon Street, London, EC4V 5DR  
Telephone: 020 7248 0246  
Facsimile: 020 7248 4020  
Email: [info@winbourne.co.uk](mailto:info@winbourne.co.uk)  
Web: [winbourne.co.uk](http://winbourne.co.uk)

Sir Roger Gale MP  
House of Commons,  
London, SW1A

8<sup>th</sup> July 2014

Email [GALER@parliament.uk](mailto:GALER@parliament.uk) and post

Dear Sir Roger,

**Manston Airport: Proposed Thanet Council CPO to be underwritten by River Oak**

Today, I spoke at length to Suzy your Secretary and with her helpful redirection I spoke afterwards to Tony Freudmann of River Oak. I explained that several weeks ago acting on behalf of our client Darius Potel, I had contacted Laura Sandys MP (whom I knew) who met us. His group is undoubtedly financially and they wished to acquire Manston. Apparently he tried to contact you without success and then later-on, he spoke to Mrs. Gloag, who arrogantly declined another possible deal with him.

He does not wish to conflict with River Oak, but instructs me that his group retains a very positive interest in supporting the development of Manston Airport. We want that, for in due course there could be complementary flights and also air ferry services, subject to any possible future fruitful discussions. We had approached this from our own angles of more passenger services, with a new airport terminal; while I had identified an economical new station site (independently of KCC).

The urgent issue now is a Thanet Council Resolution on Thursday next, to make a CPO. Whereas, I believe that there should be other positive dispositions alongside that CPO Resolution (see below). I understand that Leading Counsel has advised River Oak and that their Solicitors are Wragge & Co, who advise many Councils making CPOs, including preparing Memoranda of Agreements with private funding partners. I myself am the most senior Founder Member of the Compulsory Purchase Association and while I have no detailed inside knowledge of course regarding Manston, I am offering for the Council, some immediate experienced recommendations (without any professional charges) on some aspects of the CPO Reasons, which may or may not have emerged so far.

Firstly, on the grounds of wider community benefits, which could apply to Manston Airport equally, The Arsenal Emirates Stadium development was included in an Islington Council 1992 CPO on four sites, also for extensive housing and other Council uses, as was upheld by the High Court after a CPO legal challenge. We have just concluded the last Claimants' Compensation Case of that CPO in the Upper Tribunal (Lands Chamber). Concurrently, we are handling two separate matters in Thanet for the owners of Princes Golf Links and Richborough Port (East Kent Access CPO) where a successful Lands Tribunal Case (in part) is to go up to the Court of Appeal, with new Counsel and Solicitors.

Secondly, there are already proposals to "List" Manston Airport, as of "Historic or Architectural Interest" (not "heritage"). Manston was the forefront Battle of Britain RAF Fighter Command station and it is clearly of Historic Interest. Furthermore, Listing would apply to the curtilage of the buildings and land; right out to the boundaries. Meanwhile, the current owner's perverse threats and insistently continuing vandalism, should qualify Manston for urgent "Spot Listing", to be coupled with a Thanet Council "Stop Notice", to curtail the destructive works of stripping-out artefacts.

Managing Director  
James G. Winbourne BSc (Hons), PGDip.PVL, MRICS  
Member of the Railing Surveyors' Association  
Member of the Compulsory Purchase Association  
RICS Registered Valuer

Consultants  
Norman J. Winbourne FRICS, FCInst.CES, FIRR  
Member of the Railing Surveyors' Association  
Member of the Compulsory Purchase Association  
RICS Registered Valuer

Regulated by RICS

Francis Roberts MRICS



Barbara

---

**From:** Tony Freudmann [t.freudmann@riveroakic.com]  
**Sent:** 08 July 2014 22:16  
**To:** Norman Winbourne; GALER@parliament.uk  
**Subject:** RE: Manston Airport: Proposed Thanet Council CPO to be underwritten by River Oak

Dear Norman

Many thanks for this. It was good to speak to you this afternoon.

I will transmit this to Thanet tomorrow, but for the sake of form I will ask our lawyer to read it first. I can then write and tell Thanet that your views are endorsed by Wragges.

Kind regards

Tony

---

**From:** Barbara [<mailto:Barbara@winbourne.co.uk>] **On Behalf Of** Norman Winbourne  
**Sent:** 08 July 2014 20:37  
**To:** [GALER@parliament.uk](mailto:GALER@parliament.uk)  
**Cc:** [tf@annaxaviation.com](mailto:tf@annaxaviation.com)  
**Subject:** Manston Airport: Proposed Thanet Council CPO to be underwritten by River Oak

Please see attached letter, which Suzy suggested could be transmitted onward to Thanet Council by you.

Regards  
Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020



## Sir Roger Gale, M.P.

House of Commons  
London, SW1A 0AA

17<sup>th</sup> July 2014

01843 848588 (Private Office - a.m. only)  
01843 844856 (FAX - 24hr)  
020 7219 3000 (House of Commons)

Mr Norman J Winbourne  
Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London EC4V 5DR

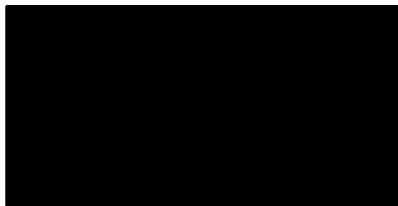
website: [www.rogergale.com](http://www.rogergale.com)  
email: [galerj@parliament.uk](mailto:galerj@parliament.uk)

Dear Mr Winbourne

Thank you for your letter of the 8<sup>th</sup> July: I am sorry that I have not responded before this – I was abroad on Parliamentary business in Bosnia when your letter arrived.

I note that you have quite properly copied your letter to Tony Freudmann of River Oak who will, I am sure, wish to respond to you personally but I am also taking the liberty of copying your letter to Councillor Mrs Iris Johnston as the Leader of Thanet District Council in order that she may also be aware of your interest.

With my best wishes  
Yours sincerely



Sir Roger Gale MP

Barbara

---

**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 17 September 2014 12:36  
**To:** 'pflondon@pellfrischmann.com'  
**Cc:** 'darius potel'  
**Subject:** Manston Airport - FOR THE ATTENTION OF DR.W.FRISCHMANN AND MISS JILL CLARK

Dear Dr.Frischmann,

I confirm our telephone conversation this morning and my call to your secretary yesterday evening.

Darius Potel and me are making a further exterior inspection of the airport (which is closed up) on Saturday. I visited last Saturday week and could see most of what I wanted from the outside.

In my opinion the airport should be put back into use and expanded if necessary in the future. I consider that there is room for 2 runways on the same ground level grade and even if required in future 2 more runways at a lower grade to the south.

We need a civil engineer from your office to accompany us, so that my outline opinion can be supported (or rejected if I am wrong) and preferably one of your senior retired colleagues; but essentially any good Civil Engineer should be sufficient.

As a very senior specialist surveyor in the field of Compulsory Purchase and Compensation it is my view that any expansion could be relatively economical as compared to expanding airports elsewhere.

Please notify Darius as well, because I have appointments out of the office later today and tomorrow afternoon.

Kind regards  
Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

Barbara

---

**From:** Dr Wilem Frischmann [WWF@pellfrischmann.com]  
**Sent:** 17 September 2014 17:52  
**To:** Norman Winbourne  
**Cc:** [REDACTED]  
**Subject:** Manston Airport  
**Attachments:** 20140917161247.pdf; 20140917161300.pdf  
**Importance:** High

Dear Norman,

Thank you for your email which I received today regarding Manston Airport.

I enclose for you a Google plan of the existing airport, or as it was before the buildings were demolished, and which shows the runway of 9,000 ft.

If you have two parallel concrete runways and the planes were staggered they would have to be a minimum of 2,500 ft apart. If the planes landed simultaneously the runways would have to be 4,500 ft apart. I have marked on the attached plan how it would look to build parallel runways 2,500 ft apart and you can see how much extra site you would need to build two major runways on the existing airport.

I also enclose for you a copy of the "Position Paper on Manston Airport" which you may find of interest.

d

Perhaps we can discuss this on the phone tomorrow.

Regards.

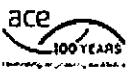
DR WILEM FRISCHMANN

Dr W W Frischmann CBE  
Chairman  
Pell Frischmann Consultants Ltd

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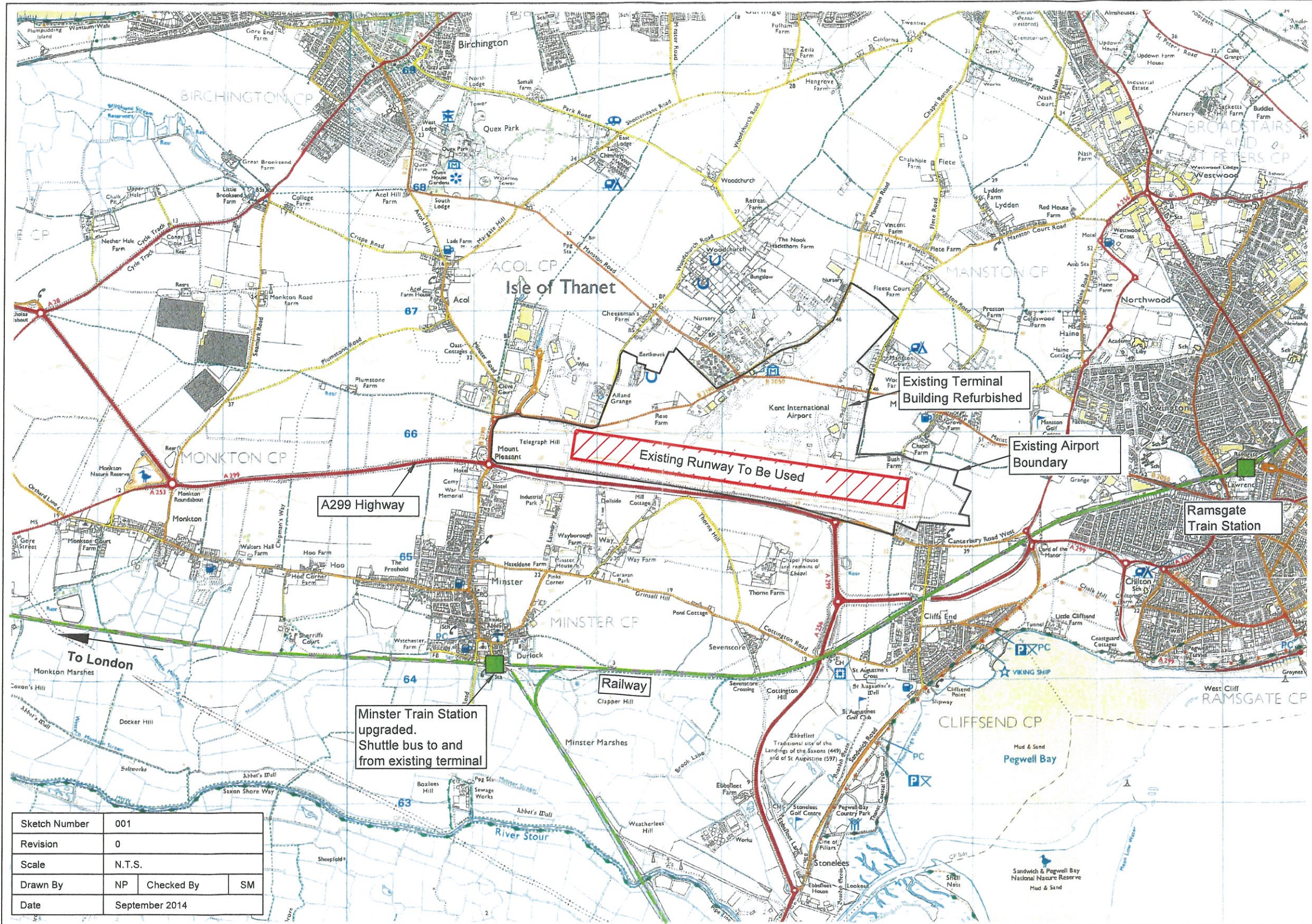
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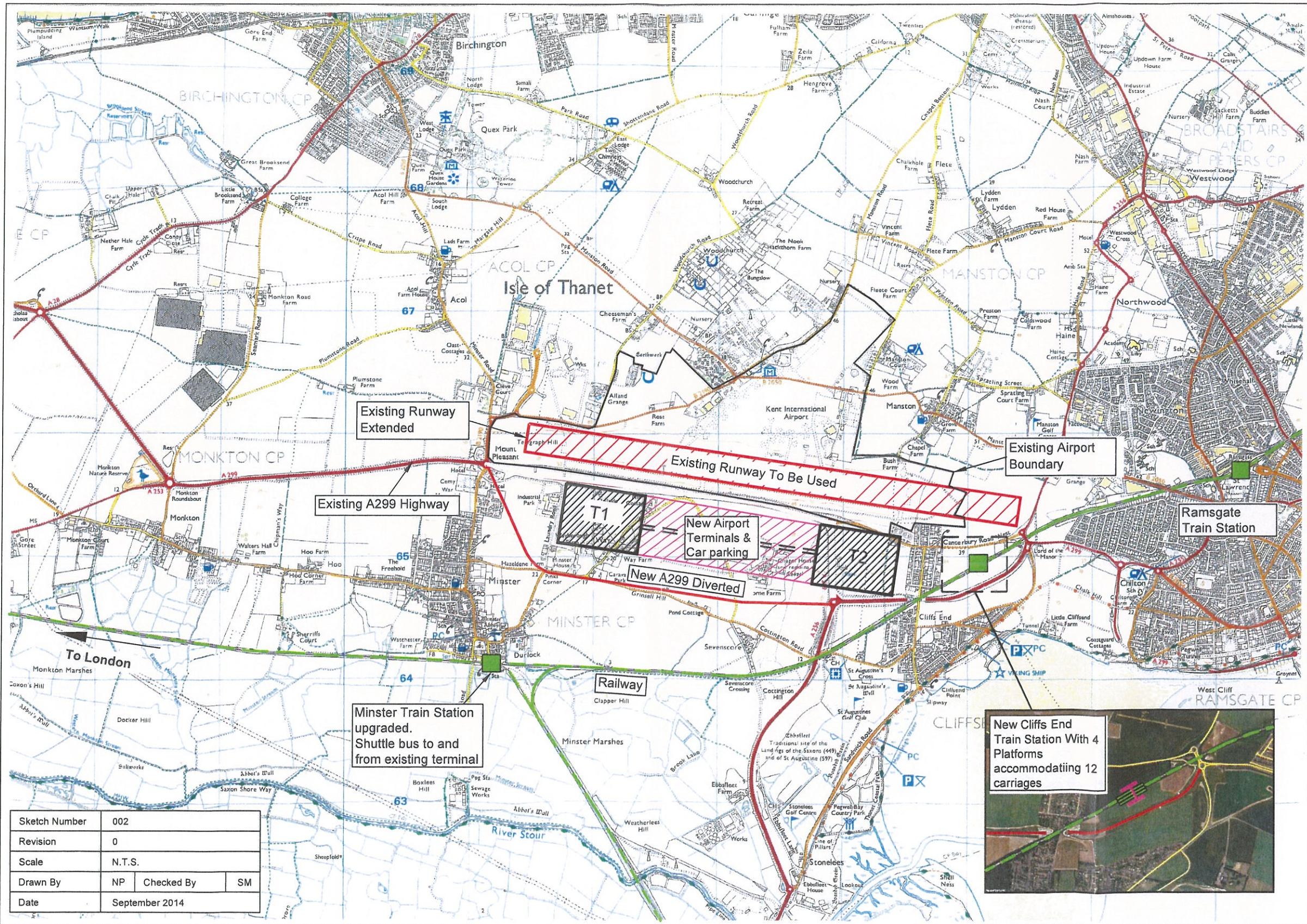
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Revision	0		
Scale	N.T.S.		
Drawn By	NP	Checked By	SM
Date	September 2014		

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PHASE 2 - DEVELOPMENT**

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Scale	N.T.S.
Drawn By	NP
Checked By	SM
Date	September 2014

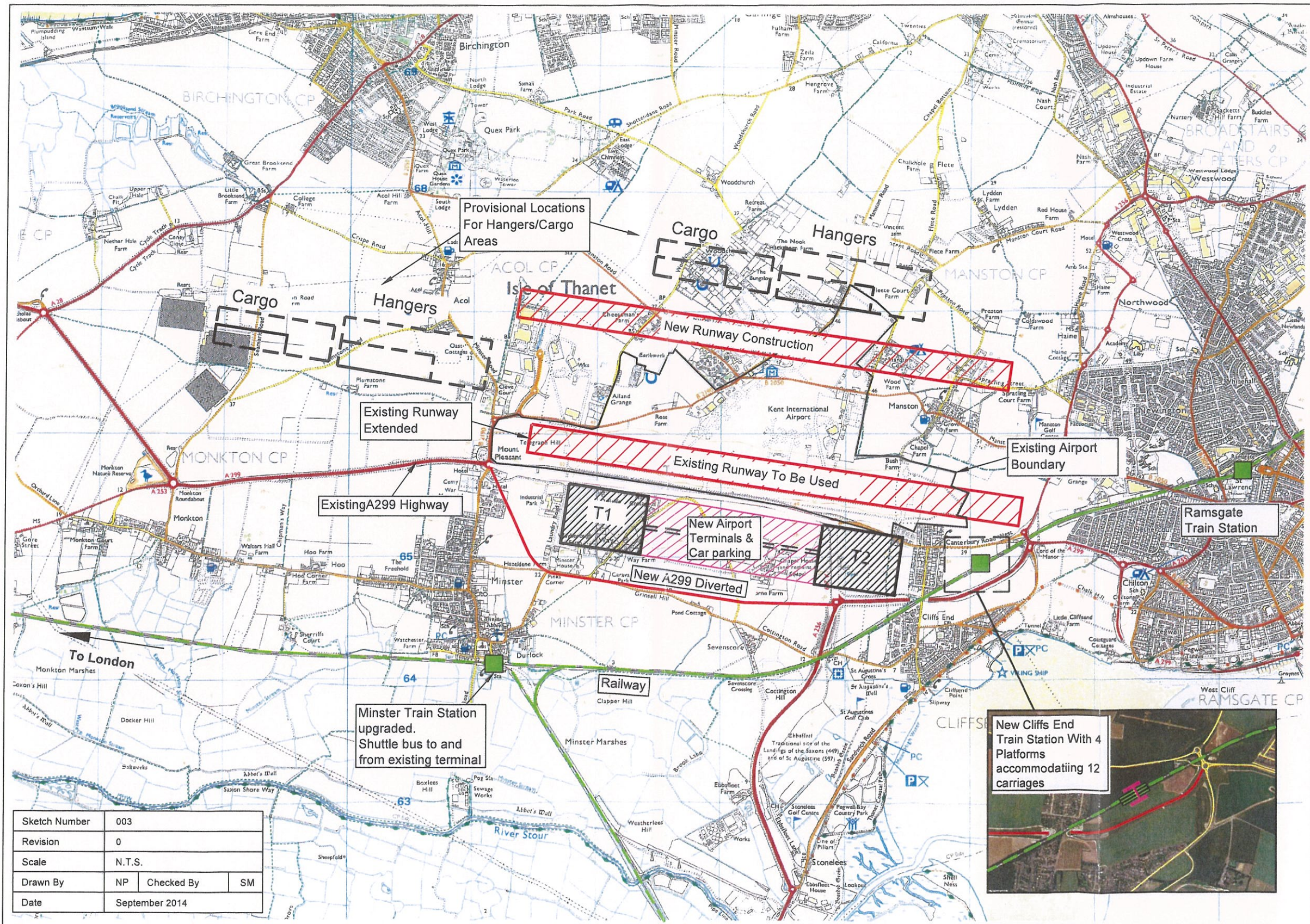


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PHASE 3 - DEVELOPMENT**

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Pell Frischmann



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Revision	0
Scale	N.T.S.
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Checked By	SM
Date	September 2014

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VIDEO: Thanet council receives no to houses on Manston airport petition

By TomBarnes (<http://www.thanetgazette.co.uk/people/TomBarnes/profile.html>) | Posted: October 02, 2014



Around 150 protesters were at Thanet council's Margate offices for the petition handover

Comments (3)

A PETITION signed by thousands opposing any potential housing development at Manston airport, has been handed to Thanet council.

Council leader Iris Johnston accepted a petition holding 9,950 signatures outside the local authority's offices in Cecil Square, Margate this evening (Thursday).

A demonstration was organised to coincide with the petition handover and around 150 campaigners were in attendance to show support.

**VIDEO: Council leader Iris Johnston accepts the petition**

Related content

- [VIDEO: Spectacular views on Manston airport flypast \(VIDEO-Spectacular-views-Manston-airport-flypast/story-23039805-detail/story.html\)](#)



Cllr Johnston reiterated to the crowd she was firmly opposed to a housing development at the former airport site, but conceded the final decision would not be hers.

Tonight marks the final full council meeting before December 4, when representatives are likely to vote on whether to make a compulsory purchase of the airport.

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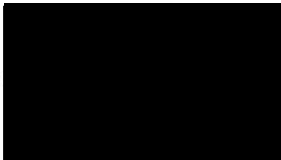
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NHS Thanet – celebrating World Mental Health Day (/NHS-Thanet-8211-celebrating-World-Mental-Health/story-23039252-detail/story.html)



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(http://www.thanetgazette.co.uk/people/thanetres/profile.html)

thanetres (http://www.thanetgazette.co.uk/people/thanetres/profile.html) | October 03 2014, 11:56AM

These so-called SMA thugs are not representative of the views of Thanet residents, as most of them do not even live in Thanet. It is appalling that they are seeking to show Thanet at anti-business, anti-jobs, anti-investmmt, and anti success! They seek to take us back to the dark ages, and ironically, with their banners seeking to "RiverOak" Manston, they are seeking to hand the site over to the real property developers, whose only interest is the value of the property , and how many houses they can flood it with to the profit of their share-holders. They try to stop the views of real Thanet residents, and with the collusion of the Leader of the Council. This is NOT democracy!

Rate: 1

Report



(http://www.thanetgazette.co.uk/people/Vanessa1987/profile.html)

Vanessa1987 (http://www.thanetgazette.co.uk/people/Vanessa1987/profile.html) | October 03 2014, 10:30AM

Ignore Gloag's PR lobbyists. Speaking to many people that I come across on a daily basis, the plan to create 4,000 jobs at Manston is total rubbish. Without doubt, the real money to be made for the developers is the construction of a huge housing estate. This is the last thing we need in Thanet, given that it is already massively over populated and under supported, especially in terms of water supply, schools, roads and hospital services. Lobby your councillors at every opportunity and if they are pro housing, vote them out next May.

Rate: -1

Report



(<http://www.thanetgazette.co.uk/people/MarkAdam1962/profile.html>)

MarkAdam1962 (<http://www.thanetgazette.co.uk/people/MarkAdam1962/profile.html>) | October 02 2014, 10:18PM

Thanet speaks at last! Hands off our airport. You want houses ....look elsewhere. You want a great big retail park....look elsewhere. The runway at Manston should be kept for the National interest. You cannot justify spending BILLIONS on runways elsewhere ,,,,when our airport in the South East exists. To damage, ruin, dig up this...would be seen as nothing more than commercial ans industrial vandalism.

Rate 2  
Report

YOUR COMMENTS AWAITING MODERATION

MORE NEWS HEADLINES

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3711291450444968&adurl=http://www.principality.co.uk/mortgages/yourhouseMF)

and our partners to determine what the exact impact of those will be."

According to Russian media reports, Shell is in talks in regulators about how it can participate in the shale oil joint venture.

Shell continues to work on other projects that are developing conventional oil in Russia, including its Salym joint venture with Gazprom Neft.

Olivier Lazare, the president of Shell Russia, insisted last month that the company's strategy had not altered because of the sanctions, but he added: "Of course we have to comply with the sanctions."

It is the latest blow for Shell's shale oil ambitions. Previously it had been forced to scrap an agreement to explore for shale oil in eastern Ukraine with the Ukrainian government because of the conflict with Russian separatists.

The other Russian companies on the American sanctions list are Gazprom

Pobeda, Russian for victory.

However, it was not yet clear if commercially viable quantities of oil could be recovered from the well. Rosneft said that data would be analysed and only then would a conclusion be reached on the reserves there.

Shell also has a joint venture to explore the Arctic with Gazprom, although the project is far less advanced and has yet to begin drilling. The company is also a partner of Gazprom in the Sakhalin project in Russia's far east.

The last round of American sanctions, which were co-ordinated with the European Union, were much tougher than expected. For the first time, they banned US companies from participating in existing projects to develop Arctic shale oil or deepwater fields. Previous restrictions had covered only future projects, allowing ExxonMobil to proceed with its Arctic joint venture with Rosneft.



Problems over securing visas are said to be limiting Chinese air travel

## Airports bid attracts Singapore fund

Deirdre Hipwell

Singapore's sovereign wealth fund will plough more money into British infrastructure after teaming up with a consortium vying to buy three of the country's biggest regional airports.

The Government Investment Corporation of Singapore is expected to invest equity alongside Ferrovial, the Spanish infrastructure group, and Macquarie, the Australian bank, which are close to finalising a £1 billion takeover of Aberdeen, Glasgow and Southampton airports.

GIC's deal to take a slice of the equity will be negotiated and it may not be named publicly as an investor when the deal is announced early next week, according to Sky News.

Heathrow Airport Holdings is selling the three airports, which handle about 13 million passengers in total each year. Negotiations over the sale have been dragging on for nearly a year, however. Heathrow has a complex shareholder structure and although Ferrovial, which owns a quarter of it and is its

biggest shareholder, has long expressed an interest in buying the three airports, other shareholders wanted a competitive auction process.

Last month, Macquarie sold its half-share in Bristol airport to the Ontario Teachers' Pension Plan for about £250 million. Ontario Teachers now has full control of the airport. Macquarie

# 82

The number of airlines operating out of Heathrow Airport

Source: Heathrow Airport Holdings

ie had to sell its stake to ward off any potential competition concerns so that it could participate in the deal with Ferrovial, which has significant interests in toll roads, construction and waste management businesses.

The sale of the three airports marks another stage in the drawn-out process to break up Heathrow Airport Holdings, formerly known as the British Air-

ports Authority, which began in 2008 when the Competition Commission demanded it sell three of its seven airports. It sold Gatwick and Edinburgh airports for a total of £2.3 billion to Global Infrastructure Partners, while Stansted was sold to Manchester Airports Group for £1.5 billion in 2013.

The sale of Glasgow, Aberdeen and Southampton, which made a combined £65 million of underlying earnings last year, will leave it free to devote much of its attention to lobbying for a third runway at Heathrow.

Next year, Sir Howard Davies's commission will make a recommendation about the most appropriate location for new runway capacity.

Insiders say that Ferrovial is keen on the growth prospects of regional airports, with traffic likely to surge as the economy recovers. Glasgow airport handled 7.4 million passengers last year ranking it as the eighth-busiest in the country. About 35 million people passed through Aberdeen's terminal, while Southampton handled about 1.7 million travellers.

## It's all too airline as

Tim Webb, Danielle Sherida

A strike by pilots at Air lower oil prices have trigger year profit upgrade by easy

Shares in the low-cost air by nearly 7 per cent as investors forward to a record dividend

The company said that it make a pre-tax profit of £515 million for the 12 months ending September 30, up from guidance of £545 million to £570 million in July.

The upgrade puts easyJet to make its largest ordinary dividend payout after promising to renege on a 40 per cent profit, compared with a one per cent increase previously.

Caryn McCall, the chief executive, said: "EasyJet has continued its strategy, delivering another year of performance in the second year. This has enabled easyJet to record record profits for the fourth year." EasyJet said that ea

*Darius Potel*  
*Surveyor*

01-731 1777

E Mail: [REDACTED]

[REDACTED]  
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Norman Winbourne Esq., FRICS, FCIInst.CES, FIRRV  
Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London EC4V 5DR

5<sup>th</sup> October 2014

Dear Mr Winbourne,

re: **Manston Airport** House of Commons, Transport Select Committee

Further to the above I thank you for bringing this to our notice for our backing of a presentation and would state as follows: -

We at ICH partnership, through nominees are substantially and diversely involved in aviation matters and for a long while have been keen on starting an air ferry service, using large aircraft for the transportation of cars and passengers across the English Channel and deep into Europe. Manston would be ideal for such an operation given its unique position and potential facilities on the South East coast. This would be an addition to the already intended air-freight operation envisaged by River-Oak.

However, it also clear to me that other airlines would become very interested given the current situation of a pending report of the Davies Commission inquiry for the government, if, there was a possibility of us being granted the privilege of taking a position, we would be able to form a very strong **British Consortium** of highly experienced companies and people with proven track records in airport development, construction and management so as to conform to the stringent Civil Aviation Authority standards while increasing the airport usage and creating very substantial employment in the area.

It is abundantly clear that the full versatile potential of Manston has not been considered and exploited specially bearing in mind that a considerable amount of very good road and rail infrastructure is existing and requiring few alterations.

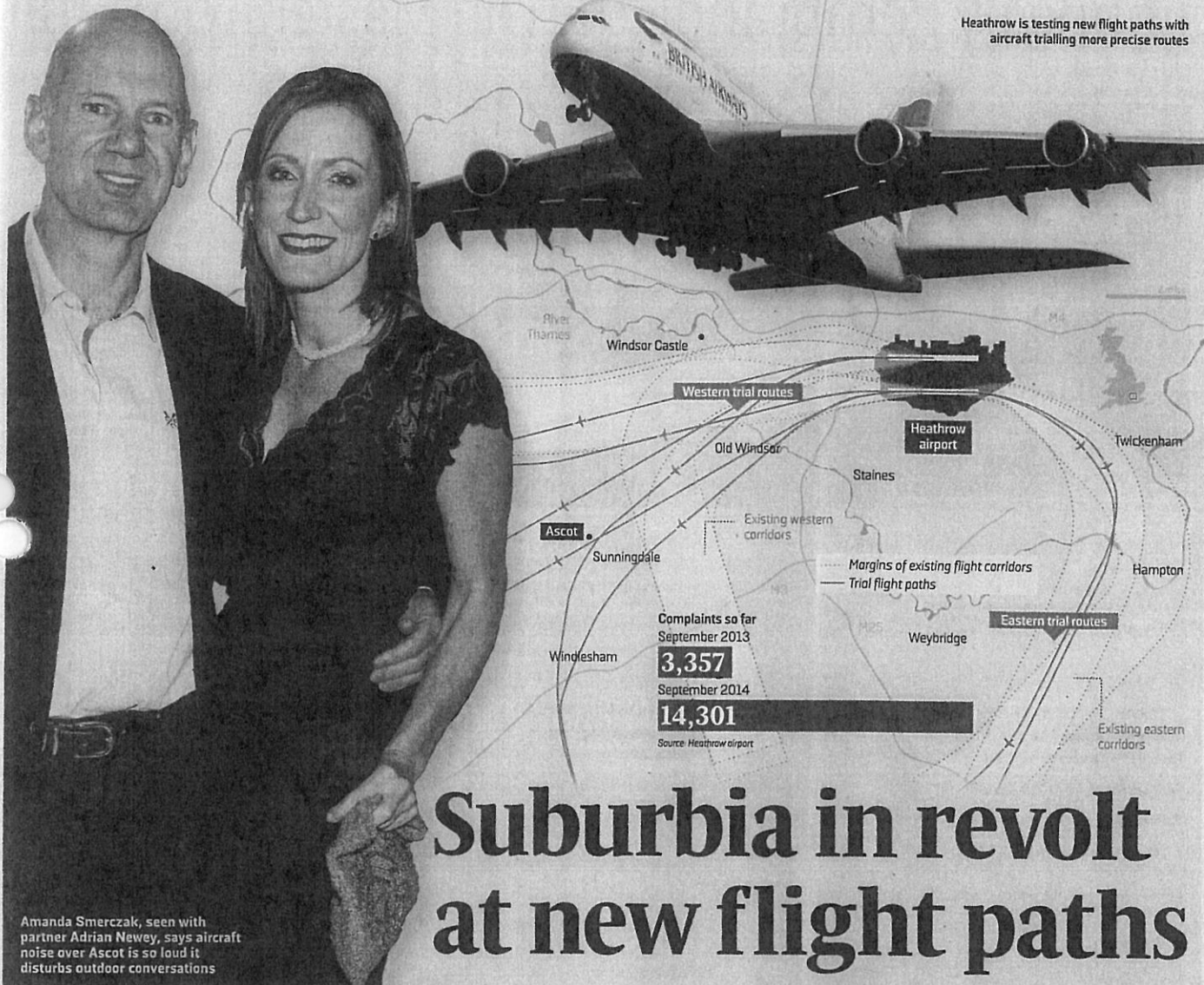
I look forward to hearing from you further in the matter with great interest and to receiving copies of your formal submission to the Select Committee in conjunction with Pell Frischman and to which you may attach a copy of this letter in support.

Yours sincerely [REDACTED]

Darius Potel BSc. AFAS, LLM, MBA  
CEO International Consolidated Holdings SA

Copy: Dr Wilem Frischmann





Amanda Smerczak, seen with partner Adrian Newey, says aircraft noise over Ascot is so loud it disturbs outdoor conversations

**Mark Hookham**  
TRANSPORT CORRESPONDENT

V-FLYING aeroplanes are causing uproar in affluent commuter towns and idyllic villages across Britain as airports test new flight paths.

Heathrow was flooded by an average of 500 complaints a day last month – the highest number in its history – after it began using new flight paths over Berkshire and Surrey.

Furious residents in Ascot, which has never been overflown before, say the aircraft noise is drowning out conversations and disturbing sleep. Some claim it will force them to move from the town.

This weekend the airport apologised for the disturbance caused by the trials, which began six weeks ago with no warning and will end early, because of the backlash.

Boris Johnson, the London

mayor, said the “colossal level of complaints” in recent weeks showed that building a third runway at Heathrow “will never be acceptable”.

“It is beyond belief that no warning was given to my office or to local residents that these trials were to begin, and I will be writing to the secretary of state to ask for a full explanation,” he said.

Gatwick, Stansted, Birmingham, London City and Luton airports have also either designed new flight paths or are planning to fly aircraft in a more concentrated pattern on existing routes.

The changes are part of a drive to overhaul the UK’s airspace by 2020 and use more accurate navigation technology. Instead of following navigational beacons on the ground when approaching or departing airports, airlines will use satellite navigation.

This system, known as performance-based navigation, will allow pilots to fly their routes more precisely and noise will be concentrated along narrower flight paths. It could also allow the distance between flight paths to be reduced and enable aircraft to make more fuel-efficient turns, and climb more quickly or descend later.

The change has prompted some airports and National Air Traffic Services (Nats) to test new flight paths for departing aircraft flying below 4,000ft.

Heathrow is testing five departure routes. One goes over Ascot and Sunningdale in Berkshire and Windesham and Lightwater in Surrey, while others concentrate flights over Old Windsor, Twickenham and Hampton.

A petition in Ascot organised by Amanda Smerczak, the partner of Adrian Newey, the

chief technical officer of the Red Bull Formula One racing team, has attracted more than 5,600 signatures. “The noise has increased massively since early July,” she wrote. “Residents can see the planes clearly from their gardens, and the noise is so loud it disturbs any conversation they have outside.”

Kevin Cariven, 35, an electrician who lives with his wife Emma in north Ascot, said: “It’s unbearable. It would probably force us to look to move out of the area.”

Giles Delaney, headmaster at St John’s Beaumont, an independent prep school in Old Windsor, said its 60 boarders had been “disturbed significantly” by the aircraft noise.

Heathrow received 14,301 complaints last month, up from 3,357 in the same month last year. Last week the airport said it was ending the trial two months early on November 12.

The airport insisted the routes being tested “are not indicative of future flight paths”. Matt Gorman, the sustainability and environment director, said: “We are sorry for communities that have experienced an increase in noise as a result of these trials. We are taking that feedback into account in the design of any future trials and in thinking about how we communicate about those trials.”

Birmingham airport has been testing two new flight paths for departing aircraft since May, which residents claim is causing misery in the villages of Balsall Common and Hampton in Arden.

“You’ve got people in uproar,” said Mark Tattum, 51, a retired management consultant, who is forced to sleep with ear plugs and said he would move if the flight path was adopted permanently.

Gatwick received about 200 complaints a day when a flight path was tested over West Sussex earlier this year. In May, when the airport made the use of the new system compulsory for all departing flights, which concentrated flights over parts of the Surrey Hills and the towns of Reigate and Redhill.

At Stansted, Nats is proposing to double the number of planes flying over Essex towards Clacton, while cutting the number of flights departing towards the Thames.

London City is proposing a more concentrated flight path over Poplar, Leyton and Wanstead in east London but fewer flights over Romford. Luton would see fewer flights over St Albans but more flights over the village of Sandridge.

Nats said: “Modernising the airspace is essential for the UK to remain competitive.”

@markhookham

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Oprah W

*Darius Potel*  
*Surveyor*

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DL:  
Mobile:

Norman Winbourne Esq., FRICS, FCIInst.CES, FIRRV  
Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London EC4V 5DR

5<sup>th</sup> October 2014

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I look forward to hearing from you further in the matter with great interest and to receiving copies of your formal submission to the Select Committee in conjunction with Pell Frischman and to which you may attach a copy of this letter in support.

Yours sincerely,

Darius Potel BSc. AFAS, LLM, MBA  
CEO International Consolidated Holdings SA

Copy: Dr Wilem Frischmann

**Barbara**

---

**From:** Dr Sas Majlessi [SMajlessi@pellfrischmann.com]  
**Sent:** 07 October 2014 17:12  
**To:** Norman Winbourne  
**Subject:** New Manston Airport - Sketch 5, Rev 04 - Copyright Scheme  
**Attachments:** Manston Airport - 005 Rev 04.pdf

**Sensitivity:** Confidential

Norman

Please find the Revision 4 of Sketch 5, with the note on Copyright Act 1988 added.

Kind regards  
Sas

Dr Sas Majlessi BSc(Eng)(Hons), PhD, CEng, FICE  
Director, Transport Infrastructure

**Pell Frischmann**

5 Manchester Square, London, W1U 3PD

**T:** 020 7486 3661 **D:** 020 7299 2791 **M:** [REDACTED] **E:** smajlessi@pellfrischmann.com



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**From:** Dr Sas Majlessi  
**Sent:** 07 October 2014 15:18  
**To:** 'Norman Winbourne'  
**Cc:** Dr Wilem Frischmann; 'darius potel'  
**Subject:** RE: New Manston Airport - Sketch 5, Rev 03

Attachment included.

Kind regards

Dr Sas Majlessi BSc(Eng)(Hons), PhD, CEng, FICE  
Director, Transport Infrastructure

**Pell Frischmann**

5 Manchester Square, London, W1U 3PD

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**From:** Dr Sas Majlessi  
**Sent:** 07 October 2014 15:00  
**To:** 'Norman Winbourne'  
**Cc:** Dr Wilem Frischmann; 'darius potel'  
**Subject:** RE: New Manston Airport - Sketch 5, Rev 03

Norman

Attached is the latest Sketch number 5, Rev 03 with areas of safeguarding extended to north east of the existing airport.

Kind regards  
Sas

Dr Sas Majlessi BSc(Eng)(Hons), PhD, CEng, FICE  
Director, Transport Infrastructure

## Pell Frischmann

5 Manchester Square, London, W1U 3PD

T: 020 7486 3661 D: 020 7299 2791 M: [REDACTED] E: [smajlessi@pellfrischmann.com](mailto:smajlessi@pellfrischmann.com)



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**From:** Dr Sas Majlessi  
**Sent:** 07 October 2014 13:55  
**To:** 'Norman Winbourne'  
**Cc:** Dr Wilem Frischmann; 'darius potel'  
**Subject:** New Manston Airport - Sketch 5, Rev 02

Norman

Please find the revised Sketch number 5, Rev02 incorporating changes to length and position of the new private and RAF runway as discussed.

Kind regards  
Sas

Kind regards

Dr Sas Majlessi BSc(Eng)(Hons), PhD, CEng, FICE  
Director, Transport Infrastructure

## Pell Frischmann

5 Manchester Square, London, W1U 3PD

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**From:** Dr Sas Majlessi  
**Sent:** 07 October 2014 11:35  
**To:** 'Norman Winbourne'  
**Cc:** Dr Wilem Frischmann; 'darius potel'  
**Subject:** RE: New Manston Airport - Sketch 5, Rev1

Hi Norman

Further to our telephone conversation this morning I send you the latest Sketch number 5, incorporating the minor edits as discussed.

Kind regards  
Sas

Dr Sas Majlessi BSc(Eng)(Hons), PhD, CEng, FICE  
Director, Transport Infrastructure

## Pell Frischmann

5 Manchester Square, London, W1U 3PD

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**From:** Dr Sas Majlessi  
**Sent:** 06 October 2014 17:50  
**To:** 'Norman Winbourne'  
**Cc:** Dr Wilem Frischmann; 'darius potel'  
**Subject:** RE: New Manston Airport

Norman

Following our meeting today, please find attached the Revision 1 of the sketch for new London Manston Airport. This revision includes the latest changes including the provision for a third runway to the north of the existing for private planes etc. The boundary for wide areas of safeguarding to avoid conflicting development has also been extended to include the third runway and the works associated with new terminals and rail stations to the south.

Please let us know if you need any further alterations before the submission.

P.S. – The title still reads 'London Manston Airport' to be consistent with elsewhere in the text. If you want it changed to 'London Kent Airport', then please let me know.

Good to see you today

Kind regards  
Sas

Dr Sas Majlessi BSc(Eng)(Hons), PhD, CEng, FICE  
Director, Transport Infrastructure

## Pell Frischmann

5 Manchester Square, London, W1U 3PD

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**From:** Dr Sas Majlessi  
**Sent:** 03 October 2014 13:16  
**To:** 'Norman Winbourne'

**Cc:** Dr Wilem Frischmann; darius potel

**Subject:** RE: New Manston Airport

Norman

Please find attached the latest draft for the above, following our conversation yesterday. This now shows the phasing of the various elements and includes Wilem's latest suggestions.

This draft can accompany your written submission, unless there are any other changes that may be required (please check the titles etc. for consistency with your document).

Kind regards

Sas

Dr Sas Majlessi BSc(Eng)(Hons), PhD, CEng, FICE

Director, Transport Infrastructure

**Pell Frischmann**

5 Manchester Square, London, W1U 3PD

**T:** 020 7486 3661 **D:** 020 7299 2791 **M:** [REDACTED] **E:** smajlessi@pellfrischmann.com



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**From:** Barbara [<mailto:Barbara@winbourne.co.uk>] **On Behalf Of** Norman Winbourne

**Sent:** 01 October 2014 16:32

**To:** Dr Sas Majlessi; Dr Wilem Frischmann; darius potel

**Subject:** Manston Airport

As arranged here is my draft sketch plan incorporating matters discussed over the last week.

I have renamed the two stations more informatively as:- 1. Minister East Parkway and 2. The future Airport Terminal Cliffsend Station is renamed as Pegwell Bay – that being an attractive leisure/tourist area in its own right.

As you will see I have indicated a large area for future airport expansion "safeguarding" against development which can be done by ministerial order preventing development.

I have shown the least intrusive rerouting of The 299 and the potential future raillink alongside it from Minister to Herne Bay, bring in the second direct rail approach for future airport use.

Kind regards

Norman

Winbourne Martin French

Chartered Surveyors

2 Burgon Street

London

EC4V 5DR

Tel: 0207 248 0246

FAX: 0207 248 4020

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**Barbara**

---

**From:** CLARKE, Gordon [ClarkeG@parliament.uk]  
**Sent:** 30 September 2014 12:58  
**To:** Norman Winbourne  
**Cc:** BEECH, Nicholas  
**Subject:** Smaller airports inquiry

Dear Mr Winbourne

Thank you for your telephone call earlier today.

The terms of reference for the inquiry can be found on the Committee's smaller airports inquiry page - <http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/news/smaller-airports-tor/>. You will notice that the inquiry is looking at issues wider than just Manston. We would be grateful to receive written submissions by Friday 3 October 2014 but it will not present a problem if you needed a few extra days to finalise any submission.

The guidance on submissions can be found here - <http://www.parliament.uk/get-involved/have-your-say/take-part-in-committee-inquiries/commons-witness-guide/>.

All submissions are now submitted through an electronic portal. You will find the portal here - <http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/inquiries/parliament-2010/smaller-airports/commons-written-submission-form/>

My colleague, Nick Beech, will be leading on this inquiry. Nick is on leave until 7 October but I'm sure he'd be happy to help you with any questions once he is back. I've copied him into this email so you have his email address.

Best wishes

Gordon Clarke

---

Clerk

**Transport Committee**

House of Commons

London, SW1H 9NB

Phone: 020 7219 6242

Website: [www.parliament.uk/transcom](http://www.parliament.uk/transcom)

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Barbara

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**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 30 September 2014 18:31  
**To:** 'Dr Wilem Frischmann'; 'smajlessi@pellfrischmann.com'; 'darius potel'  
**Subject:** Manston  
**Attachments:** 20140930181515586.pdf

Please see attached draft agenda

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

## **Manston Airport Commercial Acquisition (not cutting-across River Oak) – draft agenda**

1. River Oak: are major American interests, who have had long-term plans to acquire Manston Airport, for their foreign air freight operations and are willing to underwrite compulsory purchase of the existing Manston Airport set-up by Thanet Borough Council. Therefore, presumably River Oak would finance and carry-out the essential immediate repairs. If so there may be no immediate large capital expenditure by ICH, subject to an obvious high-level commercial deal with River Oak on wider airport usage.
2. ICH Air Ferry services: these are intended mainly for private cars and to complement River Oak (given a deal as above) with very large aircraft available for Air Ferry services; subject to licensing of such services, with required parking and holding areas and passenger and vehicle border controls. Presumably, those services should become self-funding via “the fares box” in due course.
3. ICH Passenger Services: these would go much further (again to complement River Oak) with various airlines serving London, such as from both Europe and the Middle East (whereby ICH have preliminary expressions of interest) and from Pacific polar and North Sea routes.
4. Road access for passenger services: the A229 “Thanet Way” Trunk Road connects via both M2 and M20 Motorways to-and-from London; 70 miles “to the door” of Manston Airport. This needs only long-distance bus route connections to London and airport car parking and again self-funding via airport charges and/or air tickets. There are continuous dual carriageways to the A205 South Circular Road; as well as to Blackwall Tunnel for the City; and to Dartford Crossing; thereby continuing the Trunk Roads and Motorways into East London/Thames Gateway and beyond the Thames to North London and suburban Essex.
5. On-airport Stations all over the world have made money everywhere from the rail fares
  - (a) Minster Parkway Station: for initial London air/rail services with shuttle airport buses and also for car-and-rail commuters. Extension of the existing local Minster Station (with its existing services to London Victoria) requires only at-grade new platforms on each side of the main Ramsgate line, slightly to the east of the Minster Y junction. These should cost only about £35 million and provide non-stop commuter and air passenger services (via Ashford International and HS1) to London St.Pancras International in (say) 56 minutes; but with future Network Rail line improvements reducing travel time even more. The station may be good investment for Network Rail and South Easter but too slow!
  - (b) Manston Airport Station at Cliffsend: new station on embankment with island platforms (for stopping and passing loops) on either side of the main Ramsgate line with good road access and adjacent parking areas and (say) 57 minutes to St.Pancras. This station could be coupled with the existing air terminal and/or limited airport improvements in say 3-5 years.
6. Medium-term Phase 2: airport expansion scheme, with a second long runway in say 5 to 6 years; with the widest public consultation before any scheme adoption (ie not some pre-arranged “preferred scheme”) to be shown on drawings in preparation now and for more detailed submission to the Select Committee in a month, by 5<sup>th</sup> November. This is to allow

enough time for the work, on an assumption that there would be no Hearings of Expert Evidence earlier than December 2014. Furthermore, it is expected that any scheme of such magnitude would need wider compulsory purchase mainly of local farms (very low-cost compared to Gatwick or Heathrow) and therefore requiring a Government Transport & Works Act Order of the DOT together with Planning Consents of the Department of Communities.

Additional explanatory notes:

The Transport Select Committee's senior clerk has telephoned me and also written to me to the effect that a Submission from me early next week would be in order, which are days' grace until 7<sup>th</sup> October.

He has also kindly provided guidance on the system at my request, which I shall relay to PF and DP.

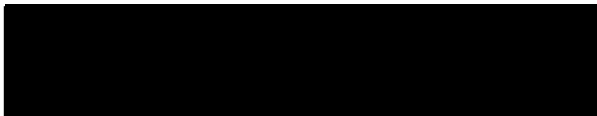
He emphasised broad brush and bullet points saying quietly that we may not wish to "tip our hand".

I have proposed a very informative preliminary submission to be followed a month later by more detailed drawings on assumptions of any hearings of expert evidence being earliest in December.

I feel sure that when I present our bullet points, of overriding public interest in an excitingly unique coastal site of very high aviation and environmental benefits, our views may be likely to prevail over-and-above any confinement to air freight and certainly should be able to blow out land speculation and selling-on, as is indicated by Mrs Ann Gloag's own statement as reported in the Thanet Gazette.

Therefore, if ICH/WMF/PF can win the public and political support which is necessary (a beauty contest) then who pays what may not prevail in the wider scheme of things. Furthermore, WMF/PF copyright drawings would be coupled with PF's very important former RAF trust and experience.

It will be seen that this is an economical approach, but WMF and PF will need short but authoritative backing letters from DP/ICH. Also for proper form of courtesy and protocol, we should make our submissions firstly to Parliament and only then relay copies to Sir Howard Davies of the Airports Commission and the Chairman of Thanet Borough Council, as recommended by Sir Roger Gale MP.

  
N.J. Winbourne

30<sup>th</sup> September 2014

**LONDON MANSTON AIRPORT  
PHASED IMPROVEMENTS**

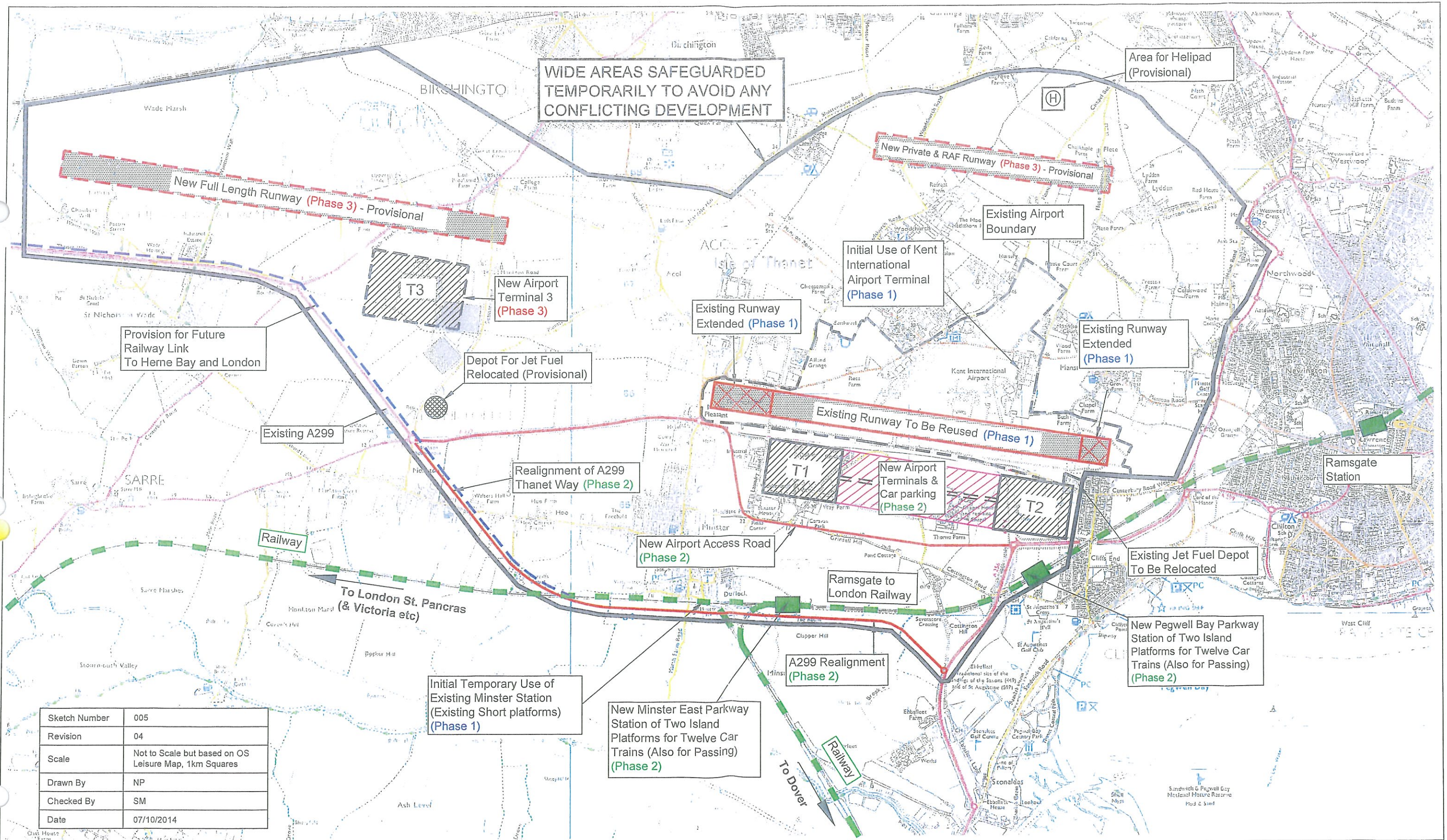
**INITIAL OUTLINE PLAN - WMF/NJW & PF/SM  
CONSORTIUM DESIGN - COPYRIGHT SCHEME  
(ASSERTED UNDER COPYRIGHTS, DESIGNS & PATENTS ACT 1988)**

**Pell Frischmann**

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CHARTERED SURVEYORS - EST 1853

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Sketch Number	005
Revision	04
Scale	Not to Scale but based on OS Leisure Map, 1km Squares
Drawn By	NP
Checked By	SM
Date	07/10/2014

# LONDON MANSTON AIRPORT PHASED IMPROVEMENTS

INITIAL OUTLINE PLAN - WMF/NJW & PF/SM  
 CONSORTIUM DESIGN - COPYRIGHT SCHEME  
 (ASSERTED UNDER COPYRIGHTS, DESIGNS & PATENTS ACT 1988)

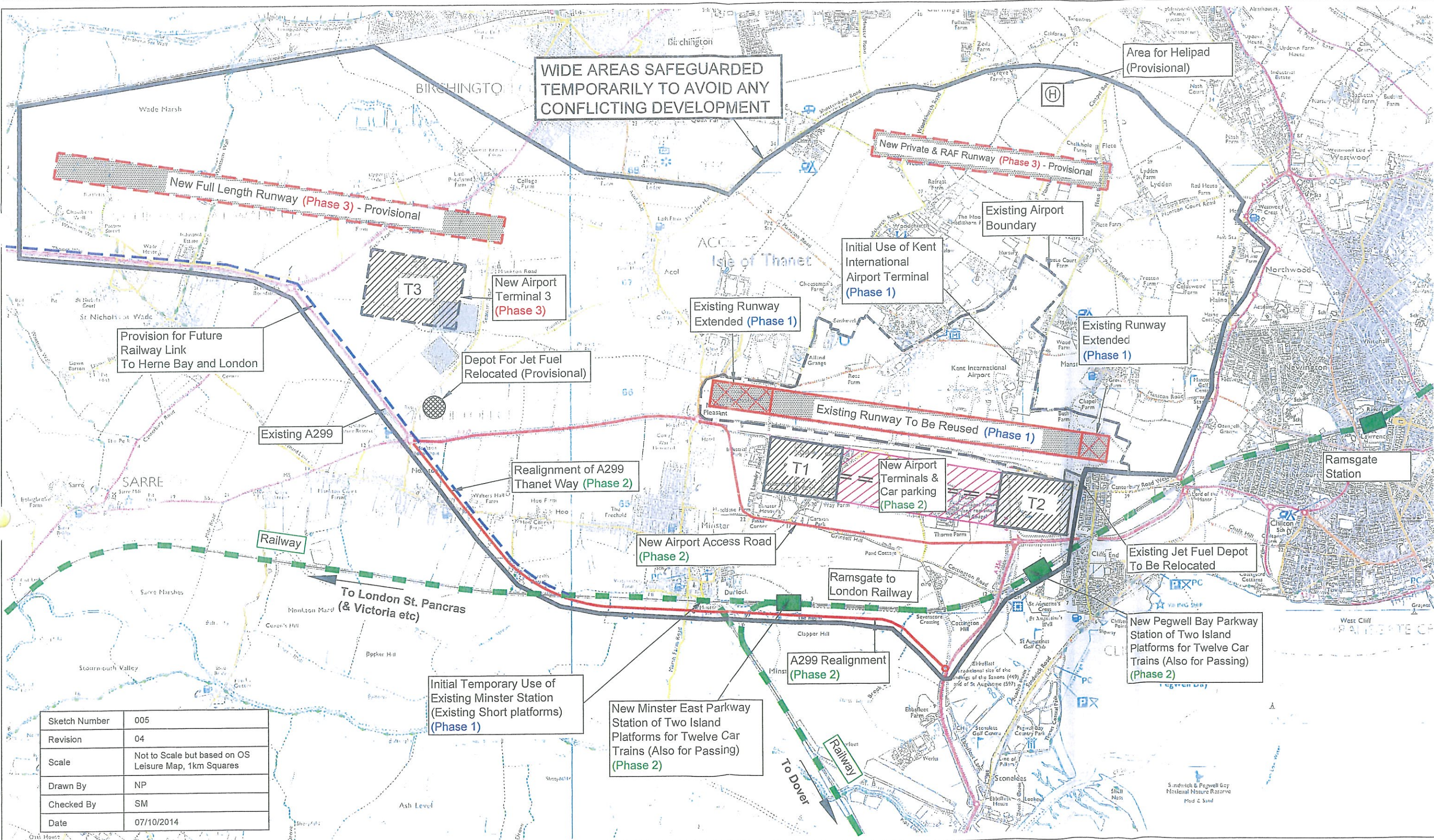
**Pell Frischmann**

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Date	07/10/2014

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- Smaller airports - written submission form

## Smaller airports - written submission form

Thank you for your submission to the inquiry on Smaller airports.

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## Transport Committee - members

The members of the Committee were appointed on 12 July 2010, 2 November 2010, 22 March 2011, 19 July 2011, 5 November 2012, 26 November 2012, 21 January 2013, 10 June 2013, 5 July 2013 and 4 November 2013

Member	Party
	Labour (Co-op)
	Labour
	Labour
	Conservative
	Conservative
	Conservative
	Liberal Democrat
	Conservative
	Labour
	Conservative

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# Parkway Station

Page updated 17th Nov 2014

## Thanet Parkway Station Report dated January 2011.

### Station Project Overview

#### News

#### Overview

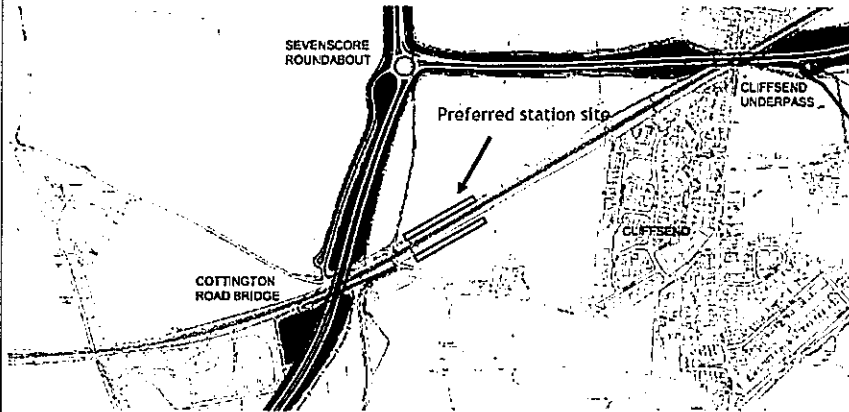
Kent County Council commissioned a technical study into the possible locations for a Parkway Station, taking into account both road and rail issues.

The study comes to a conclusion for the preferred possible station location - which is well to the West of Cliffsend village, near the Cottingham Road railway bridge. (Shown in the diagram below.)

This location has excellent connections to the new road and Manston Airport.

A possible alternative location would be between the Foads Hill level crossing and the Lord of the Manor, but this would be much more difficult and expensive to engineer for train operations.

FIGURE 2.3 PROPOSED PREFERRED SITE



#### Maps and Full report

[Return to top](#)

#### Latest News on this project

From KCC, dated 30th Oct 2014

"The project is being planned and developed by KCC, with a prospective delivery of the station in 2018.

Thanet District Council has shown its support for the project, as has Dover District Council.

The project is currently at the planning stage and as part of this we are trying to gather the public feeling and opinion about the development and its impacts.

A consultation will be taking place in the New Year, during which stakeholders will have the opportunity to submit comments on the proposals. These comments will be taken on board and will help shape the station design and specifications in the planning application.

hide menu

### Contacts

Mrs Ashley Stacey (Clerk / RFO)

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CT7 9ER  
Tel: 01843 848473  
Email

Cllr Vera Hovenden (Chairman)

Tel: 01843 592155

Cllr Philip Wendholt (Vice Chairman)

Tel: 01843 587769

Cllr Kathy Lyon

Contact via Clerk

Cllr Ratna Ratnasingham

Tel: 01843 584364

Cllr Martin Rogers

Email

Cllr Pat Searle

Email

Stuart Turner

5 Primrose Way  
Cliffsend  
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Web-Link

Webmaster

Email



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Darius Potel Esq

Sent by email

7<sup>th</sup> November 2014

Dear Darius,

**“Manston”**

As mentioned this morning over the telephone there are two or three serious points of company law (not my field) and possibly compulsory purchase finance which I do know something about. The recent and retrospective EU Law Decision of the Leipzig Halle Case was specifically about an airport.

It confirms that no form of state aid subsidy can be allowed in any country of the EU to commercial operating companies. It appears that their landlord owners may well be in a different position and I have spoken briefly to a particular barrister in the field. If so, it follows that it were wise if a freehold were to be vested in a separate company to the Manston Airport operator: Coastal Airports not LKIA.

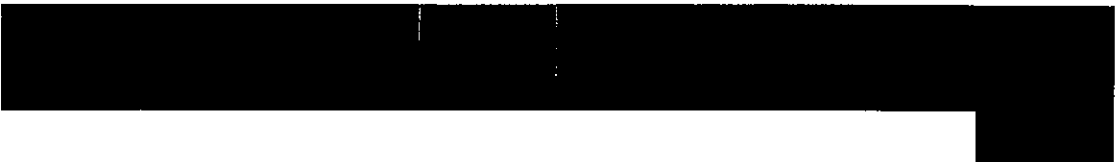
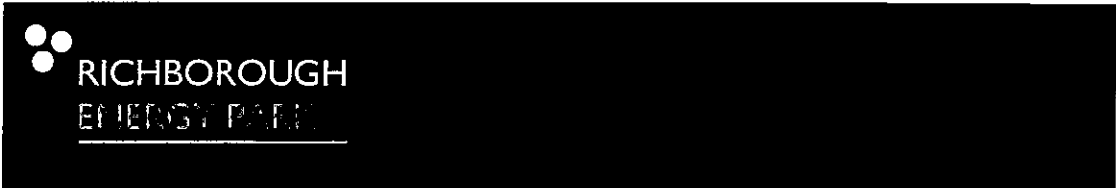
Furthermore, if there is synergy with the Ramsgate Port scheme of Euro Ferries as appeared to be the case at yesterday's exciting meeting, this would seem to be even more important, because there is most likely to be identifiable national or local aid in kind if not in cash. Moreover, a reverse position may arise because a well arranged joint scheme could well qualify for EU strategic transport aid, as it connects the UK, France and Belgium immediately and affects other EU countries beyond. Again, it is not my field but I believe that I am pointing to serious advantages which may be available. It would be very unwise in my opinion to make casual premature enquiries in Brussels, however interesting.

Finally, where does the retrospective Leipzig Halle Decision leave BAA and successors as to HRT5?

Yours sincerely,

[Redacted signature]  
[Redacted name]

c.c Lady Rona Delves-Broughton



# The Regeneration Team

Since 2000, the registered owner of the former Richborough Power Station site has been a company called Richborough A Ltd. Richborough A appointed BFL Management Ltd (BFL) in 2007 to be the masterplan developers providing the expertise, infrastructure and services to create a leading UK Energy Park in Kent.

Following the demolition of the cooling towers and chimney and in recognition of the shift from preparation to delivery, BFL Management Ltd was renamed Richborough Management Company Ltd in December 2012.

Richborough Management Company have appointed an experienced team of consultants who have undertaken a significant amount of survey work, assessments and consultation with various stakeholders including officers in Kent, Thanet and Dover Councils.

Consultancy team:

[Montagu Evans](#)

[Downloads](#) | [FAQs](#) | [Contacts](#)



David Lock Associates

URS

Cascade Communications

Waterman Boreham

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Dr. Wilem Frischmann CBE PhD, FICE, FISTructE  
Pell Frischmann  
5 Manchester Square,  
London, W1U 3PD

21<sup>st</sup> November 2014

Dear Wilem,

### London Kent International Airport ("Manston")

We need to get to an agreed Revised Outline Plan as soon as possible; by the end of November or latest early December, for amended submissions to the House of Commons Transport Select Committee Smaller Airports Inquiry. This should be well in advance of any January Hearings, so that Members can consider our scheme with time over the recess and I would hope to inform others in both houses. This must be submitted together with a suitably Revised Statement of Reasons, full personal CVs also and probably to be followed by other eminently supporting cvs.

The revisions will economise greatly, by rationalising all that we have done before, but recognisably similar to what was put in by me urgently at the end of October and then after only a fortnight of our concerted efforts. I am trying now to anticipate any possible Objections to this comprehensive scheme and in particular to attract influential interest of others in support. This could become the only airport (except perhaps Stansted) with an initial forward plan for two full length runways and outline sites for two additional runways if required in the future. I intend to work on another rough draft plan for PF over the weekend and towards finality.

In my opinion, we should take up three certain and clear professional positions:- (1) that Manston can be run as an all-purpose London and South East single runway airport, albeit initially with capacity limitations of the existing air terminal and use of only airport buses for equal to say 20% of Gatwick's passenger throughput. Whereas, by extending the existing Runway No.1 and the existing airport terminal (or better yet with a centrally-sited newbuild terminal) and with improved rail connections (now woefully underused) it could in time rival Gatwick's single runway; (2) That by proper forward planning Runway 2 falls into place now on Minster Marshes, with outline siting only for two more Runways, 3 and 4 and only in the future if needed. The reason the whole issue of four runways has grown-up is in opposition to major Heathrow expansion which is a bogus case.

Whilst PF reductions of the OS 1/2500 Explorer Map have worked reasonably well so far, the one kilometre squares do not show up on copies and it does not have any scale. I understand from Sas that PF have no old OS maps, although I expected some to be in your PF historic Manston files, which might have shown land levels and other features. Therefore, I have ordered, for early next week, some up-to-date 1/25000 and 1/10000 standard OS maps and both of you will get copies from me.

In the meantime, I am attaching for PF use copies of part of the old East Kent "Six Inch" OS Map of 1926. That shows the sharp drop in levels to be seen on the ground beyond the end of the Runway 1 and the escarpment by the then 200 foot contour line and the then 50 foot contour line some distance away to the west. This map shows other important features too (see below).

Managing Director  
James G. Winbourne BSc (Hons), PGDip.PVL, MRICS  
Member of the Rating Surveyors' Association  
Member of the Compulsory Purchase Association  
RICS Registered Valuer

Consultants  
Norman J. Winbourne FRICS, FCInst.CES, FIRR  
Member of the Rating Surveyors' Association  
Member of the Compulsory Purchase Association  
RICS Registered Valuer

From the outset, you observed the sharp drop in land levels to the south of the existing Runway 1 and the same applies to the west. Runway 1 can be extended at both ends and up to 4 kilometres (or perhaps even 5) but now I propose a changed logical Runway sequence taking into account substantial economies in both rail and road works. The main reason is that the differences in ground levels between the sites of the various planned Runways will rule out any possible joint airport terminals which could be shared between them. Therefore the previous southern Runway 4 and Terminal T4 revert to being Runway 2 and T2 while the previous Runway 2 to the west swaps numbers to Runway 4 as a result.

Meanwhile, mindful of Sas' trenchant observations on the cost of any cut-and-cover railway line on the airport itself (with one kilometre access points) I am amending that line and rationalising all the other surface rail options as follows:-

1. Kent County Council's helpfully and recently revised site for its commuter scheme of a "Thanet Parkway Station" is in fact identical in its site to our Pegwell Bay Parkway Station (aka Cliffsend Parkway Station) as shown on our Initial Outline Plan. Therefore, we should back-up KCC's Thanet Parkway Station and plan early passenger shuttle systems to the existing Airport Terminal 1. A dual-purpose station should be easy to justify, because the airport is an obvious terminus in waiting and most of the car/train commuters and most airport passengers and staff are likely to be travelling at different peak times and usually in opposite directions, so that the dual-purpose should generate reciprocal passenger loading instead of trains almost empty on return journeys as usual.

2. There is Government funding already secured by Laura Sandys MP, for a new line into the airport and on-airport stations are known to be profitable all over the world. I have not seen the layout yet and there may be coinciding concepts, but I would prefer my own new curve into the airport from the eastern end and off the fast Ashford Line. That indicates an on-airport through station for a new central Airport Terminal on the north side of Runway 1, with through trains exiting via a low-cost short route to the North Kent Line, by utilising old RAF line track bed west of Birchington (see 1926 Map). Where this line traverses the airport, it should include cut-and-cover sections and station, with safety access at every kilometre.

3. Retain the eight coach Minster Station for interim use with airport buses but to be lengthened to an outline design as I indicated earlier, with an island platform and third relief track. This is the best plan for bridging across a new access road to Airport Terminal 2 for Runway 2 (off improved public roads). For reversing airport trains near Minster Station one may use the adjacent Dover Line and possibly also recycling a section of old sidings track bed, which led towards Richborough Port formerly (again see old 1926 East Kent Map).

4. At present the fastest direct commuter train from Ramsgate to St. Pancras via Ashford takes 1 hour and 7 minutes and is packed-out; but with line improvements in hand the fastest journey time will reduce to 55 minutes in about 18 months. Thus from LKIA and Thanet Parkway to St. Pancras is on the cards in 53 minutes, especially if one could speed-up the KCC Thanet Parkway Station (opening in 2018) and I will be making some discreet enquiries.


I point out four other issues of note of which (c) and (d) were discussed with Sas before:-

- (a) The former RAF Manston airfield (see 1926 Map) may form a possible nucleus for Runway 3
- (b) The flight paths in-and-out could be reversed; in over Pegwell Bay and out over Reculver
- (c) The historic Abbot's Wall has to be avoided when planning Runway 2 which on the 1926 Map is denoted as "Sea Wall" on the River Stour and forming the Isle of Thanet historic boundary.
- (d) The obstructive line of National Grid electricity pylons requires diversion below ground and I expect the cost to be about £1 million per pylon (not the exaggerated £7 million per pylon in the papers recently)

I have been concentrating on the airport and access layouts with Sas, but soon I shall be writing a belated letter to the Leader of Thanet Council concerning weak and foolishly biased planning and development advice; which is worryingly supine in regard to blatant asset stripping (eg sale of the essential airport fire station) and other destructive actions without any planning consent by Mrs. Ann Gloag and her partners. I know what Thanet ought to do simply and I have run it past two planning counsel, with an early opinion to come from a top silk. Carl Powell's name &c from PF may be very useful in support.

Finally, I believe that others will be in support and recently we met the promoter of Ramsgate Euro Ferries to Boulogne, where there is synergy. He will have fast one hour coaches to London.

Yours sincerely,

  
N.J. Winbourne

c.c Sas Majlessi;  
Darius Potel;  
Dale Griffith;  
Robert Maughan;  
Lady Rona Delves-Broughton

Barbara

---

**From:** euroferries-express@live.com on behalf of Euroferries Express  
[robert.maughan@euroferriesexpress.co.uk]  
**Sent:** 22 November 2014 19:03  
**To:** Norman Winbourne  
**Cc:** rdb@doddingtonpark.com  
**Subject:** FW: PRIVATE AND CONFIDENTIAL  
**Attachments:** Minister\_of\_Transport\_270213-2-1-2.pdf; Milenium Tres Brochure-2.pdf;  
design\_of\_francisco\_c870ae\_2beff6d7c2a41fba0a85e126ebc570e-2.pdf; ramsgate  
port arial.JPG; times to cities.JPG; Shop Panorama .JPG

Dear Norman,

**Re: London Kent International Airport ("Manston")**

With regard to your letter of the 21st of November, I have had a conversation with Darius and have agreed to outline various matters.

1. Euroferries Express (EFX) has been involved for considerable time in the establishment of a fast ferry service with a throughput of some 3.5 million passengers between Ramsgate and Boulogne, to include the "solus" use and operation of both ports and terminal facilities with the attending revenue from integrated retail operations.

2. Further, the ferry service will be involved with the carriage of the new low cost continental coach service routed through the UK into Europe along with our partner coaches.

3. We have also established a commuter coach route to commence service in the New Year to serve Kent and to support the ferry service and interlink with the recently commenced low cost UK/Continental city commuter services referred to above.

4. We have the opportunity of providing at Ramsgate Port new facilities and to redevelop the whole site

5. As to Manston Airport we have at various times been involved in the creation of an overall plan, but due to difficulty in defining the way forward with Thanet District Council, we concentrated on Ramsgate Port, which-is capable of being a standalone project. However the addition of Manston Airport in joint co-operation as we originally envisaged would create a holistic regional transport network of marine, coach, rail and air. It reinforces the overall benefit and strategic value, and of course change the whole passenger travel profile of all residents who live in the South East.

6. We previously performed much of the due diligence in creating a fast train service into London, covering many of the points in your letter, including a report we commissioned from Mott Macdonald that included passing points; the Parkway Station and a timetable etc., this was submitted to the SRA with whom we had many meetings.

7. As to the present position, I feel that it is obvious that a plan put to TDC to incorporate both the Sea Port and the Airport and an integrated coach link to regional tourist destinations would carry much weight at local level; Kent County Council and central Government, it would provide much needed jobs, improvement of tourism opportunities and stimulate further investment to the area and other opportunities to Thanet and to the whole of Kent and the South East.

The main thrust is that with our EFX project starting early in 2015, with the Airport to follow on would prove of further value, albeit some of the airport assets have already been removed, the main runway and the surrounding area is currently intact. I would stress that EFX is already committed and very capable of proceeding in the New Year.

On making routine inquiries yesterday I learnt that Thanet District council is announcing its findings on 11th of December, (see below) reference the CPO. I can, of course, make further enquiries and if you wish, enlist the aid of the petitioners to press home the point; they of course, only think "River Oak" are involved. In the meantime, I can assure you on our confidentiality until you advise otherwise.

My final point is that I have discussed with Darius EFX involvement in Manston and believe for that to be credible, we would suggest a small shareholding from your partners into EFX to show to the outside world the joint synergy and co-operation, obviously should for any reason Manston not happen, we at EFX will continue to meet our target date and strive to make a success.



For ease of reference I enclose the "Euroferries Express" business plan and our new Credit card company which will promote "Affinity Express" in conjunction with "Incendia" and "Barclaycard" to ensure maximum revenue from our promotion, passengers and sales and that of our partners. This will also be used in our Chinese tourist market, which we already access.

Kind regards

Robert

In local media today:-

"On the 11th December the Supporters of Manston Airport group will be assembling outside Thanet District Council for the presentation of the long-awaited report on the CPO to the Cabinet.

All groups are welcome to join us on the steps outside the Council Offices on Cecil Street in Margate from 18:00. The meeting itself will begin at 19:00 in the main Council Chambers, the agenda will be posted at least five days in advance.

We will show our support for the airport to all the councillors as they pass by - please bring all your flags, t-shirts, banners and signs!

Let's make this the biggest and the best. Oscar"

## **MANSTON REPORT TO BE PRESENTED TO CABINET**

---

November 16, 2014

On the 11th December the Supporters of Manston Airport group will be assembling outside Thanet District Council for the presentation of the long-awaited report on the CPO to the Cabinet. All groups are welcome to join us on the steps outside the Council Offices on Cecil Street in Margate from 18:00. The meeting itself will begin at 19:00 in the [...

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**Barbara**

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**From:** Barbara  
**Sent:** 24 November 2014 17:53  
**To:** 'smajlessi@pellfrischmann.com'  
**Cc:** 'Dr Wilem Frischmann'  
**Subject:** London Kent International Airport ("Manston")  
**Attachments:** 20141124174036139.pdf

Dear Sas,

As discussed at length, here is my revisions rough draft of the outline plan dated 22/11/2014.

Please revert to me with any questions and as required I will be prepared to come and see you.

Kind regards

Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

**KENT INTERNATIONAL  
LONDON MANSION AIRPORT ("HANSTON")  
PHASED IMPROVEMENTS**

**REVISED  
REVISED  
REVISED** OUTLINE PLAN (JMP/NJW & PF/SM)  
CONSORTIUM DESIGN - COPYRIGHT SCHEME  
(ASSERTED UNDER COPYRIGHTS, DESIGNS & PATENTS ACT 1988)

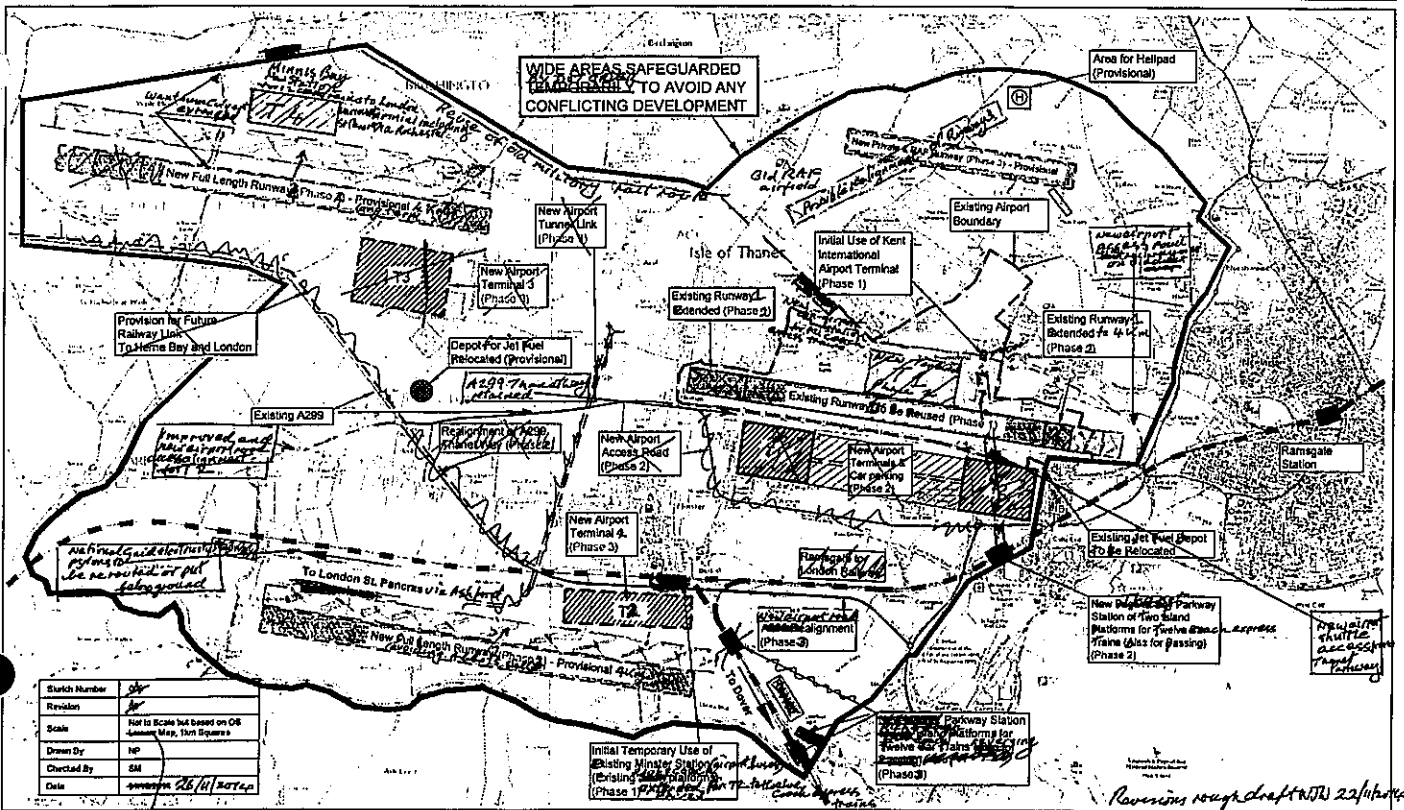
**Pell Frischmann**

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Telephone: +44 (0)20 7541 2544  
Email: martin.french@windhouse.com  
www.windhouse.com

*NON-CONFORMING  
PLAN FOR  
FOR SELECT COMMITTEE*



Sketch Number	SK
Revision	R
Scale	Not to Scale but based on OS Landscape Maps, Non Squares
Drawn By	MP
Checked By	SM
Date	26/11/2014

*Explos*

*Revisions rough draft with 22/11/14*

**Barbara**

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**From:** Dr Sas Majlessi [SMajlessi@pellfrischmann.com]  
**Sent:** 27 November 2014 21:29  
**To:** Norman Winbourne  
**Subject:** Re: London Kent International Airport ("Manston")

Norman

I got your telephone message from earlier this evening. I think it would be good if we could meet up early next week so that we go over all the points in finalising the sketch for our proposal. Please let me know when would be convenient to meet up.

Tomorrow we have an external Quality Audit in our office and I will be engaged until late afternoon. I will try to call you for a catch up at that time if possible.

Kind regards  
Sas

On 24 Nov 2014, at 17:48, Norman Winbourne <[norman@winbourne.co.uk](mailto:norman@winbourne.co.uk)> wrote:

Dear Sas

Further to our telephone call earlier today, I have received the OS maps of 1/10000 and 1/25000 scales, but they are both out-of-date because they do not show the A299 Thanet Way alongside the runway nor the A256 Ramsgate to Dover dual carriageway and roundabouts.

I have complained to Kathy at National Map Centre who have been let down quite obviously by Ordnance Survey itself: the clear proof is that the OS East Kent Explorer Map on which we have been working shows both modern road improvements and I am insisting that National Map Centre obtains up-to-date master disks from Ordnance Survey (who should be ashamed of themselves) for replacing our previous and current orders from NMC.

I am sending you A3 copies of all three OS Maps because the deficient ones show the settlements to be considered and/or avoided and fortunately we have ample A3 copies of the Explorer Map section required (with contours). I am sending a separate email only for Pell Frischmann with my latest rough draft revisions of the initial outline plan dated and initialled 22/11/2014.

Kind regards

Norman Winbourne

Winbourne Martin French

Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

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<20141124173324749.pdf>

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2 Burgon Street, London, EC4V 5DR  
Telephone: 020 7248 0246  
Facsimile: 020 7248 4020  
Email: info@winbourne.co.uk  
Web: winbourne.co.uk

**IMPORTANT AND PERSONAL**

Councillor Mrs. Iris Johnston,  
Leader of Thanet Borough Council,  
PO Box 9 Cecil Street,  
Margate,  
Kent T9 1XZ

28<sup>th</sup> November 2014

Dear Mrs. Johnston,

**London Kent International Airport – “Manston” – the need for planning certainties**

In correspondence last summer with both Thanet MPs, Sir Roger Gale recommended that I wrote to you directly, which is appropriate now, with your open Cabinet Meeting on December 11<sup>th</sup> and also because of our pending engineering and other revised submissions to the House of Commons Transport Select Committee Inquiry on “Smaller Airports”. Those submissions, in consortium with Dr. W.W. Frischmann CBE are under-going rationalisation for greater efficiency and economy and as soon as possible, I shall send you a full copy with a reciprocal copy of this present letter attached.

Your Council Members should please be aware that this letter is intended as helpful constructive criticism (if strongly worded perforce) for in my view, Thanet Council’s immediate overriding planning duty should be to protect the vital existing Manston Airport infrastructure, from asset stripping. Previously, I was given to understand your Council had negative or weak professional planning advice, which was arguably more attentive to brownfield land-use “turners”, who should not be allowed any consents for asset stripping and changes of use. For example, it seems that the essential airport fire station (sui generis) has been sold-off and there are also rumours of breaking-up the long runway itself for hardcore, which involves various planning changes. This follows recent demolitions for sale of hardcore, from the Thanet Council-subsidised Discovery Park; which commercial operations may conflict with one of the better EU laws (Leipzig Halle Case Decision).

Meanwhile financial denial has prevented upgrades of the former state-of-the-art military standard airport “avionics” installations; but that equipment is said to be leased and thereby protected and it requires limited expenditures to regain high airport standards.

The UK economy is recovering from the very worst world business slump for over a century and land speculation is again rife, exploiting relaxations of traditional planning constraints, as the government responds to genuine national housing needs. Nevertheless, “the usual suspects” should not prevail at Manston Airport, which has uniquely coastal and site-specific features of multi-role, transport infrastructure. Therefore, both its continued existence as an airport and its future expansion should be safeguarded at all planning levels, including strengthening Thanet Borough Plan.

Currently, countless UK greenfield and brownfield schemes are being put forward for residential, commercial and leisure developments; many of which will neither “stack-up” nor proceed. Whereas by contrast, Manston Airport’s coastal location and long runway are ripe for low-cost improvements, under Thanet Borough Council planning care and control. Uniquely in the South East, Manston

Managing Director  
James G. Winbourne BSc (Hons), PGDip.PVL, MRICS  
Member of the Rating Surveyors’ Association  
Member of the Compulsory Purchase Association  
RICS Registered Valuer

Consultants  
Norman J. Winbourne FRICS, FCInst.CES, FIRR  
Member of the Rating Surveyors’ Association  
Member of the Compulsory Purchase Association  
RICS Registered Valuer

Regulated by RICS

Francis Roberts MRICS

enjoys flexible and environmentally sustainable oversea flight paths; in-or-out both over Reculver and/or Pegwell Bay. Meanwhile, Manston has first-rate infrastructure connections of East Kent Trunk Roads and two main rail lines with the oddly by-passed Minster Station, ready for eight coach South Eastern express airport trains (which are always profitable). Those trains can be reversed easily at Sandwich (also for local train connections) where this firm has current CPO and other planning work.

The existing rundown "Runway 1" airport facilities are capable of practical restoration within about six months and with airport buses from Minster Station, the old KIA airport terminal is big enough for an increasing passenger throughput; equal to about twenty per cent of Gatwick's (also single runway).

Whereas with our proposed "Phase 2" expansion (being in our Copyright Initial Outline Plan under revision) both the existing single "Runway 1" and its "Terminal 1" can be expanded to rival Gatwick capacity. Furthermore, our plans under revision show two additional runways with terminals (if they be required and as future Phases 3 and 4). All of this would be sustainable at the best South-East airport location and for very much lower capital investment than at Gatwick (never mind Heathrow).

There are two obvious synergies with Kent County Council's proposed Parkway Station (profitable on either of their nearby station sites, but "Lord of the Manor" is preferred) and also in cooperation with Euroferries Ramsgate Port scheme, in Thanet Council land ownership.

I gather an earlier Resolution was for a Compulsory Purchase Order subject to reports and with the American 'River Oak' interests having undertaken to finance that (or if not I feel sure that our clients would do it). However, it seems that Planning Officers were critical of the air freight priorities of River Oak (with no need for a station and fewer jobs) and then were attentive to run-of-the-mill developers, with whom they may be more familiar. In my opinion, that is not acceptable professional public planning advice and it could even amount to a possible breach of officers' duty under Public Law; which is not simply to support this or that applicant for consents, but objectively to advise the Council and through it Council Tax payers and other constituents and bona-fide incomers.

Possibly, an earlier CPO Resolution may be a sufficient Statement of Thanet Planning Policy to keep the airport; but if not there should be a clear statement, framed for timely supportive amendments to your Borough Plan. In my long experience, such a non-statutory planning resolution should be sufficient to protect the airport (and its wider environs) pending due planning processes; for a Defined Airport Site with a wider Safeguarded Area against conflicting development. Any affected owners and occupiers (mostly of farms and marshland) would probably grumble but comply. This is a proper use of planning protection and not some long-term irrational blight. Recently, I put these planning issues informally to two separate senior planning counsel and each of them agreed with me in principle. Hence, I will be sending a short brief, for a written opinion of a well-known planning QC, together with our revised Transport Committee papers and I shall include a copy of this present letter.

As an RICS Member in the Planning and Development Division since it was formed (now a faculty), I have made this statement of principles from lifetime experience. That included over 15 years of public professional service with the late LCC, GLC and ILEA during my early career and for half of that time I was at a then Upper Principal Grade (equivalent) often appearing as an Expert Witness and for acquisitions, site-selections, valuations and formulating schemes and CPOs for all council purposes.

As before, a revised copyright drawing and strengthened Written Statement are being prepared for the Commons Transport Committee and (if ready) I shall send you copies before your Cabinet meeting. That should assist comparisons with much more expensive Gatwick and Heathrow; as well as with



River Oak primarily for air freight; whereas our clients intend a full British airport operation (and to include air freight) regardless of whomsoever owns the airport freehold.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

N.J. Winbourne

c.c. Sir Roger Gale MP; Laura Sandys MP; and our clients

Barbara

---

**From:** joanne.harber@kent.gov.uk  
**Sent:** 01 December 2014 15:11  
**To:** Barbara  
**Subject:** RE: London Kent International Airport "Manston"

Dear Mr Winborne,

I am emailing on behalf of Paul Carter, Leader of Kent County Council, to acknowledge and thank you for your below email. I can confirm that your email has been passed to Mr Carter for his information.

Kindest regards,

Jo

**Joanne Harber**  
Secretary to the Leader of Kent County Council  
[Joanne.harber@kent.gov.uk](mailto:Joanne.harber@kent.gov.uk)  
Tel: 03000 414483

1.75 Leaders Office  
Sessions House  
County Road  
Maidstone  
ME14 1XQ

**From:** Barbara [<mailto:Barbara@winbourne.co.uk>]  
**Sent:** 01 December 2014 11:46  
**To:** Carter, Paul - LEADER  
**Cc:** Sandys, Laura - Conservative MP; Gale, Roger - Conservative MP; Dr Willem Frischmann  
**Subject:** London Kent International Airport "Manston"

Dear Mr. Carter,

We are aware of your recent announcement withdrawing KCC support for a Gatwick second runway and equally we are aware of Kent County Council's opposition to Thames Estuary Airport schemes which have been rejected now by the Davies Commission, for various reasons, many of which were the same as for the ultimate abandonment of Maplin/Foulness forty years ago.

Whereas all the well-known disadvantages which had applied to those estuary Airport schemes do not apply at all to Manston, which on the coast in East Kent exactly seventy miles from London which is the same distance as the Roskill/Maplin/Foulness solution, but with its first rate transport connections (quite unlike Maplin) enjoys genuinely all the best advantages over Heathrow.

Therefore I am attaching for your information and file a copy of my letter dated 28<sup>th</sup> November to Mrs. Iris Johnston, Leader of Thanet Council. It is self-explanatory and as soon as I am able to write to her again with our fuller information completed for proper presentation to Parliament, I shall send you a copy at the same time.

For professional reasons, I confirm that Manston is separate from our firm's close involvement in a current Court of Appeal Compensation case against KCC, over East Kent Access (Ramac Case).

Regards

Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

Barbara

---

From: MR J E JAMES [REDACTED]  
Sent: 03 December 2014 23:38  
To: Norman Winbourne  
Subject: Fwd: Press Release: MANSTON/TDC - 3.12.2014.

----- Original Message -----

Subject: Press Release: MANSTON/TDC - 3.12.2014.  
From: Suzy Gale [REDACTED]  
Sent: 21:02, Wednesday, 3 December 2014  
To:  
CC:

FOR ANY COMMENTS, PLEASE ONLY REPLY DIRECT TO ROGER AT  
galerj@parliament.uk - THANK YOU

Manston/ TDC

North Thanet's MP, Sir Roger Gale, has this (Wednesday) afternoon expressed "grave concern" at the manner in which Thanet District Council appears to have sought to pre-empt Cabinet and full council consideration of a report into the future of Manston Airport by issuing a release indicating that TDC will not proceed with a CPO.

"Aside from the gross discourtesy to all of those who have supported the Manston cause" says the MP "there are huge questions that remain unanswered by the Leader and Executive of the Council in respect of their implied criticisms of RiverOak and they will have to be held to account.

Central Government and local MPs have given massive political support to TDC and only on Monday of his week Laura Sandys and I were at 10 Downing Street discussing how, once the CPO process was under way, further assistance to help rescue the airport might be offered.

Riveroak have not only supplied copious and full information to the Council but have - and I have seen the correspondence myself - offered to pay funds into an account to meet the costs of the CPO process.

The whole report must now be put on hold while TDC respond to accusations of distortion of facts and of showing a lack of political courage. This is not over: Laura and I, together with the Leader of the Thanet Opposition, Bob Bayford, remain committed to the re-opening of Manston as an airport and with or without the support of Thanet's Labour group or that of the Leader of KCC we will continue to work to achieve, in the national and local interest, what we know that the people of Thanet want". (Ends)

Contact: [REDACTED]

*Sir Roger Gale MP*

*(a.m.)*

*(24hr pager)*

*(Suzy - mobile)*

*galerj@parliament.uk*

*www.rogergale.co.uk*

*www.animalsworldwide.org*

Mr N Winbourne  
Winbourne Martin French  
2 Burgon Street  
London  
EC4V 5DR



Our ref: 66191  
Ask for: Annette Firmin  
Date: 3 December 2014  
Tel: 01843 577108  
email: [annette.firmin@thanet.gov.uk](mailto:annette.firmin@thanet.gov.uk)

Dear Mr Winbourne

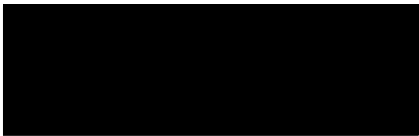
The Leader, Cllr Iris Johnston, has asked me to thank you for your letter dated 28 November 2014 concerning Manston.

Please be advised that the Leader has passed a copy to Paul Cook - Interim Director of Corporate and Regulatory Services, who will send a full response to you in due course.

In order for us to respond as efficiently as possible, please ensure that you quote the above reference number in all communications relating to this matter.

If I can be of any assistance in the meantime, please do not hesitate to contact me.

Yours sincerely



**Annette Firmin**  
PA to Leader

Cllr Iris Johnston  
Leader

Direct line:  
01843 577108  
email:  
[cllr-iris.johnston@thanet.gov.uk](mailto:cllr-iris.johnston@thanet.gov.uk)  
Fax: 01843 290906

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# RIVER OAK INVESTMENT CORP., LLC

December 6, 2014

Thanet District Council  
Cllr. Ms. Iris Johnston, Leader  
Cllr. Mr. Richard Nicholson, Deputy Leader  
Cllr. Mr. Robert Bayford  
Ms. Madeline Homer, Interim CEO  
Mr. Paul Cook, Interim 151 Officer  
Mr. Steven Boyle, Interim Council Legal Officer

*Transmitted via email*  
P.O. Box 9, Cecil Street,  
Margate, Kent, CT9 1XZ

**Re: Manston Airport**

Dear Councillor Johnston,

We have been provided with a copy of the Report to Cabinet entitled "Manston Airport Exploration of CPO Indemnity Partner" for the Cabinet meeting on 11 December.

It is difficult to find the words to express our disappointment and frustration at the content of the Report.

The Report is misleading, full of inaccuracies and omissions, and misrepresents our submission to the Council. It also, crucially, misrepresents the way planning CPO projects are actually carried out, and what the applicable CPO rules say. We have taken advice from our legal advisers Wragge Lawrence Graham & Co., and our retained firm of CPO surveyors CBRE, both of whom are leading practitioners in this field, and we have taken careful note of their advice in writing to you now.

Such is our disappointment at the way we have been treated by the Council's current administration, that we have no hesitation in making this an open letter, and we will be publishing it on our website today.

It is necessary to address the points made in the Report directly, lest Cabinet be asked to reach a decision without a proper understanding of the facts and issues.

The reference to "Party A" in the Report is obviously a reference to RiverOak. We were the only party to have made any meaningful response to the Council's "soft market-testing exercise", as everyone knows. We have invested an enormous amount of time and money in developing and promoting a viable business proposition for Manston Airport. We have set up an investment fund specifically for that purpose. We have instructed leading solicitors and surveyors, and two Queen's Counsel, to advise us. We have begun negotiations to restore commercial cargo services to Manston. We have so far spent some £600,000 in doing all this.

# RIVER OAK INVESTMENT CORP., LLC

We note paragraph 3.1 of the Report, which states that the Council's objective is "to ensure that a viable airport comes into sustainable long-term operation as quickly as reasonably possible without any residual cost to the Council". Cabinet may rest assured that RiverOak is fully committed to this objective also.

We whole-heartedly agree with the comment made in paragraph 3.3 of the Report that the Council should establish the financial status of any prospective purchaser thoroughly on objective grounds. This is clearly essential. However, the way in which your officers have sought to do so is neither thorough nor objective, and betrays naivety and a lack of understanding in how CPO projects work.

## The CPO rules

The CPO rules are set out in Government Circular 06/2004: "Compulsory Purchase and the Crichton Down Rules". The Circular sets out the process for running a CPO and the criteria against which CPOs are to be judged.

It is important to understand how the process broadly works. In a planning-related CPO (which this would be), it is the local planning authority (the Council) who "makes" the CPO. However, a CPO does not come into force until it is confirmed by the Secretary of State (for Communities and Local Government). And it does not actually have effect to acquire land until it is actually implemented, either by serving certain notices, or by making a "General Vesting Declaration".

The road from the point where a local authority appoints a development partner to the point where land is actually acquired is a long one, and has several stages. As the journey progresses through these stages and project milestones are passed, initial equity is supplemented with further investment, business plans are worked up in greater detail, the markets go through their usual cycles – this is all a normal part of bringing forward a complex development project.

And this is fully reflected in the way the CPO rules, as set out in the Government Circular, work.

Paragraph 20 of the Circular provides that acquiring authorities should provide as much information as possible about the resource implications of both acquiring the land and implementing the scheme. Paragraph 21 goes on to say that the timing of the funding is also likely to be a relevant factor and that:

*"the [Secretary of State] would expect to be reassured that it was anticipated that adequate funding would be available to enable the authority to complete the compulsory acquisition within the statutory period following confirmation of the [CPO]."*

Paragraph 16(iii) of Appendix A to the Circular explains that the potential financial viability of the scheme for which the land is being acquired is an important factor and goes on to say that:

*"A general indication of funding intentions ... will usually suffice to reassure the Secretary of State that there is a reasonable prospect that the scheme will proceed"*



# RIVER OAK INVESTMENT CORP., LLC

Cabinet members will immediately see that the rules envisage CPOs being made and promoted in advance of all the funding being available to deliver a project. The requirement is for the Secretary of State to be satisfied that there is a funding strategy and a reasonable prospect that the project will proceed. This, furthermore, is at the point of the CPO public inquiry, which will be likely to be six months or more after the CPO is made.

The Council's requirement that RiverOak prove that, as at today, we have all the funding to cover the costs of the CPO, acquire the airport and bring it back into use therefore has no basis in the CPO rules at all - it has just been fabricated.

In that light it is very unfortunate that the Report (paragraph 5.2) should characterise our proposal to approach the CPO acquisition one stage at a time as inconsistent with the requirements of the Circular. The authors of the Report can be forgiven for having no CPO experience, but the correct picture is that our proposals are entirely consistent with the requirements of the CPO rules.

## The due diligence process

The correct way for the Council to have approached the due diligence process would have been to consider whether RiverOak has the capacity and expertise to bring the project forward in line with a credible business plan and attract the required investment. By this standard, RiverOak has clearly demonstrated its credibility as the Council's partner:

- We have confirmed our status and capacity. RiverOak has completed or is in the process of completing over \$1 billion of business encompassing 50 value-add projects in 16 states over the last 15 years.
- We have provided a cogent and detailed business plan with 5 year financial projections based conservatively on the restoration of cargo operations, with strategic aspirations beyond. It would not be prudent or credible to do otherwise, yet the Council's officers have persuaded themselves that a detailed 20 year business plan with financial projections is required. We have endeavoured to explain the absurdity of such a request but evidently to no avail. No credible commercial undertaking could provide detailed projections over such a timescale. Our business plan is the product of a great deal of work, including extensive discussions with potential users of the airport. The (completely unsubstantiated) comments in the Report that revenue items in the plan appear over optimistic are unwarranted and groundless. What expertise have the authors brought to bear in making this judgement?
- We have confirmed the amount of funds (in cash and on call) established for the Manston CPO. We have explained on numerous occasions that this is initial equity in the project, and that further investment would be sought and obtained as the project proceeds.

No acknowledgement has been given to this detailed information. The officers appear to have relied only on summary documents, despite knowing of the existence of more detailed work which included market testing with airlines, aircraft manufacturers and others with a keen interest in establishing operations at Manston. All of this information was shared with Council officers, but seemingly discarded or ignored.

# RIVER OAK INVESTMENT CORP., LLC

It has been suggested that the Council have legal advice that the approach they have taken is correct and appropriate. We have asked to see the Council's legal advice and have suggested that the Council's advisers speak to our advisers to no avail. We doubt that the Council's legal advice in reality supports the line that they are now taking. We challenge the Council to produce their legal advice.

## Risk to the Council

Lastly, we must make some observations about what the Report characterises as risk to the Council.

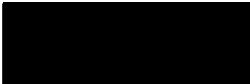
As part of the due diligence process, we provided the Council with detailed heads of terms for, and then a considered draft of, a CPO Indemnity Agreement. The draft agreement would require that the Council would not be obliged to take any steps to make or pursue the CPO or to acquire any land until it is first placed in funds by RiverOak. At every stage of the process the Council would be protected from financial exposure. The agreement would provide for amounts of money to be placed in an escrow account (although this is not actually necessary because of the obligation for the Council always to be funded in advance), and for a contingency to be provided in the form of an insurance policy or bank bond.

We indicated that we were prepared to negotiate the terms with the Council so that the Council could be sure that all its financial risks were covered off. Unfortunately the Council team did not engage with us at any point in relation to the draft agreement. We offered to pay for the Council to take advice from an independent firm of solicitors in relation to the agreement, but the Council never responded.

That the Report should now characterise our proposal as a "high risk option", therefore, is plainly wrong and betrays a complete misunderstanding of the draft agreement as well as the CPO process overall. We wonder whether the Council's officers have even read it -- there is no reference to it at all in the Report.

In the course of formulating our response, with great disappointment we have learned that the Council Labour Group at a meeting on 14<sup>th</sup> October approved a resolution "that the Labour Group on Thanet Council should oppose all moves to acquire Manston Airport by compulsory purchase, irrespective of whether a suitable indemnity partner could be found". We sincerely hope that the Cabinet's decision on this matter will not transpire to have been pre-judged.

We call upon Cabinet members therefore to take an appropriate, non-partisan, approach in making their decision on 11<sup>th</sup> December founded securely on a proper understanding of the CPO rules and realistic appreciation of the way in which development projects are funded and delivered. Above all, we hope that they will do what is in the best interests of the future of Manston Airport.

  
Stephen DeNardo  
Chief Executive Officer  
RiverOak Investment Corp., LLC

Barbara

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**From:** euroferries-express@live.com on behalf of Euroferries Express  
[robert.maughan@euroferriesexpress.co.uk]  
**Sent:** 09 December 2014 12:46  
**To:** [REDACTED] Norman Winbourne  
**Subject:** PRIVATE

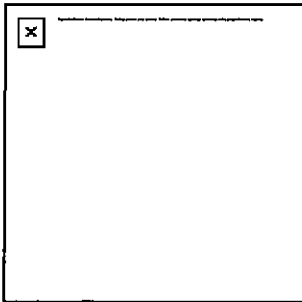
Dear Darius,

I am sure you are aware that Tony was involved with Manston (Planestation), and is therefore well known to TDC and KCC.

Personally I have not to my knowledge met him and our commercial paths have not crossed,

My information he was the consultant to "Riveroak"

Robert



**Tony Freudmann**

*Managing Director*

[t.freudmann@riveroakic.com](mailto:t.freudmann@riveroakic.com)

Mr. Freudmann has over thirty years of aviation and travel industry experience. He is the former Chairman of PlaneStation plc's European airport group and was responsible for planning and delivering capital projects valued at \$140 million during his tenure. These included Kent Business Park site infrastructure, Manston Airport's site infrastructure, including control tower, new fire service, border inspection post and terminal refurbishment, Black Forest Airport Germany site infrastructure, Baltic Airport Germany site infrastructure, Odense Airport Denmark, masterplanning, Plzen Airport Czech Republic masterplanning project finance and zoning, Cuneo Airport Italy site infrastructure and terminal refurbishment and Alba Airport Hungary masterplanning joint venture and zoning.

As the owner of FT International Ltd he has provided consultancy services for aviation and tourism development to the public and private sectors in the US, UK and Germany. As the Senior Vice President at PlaneStation plc he prepared the group's global airport acquisition strategy. Previously Mr. Freudmann was an elected county

leader (US equivalent county executive) where he was responsible for delivering capital projects valued at over \$200 million. These included new roads, bridges, care homes, schools and a major library. Mr. Freudmann earned a Bachelor of Laws (“LLB”) degree at the London School of Economics.

**Save paper...think before you print.**

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Barbara

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**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 09 December 2014 19:19  
**To:** 'ClarkeG@parliament.uk'  
**Cc:** 'GALERJ@PARLIAMENT.UK'; 'SANDYS, Laura'; 'paul.carter-LEADER@kent.gov.uk'; 'cllr-iris.johnston@thanet.gov.uk'  
**Subject:** London Kent International Airport ("Manston") - Revised Outline Plan and further Preliminary Submission to the House of Commons Transport Select Committee  
**Attachments:** 20141209190448408.pdf; 20141128205256398.pdf

Dear Mr. Clarke,

With further reference to our October Initial Outline plan for the Select Committee, that has been rationalised and improved and therefore in substitution I am sending you today our Revised Outline Plan and further amended written matter will follow soon.

As will be seen the Revised Outline Plan includes an additional full length Runway 3 immediately to the south of Minster Station, but in many other respects the configuration of the airport layout follows the initial Outline Plan: it is a natural evolution, because although the Initial Outline Plan was put together professionally in about a fortnight in October, the Revised Outline Plan has had the benefit of mature consideration by Pell Frischmann Consulting Engineers and ourselves. It appears to be the best that the geography allows. In the course of that consideration, we have changed from a potentially quite expensive rail link between the two main lines (see Initial Outline Plan) to a much shorter and productive loop rail link via the proposed Manston Airport Station on the north side of the existing Runway 1 as improved and extended in Phase B of the Revised Outline Plan. This much shorter rail link is intended to follow the alignment of sections of a former military railway line no longer in existence, but where the old track bed may well be retained in Crown ownership. This rail link is extremely economical and most likely to make money in common with three proposed on-airport stations and the proposed Thanet Parkway Station of Kent County Council.

In between the Davies Commission has reported its findings as to the costs and costs-benefits of the Heathrow and Gatwick Expansion Schemes which were reported widely in the Press on Tuesday, 11<sup>th</sup> November and I attach a copy of the Financial Times Report. Put shortly, the Commission said that Heathrow's Third Runway proposal would cost £18.6 bn while the independent Heathrow Hub plan would cost £13.5bn and Gatwick's Second Runway would cost £9.3bn (this is extracted from the longer wording in the Guardian). In regard to the underlying case for the Heathrow Hub there do not appear to be any comparative figures about passenger using Heathrow as a Hub, in contrast to numbers who do not and it is my impression that the Heathrow case for expansion is flawed because I believe that two runways is more than enough for the Hub issues to be met; whereas it appears to be the case that Heathrow's Spanish owners wish to retain

all the other flights which bear no relation to a Hub, such as holiday flights from Terminal 3, some of which could go to Manston.

In contrast, my own 'spot' estimates of cost for the entire Revised Outline Manston Plan of four runways altogether (assuming that all four were ever required to be built) are in-the-order-of of only £2 bn. Whereas, Civil Engineering Surveyors' quantities will be required., the differential is so stark that it should be given attention by all the competent authorities.

Meanwhile, to rescue Manston from current vandalism by its owners and restore the now missing components required to operate the single very long runway built for NATO seems to be a cost in-the-order-of £75 million, because of how far things have gone bad, without protection of public planning law as should have been applied locally without a doubt. The irony is that some months ago two offers of £7 million were made to the present owner (or part owner now) and possibly calculated then to avoid her incurring losses as such. Those two offers from prime money sources were rejected and since then every move seems to be recklessly to sell-off land and buildings, including essential airport components In view of this, well-known solicitors, Charles Russell Speechlys are in process of being instructed to write to Thanet Council, reinforcing the legal advice sent by River Oak (see below) and as I would hope my own letter to Councillor Mrs. Johnston, Leader of Thanet Council dated 28<sup>th</sup> November 2014 and also relayed to Councillor Paul Carter, Leader of KCC..

Most pertinently the rival offer for the airport was made much earlier by the American River Oak Group which is undoubted financially. They have undertaken publicly to underwrite a Thanet Borough Council Compulsory Purchase Order to acquire the airport freehold (or what is left at present) which would leave the Council in control of a most important asset. As before, the difference with River Oak on behalf of our clients is that they are concerned primarily with air freight, which requires no stations and so forth; whereas our clients wish to establish a full airport ownership of a British Company, with commercial operation of the airport separated to best inherent advantages of all concerned including River Oak too.

Now however, there is great and conflicting urgency in other quarters, because the local Thanet Borough Council has an open and public Cabinet Meeting at 7 pm on Thursday evening the 11<sup>th</sup> December and apparently their officers are advising Members of the Council to withdraw support from the airport, misguidedly, if not entirely wrongfully. There has been no attempt to put in hand Planning Enforcement Action against wrongful dismantling and presumably intended if not actual illegal changes of use., all being most serious. In view of the great urgency locally around Manston and of Thanet Borough Council, I am copying this email and attachments to the Leaders of that Council and Kent County Council. I point out that there may be a possible breach of protocol in not awaiting the acknowledgement of yourself and indeed Select Committee perusal of this email and I trust I may be forgiven.

I am copying to Sir Roger Gale MP; Laura Sandys MP; Councillor Mrs. Iris Johnston, Leader of Thanet Borough Council; and Councillor Paul Carter, Leader of Kent County Council

Regards

Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

**Barbara**

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**From:** Barbara  
**Sent:** 11 December 2014 11:03  
**To:** 'darius potel'  
**Subject:** RE: Manston Thanet visit 11/12/14  
**Attachments:** 20141211105018087.pdf

Dear Mrs. Mason,

The Thanet Council Cabinet Meeting is to be held at 7 pm this evening in the Council Chamber at Cecil Street Margate, which is "5 minutes walk or taxi from Margate Station" per Councillor officer I have spoken to.

The fastest direct journey time by rail is via Ramsgate and therefore about 1 hour 20 minutes from St.Pancras. I was advised that the best fast train from St.Pancras to get to Margate by about 6pm or later is the 16.40 from St.Pancras and returning by the 20.55 from Margate.

As you are doing the reservations be aware that I have a senior rail card as per scanned copy

Winbourne Martin French  
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2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

---

**From:** darius potel [REDACTED]  
**Sent:** 10 December 2014 21:19  
**To:** Barbara; Norman Winbourne  
**Subject:** Manston Thanet visit 11/12/14

Dear Mr Winbourne,

Please can you let me have the place in Thanet you are planning to go to tomorrow so I can arrange the Railway tickets for you both and have them picked up.

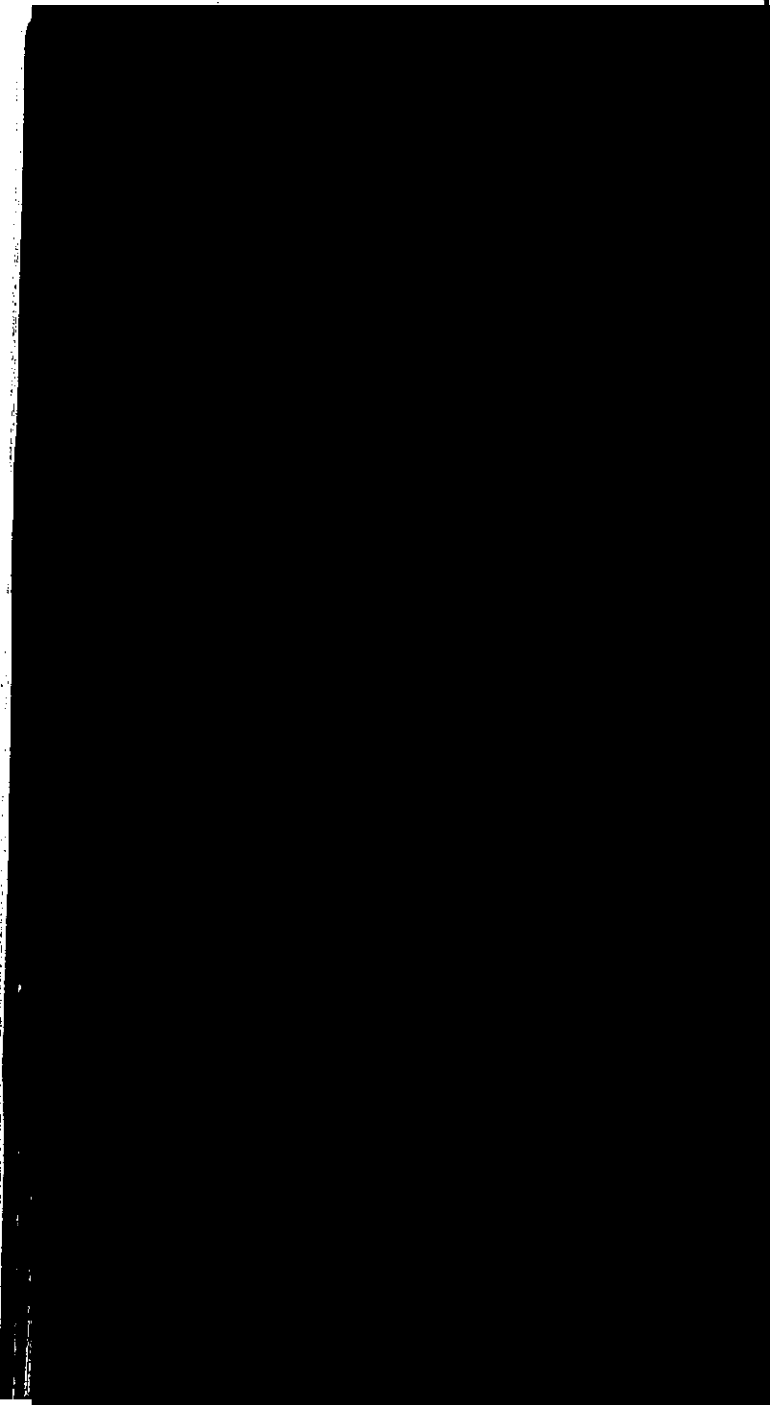
I propose getting a train leaving just after 5.00pm and will try and arrange a car at the destination for you both to be taken to the Council Offices and wait there and return you back to the station for your return journey.

I am informed that Mr Staldi may join you and Mr Potel which largely depends on how cold it is!

Yours sincerely

Mrs Ruth Mason.  
Travel desk





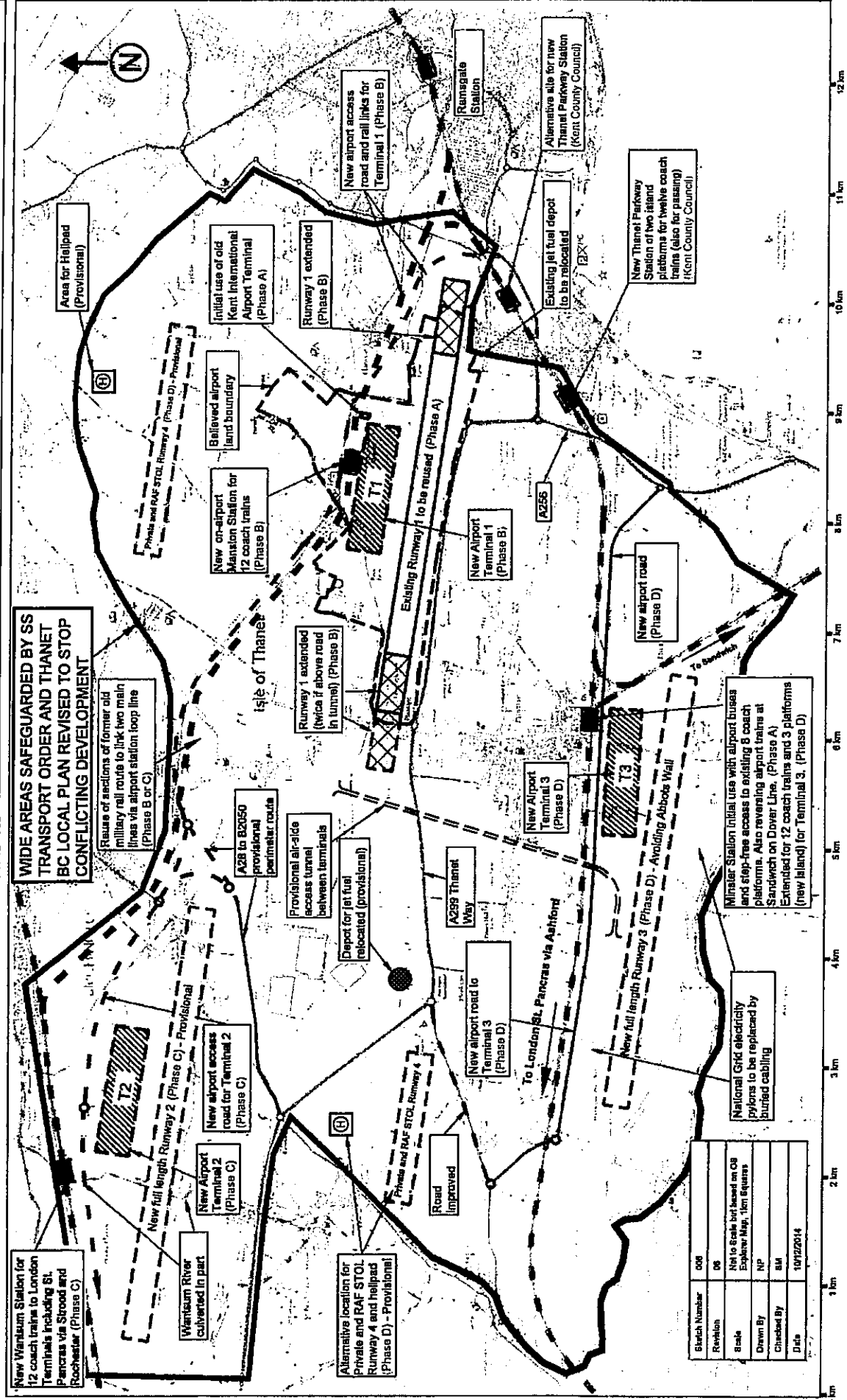
**LONDON KENT INTERNATIONAL AIRPORT  
("WANSTON")  
PHASED IMPROVEMENTS, A AND B,  
WITH FUTURE C AND D**

**REVISED OUTLINE PLAN FOR HOUSE OF COMMONS TRANSPORT SELECT COMMITTEE  
CONSORTIUM DESIGN (WMF/NJW & PFS/M) OF COPYRIGHT SCHEME  
ASSERTED UNDER COPYRIGHTS, DESIGNS & PATENTS ACT 1988**

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www.winbourne.co.uk



**WIDE AREAS SAFEGUARDED BY SS  
TRANSPORT ORDER AND THANET  
BC LOCAL PLAN REVISED TO STOP  
CONFLICTING DEVELOPMENT**

Reuse of sections of former old  
military rail route to link two main  
lines via airport station loop line  
(Phase B or C)

Area for Helipad  
(Provisional)

Initial use of old  
Kent International  
Airport Terminal  
(Phase A)

New airport access  
road and rail links for  
Terminal 1 (Phase B)

Runway 1 extended  
(Phase B)

Runway 1 extended  
(twice if above road  
in tunnel) (Phase B)

Runway 1 extended  
(twice if above road  
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(twice if above road  
in tunnel) (Phase B)

Runway 1 extended  
(twice if above road  
in tunnel) (Phase B)

New Wanston Station for  
12 coach trains to London  
Terminals including St.  
Pancras via Strood and  
Rochester (Phase C)

Wanston River  
diverted in part

New Airport  
Terminal 2  
(Phase C)

New airport access  
road for Terminal 2  
(Phase C)

New full length  
Runway 2 (Phase C) - Provisional

Alternative location for  
Private and RAF STOL  
Runway 4 and helipad  
(Phase D) - Provisional

Road  
improved

New airport road to  
Terminal 3  
(Phase D)

To London St. Pancras via Ashford

Provisional air-side  
access tunnel  
between terminals

A28 to B2050  
provisional  
perimeter route

Depot for jet fuel  
relocated (provisional)

New Airport  
Terminal 3  
(Phase D)

New full length  
Runway 3 (Phase D) - Avoiding Abbots Wall

Reuse of sections of former old  
military rail route to link two main  
lines via airport station loop line  
(Phase B or C)

Reuse of sections of former old  
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military rail route to link two main  
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(Phase B or C)

Sketch Number	008
Revision	06
Scale	N1 to Scale but based on OS Explorer Map, 1:50,000
Drawn By	HP
Checked By	BM
Date	10/12/2014

National Grid electricity  
pylons to be replaced by  
buried cabling

Minster Station initial use with airport buses  
and step-free access to existing 8 coach  
platforms. Also revealing airport train at  
Sandwich on Dover Line. (Phase A)  
Extended for 12 coach trains and 3 platforms  
(new island) for Terminal 3. (Phase D)

New Thanet Parkway  
Station of two island  
platforms for twelve coach  
trains (also for passing)  
(Kent County Council)

Alternative site for new  
Thanet Parkway Station  
(Kent County Council)



For the attention of: Councillor Mrs Iris Johnson  
Thanet District Council  
Council Offices  
Cecil Street  
Margate  
Kent  
CT9 1XZ

Charles Russell Speechlys LLP  
One London Square  
Cross Lanes Guildford Surrey  
GU1 1UN UK

T: +44 (0)1483 252525  
F: +44 (0)1483 252550  
DX: 2436 Guildford

charlesrussellspeechlys.com

**By Post and Email**

cllr-iris.johnston@thanet.gov.uk

**Date:** 11 December 2014

**Our ref:** DKH/SCP/RCF/TEMP

**VERY URGENT**

Dear Madam

**Manston Airport**

We are instructed on behalf of Coastal Airports Holdings Ltd and write in connection with the proposed development of Manston Airport which we understand falls to be considered by an extraordinary cabinet meeting scheduled to take place at 7pm on 11 December 2014. We have been instructed by our client to write to the Council to make submissions on its behalf in advance of that meeting.

In that regard, we have seen your commentary entitled "Manston Airport Exploration of CPO Indemnity Partner" ("**the Commentary**") dated 1 December 2014 and reviewed its contents.

As you may be aware, we have significant experience in CPO matters and well understand the issues affecting Thanet District Council. We are also involved in a number of other compulsory purchase cases, both in Kent and further afield.

Further, we are working in tandem with Mr N J Winbourne FRICS, senior consultant of Messrs Winbourne Martin French Chartered Surveyors who you will appreciate are specialist CPO surveyors (he himself is also a Fellow of the Royal Institution of Civil Engineering Surveyors) and acting in this case in consortium with Pell Frischmann who are Consulting Engineers of significant national and international repute and experience.

**The Commentary**

Having reviewed the Commentary at the relevant date, it appears that no real consideration appears to have been made of Mr Winbourne's letter to the Leader of Thanet District Council dated 28 November 2014, a further copy of which is enclosed herewith. We therefore respectfully request that full and proper consideration is made of his letter and other documents before remitting the matter back for wider review and/or any decisions taken. In particular, debate should not be closed off, nor all airport options, by any premature alterations of the draft Local Plan.

Further, whilst we assume that our client is referred to as "Party B" in the Commentary, we must stress our client's concern both at the way in which Party B's contribution to the process

RCF/GU1/1961684.3

has been described and also the way in which the process has been conducted generally. Finally, our client takes issue with the recommendation at section 10.0 of the Commentary.

As regards the former issue, it is clear – the letter of 28 November 2014 being part of this picture – that our client has engaged with the process and is committed to becoming the lead party in bringing forward the development of Manston Airport.

It is therefore inaccurate to state that *"It is therefore considered that Party B has conclusively not identified an interest in being the Council's indemnity partner"*. Indeed, not only is the Commentary dated after the 28 November 2014 letter, but this comment in the Commentary appears to completely ignore the statement made by Mr Winbourne in that letter as follows:

*"I gather an earlier Resolution was for a Compulsory Purchase Order subject to reports and with the American 'River Oak' interests having undertaken to finance that (or if not I feel sure that our clients would do it)"*.

Indeed, a relatively detailed but preliminary Outline Airport and railways plan has been drawn up for our client in association with both Mr N J Winbourne and Dr W W Frischmann CBE that demonstrates our client's proposals in respect of early repair and regeneration and/or future multi-runway airport development in significant detail.

In terms of the way in which the process has been conducted, we have seen a copy of the letter from Stephen DeNardo, Chief Executive Officer of RiverOak Investment Corp., LLC to you dated 6 December 2014, a further copy of which is enclosed with this letter.

Whilst our client's approach as to the development of Manston Airport differs from RiverOak's in a number of areas, our client instructs us it is committed (preferably working with RiverOak as appropriate) with a view to achieving the best outcome possible for Manston – in our client's view this firmly requires a passenger based airport with freight services. A solely freight based service does not appear to deliver the best outcome for Thanet and the wider South East England corridor.

That aside, our client shares the concerns raised by RiverOak that are of general application to the process as a whole (as opposed to those that are specific to RiverOak's commercial position and proposal generally).

Indeed, we endorse the approach taken by RiverOak that CPOs of this nature should be treated on a "stage by stage" basis, rather than what would amount to a complete front loading of the project before properly advancing the Town Planning and CPO proposals. This would, in our view, be inconsistent with the overall legal and planning framework in place (and which has been in place now for some time).

In this regard, our client considers that it is a credible partner for the regeneration and wider development of Manston Airport going forward, which we submit is endorsed by the involvement of Mr Winbourne, and Dr Frischmann.

Further, for the reasons identified in RiverOak's letter and for other reasons beside (including, given the importance and significance of this issue, amongst other things, whether this is a matter appropriate for delegated authority and, to the extent that works are being undertaken at the Airport that will have the consequence of increasing the cost of construction, the apparent failure by the Council to take appropriate enforcement and safeguarding action), we consider that there is significant risk to the Council and/or the Cabinet in deciding this matter

negatively today and/or in the full Extraordinary Council Meeting next Tuesday 16 December 2014 – whether from Judicial Review or other challenge.

That then brings us to the issue of the recommendation proposed by the Commentary.

Given the significant sums being expended by both interested parties, and the fact that, as is made clear both above and in RiverOak's letter, proposed CPOs such as this should be taken forward on a "stage by stage" basis, it would appear quite extraordinary that the Cabinet, without further detailed considerations and without the entire Council being present to vote, should resolve to take no further action in connection with the Manston Airport CPO proposals.

Indeed, given the significance of the site and its potential, we respectfully submit that any decisions made as regards planning issues for both this site and the land immediately surrounding it should be taken either by the full Council or, alternatively, a specific cross-party Committee.

We of course note the proposals by the Cabinet to approve the preferred options for a new Thanet Local Plan to include the Cabinet setting up "a Cabinet Advisory Group or Working Group to prepare the Area Action Plan Development Plan Document for the area of Manston Airport and its surrounding environ".

Whilst this addresses some of what we say in this letter, in our view it does not go far enough and this should not be undertaken in isolation from the discussions as to a proposed CPO for Manston Airport.

This point is given further weight when one considers pages 41 to 43 of the Council's "Preferred Options" document. These pages raise significant issues calling into question the viability of an airport operating from Manston, setting the sights and ambitions very low by only providing for a "regional" airport and also potentially disposing of the airport in place of some form of hitherto unexplained and unparticularised mixed use development.

To approve a Local Plan narrowing the ambitions for the site prematurely and potentially allowing a vague but wholly different planning use (particularly given the previous cross-party support for a CPO and the potential benefits to be obtained by our client's proposals – which go beyond those advanced by RiverOak), would seem to miss a golden opportunity for regeneration in this part of Kent (and further afield).

#### Our clients' proposal

That then brings us to what is proposed by our client.

Our client is well connected. Despite having been a relatively late entrant into proceedings it has already taken steps to set up the corporate vehicles necessary to take ownership of and going forward run the airport in the long term.

Additionally, we are instructed that it is in advanced discussions with a number of wealth investors to introduce both further capital and experience into our client's proposal. Whilst the identity of those investors must currently remain confidential, we are instructed that it is anticipated that they will be announced publicly in due course.

Further, and notwithstanding that our client has only relatively recently become a known part of the process, substantial progress in the vision for our client's proposal has been made.

In this regard, we refer to the enclosed plan (drawing 006 revision 06 as very slightly revised (but not in material terms) from the plan sent to the Council by Winbourne Martin French on 9 December 2014) and to the enclosed Third Submission to the House of Commons Transport Select Committee.

Whilst we do not propose to repeat the proposals set out within those documents, it is our respectful submission that, in the widest public interest, far greater consideration of the proposals is required (and by all Thanet District Councillors as well as likewise in respect of Kent County Council) before any proper decision can be made as to the future both of Manston Airport and the proposed CPO.

Further, as we have already indicated, we maintain that a special cross-party Committee of Thanet District Council should be established to review both our client's proposals, as well as those of RiverOak, so that the best solution for Manston can be secured. In our respectful submission, such investigations should be made urgently so as to allow for the making of further wider safeguarding directions as soon as possible to protect the site and its environs from conflicting development.

In the short term, therefore, we respectfully request that the Cabinet does not approve the recommendation in the Commentary and does not approve the "Preferred Options" document for the Thanet Local Plan – at least not as much as relates to Manston Airport.

Given we have only been urgently instructed in this matter this week, we reserve the right to make further representations in due course, and once we have had the opportunity to review the position in greater detail.

Yours faithfully

  
Charles Russell Speechlys LLP

D: +44 (0)845 359 0026

F: +44 (0)845 3590030

David.Haines@crsblaw.com

cc Cllr. Mr Richard Nicholson, Deputy Leader (by email: cllr-richard.nicholson@thanet.gov.uk )  
Cllr. Mr Rick Everitt (by email: cllr-richard.everitt@thanet.gov.uk)  
Cllr. Mr David Green (by email: cllr-david.green@thanet.gov.uk)  
Cllr. Ms Elizabeth Green (by email: cllr-elizabeth.green@thanet.gov.uk)  
Cllr. Mr Mike J Harrison (by email: cllr-mike.harrison@thanet.gov.uk)

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Councillor Mrs. Iris Johnston,  
Leader of Thanet District Council,  
PO Box 9 Cecil Street,  
Margate,  
Kent T9 1XZ

19<sup>th</sup> December 2014

By post and email

Dear Mrs. Johnston,

**London Kent International Airport – “Manston” - Thanet Draft Local Plan Statutory Submission**

Firstly, we must thank you for your personal assistance (after speaking to you briefly at the close of your Council’s Open Cabinet Meeting on Thursday, 11<sup>th</sup> December). When you arranged very kindly for some of your colleagues to take us by car to Margate Station and I got home to [REDACTED] at 12.30am. At your convenience, Mr. D. Potel and I would be more than happy to come to Thanet to meet you again to discuss (without any commitment and without prejudice) our versatile Manston airport project.

Manston has always been let down before, but we envisage a full multi-purpose and user-friendly airport, with up to four runways and not simply for a monopoly of air freight, nor for our clients’ important air ferry component. This is sustainable planning for multiple runways, air terminals and new stations and for extending existing good surface transport infrastructure. This can bring long-term employment of all levels, so that the economic future of the Thanet towns and East Kent might be secured thereby. The late 20<sup>th</sup> Century economic decline of East Kent involved losing three major sections of business; being most former weekly holiday visitors; the former free-spending American and NATO forces; and the closing of the former Kent coal mines.

Noticeably however, Manston is at the same distance, of 70 miles from London, as the Maplin/Foulness scheme of the 1970s Roskill Commission for “London’s Third Airport”. Maplin had ecological objections and no existing surface transport link quite unlike Manston’s excellent surface transport connectivity. The main reasons why Maplin was abandoned, were the high costs of and many objections to new roads and new railways (which one of our as yet unnamed colleagues worked on).

Nevertheless, for a long-term airport investment (say 30 years money) our multi-runway scheme may require interposition of a UK or EU Strategic Transport financial guarantee and preferably for secure UK land ownership (see below). I am told that simply reopening the long Manston Runway 1, with the small KIA air terminal restored, may cost around £20 million immediately; but with money rolling up to about £70 million over some years before any normal commercial airport returns can result. Apparently, the immediate financial downside was worsened greatly and more-or-less doubled by the present land-dealing owners’ wanton depredations of artefacts essential to the airport. It seems likely that the two former offers to buy of £7 million (both rejected) may have represented the owner’s overall holding costs calculations

Clearly, the unrelenting efforts of Sir Roger Gale MP and Laura Sandys MP (going right up to Downing Street) led directly to your own urgent trip to London, to meet the new Minister of State for Transport, John Hayes and (as you reported) his important acceptance that Manston is “a national asset”; at long last and he may make a site visit this week, which is great news.

This is an open letter like our submissions to the House of Commons Transport Select Committee and covers manifold aviation, environmental, transport and financial advantages of Manston, which may be set against the hugely expensive and disruptive Heathrow ground extension schemes and the proposed wider intrusive over-flying of Greater London and the Home Counties. In fact, protest meetings against such wider over-flying have been as far afield as Windsor; while existing congestion of the M25 and other motorways would be exacerbated by the additional Heathrow (and/or Gatwick) road traffic; and the rejected Gatwick expansion also lacks rail capacity, due to Brighton Line overcrowding.

In either case, limited expansion of only one runway carries enormous cost; whereas extending Manston on our future phased programme (even to all of three full-length runways and a smaller fourth) can be much less painful and carried out in a few years, at a mere fraction of the cost of only the one extra runway at either Heathrow or Gatwick. Incidentally, the usual property developers' lucrative cloned shopping centre appears to be part of the reality of Heathrow Terminal 6, with a captive market of thousands of passengers waiting around and the same old multiple traders and poor value food and drink. Currently, both those airports have foreign owners effectively as landlords exploiting a slice off every airport subsidiary commercial operation and also probably taxed outside the UK, Whereas at Manston two UK companies could present a better range of British food and refreshments and UK goods and services.

Recently, the huge rival airport development costs were set out fully by the Davies Commission (see FT report) with the cheapest option being only one extra Gatwick runway at £9.5 billion, but nevertheless it recommended more expensive Heathrow on the developers' terms. Whereas, subject to Civil Engineering Surveyors' construction estimates, I would put a preliminary provisional all-up capital cost of our entire four runways phased scheme (including proper fair and even more generous compensation) at something up to £2 billion. Thus the Davies Commission's disregard of Manston's economy in use and its key coastal site for environmental reasons and its existing excellent surface transport beggars belief. This, despite prominent membership with relevant hands-on Kent transport experience of an unimplemented CTRL (now HS1) branch to Thanet. Meanwhile other Kent leaders appear to come out against everything but Heathrow; whose questionable "Hub" case is not supported by proving any hub passenger numbers needing more than two runways. Rather, the Heathrow case is to keep and to grow all the non-hub point to point flights they can get.

Fortunately, your Draft Local Plan meeting averted the unforeseen danger of airport land use planning cancellation, by diversion from your Council's long-term objective of support for Manston. The key transport planning use of the airport could have been ousted from the Draft Local Plan, to allow in vague and presumably unfunded (pending planning permission) brownfield redevelopment of Runway 1, regardless of its presumed serious contamination such as buried WW2 ordnance.

In my long experience, the earlier and now retained CPO resolution also constitutes a clear airport land allocation and/or an effectively Defined Airport Site, for planning law purposes. The letter to you dated 11<sup>th</sup> December, from our client's solicitors Charles Russell Speechlys, remains valid and appropriate; although, we were unaware of your all-party Manston Airport consultative group. Thanet District Council could strengthen the position by using our suggestions, of an all-party Manston Airport Committee, coupled with a ban on Officers' Delegated Planning Authority over a protected wider area and rigorous Enforcement Action against unauthorised operations of Alterations, Changes of Use and Demolitions.

In particular, this letter is my formal open public submission of contributions to your council's Draft Local Plan consultation and "road show". Therefore, I am pleased (both personally and as the originator) to authorise for legal reasons, your council's freedom of publication and circulation for those purposes; of our Copyright Revised Outline Plan dated 10<sup>th</sup> December 2014 (further copy attached for avoidance of



doubt). Those can be used as non-statutory planning document for consultation purposes, but in due course could form parts of an Outline Planning Application by us, or for any other process (see below).

Our assertion of a protective design copyright is especially to prevent our valuable professional work from being misappropriated by predatory developers or competing engineers on the make. Any worthwhile layout of multiple runways at Manston (which nobody else has addressed) would most likely be recognisably similar, because of the topography. In particular I draw attention to:-

- (1) The disposition of three full length runways (one extended) and a shorter fourth runway.
- (2) my outlined route of a self-financing rail link and on-airport station between the two main lines;
- (3) my outlined route of an improved A28/B2050 road perimeter, north of Runways 1 and 2;
- (4) road separated areas to the north and east, of land suited to commuter housing and schools &c;
- (5) paragraph (4) above points to an alternative siting on the west side for any shorter Runway 4.

Finally, I was and remain the senior founder member of the Compulsory Purchase Association and earlier this year it was me who wrote to Sir Roger Gale MP and Mr. Tony Freudmann of River Oak suggesting a Thanet District Council CPO, so that River Oak might underwrite and/or acquire the airport freehold lands; but without prejudice to providing a full commercial passenger airport. Then, after a long series of personal medical operations, I telephoned Mr. Freudmann several times in August and September, but with no meaningful dialogue; so that it was only in mid October that we got down to repeatedly improving our airport layouts on paper. Also, apart from any Thanet District Council CPO, other suitable planning methods are:-

- (1) Outline Planning Application and Planning Permission
- (2) Local Area Development Orders
- (3) Infrastructure Applications (NSIPs)
- (4) Transport and Works Act Orders
- (5) The Infrastructure Bill, now in Parliament

A copy of this letter will be sent to the Clerk of the House of Commons Transport Select Committee and I am also copying this to your responsible Council Officers for their essential work; but I look forward to hearing from you as to a possible early without prejudice discussion, meeting without commitment.

Yours sincerely,

N.J. Winbourne FRICS, FCInst.CES, FIRR V

c.c Sir Roger Gale MP; Laura Sandys MP; Darius Potel LLM, BSc (and other clients);  
Pell Frischmann; Charles Russell Speechlys; Paul Cook of TDC

**Barbara**

---

**From:** Annette Firmin [Annette.Firmin@THANET.GOV.UK]  
**Sent:** 23 December 2014 13:45  
**To:** Barbara  
**Cc:** Paul Cook  
**Subject:** Thanet District Council - Attn Mr N Winbourne

Our ref: 66191

Sent on behalf of the Leader:

Dear Mr Winbourne

Thank you very much for your letter received on 22 December 2014.

It was very nice to meet you and I am glad that you got home safely albeit late.

I will need to discuss your letter in detail with Mr Paul Cook and my Cabinet colleagues on their return after the Christmas break.

Very best wishes

Iris

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This email and any files transmitted with it may contain privileged or confidential information. It is intended solely for the person to whom it is addressed. If you are not the intended recipient please destroy or delete the content of this message immediately and notify the sender by reply email. Opinions, conclusions and other information in this message that does not relate to the official business of Thanet District Council shall be understood as neither given nor endorsed by the council.

**Barbara**

---

**From:** BEECH, Nicholas [BEECHN@parliament.uk]  
**Sent:** 31 December 2014 15:59  
**To:** Norman Winbourne  
**Subject:** Transport Select Committee inquiry -- Smaller Airports

Dear Norman

Thank you for submitting written evidence to the House of Commons Transport Select Committee inquiry on Smaller Airports.

The Committee has decided to conduct an oral evidence session in the House of Commons on 2 February 2015 examining the specific case of Manston.

If the group with an interest in Manston that you have referred to off the record were interested in going on the record, the Committee would be interested in hearing from them.

If you would like to discuss this further, please give me a call on the number below.  
I shall be back in the office from 5 January onwards.

Regards

Nick Beech  
Second Clerk  
House of Commons Transport Select Committee  
Tel: 0207 219 6264  
E-mail: [beechn@parliament.uk](mailto:beechn@parliament.uk)  
Website: [www.parliament.uk/transcom](http://www.parliament.uk/transcom)  
Twitter: [@CommonsTrans](https://twitter.com/CommonsTrans)

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**HOUSE OF COMMONS TRANSPORT SELECT COMMITTEE: SMALLER AIRPORTS**

**SUBMISSION TO THE HONOURABLE SELECT COMMITTEE**

**BY**

**N.J.WINBOURNE OF WINBOURNE MARTIN FRENCH, CHARTERED SURVEYORS IN  
CONSORTIUM WITH DR.W.W.FRISCHMANN AND DR.S.MAJLESSI  
OF PELL FRISCHMANN CONSULTING ENGINEERS**

**LONDON MANSTON AIRPORT ("MANSTON")  
AKA KENT INTERNATIONAL AIRPORT ("KIA")**

**THREE PHASES OF PLANNED MANSTON AIRPORT EXPANSION:**

**EXECUTIVE SUMMARY AND STATEMENT OF REASONS, WITH ATTACHMENTS**

List of copies attached

Dec 2013: Section of London and South Eastern rail diagram map  
8 July 2014: Letter from WMF to Sir Roger Gale MP  
17 July 2014: Reply from Sir Roger Gale to WMF  
5 October 2014: Letter from Mr. Darius Potel to WMF  
7 October 2014: Initial Outline Plan

(Note:- The urgently written Statement of Reasons is to be read together especially with the backing letter of supporting international business interests and the Initial Outline Plan prepared by Pell Frischmann ("PF") in Consortium with Winbourne Martin French ("WMF"). The authors' full cvs and more detailed submissions are to follow-on by mid-November, as explained to the Senior Clerk)

08/10/2014

Managing Director  
James G. Winbourne BSc (Hons), PGDip.PVL, MRICS  
Member of the Rating Surveyors' Association  
Member of the Compulsory Purchase Association  
RICS Registered Valuer

Consultants  
Norman J. Winbourne FRICS, FCInst.CES, FIRR  
Member of the Rating Surveyors' Association  
Member of the Compulsory Purchase Association  
RICS Registered Valuer

Regulated by RICS

Francis Roberts MRICS

## EXECUTIVE SUMMARY OF TEN BULLET POINTS

1. Letter confirming important international business support attached to Statement of Reasons
2. The similarly attached Initial Outline Plan explains the three phase airport expansion scheme with a western second commercial runway and a shorter northern third runway, for private planes and RAF Reserve (STOVL) use and an adjacent helipad. A design copyright is asserted mainly to fend-off possible plagiarism and distortion.
3. The unrivalled South East Coast green location is 70 miles from London (cf Roskill Report 1971) and reduces the distances and flight times for London, while also economising jet fuel use and carbon footprints. The flight paths are the least intrusive around the North Foreland and in-and-out over the North Sea. That avoids flying over the Home Counties and suburbia, and into Greater London's already congested circling air space.
4. The existing runway has room for lengthening and was built for RAF Manston to the most robust military engineering standards and it is said that the "avionics" are state-of-the-art.
5. Excellent connectivity of first-rate transport infrastructure is in place, with 70 mph dual carriageways all the way to London and beyond and two main rail lines anticipating further improvements (see London and South Eastern Rail Diagram Map).
6. Fast Ramsgate to St.Pancras International 12 coach commuter trains are now taking 59 minutes via Ashford and HS1 and likely to become quicker. Airport trains to call at the smaller Minster Station subject to agreement of Network Rail and franchisee, with parkway station to follow and a longer-term North Kent Line link-up.
7. The considerable socio economic advantages are of secure employment and business growth in view from the moment the airport reopens. The potential is for many new jobs, both skilled and unskilled, in a currently depressed area for employment; especially following the closing down of Pfizer's pharmaceutical manufacturing at Sandwich.
8. After settling the airport boundaries and safeguarding buffer zones, the scope for acceptable surrounding redevelopments should be substantial, including airport hotels.
9. The Kent Coast holiday resorts may be revived by foreign tourism via Manston.
10. Because of Manston's semi-rural hinterland, the inevitable disturbance of compulsory purchase for airport expansion would be far less costly, disruptive and time-taking than expansions at Heathrow, Gatwick or Stansted.

## STATEMENT OF REASONS

**Manston Airport on the South East Coast - Expansion in three phases:-** Manston has been classed as "a smaller airport" only because of continual underuse. The coastal site has potential, to be expanded by more runways within a few years and with much less ground-level environmental stress and intrusion than for any other airport in the South-East. The Initial Outline Plan attached shows a three-phase airport expansion scheme, which can relieve the congested overland flight paths and carbon footprints of Heathrow, Gatwick and Stansted and their attendant road and rail congestion.

Phase 1 is limited, firstly to restoring the KIA air terminal and reopening the airport which is to be served by Ramsgate to St.Pancras International trains (via Ashford and HS1) calling also at Minster Station (NB short platforms) with airport bus shuttles to the air terminal. Secondly, the plan is to extend both ends of the existing runway (subject also to Planning Permission and time-taking special airport planning and air traffic approvals) so as to receive more types of larger aircraft.

Phase 2 includes realigning a section of the A299 Thanet Way, around wider airport perimeters, with locally improved road and rail connections. Meanwhile keeping the by-passed road sections for local and on-airport use and to serve a new air terminal to the north of the lengthened runway and two new parkway stations, while also relocating the air fuel terminal, away from nearby homes.

Phase 3 has a western second runway, for the largest planes now in service and a northern third shorter runway for private planes and RAF Manston reserve use (STOVL) with a nearby helipad.

Whereas Manston is on the South-East coast and 70 miles from London, it was not available in the sixties, being then a RAF and NATO cold war forward air base. Noticeably, the 1971 Roskill Report chose a site for "London's Third Airport" at Maplin Sands/Foulness Island; on the Essex coast, also 70 miles from London and in preference to inland Stansted. Foulness was abandoned later, due to heavy construction costs and many strong Objections along the routes of the essential long new main roads and railway lines; as well as ecological Objections on the Essex coast. The various recent Thames Estuary Airport schemes were rejected in June 2014 by the Davies Airports Commission, with somewhat similar reasons.

**Manston's first-rate connectivity:** Excellent existing transport infrastructure is to hand, which has been oddly underused, with continuous 70 mph dual carriageway Trunk Roads and Motorways to London and beyond and two main railway lines ripe for improvement.

As to roads:- for private cars and airport coach services, dualling of the A256 Ramsgate-to-Dover Trunk Road (final section of the East Kent Access Scheme) completed a ring of Kent Trunk Roads from Whitstable and Herne Bay round to Folkestone and connecting to the M2, M20, M26, M25 for the Dartford Crossing and A102(M) for Blackwall Tunnel, the City, Docklands and Thames Gateway.

As to railways:- For Phase 1, subject to co-operative rail franchising changes, South Eastern trains from Dover Priory to Sandwich should be extended to Minster Station and beyond, for airport workers and Kent air passengers (see attached rail diagram map). Meanwhile, Ramsgate to St.Pancras International 12 coach commuter trains now take only 59 minutes via Ashford and HS1 (with faster times awaiting line improvements) and they can stop at Minster Station's shorter platforms temporarily.

For Phase 2 building a new air terminal and Minster East Parkway Station, of two island platforms (designed for passing loops) and a similar new Pegwell Bay Parkway Station (also for tourism).

For Phase 3, the plan shows a fairly short twin tracks rail link off the North Kent Line, from Herne Bay to Minster (subject to passenger loading demand and with a possible rail freight branch) to be built alongside the A299 Thanet Way; in an environmentally combined transport corridor.

**Manston's more acceptable flight paths:** While all air traffic routes are subject to stringent examination, for approval by the civil and military air traffic authorities; our experienced backer is also a qualified pilot, who agrees with our preliminary aviation conclusions; of uncontroversial flight circulation around The North Foreland, with limited adverse ground level effects. The landing approaches are logically over Reculver, with flying-out over Pegwell Bay and avoiding over-flying of Thanet towns; while for planes waiting to land, any "stacking circles" can be out over the North Sea.

**Manston's uniquely green South East Coast location:** this cuts flight times to London while also economising air fuel and carbon footprints. Crucially, it avoids flying overland to Greater London and outer suburbs in congested airspace. It is suited to short-haul and medium-haul flights from Europe and the Middle East and long-haul from the Far East and Pacific, over the North Sea from Canada. The plus points of rejected Thames Estuary Airport schemes tick the same boxes at Manston and those previously for estuary airport schemes may give public support for Manston. Being in the same geographical area as Schipol in Holland, Manston could compete in passenger comfort for stopovers; with the City and West End of London as the really important business executive interchange "hub".

**Preliminary View only of Environmental Impact Assessment and remedials:** Manston is London's best airport expansion prospect, which has been ignored and sidelined amid self-serving estate agent led media clamour; pressing for hugely expensive and intrusive airport expansions for Heathrow, if less so for Gatwick and Stansted. Given any possible levels of Manston's Environmental Impact Assessment and costs of sensitive remedial ecological programmes; nevertheless the degree of likely disturbance at Manston cannot possibly be on so great a scale as is inevitable elsewhere.

**Socio-Economic Advantages for Employment and Business Spin-offs:** Potential employment uplift in a depressed area (which lost pharmaceutical manufacturing as Pfizer left Sandwich) even with only River Oak's foreign air freight sustaining the core on-airport jobs. Whereas, WMF backers propose Air Ferry and other airlines' services; and as would make for a truly international airport, generating employment and business spin-offs in the wider Kent economy. For example, larger airports require both three and four star satellite hotels and restaurants, while leisure industry studies show that many more spin-off jobs arise in towns near to all new hotels; from local food and consumables suppliers and accounting services; and such as foyer fashion boutiques; convenience stores; building, gardening and window cleaning; laundry and dry cleaning; taxis and car hire; florists; and dresswear hire.

Formerly, Thanet resorts were favoured for London family seaside holidays, although many seafront hotels declined and some took in asylum seekers, but might be restored now. With climate change and regardless of which hotels; Manston may attract a European family market, combining the seaside with London weekends and side-trips to Kent heritage.

**Conflicting transitory ownerships:** The American River Oak Group is interested in foreign air freight and tried to purchase the existing Airport from Mrs. Ann Gloag; but they were rebuffed, as was WMF's backer very rudely. Furthermore, her September local press statement refers to a sale, "of a majority stake" implying partial selling-on, for brownfield "redevelopments", which should be

refused planning consent. There are suggestions of a large leisure complex, but whilst there will be other profitable UK locations for such uses, there is only one site-specific Manston Airport use.

**Historic Listing, Stop Notice, Airport Zone Safeguarding Order and Planning Refusals:** . As the owner's statement seems to confirm, the danger is of selling-on for brownfield land speculation and so WMF suggest a protective Department of Communities Historic Spot Listing and a Stop Notice on the entire Manston Airport curtilage for its Historic Importance as the foremost front line RAF Fighter Command airfield in the Battle of Britain 1940. Also a protective Order by the Secretary of State banning all new building around the airport and temporarily against conflicting redevelopment over a wider outer zone area; whereby all new building and/or changes-of-use would be proscribed until Manston's future is settled.

**Planning Permission and Compulsory Purchase:** The Phase 1 end extensions of the existing runway require Thanet Borough Council Planning Permission, with its local CPO underwritten by River Oak. Whereas, Phases 2 and 3 will need a DOT Transport & Works Act Order, coupled with Planning Consents of the Department of Communities and a Public Inquiry, before confirmations by the two Secretaries of State. As to the cost of such expansion into Manston's hinterland; that would affect mainly green belt, marshland, farmland and working farms; so that even most stringent ecological conservation scheme approved by Natural England and to complement a fairly generous advance compensation regime, would require far lower capital estimates and expenditures than any other comparable airport expansion (Heathrow, Gatwick or Stansted) especially with their extra costs of providing additional rail and road transport infrastructure and with much longer distress of essential Public Inquires and delays for confirmation, before any airport extension could go ahead.

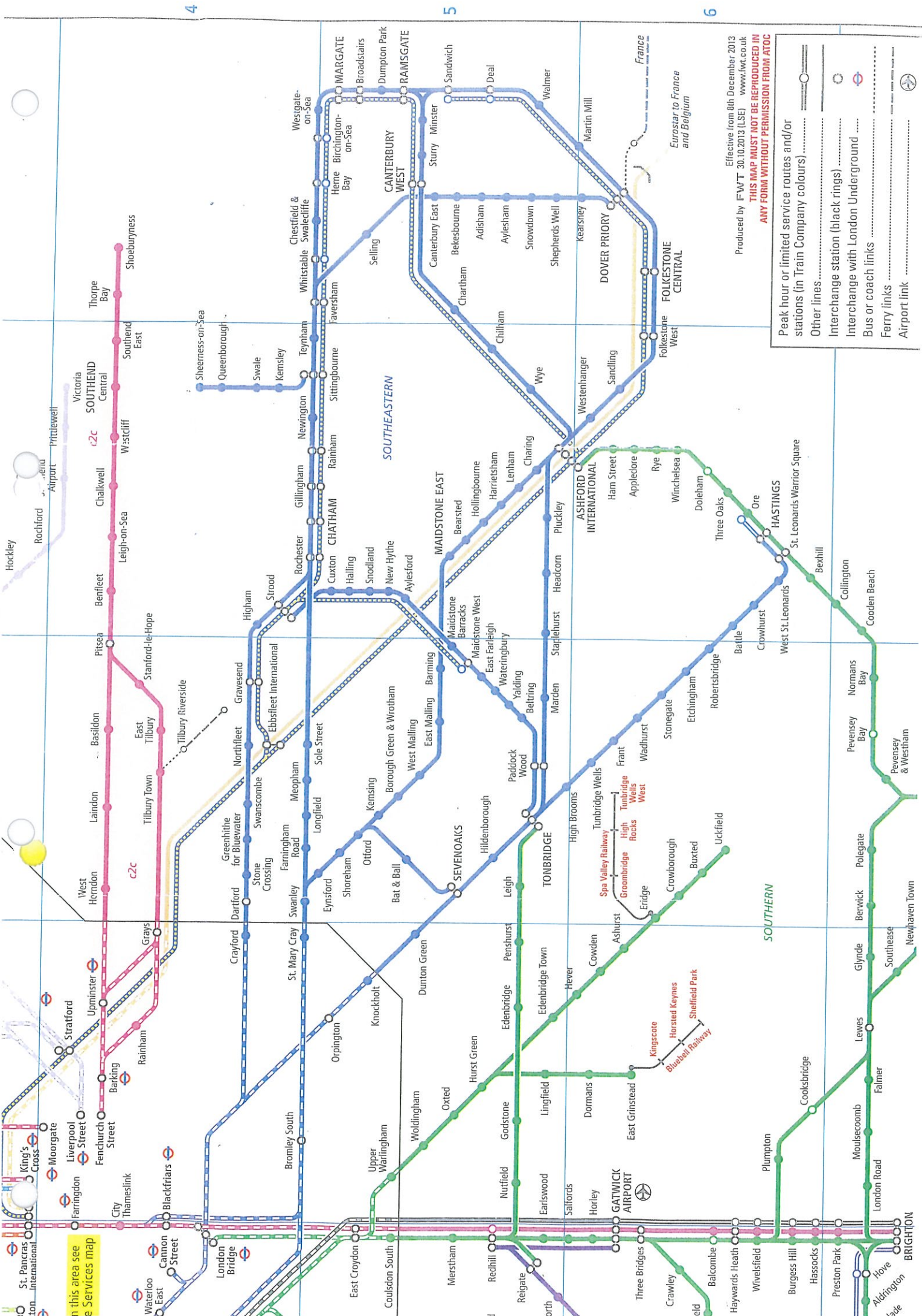
**Compulsory Purchase Procedures:** River Oak are underwriting a Thanet Council CPO with local all-party and vocal public support for their air freight use; while WMF's backer (of equal financial weight see attached letter) does not wish to cut-across River Oak; but wants not only to promote Air Ferry services into Europe, but also to bring-in passenger airlines; which will be altogether more beneficial for Thanet and Kent as a whole. Therefore, CPO purposes cannot be confined to air freight, but must allow for all airport uses, including RAF Manston Reserve and NATO. WMF as specialist compensation valuers are working professionally on Natural England issues at nearby Princes Golf Links and Richborough Port; while also at Sandwich on the dualled A256, an Upper Tribunal (Lands Chamber) Decision is going to the Court of Appeal. Therefore, one could assist with Advance or CPO Approved Purchases under the Land Compensation Act 1961; preferably in consultation with the VOA District Valuer for transparency. New greater airport use will give rise in due course to later Environmental Damage Compensation, under Part 1 of the Land Compensation Act 1973.

**Other Thanet Developments:** One airport business estate has few takers; but that market should improve if airport expansion and an outer zone of influence were to be settled between the airport operators and Thanet Council and the DOT. Then, there could be infilling of much-needed commuter housing around existing settlements, with schools and further technical education; but with good town planning and enforced early implementation schedules, not a land bank speculators' free-for-all.

.....  
[REDACTED]  
.....  
N.J.Winbourne FRICS, FCInst.CES, FIRR V

8<sup>th</sup> October 2014





Effective from 8th December 2013  
 Produced by FWT 30.10.2013 (LSE) www.fwt.co.uk  
**THIS MAP MUST NOT BE REPRODUCED IN ANY FORM WITHOUT PERMISSION FROM ATOC**

Peak hour or limited service routes and/or stations (in Train Company colours) .....

Other lines .....

Interchange station (black rings) .....

Interchange with London Underground .....

Bus or coach links .....

Ferry links .....

Airport link .....

In this area see the Services map

2 Burgon Street, London, EC4V 5DR

Telephone: 020 7248 0246

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Email: info@winbourne.co.uk

Web: winbourne.co.uk

Sir Roger Gale MP  
House of Commons,  
London, SW1A

8<sup>th</sup> July 2014Email [GALER@parliament.uk](mailto:GALER@parliament.uk) and post

Dear Sir Roger,

**Manston Airport: Proposed Thanet Council CPO to be underwritten by River Oak**

Today, I spoke at length to Suzy your Secretary and with her helpful redirection I spoke afterwards to Tony Freudmann of River Oak. I explained that several weeks ago acting on behalf of our client Darius Potel, I had contacted Laura Sandys MP (whom I knew) who met us. His group is undoubtedly financially and they wished to acquire Manston. Apparently he tried to contact you without success and then later-on, he spoke to Mrs. Gloag, who arrogantly declined another possible deal with him.

He does not wish to conflict with River Oak, but instructs me that his group retains a very positive interest in supporting the development of Manston Airport. We want that, for in due course there could be complementary flights and also air ferry services, subject to any possible future fruitful discussions. We had approached this from our own angles of more passenger services, with a new airport terminal; while I had identified an economical new station site (independently of KCC).

The urgent issue now is a Thanet Council Resolution on Thursday next, to make a CPO. Whereas, I believe that there should be other positive dispositions alongside that CPO Resolution (see below). I understand that Leading Counsel has advised River Oak and that their Solicitors are Wragge & Co, who advise many Councils making CPOs, including preparing Memoranda of Agreements with private funding partners. I myself am the most senior Founder Member of the Compulsory Purchase Association and while I have no detailed inside knowledge of course regarding Manston, I am offering for the Council, some immediate experienced recommendations (without any professional charges) on some aspects of the CPO Reasons, which may or may not have emerged so far.

Firstly, on the grounds of wider community benefits, which could apply to Manston Airport equally, The Arsenal Emirates Stadium development was included in an Islington Council 1992 CPO on four sites, also for extensive housing and other Council uses, as was upheld by the High Court after a CPO legal challenge. We have just concluded the last Claimants' Compensation Case of that CPO in the Upper Tribunal (Lands Chamber). Concurrently, we are handling two separate matters in Thanet for the owners of Princes Golf Links and Richborough Port (East Kent Access CPO) where a successful Lands Tribunal Case (in part) is to go up to the Court of Appeal, with new Counsel and Solicitors.

Secondly, there are already proposals to "List" Manston Airport, as of "Historic or Architectural Interest" (not "heritage"). Manston was the forefront Battle of Britain RAF Fighter Command station and it is clearly of Historic Interest. Furthermore, Listing would apply to the curtilage of the buildings and land; right out to the boundaries. Meanwhile, the current owner's perverse threats and insistently continuing vandalism, should qualify Manston for urgent "Spot Listing", to be coupled with a Thanet Council "Stop Notice", to curtail the destructive works of stripping-out artefacts.

Therefore, the essential Thanet Council Resolution can be framed for a 'fast track' CPO, to enable early Council Acquisition, either immediately by agreement (for which enough required offers have been made already) or by the Use of Powers of Compulsory Purchase. That Resolution might well be extended to cover Listing, to be essentially set out in terms for avoidance of doubt. Alternatively, there could be a parallel Council Planning Resolution to the same effect and if so, the two Resolutions could be cross-referenced appropriately, to counter any possible opposing attempts to divide legally.

I hope that the foregoing general advice may be helpful to all concerned.

Yours sincerely,

A large black rectangular redaction box covers the signature area.

N.S. Wainbourne

c.c. Tony Freudmann, Darius Potel



Sir Roger Gale, M.P.

House of Commons  
London, SW1A 0AA

17<sup>th</sup> July 2014

[REDACTED] (Private Office - a.m. only)  
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Mr Norman J Winbourne  
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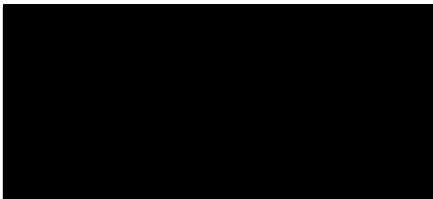
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email: [galerj@parliament.uk](mailto:galerj@parliament.uk)

Dear Mr Winbourne

Thank you for your letter of the 8<sup>th</sup> July: I am sorry that I have not responded before this – I was abroad on Parliamentary business in Bosnia when your letter arrived.

I note that you have quite properly copied your letter to Tony Freudmann of River Oak who will, I am sure, wish to respond to you personally but I am also taking the liberty of copying your letter to Councillor Mrs Iris Johnston as the Leader of Thanet District Council in order that she may also be aware of your interest.

With my best wishes  
Yours sincerely



Sir Roger Gale MP

*Darius Potel*  
*Surveyor*

01-731 1777

E Mail: [REDACTED]

DL: [REDACTED]  
Mobile: [REDACTED]

Norman Winbourne Esq., FRICS, FCIInst.CES, FIRR  
Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London EC4V 5DR

5<sup>th</sup> October 2014

Dear Mr Winbourne,

re: Manston Airport House of Commons, Transport Select Committee

Further to the above I thank you for bringing this to our notice for our backing of a presentation and would state as follows: -

We at ICH partnership, through nominees are substantially and diversely involved in aviation matters and for a long while have been keen on starting an air ferry service, using large aircraft for the transportation of cars and passengers across the English Channel and deep into Europe. Manston would be ideal for such an operation given its unique position and potential facilities on the South East coast. This would be an addition to the already intended air-freight operation envisaged by River-Oak.

However, it also clear to me that other airlines would become very interested given the current situation of a pending report of the Davies Commission inquiry for the government, if, there was a possibility of us being granted the privilege of taking a position, we would be able to form a very strong **British Consortium** of highly experienced companies and people with proven track records in airport development, construction and management so as to conform to the stringent Civil Aviation Authority standards while increasing the airport usage and creating very substantial employment in the area.

It is abundantly clear that the full versatile potential of Manston has not been considered and exploited specially bearing in mind that a considerable amount of very good road and rail infrastructure is existing and requiring few alterations.

I look forward to hearing from you further in the matter with great interest and to receiving copies of your formal submission to the Select Committee in conjunction with Pell Frischman and to which you may attach a copy of this letter in support.

Yours sincerely

[REDACTED]  
Darius Potel BSc. AFAS, LLM, MBA  
CEO International Consolidated Holdings SA

Copy: Dr Wilem Frischmann

**PINS Numbers 20014582 and 20014588**

**Papers from 1/1/2015**

**To**

**31/12/2015**

DRAWING FOR CONFIDENTIAL CIRCULATION UNTIL RELEASED OFFICIALLY FOR PUBLICATION

LONDON KENT INTERNATIONAL AIRPORT ("MANSTON") PHASED EXTENSIONS

REVISED INITIAL OUTLINE PLAN FOR HOUSE OF COMMONS TRANSPORT SELECT COMMITTEE SUBMISSIONS AND CONCURRENT THANET DISTRICT COUNCIL LOCAL PLAN CONSULTATIONS AND ALSO POTENTIAL OUTLINE PLANNING APPLICATIONS FOR LOW-COST CONSORTIUM DESIGN (WMF/NJW AND PF/SM) OF COPYRIGHT SCHEME AS ASSERTED UNDER COPYRIGHTS, DESIGNS & PATENTS ACT 1988

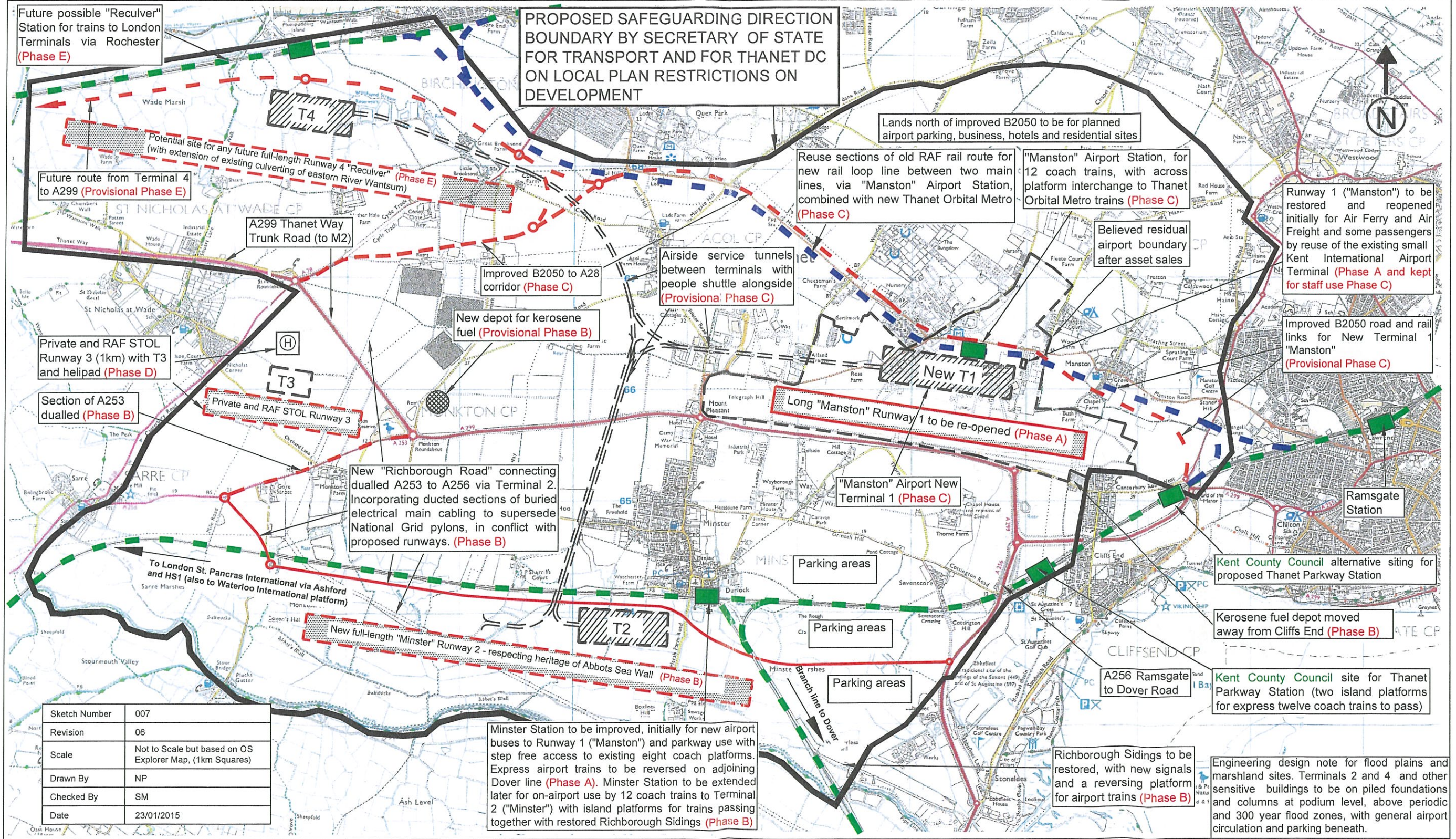
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**WINBOURNE MARTIN FRENCH**

CHARTERED SURVEYORS - EST. 1853

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www.winbourne.co.uk



Future possible "Reculver" Station for trains to London Terminals via Rochester (Phase E)

PROPOSED SAFEGUARDING DIRECTION BOUNDARY BY SECRETARY OF STATE FOR TRANSPORT AND FOR THANET DC ON LOCAL PLAN RESTRICTIONS ON DEVELOPMENT

Lands north of improved B2050 to be for planned airport parking, business, hotels and residential sites

Reuse sections of old RAF rail route for new rail loop line between two main lines, via "Manston" Airport Station, combined with new Thanet Orbital Metro (Phase C)

"Manston" Airport Station, for 12 coach trains, with across platform interchange to Thanet Orbital Metro trains (Phase C)

Believed residual airport boundary after asset sales

Runway 1 ("Manston") to be restored and reopened initially for Air Ferry and Air Freight and some passengers by reuse of the existing small Kent International Airport Terminal (Phase A and kept for staff use Phase C)

Improved B2050 road and rail links for New Terminal 1 "Manston" (Provisional Phase C)

Airside service tunnels between terminals with people shuttle alongside (Provisional Phase C)

New depot for kerosene fuel (Provisional Phase B)

Long "Manston" Runway 1 to be re-opened (Phase A)

"Manston" Airport New Terminal 1 (Phase C)

Kent County Council alternative siting for proposed Thanet Parkway Station

Kerosene fuel depot moved away from Cliffs End (Phase B)

Kent County Council site for Thanet Parkway Station (two island platforms for express twelve coach trains to pass)

Potential site for any future full-length Runway 4 "Reculver" (with extension of existing culverting of eastern River Wantsum) (Phase E)

Future route from Terminal 4 to A299 (Provisional Phase E)

A299 Thanet Way Trunk Road (to M2)

Private and RAF STOL Runway 3 (1km) with T3 and helipad (Phase D)

Section of A253 dualled (Phase B)

Private and RAF STOL Runway 3

New "Richborough Road" connecting dualled A253 to A256 via Terminal 2. Incorporating ducted sections of buried electrical main cabling to supersede National Grid pylons, in conflict with proposed runways. (Phase B)

To London St. Pancras International via Ashford and HS1 (also to Waterloo International platform)

New full-length "Minster" Runway 2 - respecting heritage of Abbots Sea Wall (Phase B)

Minster Station to be improved, initially for new airport buses to Runway 1 ("Manston") and parkway use with step free access to existing eight coach platforms. Express airport trains to be reversed on adjoining Dover line (Phase A). Minster Station to be extended later for on-airport use by 12 coach trains to Terminal 2 ("Minster") with island platforms for trains passing together with restored Richborough Sidings (Phase B)

Richborough Sidings to be restored, with new signals and a reversing platform for airport trains (Phase B)

Engineering design note for flood plains and marshland sites. Terminals 2 and 4 and other sensitive buildings to be on piled foundations and columns at podium level, above periodic and 300 year flood zones, with general airport circulation and parking beneath.

Sketch Number	007
Revision	06
Scale	Not to Scale but based on OS Explorer Map, (1km Squares)
Drawn By	NP
Checked By	SM
Date	23/01/2015



**Barbara**

---

**From:** Richard Flenley [Richard.Flenley@crsblaw.com]  
**Sent:** 27 January 2015 12:10  
**To:** [REDACTED]  
**Cc:** Norman Winbourne; Peter Levaggi; David Haines  
**Subject:** Manston Airport

Darius

I have had a long conversation this morning with Norman about the current position regards Manston Airport and the Select Committee hearing due to take place Monday next.

Norman has recommended, and we agree with that recommendation subject to what I say below, that we should write a letter to the Select Committee exhibiting Norman's most recent submissions and stating that we are instructed that there is a fund of £750,000 available for pursuing the initial phases of the scheme, in tandem with the local council (assuming that you provide those instructions).

This step is a sensible one and will aid your presentation of your case in order that the Select Committee take your representations into account. In order to be able to do so, however, we will need (i) your instructions to proceed; (ii) payment in full of our invoice numbered [REDACTED] in the sum of £2,490; and (iii) a payment on account in the sum of £1,000.


I understand from Norman that he is keen to get any letter from us out by close tomorrow and, if you want us to proceed, please can you provide your instructions and make the payments referred to as swiftly as possible.

I look forward to hearing from you.

Kind regards

**Richard Flenley | Senior Associate  
for and on behalf of Charles Russell Speechlys LLP**

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Main telephone number: +44 (0)20 7203 5000 Website: <http://www.charlesrussellspeechlys.com>



**Barbara**

---

**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 27 January 2015 15:53  
**To:** 'darius pote'  
**Cc:** 'Peter Levaggi'; David Haines; 'Richard Flenley'; 'Ladydelvesbroughton'  
**Subject:** London Kent International Airport - "Manston"

Dear Darius,

Urgently, for commercially confidential circulation only to the Committee Members and the two MPs may I have an updated version addressed to me (copy to you) of your Mr. Harry Harrass' preliminary development estimates for Runways 1 and 2, based on our Revised A3 Drawing and Explanatory Memorandum. Also, very briefly, this should explain his firm's expertise and remit under ICH.

Secondly, what is needed is respectfully, but positively to show the Transport Select Committee and the public as to our ability, practicality and sincerity and especially as to finance (which is what people want) as discussed with Richard Flenley of CRS.

I propose well before next Monday 2<sup>nd</sup> February, a jointly-drafted urgent letter be sent from CRS to Mr.N.Beech, a Clerk of the Transport Select Committee, together with attached copies of the CRS December letter and enclosure to Mrs. Iris Johnston, Leader of Thanet DC. Also, copies to the two Thanet MPs.

CRS to write on behalf of two new client UK companies:- (1) Coastal Airports Holdings Limited as proposed airport owners or partner owners with the Council and/or CAA and (2) London Kent International Airport Limited as prospective commercial airport operators, while indicating that well-known Directors are being appointed, with names to follow.

CRS to refer to their mid-December letter to Mrs. Johnston of Thanet and to say importantly, that their clients are putting into a special CRS clients deposit account (ie interest accrues to client) more than sufficient funding to back immediate requirements of:- (1) The making of a CPO by Thanet District Council, with Coastal Airports Holdings Limited if accepted in development partnership and (2) for costs of any Public Inquiry or other procedures arising. Also, it should be made clear that we expect a fully transparent checking process and not some imposed "preferred scheme" to suit ourselves.

For these purposes I have suggested that £750,000 be put on deposit to demonstrate funding.

This information will become public automatically if CRS put it into the Select Committee "Portal", as was done by me yesterday on behalf of Coastal Airports Holdings Limited, when submitting formally the Revised Initial Outline Plan A3 Drawing and its Explanatory Memorandum.

Possibly, CRS may say that an early Outline Planning Application may be made soon to Thanet DC and if so my two key documents could be the core, in fact as stated in the Heading of the drawing. It is not a high-cost process to apply, but there is a Council charge of course and it could well trigger an open Public Inquiry costing some more money because of the addressing inevitable Objectors, regardless of quality or validity.

Yours sincerely,

Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street

2 Burgon Street, London, EC4V 5DR  
Telephone: 020 7248 0246  
Facsimile: 020 7248 4020  
Email: info@winbourne.co.uk  
Web: winbourne.co.uk

Councillor Mrs. Iris Johnston,  
Leader of Thanet District Council,  
PO Box 9 Cecil Street,  
Margate, Kent T9 1XZ

28<sup>th</sup> January 2015

Dear Mrs. Johnston,

**London Kent International Airport ("Manston") Revised Initial Outline Plan and Memorandum**

The enclosed refined version of our airport scheme A3 drawing and explanatory memorandum were settled together with Pell Frischmann, last Friday; so as to incorporate many clarifications of wording and for clearer presentation, to the House of Commons Transport Select Committee and your Council. You will see the unexpected bonus of a Thanet Orbital Metro circuit at almost no cost.

Thus the latest airport plan and explanatory memorandum supersede earlier versions submitted to the Transport Committee Clerks by email and/or via the public website portal. in advance of the Committee Hearings next Monday, 2<sup>nd</sup> February (with professional CVs to follow). Therefore, my earlier Statement of Case can be assumed also to be amended, to conform. In comparison to much higher costs of only one runway at Gatwick or Heathrow, my Manston preliminary figures for two full runways are £1billion.

As in our plan heading, the documents are also for immediate Statutory Consultations on the Thanet Local Plan and in due course they may become the core of an Outline Planning Application. For clearer presentation, we cut the number of information boxes and reduced the wording while clarifying the development phasing for public debate and not as some "preferred scheme" to be imposed in advance.

Our clients had offered to buy Manston Airport orally many months ago (initially for their Air Ferry operations) but they were rebuffed like River Oak; whose airfreight semi-monopoly would be an underuse of an existing "national asset". Instead, the hitherto disregarded major airport expansion potential should be overriding evidence for any Public Inquiry. Therefore, this letter is also written on behalf of Coastal Airports Holdings Limited, as prospective Council CPO partners and I am the Senior Founder Member of the Compulsory Purchase Association.

Financial backing was mentioned in the letter to you (with enclosure) dated 11<sup>th</sup> December 2014, from Charles Russell Speechlys, solicitors acting now for two new internationally financed UK companies, with Registered Addresses at their City Head Office and with important directors soon to be announced.

I hope that we may see you again on Monday at the House of Commons Transport Committee and for their fuller information a copy of this concurrent letter to you is being put into the public portal.

Yours sincerely,

N.J. Winb

c.c. Sir Roger Gale MP; Laura Sandys MP; Dr. W.W Frischmann CBE;  
Charles Russell Speechlys; ICH(SA); Coastal Airports Holdings Ltd;  
London Kent International Airport Limited; and prospective directors

Managing Director  
James G. Winbourne BSc (Hons), PGDipPVL, MRICS  
Member of the Rating Surveyors' Association  
Member of the Compulsory Purchase Association  
RICS Registered Valuer

Consultants  
Norman J. Winbourne FRICS, FCInstCES, FIRR  
Member of the Rating Surveyors' Association  
Member of the Compulsory Purchase Association  
RICS Registered Valuer

Regulated by RICS

Francis Roberts MRICS

**Barbara**

---

**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 30 January 2015 12:09  
**To:** 'GALERJ@PARLIAMENT.UK'; 'SANDYS, Laura'  
**Cc:** 'darius potel'; 'Dr Wilem Frischmann'; 'Dr Sas Majlessi'  
**Subject:** London Kent International Airport (Manston) -

Most urgent

Dear Sir Roger and Laura,

On enquiry this morning of the Transport Select Committee Clerks I was told by Miss Meakin, who is not dealing with Manston, whom I spoke to in the absence of Mr. Beech deal with Manston, and was very surprised to be told that we were not on the List of Invitees for the Monday early evening Hearing, as I have discussed recently the Hearing date with Mr. Beech. This appears to be a miscarriage of some sort.

Mr. Darius Potel and I have spoken this morning to Mr. James Floyd in the office of Mrs. Louise Ellman, the Chair of the Select Committee seeking to obtain a change and a proper invitation. There is no point in turning up otherwise, unless you say differently of course.

This arose purely because I telephoned to check on access arrangements and was very perturbed of course having regard to the amount of work put in and regularly reporting to the Transport Committee as you know.

If a late invitation could be assured, the lead speaker and principal would be Darius Potel, International Banker. He would be accompanied by Lady Rona Delves-Broughton, myself, Dr. Sas Majlessi of Pell Frischmann, Consulting Engineers. Also expected is Dr. Ganga Prakha, Chief Engineer of McAlpines, well-known National Contractors and possibly a partner of Charles Russell Speechlys well-known solicitors.

We have been working on a short and succinct presentation for Mr. Potel as you might expect, hence our meeting this morning.

Our Telephone Numbers are

Darius Potel [REDACTED]  
Norman Winbourne [REDACTED] and [REDACTED]  
Pell Frischmann [REDACTED] and Dr. Frischmann's secretary Jill Clarke [REDACTED]

I hope you can assist us please.

Dictated by Norman Winbourne but sent in his absence.

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

**Barbara**

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**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 01 February 2015 22:12  
**To:** 'ClarkeG@parliament.uk'  
**Cc:** 'GALERJ@PARLIAMENT.UK'; 'SANDYS, Laura'; 'cllr-iris.johnston@thanet.gov.uk'; 'darius potel'; 'Dr Wilem Frischmann'; 'Dr Sas Majlessi'; 'Ladydelvesbroughton'; 'andrew@rosindell.com'; 'railgeotec@djayres.fsnet.co.uk'  
**Subject:** Manston - Transport Select Committee Hearings - 2nd February 2015 - Complaint regarding exclusion -MOST URGENT

Dear Mr. Clarke,

I know that you have been away your urgent help is need in my opinion. I sent you and Mr. Beech an email on 23 January but your reply stated that you would be away from your office until the 2<sup>nd</sup> February. I hope that you can rectify a very serious miscarriage of natural justice, which could even call into question the Transport Committee Hearings on the minor airports as well as Manston itself.

In fact, I contacted Mr. Beech on the next working day after my email to both of you and throughout I have sent regular updating of our initial October submission, which is now with an even more truly workable phased airport expansion scheme, than on 23<sup>rd</sup> January. The latest and hopefully final plan is already with Mr. Beech and into the portal if dealt with as he informed me recently. It is suitable for an Outline Planning Application for two full-length runways to be operational by 2020. I do not know if any other submissions would compare to that, but regardless it must be a proposal for consideration.

However, last Friday morning, while at our "final" preparatory "Manton" meeting at Pell Frischmann's offices and while awaiting senior people joining us from a major UK engineering contractor, I telephoned your Clerks office simply to reconfirm the timing and form of Hearings and Panels and access arrangements to the Committee Room in the Palace of Westminster; having given evidence in the past before Select Committees on various occasions. I spoke to Miss Meakin, who was not dealing with Manston, when she informed me that we were not on any list of invitations from the Transport Committee. I must say I was dismayed indeed and worse!

Later, we spoke to Mr. Beech over the telephone and I handed it on to Mr. Darius Potel, an International Banker, leading our representations. Both of us were informed stonily that we were not on the list of invitees approved by the Transport Committee and that nothing could be done about it.

Therefore, I wish to point out that I worked in an important Committee based public system for over 15 years at the LCC/GLC/ILEA in County Hall, London, SE1: the biggest local authority group in the world and run on UK Civil Service lines. For the latter half of my service I was equivalent to an Upper Principal and well aware that the ultimately responsible Chairman and Members of Committees will routinely accept Committee Clerks' proposals on trust or the system would break down. I doubt if our exclusion was brought to real attention. Furthermore, all Committee systems allow for delegated urgent Chairmen's action as and when appropriate, as I believe this is now.

Moreover, these Transport Committee Hearings amount to a Tribunal of Inquiry such as I have been attending all of my professional career and therefore I point out respectfully to your Chairman, Mrs. Louise Ellman MP, that about a year ago there was a Court of Appeal Decision to the effect that alternative schemes or proposals cannot be excluded from consideration at Public Inquiries. Even more importantly, last December the Supreme Court Held in a Decision to the same effect, in the case of Regina v Moseley when overturning a Haringey Council consultation process. Or in other words any decision to exclude any bona fide alternative proposals (whether inadvertently or otherwise) may well amount to acting ultra vires. I repeat that this is stated respectfully regardless of my own agenda.

In any event, I have to allow for clear-cut current exclusion from our presenting a case and therefore, as a safeguard, I/we shall be putting into the Portal early tomorrow the cvs of five senior professional advisors including myself, three from Pell Frischmann and another and a copy of Mr. Potel's intended presentation: as above, he is very well known in banking and has a string of degrees.

○ In these urgent circumstances, I am copying this important email to the two Thanet MPs (and others) and the Thanet Council Leader and I hope that wiser counsels will prevail.

Yours sincerely,

N.J.Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

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Barbara

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**From:** noreply@parliament.uk  
**Sent:** 02 February 2015 09:30  
**To:** Norman Winbourne  
**Subject:** Written submission to House of Commons Transport Committee inquiry



Thank you for your written submission to the House of Commons Transport Committee inquiry on Smaller airports.

We will be in touch if we have any further questions.

**Barbara**

---

**From:** CLARKE, Gordon [ClarkeG@parliament.uk]  
**Sent:** 02 February 2015 10:53  
**To:** Norman Winbourne  
**Cc:** GALE, Roger; SANDYS, Laura; cllr-iris.johnston@thanet.gov.uk; darius potel; Dr Wilem Frischmann; Dr Sas Majlessi; Ladydelvesbroughton; andrew@rosindell.com; BEECH, Nicholas; railgeotec@djayres.fsnet.co.uk  
**Subject:** RE: Manston - Transport Select Committee Hearings - 2nd February 2015 - Complaint regarding exclusion -MOST URGENT

Dear Mr Winbourne

Thank you for taking the time to write to me. It is very clear that you are disappointed not to be giving oral evidence. There is a limited amount of time available and it is never possible to fit in everyone who wants to give oral evidence. You have submitted written evidence and the committee gives equal weight to written and oral evidence.

As I explained to you at the outset of the inquiry this is not an inquiry about Manston but about Government policy on smaller airports. The Committee is concerned about the policy issues set out in its call for evidence. Its interest in Manston is as a case study that illuminates wider policy issues. I recall advising you that the Committee was not in a position to make assessments of detailed plans. At the time you said you understood this but nonetheless intended to submit detailed plans as this was a useful way for your principals to make public their intentions.

I do not accept your argument that the Committee's evidence sessions amount to a tribunal of inquiry. I must stress that departmental select committees are not like the committees appointed to inquire into private and hybrid bills, such as the Crossrail Bill.

Yours sincerely

Gordon Clarke

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Clerk  
**Transport Committee**  
House of Commons  
London, SW1H 9NB  
Phone: 020 7219 6242  
Website: [www.parliament.uk/transcom](http://www.parliament.uk/transcom)  
Twitter: [@CommonsTrans](https://twitter.com/CommonsTrans)

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**From:** Barbara [mailto:Barbara@winbourne.co.uk] **On Behalf Of** Norman Winbourne  
**Sent:** 01 February 2015 22:12  
**To:** CLARKE, Gordon  
**Cc:** GALE, Roger; SANDYS, Laura; cllr-iris.johnston@thanet.gov.uk; darius potel; Dr Wilem Frischmann; Dr Sas Majlessi; Ladydelvesbroughton; andrew@rosindell.com; railgeotec@djayres.fsnet.co.uk  
**Subject:** Manston - Transport Select Committee Hearings - 2nd February 2015 - Complaint regarding exclusion - MOST URGENT

Dear Mr. Clarke,

I know that you have been away your urgent help is need in my opinion. I sent you and Mr. Beech an email on 23 January but your reply stated that you would be away from your office until the 2<sup>nd</sup> February. I hope that you can

**Barbara**

---

**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 02 February 2015 12:56  
**To:** 'CLARKE, Gordon'  
**Cc:** 'darius potel'; 'Ladydelvesbroughton'; 'Dr Wilem Frischmann'; 'Dr Sas Majlessi'; 'Peter Levaggi'; David Haines  
**Subject:** RE: Manston - Transport Select Committee Hearings - 2nd February 2015 - Complaint regarding exclusion -MOST URGENT

Dear Mr. Clarke,

Thank you for your email and I appreciate what you say even if we do not agree entirely. The main issue is that the need for airport passenger growth in the South East can be satisfied at low-cost at Manston and by 2020 with official backing.

I am very pleased to hear from you that everything we are saying will be brought to the attention of the Transport Committee Chairman and Members themselves, for I agree that is what matters most, although in my view Appearances are vital too.

Nevertheless, it appears that only the foreign based American Turner and River Oak Group are to be heard and they appear to wish to achieve a semi-monopoly of use of the existing airport for their air freight, which is intolerable and is not a proper ground for Compulsory Purchase on behalf of the public at large. Furthermore, it would not bring about large employment and possibly even thousands of jobs in East Kent. Nor does it require use of the railways or development linked thereto, with easy upgrades.

We have always looked to cooperation with River Oak but their scheme appears now to be in direct conflict with the EU Leipzig-Halle Airport Case Decision of last year and thus unsuitable for any public CPO and in fact it was I who suggested a CPO last year before that landmark case became known widely in legal circles (let alone for surveyors). It may even affect any case for public support for either Gatwick or Heathrow, both being owner/operated airports and even Heathrow T5 financing may be in doubt according to top lawyers as the Leipzig Halle Decision is also backdated 10 years in its effects.

I trust that the foregoing is clear and that the Honourable Members will treat what I have stated here as being reasonably professionally authoritative in the circumstances, having regard to my qualifications and lifetime experience.

Regards  
Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

---

**From:** CLARKE, Gordon [mailto:ClarkeG@parliament.uk]  
**Sent:** 02 February 2015 10:53  
**To:** Norman Winbourne  
**Cc:** GALE, Roger; SANDYS, Laura; cllr-iris.johnston@thanet.gov.uk; darius potel; Dr Wilem Frischmann; Dr Sas Majlessi; Ladydelvesbroughton; andrew@rosindell.com; BEECH, Nicholas; railgeotec@djayres.fsnet.co.uk  
**Subject:** RE: Manston - Transport Select Committee Hearings - 2nd February 2015 - Complaint regarding exclusion -MOST URGENT



# **Coastal Airports Holdings Limited**

5 Fleet Place,  
London, EC4M 7RD

## **London Kent International Airport**

**Submission for House of Commons Transport Select Committee Meeting 2<sup>nd</sup> February 2015**

**Honourable Members of the Committee:** I trust that I may be permitted to speak now and perhaps may be seen as of some relevant importance; for clearly we have been disregarded; despite our timely Statement of Case and later evolving improvements as sent to the Clerks over time. It seems that there may be procedural points which were overlooked wrongly by us and if so and for that reason, I would apologise unreservedly.

Manston Airport is an historic RAF site and a "National Asset", as was said by the Rt Hon John Hayes MP Minister of State for Transport; to Mrs Iris Johnston, the Leader of Thanet District Council, at their morning meeting on 11<sup>th</sup> December 2014 and was reported by her to Thanet District Council's Open Cabinet Meeting that evening, when I was present.

Therefore, it would be a travesty for the Manston Airport assets to be altered or removed as proposed by current owners and for ordinary redevelopments which can go anywhere.

From the outset, a restored airport with its existing small air terminal can accommodate both air freight and our own associated air ferry operations and passenger demand will grow with airport buses from Minster Station. However, to meet anticipated increased passenger demands of Central and Southern England, we propose expansion to two full-length runways, to give twice the air operations capacity of either of the existing Gatwick or Stansted single runway airports, as constituted now.

We propose this airport expansion, as it has been worked-out by our senior and multi-disciplinary expert professional team, on their Revised Initial Outline Plan with its

Explanatory Memorandum. The plan provides for two full-length runways by 2020, with revised approach road circuits and two new full-size air terminals, together with one improved "on-airport" station and also one new one, for fast 12 coach trains to London. If need be and for the future, this plan allows for up to two more possible runways.

Manston is exactly the same 70 miles in distance from Central London, as was proposed by the 1971 Roskill Commission Report, in backing its "Third London Airport" Preferred Scheme site, at Foulness/Maplin Sands. That location had no existing roads nor railways and the scheme failed; apparently due to expensive and strong Objections on new long routes. In contrast, Manston is the same distance from town, but it has direct dual-carriageway trunk roads access, being the A299 Thanet Way (from the M2) and the now-dualled A256 East Kent Access Road and we propose another new link road between them. It is also next to the fast railway line, from Ramsgate to St.Pancras International, via Ashford and HS1; which is ripe for low-cost local and airport related improvements.

Furthermore, with air travel potential and road and rail connections, Manston can provide a significant regeneration impact on East Kent as a whole; with great socio-economic spin-off advantages and much more local employment, creating new jobs at all levels.

At Manston, two improved and new runways can be developed at a fraction of the cost of a second runway at Gatwick; or either of the much more-intrusive plans at Heathrow. As lands required for expansion of Manston are mostly sparsely populated farm and marshlands they will cost much less than in hinterlands of any other airports. Meanwhile, the proposed use of powers of compulsory purchase (of a Thanet District Council CPO) requires transparent advance purchasing negotiations under Regulatory Law as to fair offers to be made ahead of any CPO. Furthermore, we would make fair offers as part of a generous compensation package; through our expert Chartered Surveyors and Valuers

and by bringing-in the Valuation Office Agency District Valuer to oversee. Moreover, we are advised that, under a CPO and tax regime, the enforced vendors may reinvest their full compensations arising from compulsory purchase. In fact, we would offer vendors the alternative option of reinvestment in the scheme; although details are yet to be formulated.

As set out in the Statement of Reasons, the best aviation flight paths are by flying-in over Reculver and flying-out over Pegwell Bay, with "stacking circles" over the North Sea. This is the least intrusive flight pattern for the South East, with much less environmental stress and pollution (and even some minor operational and fuel savings for airlines) all by cutting down on 70 miles of inessential overflying of the Home Counties and of Greater London.

D Potel, on behalf of Coastal Airports Holdings Ltd

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**LONDON KENT INTERNATIONAL AIRPORT ("MANSTON")  
EXPLANATORY MEMORANDUM TO THE REVISED INITIAL OUTLINE PLAN**

This Explanatory Memorandum is to be read with the information and boxes on the A3 drawing. The aviation, environmental and cost-effectiveness issues are all addressed in the Written Statement.

This Manston Airport redevelopment plan has been prepared for:- (1) The House of Commons Transport Select Committee Hearings on 2<sup>nd</sup> February 2015; (2) for Thanet District Council Local Plan Consultations; (3) to indicate possible government Safeguarding Directions and local temporary Planning Restrictions to cover much wider areas; and (4) potential Outline Planning Applications. Development Phases A to E are set out for main Runways 1 and 2 and future Runways 3 and 4.

**Development Phase A:-** Early reopening of the currently semi-disused London Manston Airport as Runway 1 ("Manston") with direct access from the A299 Thanet Way and the new A256 Trunk Road and use of the small old Kent International Air Terminal, initially for single runway reopening, for proposed "River Oak" air freight services (whereby some 50 local jobs may result) and our client's proposed Air Ferry services into Europe (with some 80 more local jobs generated). Neither of those air services require the nearby Minster Station or fast main line trains to London, nor new airport hotels, nor other satellite businesses generating employment. But budget passenger airlines and air charters at Manston could bring flight numbers up to some 20% of Gatwick's single runway use and with Air Ferry and airfreight, some 300 jobs altogether could be at or near Manston Airport. For the passengers' airport bus relays, Minster Station has eight coach platforms, but it needs step-free access and other minor improvements, for approval by South East trains. Airport express services from St.Pancras International (initially say 1 tph) can be reversed on the adjoining Dover branch line.

A surrounding access roads corridor of an improved B2050/A28 forms a natural planning boundary; between airport areas as such and ample land areas to the North-East; suitable for hotels and business uses and residential commuter development of Margate's hinterland.

**Development Phase B:-** A new full-length Runway 2 ("Minster") and Terminal 2 (with building commencing if possible within a year of reopening Runway 1) can be sited on the Monkton Marsh flood plain, with the sensitive air terminal buildings on piled foundations and columns at podium level together with circulation and parking beneath and even protected against "300 year" floods.

Runway 2, Terminal 2 and Minster Station need a new east-west highway circuit ("Richborough Road" on the plan) from a new roundabout on the A256 and along the south side of the railway and then connected to an improved A253 to Monkton Roundabout on the A299 Thanet Way. Minster Station can be extended, for full on-airport use of twelve coach trains (up to 3tph) with reversing either at additional island platforms (to allow express trains to pass) and/or at restored Richborough Sidings, with new signals for train stabling and with a reversing platform between and as a possible "Richborough Parkway" terminus, adjacent to industrial and parking land areas. An essential feature of Phase B will be twin fully-ventilated box tunnels, for "airside" traffic between Terminals 1 and 2 and for air personnel and passengers' shuttle services (provisional indication only).

The existing Kerosene Jet Fuel depot services, which are now sited near houses at Cliffs End, would be closed and moved to a new depot site nearer Runway 2.

**Development Phase C:-** Major enhancement of Runway 1 ("Manston") could be completed within four years of its initial restricted reopening; by building a new full-size modern Terminal 1 (soon after Runway 2 is up-and-running and with the old KIA air terminal kept for air staff use) again so as to equal the flight capacity of Gatwick's single runway. The larger New Terminal 1 will require new

road and rail access and a new twelve coach "Manston" on-airport station (up to 3tph) with cross-platform interchange to proposed new Thanet Orbital Metro services (3tphev). This requires a short strategic rail loop (partly on an old military railway route) linking-up the main railway lines to form a circuit around Thanet. All over the world, on-airport stations are profitable and these combined rail improvements should be self-financing, from the "fares box". The Thanet Orbital Metro will be a bonus with a very short pay-back period.

**Development Phase D:-** Subject to demand, a shorter Runway 3 ("Moinkton") of say 1 km in length, would be for private planes and for RAF/FAA Reserve STOL use; with a nearby helipad and its own smaller Terminal 3; again with extended "airside" connections as before, to Terminals 1 and 2.

**Development Phase E:-** Subject to future demand, a potential full-length Runway 4 and Terminal 4 ("Reculver") can be built on Wades Marsh if required, similarly to Runway 2 and Terminal 2 and over a culvert extension of the eastern branch of the River Wantsum. As before, any future new Terminal 4 can be built on piled foundations and at podium level on columns, well above the flood plain. Again, with extensions of twin airside connecting tunnels and with an adjoining future Reculver Station. The B2050 would branch-off, to extend further west to join the A299 Thanet Way.

**Barbara**

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**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 03 February 2015 17:29  
**To:** 'darius potel'; 'Dr Wilem Frischmann'; 'Dr Sas Majlessi'; 'Ladydelvesbroughton'; 'Alan Collins'; 'David.richards35@btinternet.com'; 'railgeotec@djayres.fsnet.co.uk'; 'andrew@rosindell.com'; 'Peter Levaggi'; David Haines  
**Subject:** FW: Manston Airport  
**Attachments:** 20150203171422822.pdf

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**Subject:** Manston Airport

Darius,

Yesterday at 2.30pm, as it was clear that we were being shut out of the Transport Committee Hearings, I emailed to my own constituency MP, Dame Tessa Jowell seeking her intervention and with copy papers of course (see copy email only hereto).

Then from 4.30 to 6.30pm both of us had watched the committee on the Parliament TV channel and afterwards you said that we could well be better off not to have been present, which I agreed with.

As we could see, there was a clear-cut promotion of River Oak's agenda, with obvious supporters, but their case is flawed in my view on more than one count. Therefore, even if they are funding a Thanet District Council CPO, that may not be enough for them to prevail and we should be in a strong position to come in as Objectors: see previous papers as to the reasoning.

I am pleased to tell you that this morning I had an email waiting for me and timed at 20.05 last night from the Transport Committee Clerks as copy attached, so perhaps Dame Tessa may have got busy.

Having spoken to Dr Sas Majlessi today about changing our drawing to simply two runways (which will be very easy for PF to do) for the purposes of an early Outline Planning Application, we can target sometime late next week it appears, having regard to his assistant's urgent other work loading. Then in due course we shall need other technical meetings and to be getting on, I have made a first draft of a possible confidential agenda for discussions concerning the planning and acquisitions issues and regarding Mrs Gloag and River Oak - separately of course.

As you are back in touch personally now, I hope that the UK bank accounts and various directors may be in place by that time probably with someone from McAlpine's, via Dr Wilem Frischmann.

Kind regards,

N. J. Winbourne

Tel: 020 7248 0246  
Fax: 020 7248 4020  
email: [kathryn@winbourne.co.uk](mailto:kathryn@winbourne.co.uk)

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR





Barbara

---

**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 02 February 2015 14:32  
**To:** 'jowell@parliament.uk'  
**Subject:** London Kent International Airport ("Manston")  
**Attachments:** 20150202141733836.pdf; 20150202141759050.pdf

Dear Dame Tessa,

I have tried to telephone and your staff member Kathryn has called back.

We have met briefly in the past concerning LU threats to the Thameslink Line. You are my Member of Parliament, for I live in West Dulwich/West Norwood, and I want you to use your influence. You are also a leading candidate to be the next Mayor of London and this is an all-London and non-party issue of great importance, where public and press are being misled airily by Heathrow.

Put shortly, Manston Airport on the Kent Coast can be improved and expanded to have two first rate full-length modern runways operational by 2020 at low cost and with a minimum of environmental or aviation intrusiveness.

I am personally the most senior practising Chartered Surveyor in London and a working consultant in our old-established City firm. I have been studying rail infrastructure all my professional life and improved connections to London's several airports since 1992. I am leading the Manston technical team which is very senior in experience and includes two eminent engineer colleagues.

Our proposed Runway 2 would be built upon the large open Monkton Marsh, where the main activity appears to be cutting turf or peat. Furthermore, Manston has superb existing trunk road and rail connections, capable of further minor improvements at low cost; although at present the fast trains from Ramsgate (present fastest 67 minutes to St.Pancras International and dropping soon to 59 minutes) don't stop at the 8 coach Minster Station nearby the airport. My attachments include the latest Revised Initial Outline Plan and Explanatory Memorandum, all now with the Transport Select Committee.

Nevertheless it appeared on Friday morning that our presentation had been intentionally excluded from presenting evidence publicly, which seemed intolerable, but is confirmed.

As a result, I emailed to the two Thanet MPs on Friday and I attach a copy. Also a copy of a note of complaint sent last night to the Senior Clerk of the House of Commons Transport Committee and a copy of the notes for our short oral representation, which would have been made this evening at Portcullis House, by the leading international banker making financial arrangements for the two new UK companies set up for the Manston scheme, with influential people likely to become Directors.

From long experience, I doubt whether the fault lies personally with the Committee Chairman, Mrs. Louise Ellman MP, as I said clearly in my note last night to Mr. Clarke, the Senior Clerk. In my experienced opinion we have been cut-out based on an excuse and not a reason. The only people who appear to be making an oral airport submission of any consequence are the questionable American "River Oak" Air Freight Group. They wish to underuse the existing Manston runway for their air freight semi-monopoly and that cannot stand.

The all-London issue is that two modern runways at Manston would serve to double the combined capacity of Gatwick and Stansted Airport, by 2020, with minimum over-flying of Greater London itself and also render unnecessary a great deal of the 70 miles of over-flying of the Home Counties. This is because Manston is on the coast and perfectly positioned by the North Foreland of East Kent. It has all of the alleged advantages, but none of the manifold disadvantages of the unsustainable estuary airports schemes. Those were all rejected quite correctly by the Davies Commission recently and for much the same reasons of poor connections which had failed before at Foulness/Maplin Sands; as was selected wrongly by the Roskill "Third Airport" Commission in 1971 and noticeably was exactly the same distance from London as the already very well-connected Manston.

Meanwhile, Sir Howard Davies has accepted the spurious airline Heathrow Hub case, for which no credible airline figures are produced, as to actual numbers of top hub passenger inter-changes at Heathrow. Indeed, who cares if they are simply changing planes, except for airport operators seeking greater profits? The hub issue is met already by the existing two Heathrow runways, but it is conflated with a case to expand Heathrow as a whole, so as to keep all of the existing point-to-point and holiday flights and increase them instead of shedding some and all under the cloak of the hub assertions. If allowed,

Heathrow expansion could swallow-up existing airline trade and any expansion from Birmingham, Coventry, East Midlands and Luton airports, as well as increasing road congestion and pollution; let alone all the nastily intrusive Heathrow Airport expansion as such.

Finally, for Manston two new UK Companies are formed and some influential people are expected to become directors. This will contrast with foreign-owned and presumably foreign-taxed Gatwick and Heathrow.

Kind regards  
Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

Barbara

---

**From:** transcom@parliament.uk  
**Sent:** 02 February 2015 20:05  
**To:** Norman Winbourne  
**Subject:** Your submission has been published

Dear Sir/Madam,

Thank you for submitting evidence to Transport inquiry on smaller airports- I am pleased to inform you that your submission has been published.

Kind regards  
Committee Assistant

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Barbara

---

**From:** euroferries-express@live.com on behalf of Euroferries Express  
[robert.maughan@euroferriesexpress.co.uk]  
**Sent:** 06 March 2015 12:19  
**To:** Norman Winbourne  
**Cc:** rdb@doddingtonpark.com  
**Subject:** INTERNAL FOR INFORMATION

News story

## Manston airport review

**From:** Department for Transport  
**First published:** 5 March 2015

**Part of:** Promoting sustainable aviation, Transport and UK economy

**Government will appoint a consultant to review the process so far on decisions about the future of Manston Airport.**



The government will appoint a consultant to undertake a review of the process so far on decisions about the future of Manston Airport, Transport Minister John Hayes announced today (5 March 2015).

The Kent airport closed on 15 May 2014 and Thanet District Council has subsequently been seeking a deal to secure its future.

The Prime Minister made a commitment to do everything he can to help. Creating more jobs so more people have the security of a regular wage is a part of the government's long-term economic plan for South Thanet, and Manston Airport has a vital role to play.

John Hayes was at Manston today to meet those at the heart of the process, including leader of Thanet District Council Iris Johnston and local MP Roger Gale.

John Hayes said:

recognise the strong interest in keeping Manston Airport open which is why the government is leaving no stone turned in the battle to secure its future.

Today I can confirm my department will appoint a well-established consultant to review the process so far on decisions about the airport's future. While it is down to Thanet District Council ultimately to agree a deal, the government is doing everything possible to support them in finding a way forward.

The council considered the suitability of a compulsory purchase order on the site, but was unable to agree a suitable indemnity partner. The Department for Transport will now commission an independent consultant to review the process on its behalf.

An invitation to tender for this work will be issued tomorrow, 6 March.

### Aviation media enquiries

Press enquiries 020 7944 3118  
Out of hours 020 7944 4292  
Public enquiries 0300 330 3000

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----- Forwarded Message -----

From: Suzy Gale [REDACTED]

To:

Sent: Friday, 13 March 2015, 7:48

Subject: Fwd: Manston - Transport Committee Report 13.3.15.

## **PRESS RELEASE**

**Manston Airport – Select Committee Report Published at 00.01 Friday 13<sup>th</sup> March 2015**

**An Appraisal – Sir Roger Gale MP**

The Transport Select Committee has been thorough in its consideration of Manston Airport as a case study, which I requested at Easter 2014, relating to its Smaller Airports Inquiry.

First, I am gratified that, in acknowledging the suitability, as the only sufficiently long and available runway in the South East, of Manston as a diversion airfield, the Committee has recognised the importance of Manston as a strategic national asset that should be protected as such.

Second, the Committee has agreed that Thanet District Council was correct in taking an approach that has sought to protect the financial interests of Council taxpayers although it has not, as some have sought to suggest, confirmed that TDC was right in reaching the conclusion not to proceed to a Compulsory Purchase Order. The Committee has indicated correctly that TDC has neither the expertise nor the resources to fully and properly assess the RiverOak proposition.

In that context the Committee is equally correct to identify Kent County Council as a strategic and responsible Transport Authority and to criticise the Leader, Paul Carter, for unilaterally failing to comply with the expressed wish of the County Council to support Thanet in its efforts to examine the possibility of a CPO. The Committee further notes that, to the contrary, Mr. Carter gave support to an alternative use of Manston as a housing and industrial development with no authority to do so from KCC.

The Committee further notes that the Department of Transport could and should have examined the TDC/RiverOak papers more speedily although there are sound reasons why some time was taken to obtain the necessary Treasury authorisation for public funds to commission an independent assessment. The Committee does, though, acknowledge that such an assessment is desirable.

The Committee clearly shares expressed concerns about the nature of the ownership and control, of Manston Airport which have yet to be clarified. It has undertaken to receive and publish as part of its evidence details of the Joint Venture Partnership between Mmes. Gloag and Bradley and Messrs. Cartner and Musgrave should these be made available.

### **Looking forward**

It is vital, in the national interest, that Government now immediately secures the appointment of an independent contractor, working with DfT, to swiftly evaluate the terms of indemnity offered to Thanet District Council. By RiverOak. If this is found to be satisfactory then the perceived impediment will be

1

removed and TDC should proceed to instigate the compulsory purchase process immediately. If aspects of the indemnity offer are found wanting then RiverOak will need to address these to the satisfaction of the Independent Assessor before the latter recommends to TDC that it is safe and proper, taking account of the need to protect the interests of the council taxpayer, to proceed. Once this process is under way the Independent Assessor may be invited to further examine aspects of the RiverOak business plan and funding although that will, inevitably, form part of an anticipated public inquiry also.

It is in the public interest and in the interests of all stakeholders in Manston Airport that this issue is brought to a swift and satisfactory conclusion.

Contact: Roger Gale [REDACTED] or [galerj@parliament.uk](mailto:galerj@parliament.uk)

Barbara

---

**From:** darius potel [REDACTED]  
**Sent:** 23 March 2015 16:56  
**To:** Norman Winbourne; Barbara  
**Subject:** FW: SUBJECT TO NDA

**Importance:** High

Hi Norman,

Do you wish to meet with Robert -- may be ha has something important to say? Arrange a date I can be in the UK next week depends on which day?

The problem is that I can not understand Robert when he speaks - my hearing is dismal.

Regards

Darius

---

**From:** [robert.maughan@euroferriesexpress.co.uk](mailto:robert.maughan@euroferriesexpress.co.uk)

**To:** [norman@winbourne.co.uk](mailto:norman@winbourne.co.uk); [REDACTED]

**CC:** [rdb@doddingtonpark.com](mailto:rdb@doddingtonpark.com)

**Subject:** SUBJECT TO NDA

**Date:** Mon, 23 Mar 2015 12:43:27 +0000

Dear Norman and Darius,

I trust you are both well, we have progressed substantially, and have now a joint shareholding with our Pre Payment card in conjunction with both [REDACTED], this of course means we have control of our marketing both for ourselves but also our partners.

Our support from local business both large and small is now complete and I am very pleased.

The reason for this note, is to see if we can assist you in any way with Manston, as it has raised its head in many of my negotiations, and I am firmly convinced that with good will your ambitions can be achieved , and we could bring to Thanet especially Thanet (South) a rejuvenation plan that would be unrivalled in the south east and in fact on the political landscape.

Bear in mind the poll below where we fulfil two if not three of the Thanet people aspirations.

There are matters which I can discuss , but in the circumstances of the coming general election and local election are better face to face.

Time is of the essence as we are moving forward

Robert



---

---

RAMSGATE PORT Public VOTE 28th January 2015

Thank you for voting!

Concrete block plant 5.12%

**Return of ferry services 53.95%**

Maritime maintenance services 13.02%

Residential development 2.79%

**Leisure and retail development 22.33%**


Other 3%

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Barbara

---

**From:** darius potel [REDACTED]  
**Sent:** 23 March 2015 17:04  
**To:** Barbara  
**Subject:** FW: SUBJECT TO NDA

It could be this Friday - late afternoon in Kent or London as I arrive back mid-day  
If in London - invite him for lunch.  
Darius

---

**From:** [REDACTED]  
**To:** [norman@winbourne.co.uk](mailto:norman@winbourne.co.uk); [barbara@winbourne.co.uk](mailto:barbara@winbourne.co.uk)  
**Subject:** FW: SUBJECT TO NDA  
**Date:** Mon, 23 Mar 2015 16:56:28 +0000

Hi Norman,

Do you wish to meet with Robert -- may be ha has something important to say? Arrange a date I can be in the UK next week depends on which day?

The problem is that I can not understand Robert when he speaks - my hearing is dismal.

Regards

Darius

---

**From:** [robert.maughan@euroferriesexpress.co.uk](mailto:robert.maughan@euroferriesexpress.co.uk)  
**To:** [norman@winbourne.co.uk](mailto:norman@winbourne.co.uk); [REDACTED]  
**CC:** [rdb@doddingtonpark.com](mailto:rdb@doddingtonpark.com)  
**Subject:** SUBJECT TO NDA  
**Date:** Mon, 23 Mar 2015 12:43:27 +0000

Dear Norman and Darius,

I trust you are both well, we have progressed substantially, and have now a joint shareholding with our Pre Payment card in conjunction with both [REDACTED] [REDACTED], this of course means we have control of our marketing both for ourselves but also our partners.

Our support from local business both large and small is now complete and I am very pleased.

The reason for this note, is to see if we can assist you in any way with Manston, as it has raised its head in many of my negotiations, and I am firmly convinced that with good will your ambitions can be achieved, and we could bring to Thanet especially Thanet (South) a rejuvenation plan that would be unrivalled in the south east and in fact on the political landscape.



Bear in mind the poll below where we fulfil two if not three of the Thanet people aspirations.

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Robert



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Thank you for voting!



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Maritime maintenance services 13.02%



Residential development 2.79%

**Leisure and retail development 22.33%**



Other 3%

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**Barbara**

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**From:** Angela.Evans@kent.gov.uk on behalf of Paul.Carter-LEADER@kent.gov.uk  
**Sent:** 23 March 2015 18:21  
**Subject:** KCC Position Statement on Manston Airport  
**Attachments:** Manston Airport.pdf

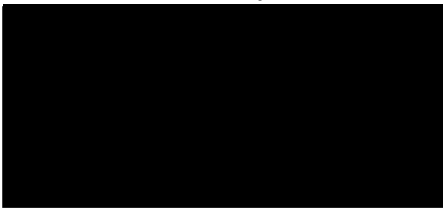
Dear Sir/Madam

The County Council's record in supporting Manston is clear.

Over the past year, I have responded to questions from those who support the County Council's policy, and those against. Many myths and falsehoods have been circulated. I have therefore today published a document that sets out the story of Manston over the last 16 years, from its sale by the Ministry of Defence to the present day. The document also looks to the future, which I am confident will be bright.

I hope we can together now seize the best opportunity to create a significant number of new jobs and bring prosperity to East Kent.

Yours sincerely,



**Paul Carter, CBE**  
**Leader of Kent County Council**

Barbara

---

**From:** euroferries-express@live.com on behalf of Euroferries Express  
[robert.maughan@euroferriesexpress.co.uk]  
**Sent:** 23 March 2015 19:00  
**To:** Norman Winbourne  
**Cc:** [redacted], rdb@doddingtonpark.com  
**Subject:** PRIVATE SUBJECT TO NDA

Dear Norman,

It was good to speak and for you to outline progress,

I fully agree with the two stage progress which means that the Airport can reopen utilising the present runway and facilities .

This will enable the start of freight and passenger traffic, and let the enhancement to be over the next few years, giving time to assess the situation as to use.

My feeling is a joint proposal with the port makes sense, in fact I know it does and will be well received by all.

The chinese partners of mine are over from China in early April and will be introducing the chinese tourist to us , we will be arranging full programmes for them including flights and of course our coach and fast ferry and accommodation

There is the distinct possibility that we could develop direct flights into Manston from China and Hong Kong as our partners have very good family connections in China who are involved in the Airline Industry , also I can use my connections in the Caribbean to introduce direct or flights via Antigua or Puerto Rico to Manston, as you know I owned the airline of the British Virgin Islands operating into USA using Miami, and other major airports.

Plus of course I could bring into play a couple of the UK tour operators I know and have worked with in the past and are involved with me on the coaching side of their business

Also I wish to discuss if you wished that we purchase Manston direct without the need for all of this effort into compulsory purchase , which may be possible, providing we move now.

Please give me a ring to fix a meeting as you indicated as we could then move forward,

Time is of the essence as I need to close out the Ferry / Ramsgate port and once that is achieved the leverage on the Airport will diminish.

Robert

**Barbara**

---

**From:** darius potel [REDACTED]  
**Sent:** 30 March 2015 20:11  
**To:** Euroferries Express  
**Cc:** Barbara; Norman Winbourne  
**Subject:** Manston

**Importance:** High

Dear Robert,

Delighted to have met you on Friday.

Regretably when I got back after lunch on Friday I was faced with a very serious family problem which I have had to deal with and which requires my constant vigilance round the clock and I am hoping to be able to deal with other matters soon - I am unable to give you an exact time estimate but to shorten the period I have enlisted the help of two colleagues who will arrive tomorrow and crack on with pending work including a response to your email which is important.

Warm regards

Darius  
Dictated by Mr Potel and sent



Barbara

---

**From:** euroferries-express@live.com on behalf of Euroferries Express  
[robert.maughan@euroferriesexpress.co.uk]  
**Sent:** 30 March 2015 19:13  
**To:** [REDACTED]  
**Cc:** Norman Winbourne; rdb@doddingtonpark.com  
**Subject:** PRIVATE

Dear Darius,

Before I speak to Barclays can you please confirm this is the Company you refer to.

My sincere thoughts regarding your wife and I trust she recovers soonest.

Robert

# INTERNATIONAL CONSOLIDATED HOLDINGS S.A.

61739

**Company Number**

Vigente

**Status**

17 October 1980 (over 34 years ago)

**Incorporation Date**

Panama

**Jurisdiction**

**Re  
gi  
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dr  
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s**

- PANAMA
- Panama

QUIJANO Y ASOCIADOS 1

- QUIJANO Y ASOCIADOS 1, agent
- JULIO ANTONIO QUIJANO URRIOLA, presidente
- AMALIA ALEMAN DE PORCELL, tesorero
- URANIA VARGAS DE BALLARD, secretario
- JULIO ANTONIO QUIJANO URRIOLA, director
- AMALIA ALEMAN DE PORCELL, director
- URANIA VARGAS DE BALLARD, director
- RAMON RICARDO ARIAS BELL, subscriber
- URANIA VARGAS DE BALLARD, subscriber

<https://www.registro-publico.gob.pa/s..>

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# WINBOURNE MARTIN FRENCH

Chartered Surveyors  
Established 1853

2 Burgon Street  
London EC4V 5DR  
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f: 020 7248 4020  
info@winbourne.co.uk  
winbourne.co.uk

Mrs. Madeline Homer,  
Chief Executive,  
Thanet District Council,  
Council Offices,  
Cecil Street, Margate,  
Kent, CT9 1XZ

Email [Madeline.homer@thanet.gov.uk](mailto:Madeline.homer@thanet.gov.uk) and Post

18<sup>th</sup> May 2015

Dear Mrs. Homer,

## London Kent International Airport – LKI (Manston) – Compulsory Purchase Order in view

I have spoken more than once to your helpful colleague Pauline Davis and write to you now as directed for very important reasons arising from the recent elections and the change of Party in Power at Thanet District Council and the imminent first Council Meeting, this coming Thursday.

I wish the new Leader Designate Councillor Clegg and his intended Cabinet Members well in office.

However, I wish them to be fully aware of all issues concerning the all-but disused Manston Airport, as the published intentions are to make a Compulsory Purchase Order immediately; which I applaud with relief at last; although an essential legal and administrative issue will be the actual wording of your initial Council Resolution to Make a CPO. That should be couched in the widest possible terms and above all not circumscribed towards any limited site-specific use or new owner/user/operator. I state this from a lifetime professional experience of CPOs and over 15 years of official service as a Chartered Surveyor with the late LCC/GLC/ILEA in London and often its Principal Expert Witness.

I suggested jointly backing a CPO to River Oak about a year ago, in a call to Mr. Freudmann; also mentioned in a letter to Sir Roger Gale MP. However, after undergoing a series of operations, I made about four telephone calls in August to Mr. Freudmann, who was always busy and did not ring back.

There has been emphasis upon a semi-monopoly air freight underuse of Manston's single runway after reopening with renewed essential services (e.g fire station) all in under a year, as is feasible, but does not go near to utilising Manston's full potential, of its unique South-East coastal location.

Later last year, I wrote to the then Leader of the Council, Mrs. Iris Johnston, as did solicitors, Charles Russell Speechlys and I attended the noisy Open Executive Planning Meeting in December and I made myself known afterwards politely; so that there can be no question of any lack of information.

I attach a specially redacted copy of a letter dated 4<sup>th</sup> May (as sent personally from my home address) to two Cabinet Ministers and eight other Conservatives who were elected. Whichever Government got



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Registered No: 321 1470

Regulated by RICS

#### Managing Director

James G. Winbourne  
BSc (Hons) FGDip FVL MRCS  
Rating Surveyors' Association  
Compulsory Purchase Association  
RICS Registered Valuer

#### Consultants

Norman J. Winbourne  
FRCS, FCInst CES, FRSV  
Rating Surveyors' Association  
Compulsory Purchase Association  
RICS Registered Valuer

Jeremy M. Bretherton  
BSc (Hons), MRCS, C15 H, JPZ (PLM)

Francis Roberts  
MRCS

in; my intention was and is that Manston expansion could not be disregarded arrogantly any longer, regardless of my own agenda. Also deliberately, to show-up the folly of backing Heathrow expansion.

Although there are other pertinent papers which can be copied to you later, the letter enclosed covers all important issues and when read with the superseded drawing attached, it shows clearly that up-to-four runways were planned by us well before last December. Whereas we have seen now that five runways could be constructed, if need be in the future, on the marshes and farmlands and with "the least worst" environmental, business and domestic disturbance; all subject to timely fair compensation and meeting the inevitable ecological and archaeological issues arising, as for any airport (eg Lydd).

Please may I/we have an early preliminary Planning Consultation? This would be in Margate as soon as mutually convenient. This would be for open explanations with full information to hand, without any commitment of the Council of course. Respectfully, I would hope to see the Leader at that time.

Yours sincerely,



N.J. Winbourne

# Dr Wilem Frischmann

**Current Position:** Chairman, Pell Frischmann

**Education & Qualifications:**

CBE (Commander of the British Empire),  
HonDSc (Honorary Doctor of Science)  
PhD – Structural Engineering  
DIC (Diploma of Imperial College)  
FCGI (Fellow of the City and Guilds of London Institute)  
MASCE (Member of the American Society of Civil Engineers)  
FConsE (Fellow of the Association of Consultancy and Engineering)  
Chartered Structural Engineer / Chartered Civil Engineer  
FREng (Fellow of the Royal Academy of Engineering)  
FICE (Fellow of the Institution of Civil Engineers)  
FIStructE (Fellow of the Institution of Structural Engineers)

## Profile

Dr Frischmann is an engineering expert who has considerable expertise in the design, management, supervision and auditing of complex large-scale infrastructure, civil and structural projects in the UK and around the world. He has been involved in numerous infrastructure and regeneration projects, from the design and erection of new transport structures as well as a considerable number of investigation and assessment commissions leading to the design works. His expertise and renowned wide-ranging experience has led to his appointment to some of the most recognisable and important projects in the country and around the world, such as the expert report for the UK Treasury following the collapse of Ronan Point in 1968 and the effect of DLR tunnelling on Mansion House. He was recently (2013) awarded the Outstanding Personal Contribution Award from British Expertise and the European CEO of the Year (2013) by the Association of Consultancy and Engineering.

## Added value and achievements

- One of the UK's leading engineers.
- Winner of major personal achievement awards in the fields of engineering and business management.
- Leadership of multi-disciplinary projects.
- Extensive experience in engineering and management of major civils projects.
- Wide-ranging papers and publication in engineering innovation and excellence.
- Active in Forums/Discussions and visiting Professor at City University.

## Summary of key skills and experience

- Specialist in the design and promotion of infrastructure projects, including transport structures. They comprise of steel, concrete and prestressed structures including their foundation, particularly in difficult ground conditions. Specialist design in large span suspension bridges.
- PhD Research into instability of tall structures loaded with large lateral load e.g. wind, waves or earthquakes.
- Design and supervision of offshore structures in steel and concrete including systems of foundations.
- Study of the installation methods and design of marine conductors and conductor bracings. Special advice to Shell on the loading and design of the tubular conductor bracings on the Dunlin 'A' Platform.
- Lectures extensively in architectural/engineering subjects to various learned institutions, architectural and engineering colleges.

## Typical practical experience

**Milton Keynes, New City** - Milton Keynes is located in 90Km north of London and was built as a new town development, covering 22,000 acres. Since 1987, Pell Frischmann have been involved in the masterplanning, design and implementation of the New City. Since construction commenced in 1970, the population has increased from 40,000 to 260,000 and now boasts over 3500 companies. Not only is Milton Keynes the biggest

and most modern of British New Towns, it is also widely considered to be the most successful with the highest quality of environmental standards.

**Kirkuk Masterplan, Iraq** - Masterplan review for the City of Kirkuk as part of the reconstruction effort. Our brief includes a full review of existing and historic city plans and the collation of accurate cartographic resources to aid the next phase of development. Our team identified the existing layers of infrastructure and utility provision so that key areas of the city can be rebuilt and reconfigured to meet 21st century urban standards.

**Forth Rail Bridge, Scotland** - 15-year commission for the restoration, refurbishment and re-painting of this historic steel railway structure which is over 2 ½ km in length. This work has won numerous awards since completion last year.

**Tay Bridge Refurbishment and Strengthening, Scotland** - Inspection and assessment services for the Tay Bridge, which carries the East Coast Mainline rail traffic across the Firth of Tay at Dundee. Despite being 120 years old, this 84 span structure is still one of the longest rail bridges in the world.

**Boughrood Railway Bridge Collapse, Wales** - Principal expert witness for the successful defence of the demolition contractor where a bridge collapsed during demolition, killing a worker. It was shown to be due to failure to comply with his instructions on procedure of the method statement for the demolition.

**Milford Haven Box-Beams Bridge Collapse, Wales** - Expert Witness retained by Owner for the collapse of this bridge in Wales to errors in the box girder design. Four workers died and five were injured.

**M6 Thelwall Viaducts, UK** - Renovation of the existing 1.3km viaduct crossing the River Mersey and Manchester Ship Canal and the design of new viaduct to increase the M6's capacity.

**Dardanelles Crossing, Turkey** - Dr. Frischmann worked, along with Dr Bill Brown of Brown Beech, on the design of this ambitious 1450m span PFI (Private Finance Initiative), fixed highway crossing over the Dardanelles in Turkey.

**Channel Bridge (Proposals)** - Dr. Frischmann developed proposals for a 30km bridge to cross the English Channel which included a deep sea port for Europe and the UK.

**Izmit Bay Crossing, Turkey** - Involved in the concept design of the Izmit Bay Bridge, a planned suspension bridge located at the eastern end of the Sea of Marmara, close to Izmit and approximately 50km from Istanbul, Turkey. It will be one of the largest suspension bridges in the world by length of central span. Dr Frischmann worked with Dr Bill Brown of Brown Beech on this project.

**Messina Strait Crossing, Italy** - The Messina Crossing joins the island of Sicily to mainland Italy. The proposed bridge is designed to carry road and rail and will replace the existing ferries. Dr Frischmann was involved, along with Dr Bill Brown of Brown Beech, in the concept design for the bridge.

**Docklands Light Railway Extension, Mansion House, City of London, UK** - Led the Structural Impact study to assess the risk category of damage to this historic Grade I Listed building resulting from the noise and vibration during construction and operation of the DLR extension. He also led consultation process with the Parliamentary Agent and further led the design of protective measures including tie bars to strengthen the historical structure due to possible foundation settlements.

**Ronan Point Collapse, London, UK** - Before the Ronan Point Collapse in 1968, Dr Frischmann had already expressed his concern in the structural characteristics of non-continuous prefabricated buildings. After the event, he was appointed by the Treasury to write a report investigating the progressive collapse of this high-rise residential block following a gas explosion. He also appeared on David Frost's television show, to demonstrate why Ronan Point had collapsed.

**Alexandra Palace, Haringey** - Dr Frischmann led the investigation following a large fire and prepared a report for the insurance claim and study on implications of the fire on the structure. Pell Frischmann were further appointed for the restoration and redevelopment of this famous landmark. The main structural engineering challenge was the re-roofing of the Great Hall, the size of a football pitch.

**Proposals for the New Safe Confinement Structure, Chernobyl, Ukraine** - Dr. Frischmann checked the designs and made proposals for the New Safe Confinement Structure, which will be assembled in stages near the destroyed Unit 4 reactor. It will slide over the old structure on rails, and will be fitted with equipment to disassemble the old shelter.

# Dr Sas Majlessi

**Current Position:** Director, Transport Infrastructure, Pell Frischmann

**Education & Qualifications:** CEng, FICE  
PhD, Structural Engineering, Imperial College of Science & Technology & University of East London  
BSc (Hons) Civil Engineering, City University – London

## Profile

Sas is Director of Transport Infrastructure at Pell Frischmann London, promoting a variety of transport related projects. He is responsible for the projects promotion and integrated design delivery with special interest in rail, road and aviation schemes. He has been the Framework Director for Transport for London EPMF 90001 multi-disciplinary services and a number of other public organisations over the last 5 years. Previously he was the Director of Civil Infrastructure at Ramboll for 6 years.

Sas has more than 25 years of industrial experience in engineering consultancy, management and promotion of transport and civil infrastructure schemes. They comprise planning, design, construction, maintenance, resource and budgetary control and management, both in the UK and internationally. The projects include complex multi-disciplinary processes requiring risk assessment, compliance with statutory and quality standards, health and safety, best value design, technical/ financial control, resource and budgetary management and stakeholder consultations. Over the last five years he has been engaged in feasibility study and design of numerous TfL and LU schemes across London.

Typical projects include TfL Structures and Tunnel Portfolio (Phase 1), LU White City bridge, TfL Vehicle Incursion Feasibility Studies (89 LU stations), LU Step Free Access, Snow Hill Rail Tunnel structural performance, Piccadilly Line LAM Surveys, \$5 Billion value engineering of New York City East Side Rail Access Project (USA), £1 Billion Liverpool city centre regeneration, infrastructure master planning for the city of Kirkuk, technical auditing of more than 400 Network Rail bridges (part of national assessment programme), Daventry International Rail Freight Terminal, acceptance inspection and maintenance strategy for the Limehouse Link tunnels and bridges in London Docklands and the National Grid OHL design and process review. He has experience with a wide client base including private, public, national and international.

## Added value and achievements

- Proven track record in business promotion and successful tendering
- Client facing and experience in client management
- Fellow of the Institution of Civil Engineers
- Active in ICE Forums and special discussions relating to state of national infrastructure
- Papers and publications in behaviour and maintenance of concrete structures  
Doctorate in Load Deformational Behaviour of Concrete Structures

## Summary of key skills and experience

- Extensive experience in engineering consultancy, management and promotion of transport and civil infrastructure projects
- Experience with wide client base
- Comprehensive knowledge of rail, road and TfL associated schemes
- Leadership of multidisciplinary projects with appreciation of innovative solutions
- Framework Direction experience for Transport for London and London Boroughs
- Delivery of projects in partnership and collaboration with clients, stakeholders and contractors

## Typical practical experience

**HS1 Asset Management** – Provision of engineering consultancy services to HS1 on asset performance and associated management. Client: High Speed 1. Role: Project Director.

**Aviation Lead, Gifford** – Aviation sector lead at Gifford Consulting Engineers, 2010 to 2012, promoting a variety of related activities in the UK.

**TfL Structures and Tunnels Investment Programme** - This is a design project for TfL's £200m Structures and Tunnels Investment Portfolio, being carried out by Ramboll and Parsons Brinckerhoff. It comprises developing designs for reconstruction and refurbishment on a number of significant bridges and tunnels in the capital during the next few years. This project is part of the TfL's £3.8bn investment into the capital's road network in the next ten years and forms one of the key strands of investment to deliver vital maintenance and implementation of the Mayor's Task Force. Client: TfL London Streets. Role: Bid Director, Partnership Director.

**White City Bridge Replacement** - Feasibility study, optioneering, concept design and AIP for replacing an existing LU bridge in the White City London. This included TfL, local authorities, utilities and other stakeholder consultations and innovative engineering solutions issues associated with services, geotechnics and geometrical alignment. Client: St James. Role: Project Director.

**North End Road Elevated Connection** - Feasibility study, optioneering and detailed design for North End Road connection to Bridge Road in London Borough of Brent. This included TfL and other stakeholder consultations and innovative engineering solutions for complex issues associated with utilities, geotechnics and geometrical alignment, traffic signal design and transport modelling. Client: London Borough of Brent. Role: Project Director.

**London Underground Vehicular Parapet Incursion Study** – Inspection, survey, risk assessment and feasibility studies of 89 LU station sites across London. This was to remedy and/or mitigate against risk of detrimental vehicular collisions on bridge parapets. Client: TfL. Role: Project Director.

**London Underground Step Free Access** - Feasibility study and optioneering for the provision of step free access for a number of underground stations, including Colindale and Mill Hill East on the Northern Line. Client: TfL. Role: Project Director.

**Snow Hill Tunnel, City of London** - Structural assessment and technical advice for structural performance of Snow Hill Tunnel, carrying Thameslink railway under the City of London. Client: City of London. Role: Project Manager.

**Limehouse Link Structural Inspections, Repairs and Maintenance** - Acceptance inspection and assessment, remedial works and developing maintenance strategy for the Limehouse Link roads, tunnels and bridges in London Docklands. The commission was for English Partnerships and subsequently Transport for London. Client: TfL / English Partnerships. Role: Technical Director.

**Silvertown Developments** - Silvertown Quays Development, London Docklands, including options review, project auditing and infrastructure development (£80m). Client: GLA. Role: Review Director.

**New York City East Side Access Project (USA)** - Options studies, value engineering, review and design auditing of a very large multidisciplinary and complex rail link for connecting the Queens area of New York to Pennsylvania Station in Manhattan. Comprising a tunnel passing under the East River and Manhattan buildings together with a new railway station under the existing, (\$5Billion). Client: New York Metropolitan Transit Authority. Role: Project Director.

**Liverpool City Centre Regeneration** - Value Engineering, design review/ auditing and full compliance monitoring from concept design to full construction of a large complex mixed use regeneration project in Liverpool City Centre, comprising some 30 developments (£1 Billion). Client: Hermes / Grosvenor. Role: Project Director.

**Daventry International Freight Terminal** - Feasibility study and planning proposals for delivery of a rail link from the Daventry-Coventry West Coast Mainline to a new freight terminal facility referred to as DIRFT (Phase 2), taking European freight trains. It involved development planning, feasibility options and design, railways, signalling, bridges, road and infrastructure (£140m). Client: Hermes. Role: Project Director.





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**HOUSE OF COMMONS TRANSPORT SELECT COMMITTEE: SMALLER AIRPORTS**

**SUBMISSION TO THE HONOURABLE SELECT COMMITTEE**

**BY**

**N.J.WINBOURNE OF WINBOURNE MARTIN FRENCH, CHARTERED SURVEYORS IN  
CONSORTIUM WITH DR.W.W.FRISCHMANN AND DR.S.MAJLESSI  
OF PELL FRISCHMANN CONSULTING ENGINEERS**

**LONDON MANSTON AIRPORT ("MANSTON")  
AKA KENT INTERNATIONAL AIRPORT ("KIA")**

**THREE PHASES OF PLANNED MANSTON AIRPORT EXPANSION:**

**EXECUTIVE SUMMARY AND STATEMENT OF REASONS, WITH ATTACHMENTS**

List of copies attached

Dec 2013: Section of London and South Eastern rail diagram map  
8 July 2014: Letter from WMF to Sir Roger Gale MP  
17 July 2014: Reply from Sir Roger Gale to WMF  
5 October 2014: Letter from Mr. Darius Potel to WMF  
7 October 2014: Initial Outline Plan

(Note:- The urgently written Statement of Reasons is to be read together especially with the backing letter of supporting international business interests and the Initial Outline Plan prepared by Pell Frischmann ("PF") in Consortium with Winbourne Martin French ("WMF"). The authors' full cvs and more detailed submissions are to follow-on by mid-November, as explained to the Senior Clerk)

08/10/2014

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Francis Roberts MRICS

## EXECUTIVE SUMMARY OF TEN BULLET POINTS

1. Letter confirming important international business support attached to Statement of Reasons
2. The similarly attached Initial Outline Plan explains the three phase airport expansion scheme with a western second commercial runway and a shorter northern third runway, for private planes and RAF Reserve (STOVL) use and an adjacent helipad. A design copyright is asserted mainly to fend-off possible plagiarism and distortion.
3. The unrivalled South East Coast green location is 70 miles from London (cf Roskill Report 1971) and reduces the distances and flight times for London, while also economising jet fuel use and carbon footprints. The flight paths are the least intrusive around the North Foreland and in-and-out over the North Sea. That avoids flying over the Home Counties and suburbia, and into Greater London's already congested circling air space.
4. The existing runway has room for lengthening and was built for RAF Manston to the most robust military engineering standards and it is said that the "avionics" are state-of-the-art.
5. Excellent connectivity of first-rate transport infrastructure is in place, with 70 mph dual carriageways all the way to London and beyond and two main rail lines anticipating further improvements (see London and South Eastern Rail Diagram Map).
6. Fast Ramsgate to St.Pancras International 12 coach commuter trains are now taking 59 minutes via Ashford and HS1 and likely to become quicker. Airport trains to call at the smaller Minster Station subject to agreement of Network Rail and franchisee, with parkway station to follow and a longer-term North Kent Line link-up.
7. The considerable socio economic advantages are of secure employment and business growth in view from the moment the airport reopens. The potential is for many new jobs, both skilled and unskilled, in a currently depressed area for employment; especially following the closing down of Pfizer's pharmaceutical manufacturing at Sandwich.
8. After settling the airport boundaries and safeguarding buffer zones, the scope for acceptable surrounding redevelopments should be substantial, including airport hotels.
9. The Kent Coast holiday resorts may be revived by foreign tourism via Manston.
10. Because of Manston's semi-rural hinterland, the inevitable disturbance of compulsory purchase for airport expansion would be far less costly, disruptive and time-taking than expansions at Heathrow, Gatwick or Stansted.

## STATEMENT OF REASONS

**Manston Airport on the South East Coast - Expansion in three phases:-** Manston has been classed as "a smaller airport" only because of continual underuse. The coastal site has potential, to be expanded by more runways within a few years and with much less ground-level environmental stress and intrusion than for any other airport in the South-East. The Initial Outline Plan attached shows a three-phase airport expansion scheme, which can relieve the congested overland flight paths and carbon footprints of Heathrow, Gatwick and Stansted and their attendant road and rail congestion.

Phase 1 is limited, firstly to restoring the KIA air terminal and reopening the airport which is to be served by Ramsgate to St.Pancras International trains (via Ashford and HS1) calling also at Minster Station (NB short platforms) with airport bus shuttles to the air terminal. Secondly, the plan is to extend both ends of the existing runway (subject also to Planning Permission and time-taking special airport planning and air traffic approvals) so as to receive more types of larger aircraft.

Phase 2 includes realigning a section of the A299 Thanet Way, around wider airport perimeters, with locally improved road and rail connections. Meanwhile keeping the by-passed road sections for local and on-airport use and to serve a new air terminal to the north of the lengthened runway and two new parkway stations, while also relocating the air fuel terminal, away from nearby homes.

Phase 3 has a western second runway, for the largest planes now in service and a northern third shorter runway for private planes and RAF Manston reserve use (STOVL) with a nearby helipad.

Whereas Manston is on the South-East coast and 70 miles from London, it was not available in the sixties, being then a RAF and NATO cold war forward air base. Noticeably, the 1971 Roskill Report chose a site for "London's Third Airport" at Maplin Sands/Foulness Island; on the Essex coast, also 70 miles from London and in preference to inland Stansted. Foulness was abandoned later, due to heavy construction costs and many strong Objections along the routes of the essential long new main roads and railway lines; as well as ecological Objections on the Essex coast. The various recent Thames Estuary Airport schemes were rejected in June 2014 by the Davies Airports Commission, with somewhat similar reasons.

**Manston's first-rate connectivity:** Excellent existing transport infrastructure is to hand, which has been oddly underused, with continuous 70 mph dual carriageway Trunk Roads and Motorways to London and beyond and two main railway lines ripe for improvement.

As to roads:- for private cars and airport coach services, dualling of the A256 Ramsgate-to-Dover Trunk Road (final section of the East Kent Access Scheme) completed a ring of Kent Trunk Roads from Whitstable and Herne Bay round to Folkestone and connecting to the M2, M20, M26, M25 for the Dartford Crossing and A102(M) for Blackwall Tunnel, the City, Docklands and Thames Gateway.

As to railways:- For Phase 1, subject to co-operative rail franchising changes, South Eastern trains from Dover Priory to Sandwich should be extended to Minster Station and beyond, for airport workers and Kent air passengers (see attached rail diagram map). Meanwhile, Ramsgate to St.Pancras International 12 coach commuter trains now take only 59 minutes via Ashford and HS1 (with faster times awaiting line improvements) and they can stop at Minster Station's shorter platforms temporarily.

For Phase 2 building a new air terminal and Minster East Parkway Station, of two island platforms (designed for passing loops) and a similar new Pegwell Bay Parkway Station (also for tourism).

For Phase 3, the plan shows a fairly short twin tracks rail link off the North Kent Line, from Herne Bay to Minster (subject to passenger loading demand and with a possible rail freight branch) to be built alongside the A299 Thanet Way; in an environmentally combined transport corridor.

**Manston's more acceptable flight paths:** While all air traffic routes are subject to stringent examination, for approval by the civil and military air traffic authorities; our experienced backer is also a qualified pilot, who agrees with our preliminary aviation conclusions; of uncontroversial flight circulation around The North Foreland, with limited adverse ground level effects. The landing approaches are logically over Reculver, with flying-out over Pegwell Bay and avoiding over-flying of Thanet towns; while for planes waiting to land, any "stacking circles" can be out over the North Sea.

**Manston's uniquely green South East Coast location:** this cuts flight times to London while also economising air fuel and carbon footprints. Crucially, it avoids flying overland to Greater London and outer suburbs in congested airspace. It is suited to short-haul and medium-haul flights from Europe and the Middle East and long-haul from the Far East and Pacific, over the North Sea from Canada. The plus points of rejected Thames Estuary Airport schemes tick the same boxes at Manston and those previously for estuary airport schemes may give public support for Manston. Being in the same geographical area as Schipol in Holland, Manston could compete in passenger comfort for stopovers; with the City and West End of London as the really important business executive interchange "hub".

**Preliminary View only of Environmental Impact Assessment and remedials:** Manston is London's best airport expansion prospect, which has been ignored and sidelined amid self-serving estate agent led media clamour; pressing for hugely expensive and intrusive airport expansions for Heathrow, if less so for Gatwick and Stansted. Given any possible levels of Manston's Environmental Impact Assessment and costs of sensitive remedial ecological programmes; nevertheless the degree of likely disturbance at Manston cannot possibly be on so great a scale as is inevitable elsewhere.

**Socio-Economic Advantages for Employment and Business Spin-offs:** Potential employment uplift in a depressed area (which lost pharmaceutical manufacturing as Pfizer left Sandwich) even with only River Oak's foreign air freight sustaining the core on-airport jobs. Whereas, WMF backers propose Air Ferry and other airlines' services; and as would make for a truly international airport, generating employment and business spin-offs in the wider Kent economy. For example, larger airports require both three and four star satellite hotels and restaurants, while leisure industry studies show that many more spin-off jobs arise in towns near to all new hotels; from local food and consumables suppliers and accounting services; and such as foyer fashion boutiques; convenience stores; building, gardening and window cleaning; laundry and dry cleaning; taxis and car hire; florists; and dresswear hire.

Formerly, Thanet resorts were favoured for London family seaside holidays, although many seafront hotels declined and some took in asylum seekers, but might be restored now. With climate change and regardless of which hotels; Manston may attract a european family market, combining the seaside with London weekends and side-trips to Kent heritage.

**Conflicting transitory ownerships:** The American River Oak Group is interested in foreign air freight and tried to purchase the existing Airport from Mrs. Ann Gloag; but they were rebuffed, as was WMF's backer very rudely. Furthermore, her September local press statement refers to a sale, "of a majority stake" implying partial selling-on, for brownfield "redevelopments", which should be

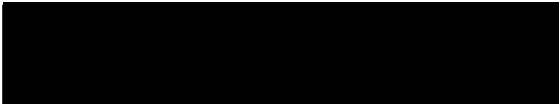
refused planning consent. There are suggestions of a large leisure complex, but whilst there will be other profitable UK locations for such uses, there is only one site-specific Manston Airport use.

**Historic Listing, Stop Notice, Airport Zone Safeguarding Order and Planning Refusals:** . As the owner's statement seems to confirm, the danger is of selling-on for brownfield land speculation and so WMF suggest a protective Department of Communities Historic Spot Listing and a Stop Notice on the entire Manston Airport curtilage for its Historic Importance as the foremost front line RAF Fighter Command airfield in the Battle of Britain 1940. Also a protective Order by the Secretary of State banning all new building around the airport and temporarily against conflicting redevelopment over a wider outer zone area; whereby all new building and/or changes-of-use would be proscribed until Manston's future is settled.

**Planning Permission and Compulsory Purchase:** The Phase 1 end extensions of the existing runway require Thanet Borough Council Planning Permission, with its local CPO underwritten by River Oak. Whereas, Phases 2 and 3 will need a DOT Transport & Works Act Order, coupled with Planning Consents of the Department of Communities and a Public Inquiry, before confirmations by the two Secretaries of State. As to the cost of such expansion into Manston's hinterland; that would affect mainly green belt, marshland, farmland and working farms; so that even most stringent ecological conservation scheme approved by Natural England and to complement a fairly generous advance compensation regime, would require far lower capital estimates and expenditures than any other comparable airport expansion (Heathrow, Gatwick or Stansted) especially with their extra costs of providing additional rail and road transport infrastructure and with much longer distress of essential Public Inquires and delays for confirmation, before any airport extension could go ahead.

**Compulsory Purchase Procedures:** River Oak are underwriting a Thanet Council CPO with local all-party and vocal public support for their air freight use; while WMF's backer (of equal financial weight see attached letter) does not wish to cut-across River Oak; but wants not only to promote Air Ferry services into Europe, but also to bring-in passenger airlines; which will be altogether more beneficial for Thanet and Kent as a whole. Therefore, CPO purposes cannot be confined to air freight, but must allow for all airport uses, including RAF Manston Reserve and NATO. WMF as specialist compensation valuers are working professionally on Natural England issues at nearby Princes Golf Links and Richborough Port; while also at Sandwich on the dualled A256, an Upper Tribunal (Lands Chamber) Decision is going to the Court of Appeal. Therefore, one could assist with Advance or CPO Approved Purchases under the Land Compensation Act 1961; preferably in consultation with the VOA District Valuer for transparency. New greater airport use will give rise in due course to later Environmental Damage Compensation, under Part 1 of the Land Compensation Act 1973.

**Other Thanet Developments:** One airport business estate has few takers; but that market should improve if airport expansion and an outer zone of influence were to be settled between the airport operators and Thanet Council and the DOT. Then, there could be infilling of much-needed commuter housing around existing settlements, with schools and further technical education; but with good town planning and enforced early implementation schedules, not a land bank speculators' free-for-all.

  
N.J.Winbourne FRICS, FCInst.CES, FIRRV

8<sup>th</sup> October 2014

## Kathryn Wood

---

**From:** Kathryn Wood  
**Sent:** 12 August 2015 13:32  
**To:** Barbara  
**Subject:** Draft NJW Emer McDonnell

Miss Emer McDonnell  
Consents Officer  
Major Infrastructure Delivery

Dear Mrs McDonnell,

Unfortunately, I have mislaid my notes of our long telephone discussion a fortnight ago; when I promised to write within days and due to the unforeseen delay, I did not have to hand your correct personal title, nor email address nor contact number. I got your job title email address from NG today and here are the additional copies of my letter dated 12<sup>th</sup> August and the plan attached dated 30<sup>th</sup> July 2015, which is in the post now to yourself and others.

Yours sincerely,

N. J. Winbourne

Kathryn Wood  
BA (Hons) ACILEx

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12<sup>th</sup> August 2015

WITHOUT PREJUDICE

Dear Miss McDonnell,

## **London Kent International Airport (LKI) Manston: advance exploratory consultations**

Further to our telephone conversation two weeks ago, I attach a copy of our Initial Outline Plan.

This drawing dated 30<sup>th</sup> July (No18) represents ten months of two firms' expert multi-disciplinary work on a single A2 sheet at OS Scale 1:10,000; but reduced to A3 size for convenience of advance distribution. Sending this was delayed for removal of two minor clerical errors; but we expect to get on with wider publication and further plans in early October, after advance discussions.

I appreciate that your WG high voltage pylons scheme is well-advanced legally and would not wish to interfere with that. Nevertheless, a lower-cost mutually beneficial compromise might arise here in due course. We have had in mind the provision of ducting alongside new roads (which are only indicated broadly on plan as yet) and had this in mind previously for the adjacent older grid system.

I would like to meet to discuss without any commitments, probably at your offices if convenient.

Possibly your land valuation colleagues might contact me, to avoid disarray in regard to "Ash Level".

Yours sincerely

  
N.J. Winbourne



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Chief Executive,  
Thanet Borough Council,  
PO Box 9 Cecil Street,  
Margate, Kent T9 1XZ

12<sup>th</sup> August 2015,

Dear Chief Executive.

## London Kent International Airport (LKI) Manston: advance exploratory consultations

Further to our earlier correspondence, on 30<sup>th</sup> July at Pell Frischmann's offices, we agreed what I hope now is a final sustainable version (No.18) of our Initial Outline Plan, for preliminary discussions with all relevant authorities.

Therefore, I am attaching an Advance Copy and will welcome informal consultation (without commitment) as this one drawing represents ten months of expert multi-disciplinary professional efforts in repeatedly economising and rationalising and now on a single A2 sheet at OS Scale 1:10,000. But the copy attached is reduced to A3 for convenience. Much of the explanatory wording is intended to be in plain English (instead of technical jargon) for wider public understanding.

You will see that our scheme is for two full-length runways with state-of-the-art air terminals and on-airport stations ready to be fully operational by 2020. That should be feasible at fractions of the costs and delivery times and stresses of one new runway at either Gatwick or Heathrow. The potentially beneficial effects on the economy and depressed employment of East Kent cannot be underestimated.

In particular, since I wrote last to Thanet District Council, I have identified "Ash Level" as the best-located greenfield site for Runway 2 (being away from more populated areas) but because of the conflicting National Grid Pylons scheme, I am in touch with them, in search of sustainable compromises.

When Runway 2 opens, Runway 1 operations in unsocial hours can cease barring emergencies, for Runway 2 can accommodate all night flight timetables; such as for commercial air freight of fresh produce, as per questions of the House of Commons Transport Select Committee on 2<sup>nd</sup> February.

Even if the Cobra Committee's urgent "Operation Stack" reservation of Manston's Runway 1 were to continue for some time, that is no reason to hold-up sound forward planning and I am also attaching a copy of today's reciprocal letter from myself to Kent County Council (and vice versa)

I would be happy to meet your Council's Officers and answer any questions to the best of my ability

Yours sincerely

N.J. Winbourne

c.c Chief Executive, Kent County Council



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info@winbourne.co.uk  
winbourne.co.uk

12<sup>th</sup> August 2015,

Dear Chief Executive.

## London Kent International Airport (LKI) Manston: advance exploratory consultations

Further to our earlier correspondence, on 30<sup>th</sup> July at Pell Frischmann's offices, we agreed what I hope now is a final sustainable version (No.18) of our Initial Outline Plan, for preliminary discussions with all relevant authorities.

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12<sup>th</sup> August 2015

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During recent discussions with KCC and Natural England on matters of Coastal Access footpaths (for our clients Ramac) I requested your officer then present to let others know informally that our plans concerning the above major project were almost complete. I showed those present a late draft layout and said that I wished to speak to the KCC legal and planning officers whenever convenient.

As to government statements that any CPO process might be more suited to the larger KCC than to Thanet District Council, I am attaching a copy of a reciprocal letter today to Thanet (and vice versa).

We are working very closely with well-known Consulting Engineers, Pell Frischmann and together on 30<sup>th</sup> July we agreed our rationalised Initial Outline Plan (No.18) representing ten months of multi-disciplinary work, now set out on one A2 sheet, on OS scale 1:10000 (but reduced to A3 as attached).

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Our scheme would reclaim the former airport property, with expansion largely onto marshes and agricultural land; so that the overall development costs and times for delivery and the environmental stress caused, should be fractions of those for only one extra runway at either Gatwick or Heathrow.

Regardless of any public process or CPO "ownership" of our Phase 1, our airport expansion scheme would have transformative economic and employment impacts in East Kent and across the county. Its scope far exceeds the limited air freight and night flights scheme of River Oak and in fair comparison, we should prevail legally at any CPO or similar Public Inquiry, although a compromise is possible.

The southern Greenfield site of "Ash Level" was identified as the best for a sustainable Runway 2 and it is also suited to night flights when required; such as for commercial air freight of fresh imported produce. Therefore, I am in touch with National Grid about their high voltage pylons also for possible compromise. If it were an insoluble problem, Runway 3 might come forward instead of Runway 2.

It will be seen that the scheme includes important new local rail links and as a spin-off, a low-cost Thanet Orbital Metro is incorporated, which should be well-received. Also, there is a third Parkway Station site proposed at Richborough, which may cost less and not require development in support.

We are aware of the Cobra Committee's current reservation of Manston for "Operation Stack".

May I please come and meet your officers and without prejudice of course?

Yours faithfully,

N. [REDACTED]

c.c Chief Executive, Thanet District Council



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Charles Horton Esq  
Chief Executive  
Govia Thameslink Railway,  
3<sup>rd</sup> Floor, 41-51 Grey Street,  
Newcastle upon Tyne, NE1 6EE

Email [REDACTED] and Post

13<sup>th</sup> August 2015

Dear Mr. Horton,

## London Kent International Airport (LKI) Manston

I am writing to you in the first instance to request an early exploratory meeting with an appropriate senior person of GTR. You ran South Eastern Railways before taking over your group and I have seen reports that David Statham will not be in post at South Eastern until sometime in September.

As with a few other authorities, I am attaching an Advance Copy of our Initial Outline Plan (as agreed with Dr. Majlessi of Pell Frischmann on 30<sup>th</sup> July 2015) for the early reopening of Manston Airport and for its short and long-term expansion with more runways. This Drawing (with narrative) represents ten months of multi-disciplinary work between our two firms and it has been rationalised onto a single A2 sheet at OS Scale 1:10000; but reduced as herewith to A3 size for convenience. There is to be wider publication in early October, including a professional journal article to be written by myself.

Whereas Heathrow and Gatwick are heavily opposed locally (even for one more runway in each case) there is overwhelming East Kent support for Manston Airport. Its Runway 1 can be reopened in under a year, using airport buses from your nearby eight-coach Minster Station, which requires only modest alterations and an uncontroversial Planning Application and Permission in due course, which is also quite possibly within your overall franchise remit (of course without disregarding Network Rail).

Those initial station, track and signalling alterations at Minster may be summarised as follows:-

1. Modern restoration of a suitable length of the former third track on the south side of the up platform; in order to allow airport trains to stand, without impeding other services.
2. Upgrading the minor level crossing to full public safety standards, for better station access.
3. A new south side station entrance and full step-free access, with lifts and footbridge.

As you will be aware, on-airport stations are profitable all over the world and you will see that our medium and long-term outline is for more runways and air terminals, with new on-airport stations.



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There should be new seven day passenger traffic and reciprocal loading in weekday peak hours, as well as a proposed Parkway Station and local rail improvements which may be well-received.

This airport scheme as such, is the least intrusive of any in the South-East, for Manston has very good surface access by road and rail already and above-all can eliminate any need for additional overland flying. Furthermore, the overall all-up costs would be fractions of the figures for Gatwick or Heathrow (whose costs were set out by the Davies Commission). Therefore, we are hopeful of government backing in due course even though Manston has been overlooked before.

Yours sincerely,

  
N.J. Winbourne

c.c. Dr.W.W.Frischmann; Dr.S.Majlessi; Dr.Alan Barrow; D.J.Ayres



Mr Norman J Winbourne  
Winbourne Martin French  
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Sessions House  
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Kent ME14 1XQ

Tel: 03000 410001  
Email: [david.cockburn@kent.gov.uk](mailto:david.cockburn@kent.gov.uk)

Your ref:  
Our ref: 15/390  
Date: 13 August 2015

Dear Mr Winbourne

**London Kent International Airport (LKI) Manston: Advance Exploratory Consultations**

Thank you for your letter dated 12 August 2015 regarding the above.

We have passed your letter to David Smith, our Director of Economic Development, who will respond to you in due course.

Yours sincerely



**David Cockburn**  
**Head of Paid Service**

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Ms Pauline Anne Bradley  
Director, Manston Skyport Limited  
50 Lothian Road, Festival Square  
Edinburgh  
EH3 9WJ

18<sup>th</sup> September 2015

Dear Ms Bradley

## Manston Airport

I am writing to you to request an amicable one-to-one fully exploratory meeting (without any prior commitments) which, with full information, ought to be of lasting mutual advantage in my view.

We saw you on the BBC TV Parliamentary Channel on Monday evening 2<sup>nd</sup> February, giving your evidence impressively before a hostile House of Commons Transport Select Committee; but you may be quite unaware that we were not even allowed to appear nor present our own case. Otherwise once you had finished giving your evidence, we might have been able to speak to you briefly at least.

To our surprise and chagrin, on Friday 30<sup>th</sup> January we had found ourselves excluded from the Select Committee Agenda, with unconvincing administrative excuses. In my early career, I worked for both open public and closed committees and for over fifteen years as a valuer at County Hall, London, with the late LCC, GLC and ILEA and on very many schemes and CPOs. In fact, I was the first to CPO herein and am now the most senior practitioner; but in my long experience, those complex, costly and often wasteful legal processes can be curtailed honourably, informatively and profitably.

Despite various protests on the Friday, nothing was rectified; so on the Monday afternoon before the hearings, I sent an email of comprehensive complaints to my MP, Dame Tessa Jowell DBE PC.

In September 2014, on behalf of our very senior professional team, I had submitted our urgently prepared two-runways Initial Outline Plan. That had evolved further by February and over a whole



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year in all now; into an incremental, phased, copyright scheme, of up-to-five runways and all rationalised onto a single A2 drawing at 1:25000 OS Scale, with a brief Statement of Case alongside.

I attach a copy of our second more simplified drawing for more general use and at A3 size for convenience. Both drawings will accompany an engineering and planning article, to be published imminently in the October issue of a professional and technical society journal.

I look forward to hearing from you.

Yours sincerely,

Norman J. Winbourne

cc. Peter Levaggi, Charles Russell Speechlys.

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D.J.Ayres Esq  
46 Northumberland Place,  
Paddington, London,  
W2 5AS

22<sup>nd</sup> September 2015

Dear Douglas,

**London Kent International Airport ("LKI") Manston**

Please find attached version 20 of our Initial Outline Plan and a copy of our second more simplified drawing at A2 and A3 size for convenience.

Yours sincerely,

N.J.Winbourne



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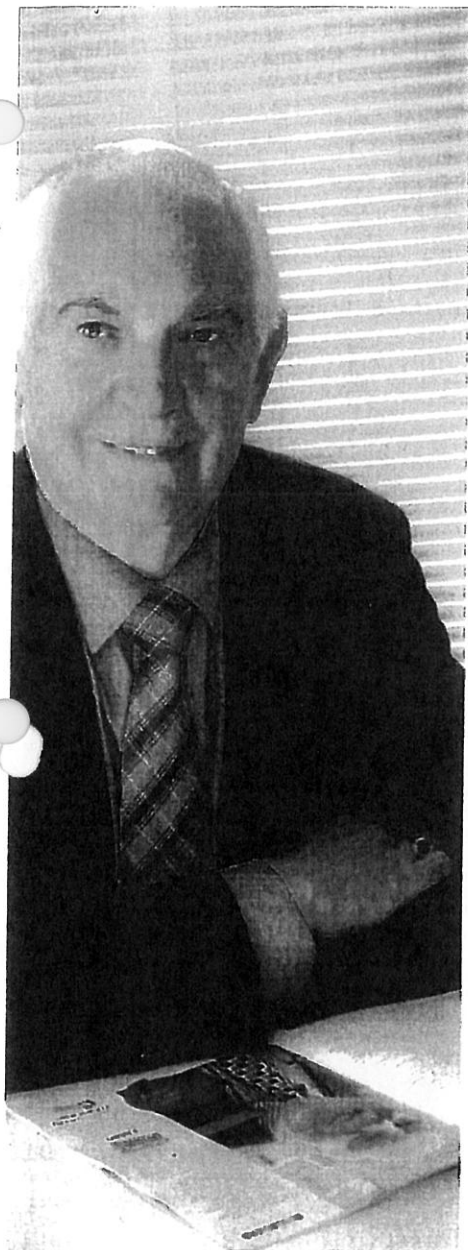
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Cover shot: New ICES President David Loosemore Interview pp05-07  
Photograph by Patricia Rayner ABIPP  
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November 2015 will feature construction economics and management. Copy date: 14 October 2015. Please note that this date applies to news, calendar items and letters. Articles, reviews and other contributions inevitably require a longer lead in time.



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# The case for London Kent International Airport

NJ Winbourne FCI, SCS FRICS FIRR, Winbourne Martin French

## Norman Winbourne presents his views on the redevelopment of Manston Airport

*"There is nothing more deceptive than an obvious fact."*

Sir Arthur Conan Doyle

*"If you tell a lie big enough and keep repeating it, people will eventually come to believe it."*

Joseph Goebbels

*"What are they not advertising? What are they not telling us?"*

NN Shifren ARICS, GLC Surveyor

**I** DECLARE serious interests, but I hope this article will disentangle facts from spin for a professional and technical readership. As an introduction to the aviation, geography and history of the area, Manston, on the east Kent coast, is near Ebbsfleet (where the Anglo Saxons landed and later St Augustine) and the former military Richborough Port. In June 1940, RAF Manston was closest to the Dunkirk beaches, as Royal Navy destroyers and hundreds of civilian 'little ships' rescued 340,000 troops minus their weapons. At the time, I was a south London evacuee (in the same boarding house as retired Major Lionel Dunsterville aka 'General Stalky'), as a million men joined the Local Defence Volunteers. The Canadian Ontario Cameron Highlanders were camped in the next road, with their officers' quarters up at Polesden Lacey by the strategic Dorking Gap; where a pitched battle was anticipated (little did I know). Three months later, Manston was evacuated after relentless enemy air attack; but in September 1940, RAF Fighter Command 11 and 12 Groups won air battles over Kent, Sussex and London itself, saving England from invasion that week.

During the Cold War, RAF Manston was a forward air base again; with its 2.6km military runway for jet fighters, B52 bombers and huge cargo planes for rapid NATO troop reinforcement. Manston was left off the Ordnance Survey, with development banned, and was unavailable for the Roskill Commission on the Third London Airport from 1968-1971; which was preoccupied with damaging effects of Concorde's overland supersonic booms on church windows and inhabited areas. The commission's airport selection was a flat seaward firing range, 70 miles from London on the Essex coast at Foulness Island (or Maplin Sands). It was dropped later, due

to countless objections and compensation claims; all along planned essential new roads, railways and station connections. The booms will be back, for hypersonic planes planned now and air travel is said to double in just a few years.

Manston is equally 70 miles from London; but unlike Foulness it has excellent connectivity already. The North Foreland headland sticks out literally as the most environmentally sustainable hub airport location in Western Europe. It requires no overland flying of the Home Counties or Greater London and is roughly equidistant between the three landlocked hubs of Heathrow, Charles De Gaulle and Schipol. Logical long-haul international air routes and short-haul coastal flight paths are over the North Sea and English Channel; all within UK airspace control. Flying in over Reculver and out over Pegwell Bay leaves any stacking over the North Sea, with lower carbon footprints and even saving jet air fuel.

### Reopening

The Northern Irish and Scottish governments complain about their air travellers not having enough slots in the South East; while Manston's Scottish owners close its long runway, small air terminal and fire station; with parts being sold-off for brownfield development. A reopened Manston could receive air freight flights next year and gradually up to about 20% of Gatwick passenger throughput. I believe reopening Manston can meet immediate air travel needs in the South East; without bouncing the government prematurely into new runways.

### Policies

In November 2012, after the Davies Airports Commission was set up, I attended a Royal Aeronautical Society Airlines Group

lecture. Sir Roy McNulty, chair of Gatwick Airport and formerly of the Department for Transport, made three key points. The first was that when referring to estuary airport schemes, Heathrow, with two runways and five air terminals, can remain a hub. Air travel statistics support him; for only some 35% of Heathrow's passengers interchange between airlines. Some point-to-point routes could be redeployed if hub demands increased. Conversely, Runway 3 and Terminal 6 may take trade from other airports north of London. In my opinion, the West End and city are the true interchange hub magnets and Heathrow will have Crossrail in 2018, two stops from Bond Street and Mayfair hotels.

The second point he repeated was that Gatwick is the most efficient single-runway airport in the world. In my opinion, it needs more road capacity and it competes with overcrowded Brighton Line commuters. His third point was that there is no shortage of runways in the South East, but there is insufficient surface access. I covered that 20 years ago, in another article ('Crosslink', *Estates Gazette*, November 1992, also in *Hansard*). It proposed British Rail interlinking several airports around London (including Kent International) so that people could choose which. A cost-effective line was from Stansted to Heathrow via a St Pancras rail hub and Old Oak Common (a superior lower-cost version remains unpublished, to avoid misrepresentations). One might have asked what Whitehall did after regaining infrastructure planning from the short-lived Strategic Rail Authority?

**Property opportunities**

Also one asks why east Kent seems overlooked by the property press too? Disregarding airport expansion, the wider hinterland is the former Kent Coalfield; possibly for substantial London housing overspill and commuter developments, given improved train services.

**Local pressures and preferred schemes**

Last December, Manston was termed a national asset by the parliamentary under secretary of state for transport, Robert Goodwill MP, during a meeting with the leader of Thanet District Council. This was reported to a packed public council executive planning meeting. Strident vocal calls were made to reopen the airport for employment in a depressed area; whereas Thanet planning officers were entertaining ordinary brownfield developers in arrangements with the freeholder, who had bought Manston Airport to run it for a nominal £1 before closing it down and selling off parts. Meanwhile, an American company wanted Manston for air freight

The outline scheme for LKI reopening and expansion.

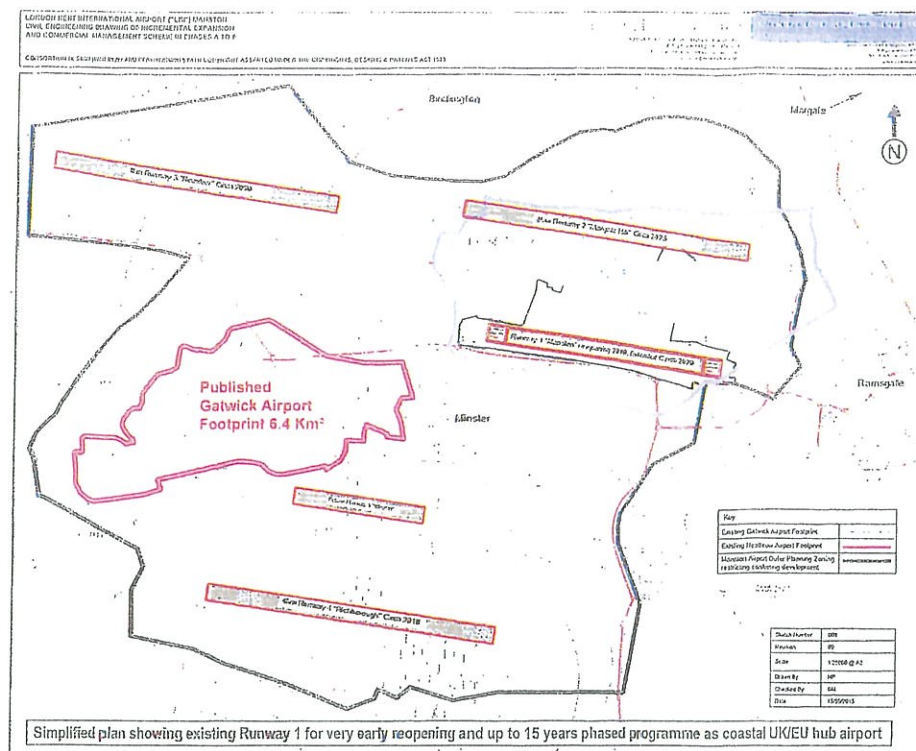
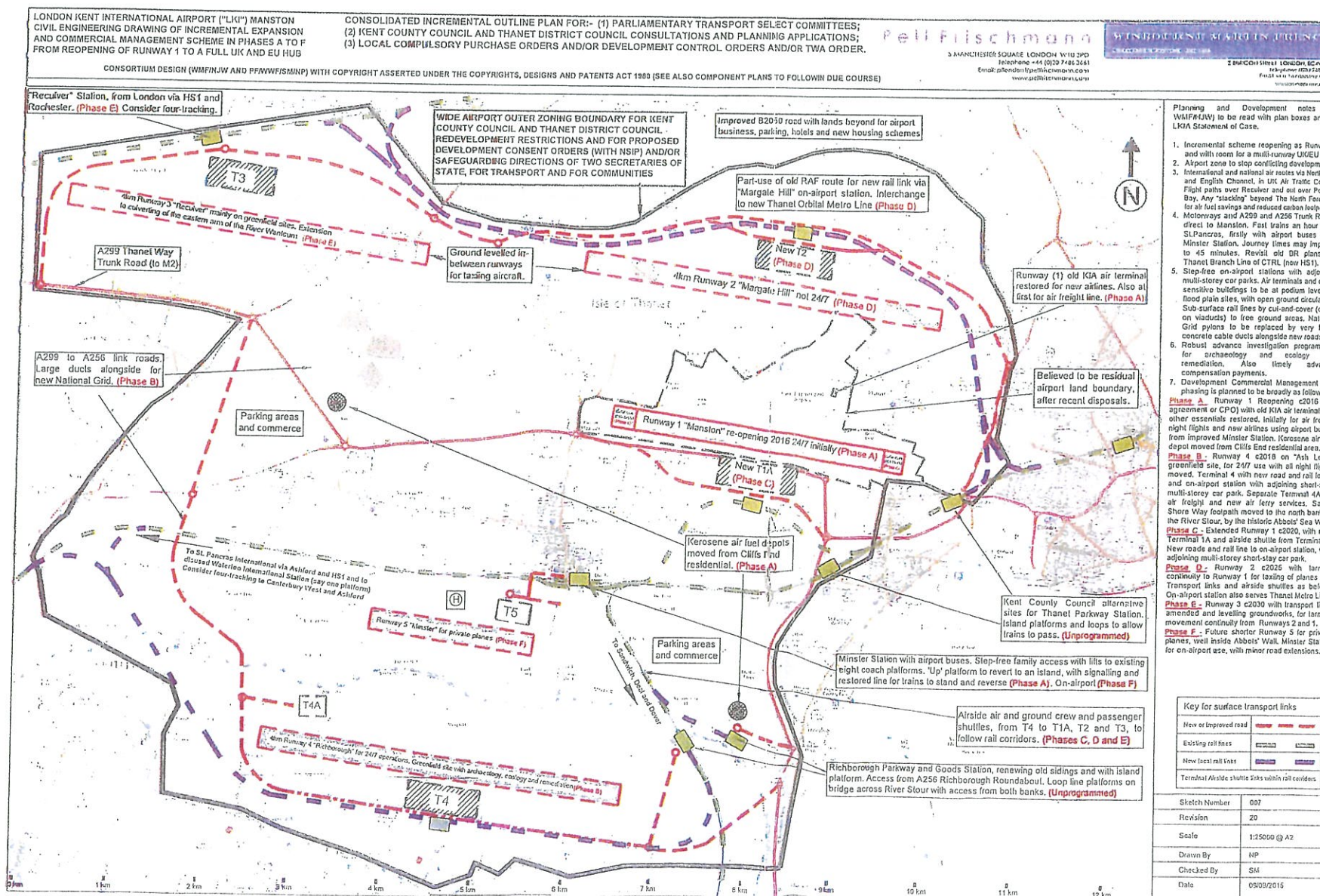
and mainly for night flights of imported perishable produce, with overnight lorries to London's wholesale markets. Such underuse could be a commercial constraint of a national asset. As local people demanded early airport reopening, the new UKIP majority Thanet Council planned to make a compulsory purchase order. I wrote to the council requesting advance consultations and to Kent County Council, National Grid and South Eastern Railway.

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The boundary is to safeguard and foster airport-related uses and to prevent otherwise inevitable conflicting land speculation. This control is like the zoning of sites in post-war town planning; for failed development taxation systems and bulldozer and clear-fell comprehensive development and public land ownership policy. Then, planners admired Stalin's five-year plans and were strengthened by 1960s Skeffington/Stalinist planner-led



The simplified scheme, also showing Gatwick and Heathrow footprint comparisons.

planning and preferred schemes; which led to big land clearances often with no funding for rebuilding. Nevertheless, circumspect use of strict plan reservations can protect key areas like national assets as for greenbelts, national parks, sites of special scientific interest and urban conservation areas.

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For Manston, a two-tier ownership is in hand; a proposed lessor freeholder of the infrastructure and a proposed lessee as commercial airport operator. The freehold interest might qualify for EU regional development funding (say for new trunk road connections and new local rail loops). As before, the Leipzig/Halle case means that neither Gatwick nor Heathrow could obtain any subsidy, which seems to be a red herring in recent publicity.

### Archaeology, ecology and remediation

Wherever any airport or major scheme is built, remediation problems are to be addressed robustly; therefore at Manston sensitive advance programmes should apply to avoid hold-ups.

### Local population

The numbers adversely affected can be kept down by the wider airport zone, for although newer planes are quieter, older ones

may use Manston. Also barring emergencies, Runway 1 can be used only during restricted hours for take-offs and landings, once Runway 4 is operational. Meanwhile, many surrounding properties may increase in value; but there will be cases of recorded greater noise nuisances from new runways and, if so (a year after new runway openings), affected owners can make claims under part 1 of the *Land Compensation Act 1973*.

### Connectivity

This is a prime selling-point of Manston, which has no ground transport access difficulties, with two recently extended dual-carriage trunk roads to the door (Thanet Way A299 and A256) while with airport buses and minor improvements at the nearby Minster Station could receive fast trains one hour from London (via Ashford for HS1). The best train now from Ramsgate, via Ashford HS1 to Stratford International (Olympic Park) takes 1h 06 min, and eight minutes more to St Pancras International. With Kent rail improvements, journey times are coming down; so the nearer to London journeys (initially from Minster Station) might reduce to 40 and 50 minutes.

Airport stations are profitable all over the world and in Manston's case reciprocal loadings may apply for weekday peak-hour commuter trains, so that rail operating companies should profit. The initial station works will be simple step-free access and restoration of a former third loop track with signals at Minster Station, recreating island Platform 3 for airport trains dwelling and reversing. I'd say an £8m budget, but ICES members may have experience of better figures.

Despite enquiry, there is no archive at the Institution of Civil Engineers' library for an old British Rail/Channel Tunnel Rail Link Thanet branch plan (reported in the press then to cost £60m) but such improvements towards Canterbury West and Ashford could bring about 40 minutes journey times to Stratford International; with Stratford Central Crossrail due in 2018. But a divisive Transport for London disconnection between the Stratford stations requires two changes via DLR, instead of earlier planned travelators (the plans for which I believe were cut wrongfully). That could be rectified by any incoming Greater London Mayor before 2018; or, radically, one might even consider interchange platforms under Barking Station, or possibly through trains from Crossrail (given any suitable or versatile stock).

### The team

This combined early airport reopening and phased longer-term UK and European hub scheme outline represents an entire year of professional collaboration, as rationalised now onto a single outline drawing, on 1:25000 OS base. Naturally, component plans will be needed over time, but the rationalised overall outline scheme is viable. Although ICES members will understand everything, our simplified second layout plan (also showing Gatwick and Heathrow footprint comparisons) is for countless affected and concerned ordinary intelligent folk; as well as influential people, with limited time and short attention spans.

*NJ Winbourne FCInstICES FRICS FRRV, Winbourne Martin French  
norman@winbourne.co.uk www.winbournemartinfrench.co.uk*

### Acknowledgements

Dr WW Frischmann CBE, Dr S Majlessi (transport infrastructure) and their graduate engineer and our office under James Winbourne. I am grateful too for railway information from Alan Barrow; geology and groundworks information from Douglas Ayres; and legal advice from Peter Levaggi and David Haines of Charles Russell Speechlys.

# WINBOURNE MARTIN FRENCH

Chartered Surveyors  
Established 1853

The Rt Hon Justine Greening MP  
Secretary of State for Overseas Development  
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Westminster, SW1A 0AA

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info@winbourne.co.uk  
winbourne.co.uk

2<sup>nd</sup> October 2015

Email [REDACTED]

Dear Justine Greening,

## London Kent International Airport ("LKI") Manston: reopening and future UK/EU hub Copyright Consolidated Incremental Outline Plan: published in "The Civil Engineering Surveyor"

I wrote to you last from my home address, but this letter is written on formal professional terms.

I am grateful for your having sent me copies of your earlier exchange of letters with the Secretary of State for Transport, with my earlier unpublished draft plan and my then letter. But now, I hope you will send him the attached papers formally; for with the Conservative Party Conference imminent, I have no wish to surprise or embarrass the Government.

I am pleased to provide copies now of our two settled drawings (at A3 and A4 reduced sizes) one being our Copyright Scheme (Version20) and our Simplified Plan for more general use, together with my wide-ranging 3,000 words article as in the October issue of "The Civil Engineering Surveyor" (with two minor clerical error corrections from the published version).

This Copyright Scheme has evolved over an entire year of work by two professional firms and others, being the most experienced senior team in the country. Our plans show up-to-five runways after reviewing many other options (also copyright). The sequence of runway building could be changed.

Furthermore, Manston has emerged as the best place in Western Europe for a coastal hub airport. It is roughly equidistant in-between the landlocked Heathrow, Charles De Gaulle and Schipol and there is no need for additional flights over the Home Counties or Greater London. The less polluting and environmentally friendly air routes are over the sea and under (fairly strike-free) UK flight control.

Moreover, as my broad-brush figures demonstrate, there are startling differences of much lower airport development costs; as compared to Gatwick or Heathrow (only one more runway each) with quicker construction and early runway opening dates and a local population in support.

As before, I am copying this letter and papers to Theresa May and to Charlie Elphick whom I know. His Dover constituency includes the former Kent Coalfield and my 24/7 Manston Runway 4.



Registered Office: Winbourne Martin French Ltd  
64 New Cavendish Street London W1G 8TB  
Registered No. 321 1470

Regulated by RICS

#### Managing Director

James G. Winbourne  
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Francis Roberts  
MRICS

Equally, copied-in is the now-selected mayoral candidate Zac Goldsmith, who is rightly against Heathrow. I hope that he will not be swept along by existing old hat TFL schemes with no votes.

I apologise for not yet sending you my promised local Tube and rail sketch plans and narrative, for my planned additional services via Putney for Wimbledon, Richmond and Windsor. I shall deal with that in the next few weeks; for I believe it will be of considerable interest during the Greater London Elections campaign, compared to the remarkably expensive Crossrail 2 (£27.5 billion) and its long-drawn-out delivery date (c2030) which are a vote losers in my view.

Yours sincerely,

  
N. J. Winbourne



## Kathryn Wood

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**From:** Kathryn Wood  
**Sent:** 03 November 2015 19:56  
**To:** david.smith2@kent.gov.uk  
**Cc:** WWF@pellfrischmann.com; smajlessi@pellfrischmann.com;  
Peter.Levaggi@crsblaw.com; David.Haines@crsblaw.com; richard.flenley@crsblaw.com  
**Subject:** LKI Manston  
**Attachments:** LKI Airpoty Manston Plan Revision 20.pdf; LKI Airport Manston Simplified Plan Revision 02.pdf; Corrections of Published Article in Civil Engineering Surveyor..pdf; LKI Manston revised development scheme 03.11.15.pdf

Dear Mr Smith,

Here are copies of my letter in the post to you and enclosures brought up-to-date with minor amendments as explained in my letter.

Regards,

Norman Winbourne

Tel: 020 7248 0246  
Fax: 020 7248 4020  
email: [kathryn@winbourne.co.uk](mailto:kathryn@winbourne.co.uk)

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David Smith Esq.  
Director of Economic Development,  
Kent County Council,  
Invictor House, County Hall,  
Maidstone, Kent, MI4 1XX

3rd November 2015

By Post and Email

Dear Mr Smith,

## **London Kent International Airport ("LKI") Manston: revised development scheme**

Thank you for your timely telephone call yesterday, coming up-to-date very usefully now.

This scheme has evolved since I wrote to two councils in August (in fact there are three) and I am pleased to attach corrected copies of our now Version 20 main drawing and Simplified Plan and of my professional article in the October issue of "The Civil Engineering Surveyor". There are now minor corrections not affecting the gravamen of the case and chiefly as follows:-

1. The late Major General Dunsterville's corrected high rank
2. On our main drawing, the rail loop east of Minster Station is corrected to blue colour.
3. On our Simplified Plan key, the Gatwick and Heathrow footprint colours are corrected.
4. Under "Reopening", I commence with the Northern Irish and Scottish Government complaints, as to insufficient airport space in the South-East for their travellers. For good order, I am writing to their Ministers with copies of this letter and enclosures.
5. Under "Local pressures and preferred schemes", the published text does not attribute the important "National Asset" statement about Manston to the responsible Coalition Government Minister; although I imagine all would support that. Having corrected the enclosures for this present letter, I am copying it also to the Aviation Minister, Robert Goodwill MP, with my apologies to both Ministers for my confusion of their names.



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Whereas I am sure of remarkably lower overall investment and build-cost and other advantages of Manston, (as compared to Gatwick or Heathrow) I am not a quantity surveyor. Therefore, I have asked an eminent civil engineering surveyor to provide better-supported preliminary figures as to build costs and to consider (in very general terms only) other obvious issues, such as additional new sewerage and waste disposal.

Although, I am against "Preferred Schemes" (where there are no comparisons of any viable alternative plans) in this case the other schemes are well-known; while it seems that Manston information has been suppressed largely.

On our drawings, we emphasise planning design and engineering copyrights and there is a long series of my drafts of earlier drawings and Pell Frischmann's reciprocations. Copyright is asserted and claimed to fend-off the usual engineering predators, falsely pretending to foreknowledge. There is reference now to four schemes and I have heard recently of two of our runways for air cargo only, which may remain as a serious underuse and misuse of Manston. They fly older noisier planes, with a thirty years life, which may be used to compete unfairly with UK/EU rail freight.

We are neither professionally greedy, nor will we be holding anybody to ransom; but we are looking for fair and reasonable recognition and remuneration, as these matters may continue for many years. I am also aware of the concurrent Ramsgate Ferry scheme and we propose simply reactivating the very valuable existing airports consents which require little amendment and if they should get consent readily.

The existing owners appear to me as ill-advised on the existing runway; for conflicting brownfield developments, which could go anywhere in East Kent; always assuming that they would "stack-up" financially, which is doubtful in my opinion as a valuer. For this reason and others, I point to other areas for housing, subject to rail improvements.

The former Betteshanger coal mining area could mirror the large West Kent Ebbsfleet housing provision; familiar to me as part of Kent Thameside many years ago, when I advised The Marine Society in getting back their then freehold Ingress Abbey Estate, whose redevelopment I renamed as Ingress Park.

I would like to meet very soon and I look forward to meeting you.

Yours sincerely,

N. J. Wi

cc. Pell Frischmann; Charles Russell Speechlys

# The case for London Kent International Airport

NJ Winbourne FCInstCES FRICS FIRR, Winbourne Martin French

*"There is nothing more deceptive than an obvious fact."*

Sir Arthur Conan Doyle

*"If you tell a lie big enough and keep repeating it, people will eventually come to believe it."*

Joseph Goebbels

*"What are they not advertising? What are they not telling us?"*

NN Shifren ARICS, GLC Surveyor

## Jorman Winbourne presents his views on the redevelopment of Manston Airport

I declare serious interests, but I hope this article will disentangle facts from spin for a professional and technical readership. As an introduction to the aviation, geography and history of the area, Manston, on the east Kent coast, is near Ebbsfleet (where the Anglo Saxons landed and later St Augustine) and the former military Richborough Port. In June 1940, RAF Manston was closest to the Dunkirk beaches, as Royal Navy destroyers and hundreds of civilian 'little ships' rescued 340,000 troops minus their weapons. At the time, I was a south London evacuee (in the same boarding house as retired Major General Lionel 'Stalky' Dunsterville), as a million men joined the Local Defence Volunteers. The Canadian Ontario Cameron Highlanders were camped in the next road, with their officers' quarters up at Polesden Lacey by the strategic Dorking Gap; where a pitched battle was anticipated (little did I know). Three months later, Manston was evacuated after relentless enemy air attack; but in September 1940, RAF Fighter Command 11 and 12 Groups won air battles over Kent, Sussex and London itself, saving England from invasion that week.

During the Cold War, RAF Manston was a forward air base again; with its 2.6km military runway for jet fighters, B52 bombers and huge cargo planes for rapid NATO troop reinforcement. Manston was left off the Ordnance Survey, with development banned, and was unavailable for the Roskill Commission on the Third London Airport from 1968-1971; which was preoccupied with damaging effects of Concorde's overland supersonic booms on church windows and inhabited areas. The commission's airport selection was a flat seaward firing range, 70 miles from London on the Essex coast at Foulness Island (or Maplin Sands). It was dropped later, due to countless objections and compensation claims; all along planned essential new roads, railways and station connections. The booms will be back, for hypersonic planes planned now and air travel is said to double in just a few years.

Manston is equally 70 miles from London; but unlike Foulness it has excellent connectivity already. The North Foreland headland sticks out generally as the most environmentally sustainable hub airport location in Western Europe. It requires no overland flying of the Home Counties or Greater London and is roughly equidistant between the three landlocked hubs of Heathrow, Charles De Gaulle and Schipol. Logical long-haul international air routes and short-haul coastal flight paths are over the North Sea and English Channel; all within UK airspace control. Flying in over Reculver and out over Pegwell Bay leaves any stacking over the North Sea, with lower carbon footprints and even saving jet air fuel.

### Reopening

The Northern Irish and Scottish governments complain about their air travellers not having enough slots in the South East; while Manston's Scottish owners close its long runway, small air terminal and fire station; with parts being sold-off for brownfield development. A reopened Manston could receive air freight flights next year and gradually up to about 20% of Gatwick passenger throughput. I believe reopening Manston can meet immediate air travel needs in the South East; without bouncing the government prematurely into new runways.

### Policies

In November 2012, after the Davies Airports Commission was set up, I attended a Royal Aeronautical Society Airlines Group lecture. Sir Roy McNulty, chair of Gatwick Airport and formerly of the Department for Transport, made three key points. The first was that when referring to estuary airport schemes, Heathrow, with two runways and five air terminals, can remain a hub. Air travel statistics support him; for only some 35% of Heathrow's passengers interchange between airlines. Some point-to-point routes could be redeployed if hub demands increased. Conversely, Runway 3 and Terminal 6 may take trade from other airports north of London. In my opinion, the West End and city are the true interchange hub magnets and Heathrow will have Crossrail in 2018, two stops from Bond Street and Mayfair hotels.

The second point he repeated was that Gatwick is the most efficient single-runway airport in the world. In my opinion, it needs more road capacity and it competes with overcrowded Brighton Line commuters. His third point was that there is no shortage of runways in the South East, but there is insufficient surface access. I covered that over 20 years ago, in another article ('Crosslink', *Estates Gazette*, November 1992, also in *Jansard*). It proposed British Rail interlinking several airports around London (including Kent International) so that people could choose which. A very cost-effective line was from Stansted to Heathrow via a St Pancras rail hub and Old Oak Common (and a superior much lower-cost version remains unpublished, to avoid misrepresentations). One might have asked what Whitehall did after regaining infrastructure planning from the short-lived Strategic Rail Authority?

## Property opportunities

Also one asks why east Kent seems overlooked by the property press too? Disregarding airport expansion, the wider hinterland is the former Kent Coalfield; possibly for substantial London housing overspill and commuter developments, given improved train services.

## Local pressures and preferred schemes

Last December 11th, Manston was termed "a national asset" by the then Coalition Government Minister Without Portfolio, John Hayes MP, during an urgent morning meeting with the then leader of Thanet District Council. That evening it was reported by her to a packed public council executive planning meeting. Strident vocal calls were made to reopen the airport for employment in a depressed area; whereas Thanet planning officers were entertaining ordinary brownfield developers in arrangements with the freeholder; who had bought Manston Airport to run it for a nominal £1, before closing it down and selling-off parts. Meanwhile, an American company wanted Manston for air freight and mainly for night flights of imported perishable produce, with overnight lorries to London's wholesale markets. Such underuse could be a commercial constraint of "a national asset". As local people demanded early airport reopening, the new UKIP majority Thanet Council planned to make a compulsory purchase order and I wrote to the council requesting advance consultations and to Kent County Council, National Grid and South Eastern Railway.

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## Future airport ownerships

While I believe that perhaps a group of high-net-worth individuals might underwrite Runway 1; greater long-term major infrastructure ownership security should suit 25 or 30 years' investment return money (say 3-4% yield). I gather that Gatwick Airport is owned by Canadian pension funds. Although foreign investment funds are welcome, I see the ownership and headquarters of national assets as best kept in the UK, to avoid serial takeover exploitations by uncaring strangers.

For Manston, a two-tier ownership is in hand; a proposed lessor freeholder of the infrastructure and a proposed lessee as commercial airport operator. The freehold interest might qualify for EU regional development funding (say for new trunk road connections and new local rail loops). As before, the Leipzig/Halle case means that neither Gatwick nor Heathrow could obtain any subsidy, which seems to be a red herring in recent publicity.

## Archaeology, ecology and remediation

Wherever any airport or major scheme is built, remediation problems are to be addressed robustly; therefore at Manston sensitive advance programmes should apply to avoid hold-ups.

## Local population

The numbers adversely affected can be kept down by the wider airport zone, for although newer planes are quieter, older ones may use Manston. Also barring emergencies, Runway 1 can be used only during restricted hours for take-offs and landings, once Runway 4 is operational. Meanwhile, many surrounding properties may increase in value; but there will be cases of recorded greater noise nuisances from new runways and, if so (a year after new runway openings), affected owners can make claims under part 1 of the *Land Compensation Act 1973*.

## Connectivity

This is a prime selling-point of Manston, which has no ground transport access difficulties, with two recently extended dual-carriage trunk roads to the door (Thanet Way A299 and A256) while with airport buses and minor improvements at the nearby Minster Station could receive fast trains one hour from London (via Ashford for HS1). The best train now from Ramsgate, via Ashford HS1 to Stratford International (Olympic Park) takes 1h 06 min, and eight minutes more to St Pancras International. With Kent rail improvements, journey times are coming down; so the nearer to London journeys (initially from Minster Station) might reduce to 40 and 50 minutes.

Airport stations are profitable all over the world and in Manston's case reciprocal loadings may apply for weekday peak-hour commuter trains, so that rail operating companies should profit. The initial station works will be simple step-free access and restoration of a former third loop track with signals at Minster Station, recreating island Platform 3 for airport trains dwelling and reversing. I'd say an £8m budget, but ICES members may have experience of better figures.

Despite enquiry, there is no archive at the Institution of Civil Engineers' library for an old British Rail/Channel Tunnel Rail Link Thanet branch plan (reported in the press then to cost £60m) but such improvements towards Canterbury West and Ashford could bring about 40 minutes journey times to Stratford International; with Stratford Central Crossrail due in 2018. But a divisive Transport for London disconnection between the Stratford stations requires two changes via DLR, instead of earlier planned travelators (the plans for which I believe were cut wrongfully). That could be rectified by any incoming Greater London Mayor before 2018; or, radically, one might even consider interchange platforms under Barking Station, or possibly through trains from Crossrail (given any suitable or versatile stock).

## The team

This combined early airport reopening and phased longer-term UK and European hub scheme outline represents an entire year of professional collaboration, as rationalised now onto a single outline drawing, on 1:25000 OS base. Naturally, component plans will be needed over time, but the rationalised overall outline scheme is viable. Although ICES members will understand everything, our simplified second layout plan (also showing Gatwick and Heathrow footprint comparisons) is for countless affected and concerned ordinary intelligent folk; as well as influential people with limited time and short attention spans.

---

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## Acknowledgements

Dr WW Frischmann CBE, Dr S Majlessi (transport infrastructure) and their graduate engineer and our office under James Winbourne. I am grateful too for railway information from Alan Barrow; geology and groundworks information from Douglas Ayres; and legal advice from Peter Levaggi and David Haines of Chades Russell Speechlys.

LONDON KENT INTERNATIONAL AIRPORT ("LKI") MANSTON CIVIL ENGINEERING DRAWING OF INCREMENTAL EXPANSION AND COMMERCIAL MANAGEMENT SCHEME IN PHASES A TO F FROM REOPENING OF RUNWAY 1 TO A FULL UK AND EU HUB

CONSOLIDATED INCREMENTAL OUTLINE PLAN FOR:- (1) PARLIAMENTARY TRANSPORT SELECT COMMITTEES; (2) KENT COUNTY COUNCIL AND THANET DISTRICT COUNCIL CONSULTATIONS AND PLANNING APPLICATIONS; (3) LOCAL COMPULSORY PURCHASE ORDERS AND/OR DEVELOPMENT CONTROL ORDERS AND/OR TWA ORDER.

**Pell Frischmann**

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CONSORTIUM DESIGN (WMF/NJW AND PF/WWF/SM/NP) WITH COPYRIGHT ASSERTED UNDER THE COPYRIGHTS, DESIGNS AND PATENTS ACT 1988 (SEE ALSO COMPONENT PLANS TO FOLLOW IN DUE COURSE)

"Reculver" Station, from London via HS1 and Rochester. (Phase E) Consider four-tracking.

WIDE AIRPORT OUTER ZONING BOUNDARY FOR KENT COUNTY COUNCIL AND THANET DISTRICT COUNCIL REDEVELOPMENT RESTRICTIONS AND FOR PROPOSED DEVELOPMENT CONSENT ORDERS (WITH NSIP) AND/OR SAFEGUARDING DIRECTIONS OF TWO SECRETARIES OF STATE, FOR TRANSPORT AND FOR COMMUNITIES

Improved B2050 road with lands beyond for airport business, parking, hotels and new housing schemes

Part-use of old RAF route for new rail link via "Margate Hill" on-airport station. Interchange to new Thanet Orbital Metro Line (Phase D)

Runway (1) old KIA air terminal restored for new airlines. Also at first for air freight line. (Phase A)

Believed to be residual airport land boundary, after recent disposals.

A299 to A256 link roads. Large ducts alongside for new National Grid. (Phase B)

Parking areas and commerce

To St. Pancras International via Ashford and HS1 and to disused Waterloo International Station (say one platform) Consider four-tracking to Canterbury West and Ashford

Kerosene air fuel depots moved from Cliffs End residential. (Phase A)

Kent County Council alternative sites for Thanet Parkway Station. Island platforms and loops to allow trains to pass. (Unprogrammed)

Minster Station with airport buses. Step-free family access with lifts to existing eight coach platforms. 'Up' platform to revert to an island, with signalling and restored line for trains to stand and reverse (Phase A) On-airport (Phase F)

Airside air and ground crew and passenger shuttles, from T4 to T1A, T2 and T3, to follow rail corridors. (Phases C, D and E)

Richborough Parkway and Goods Station, renewing old sidings and with island platform. Access from A256 Richborough Roundabout. Loop line platforms on bridge across River Stour with access from both banks. (Unprogrammed)

Planning and Development notes (by WMF/NJW) to be read with plan boxes and full LKIA Statement of Case.

- Incremental scheme reopening as Runway 1 and with room for a multi-runway UK/EU hub.
- Airport zone to stop conflicting developments.
- International and national air routes via North Sea and English Channel, in UK Air Traffic Control. Flight paths over Reculver and out over Pegwell Bay. Any "stacking" beyond The North Foreland, for air fuel savings and reduced carbon footprints.
- Motorways and A299 and A256 Trunk Roads direct to Manston. Fast trains an hour from St. Pancras, firstly with airport buses from Minster Station. Journey times may improve to 45 minutes. Revisit old BR plans for Thanet Branch Line of CTRL (now HS1).
- Step-free on-airport stations with adjoining multi-storey car parks. Air terminals and other sensitive buildings to be at podium level for flood plain sites, with open ground circulation. Sub-surface rail lines by cut-and-cover (or up on viaducts) to free ground areas. National Grid pylons to be replaced by very large concrete cable ducts alongside new roads.
- Robust advance investigation programmes for archaeology and ecology with remediation. Also timely advance compensation payments.
- Development Commercial Management and phasing is planned to be broadly as follows:-

**Phase A:-** Runway 1 Reopening c2016 (by agreement or CPO) with old KIA air terminal and other essentials restored. Initially for air freight night flights and new airlines using airport buses from improved Minster Station. Kerosene air fuel depot moved from Cliffs End residential area.

**Phase B:-** Runway 4 c2018 on "Ash Level" greenfield site, for 24/7 use with all night flights moved. Terminal 4 with new road and rail loops and on-airport station with adjoining short-stay multi-storey car park. Separate Terminal 4A for air freight and new air ferry services. Saxon Shore Way footpath moved to the north bank of the River Stour, by the historic Abbots' Sea Wall.

**Phase C:-** Extended Runway 1 c2020, with new Terminal 1A and airside shuttle from Terminal 4. New roads and rail line to on-airport station, with adjoining multi-storey short-stay car park.

**Phase D:-** Runway 2 c2025 with tarmac continuity to Runway 1 for taxiing of planes etc. Transport links and airside shuttles as before. On-airport station also serves Thanet Metro Line.

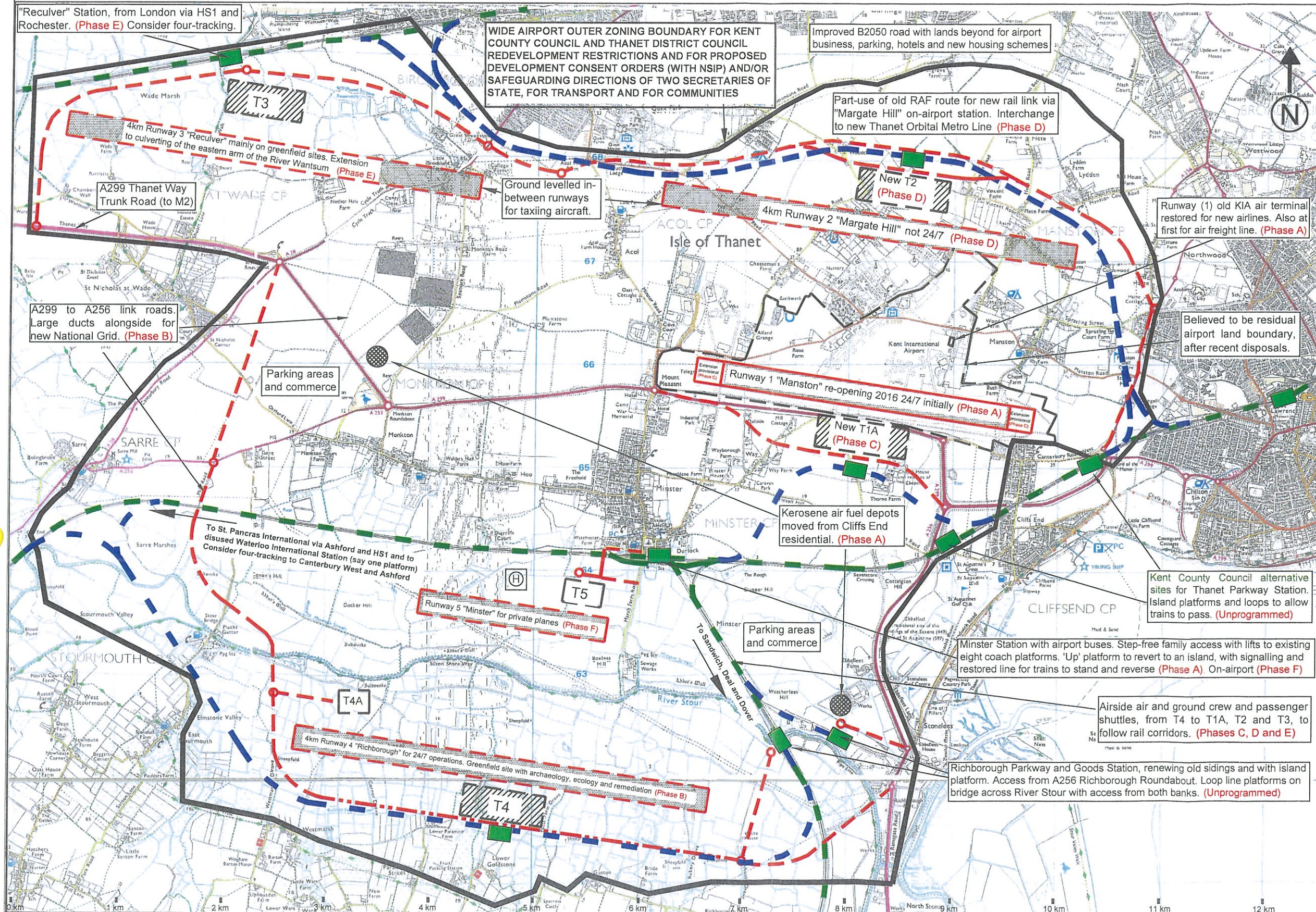
**Phase E:-** Runway 3 c2030 with transport links amended and levelling groundworks, for tarmac movement continuity from Runways 2 and 1.

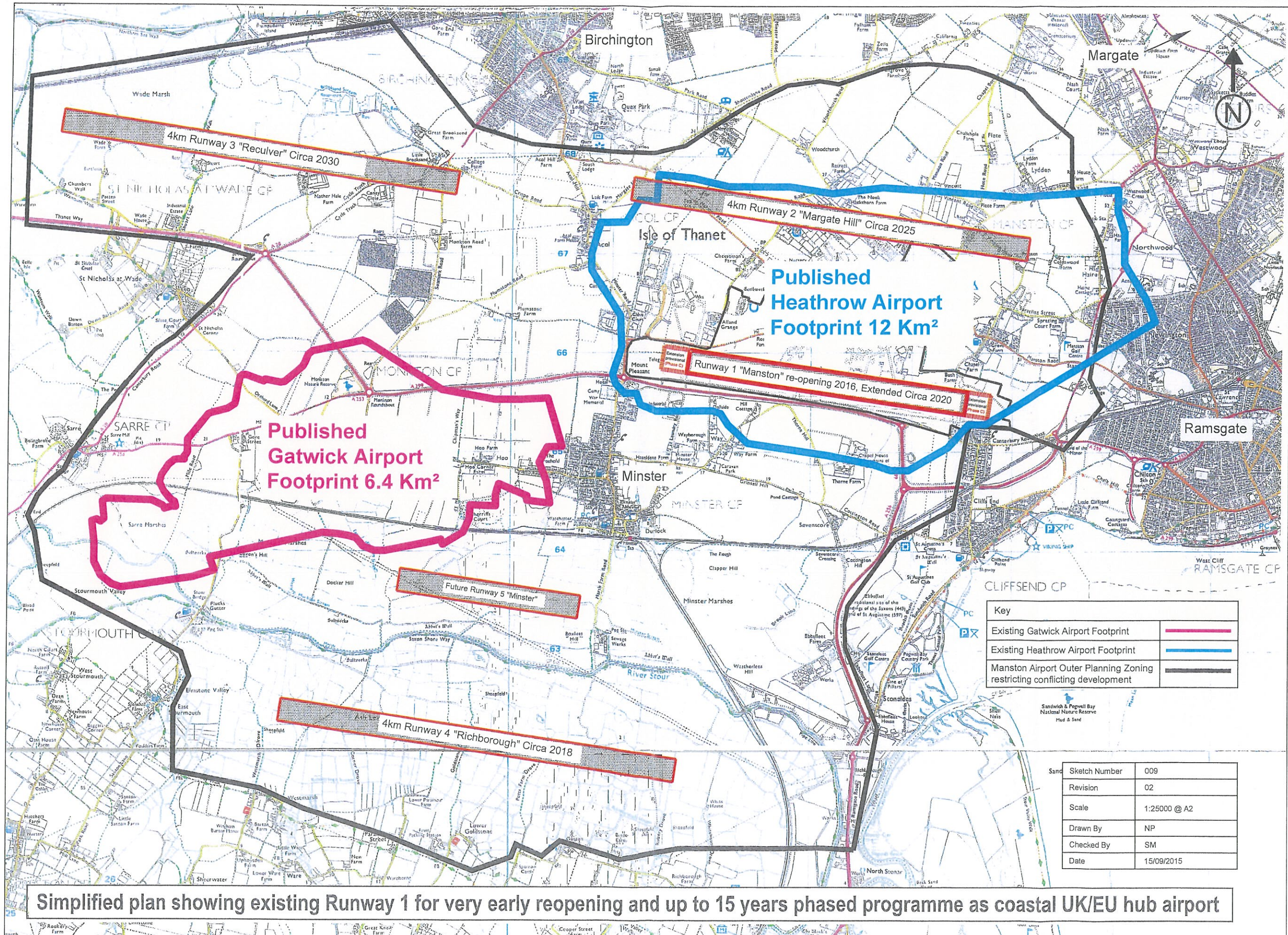
**Phase F:-** Future shorter Runway 5 for private planes, well inside Abbots' Wall. Minster Station for on-airport use, with minor road extensions.

Key for surface transport links

New or improved road	— — — — —
Existing rail lines	— — — — —
New local rail links	— — — — —
Terminal Airside shuttle links within rail corridors	— — — — —

Sketch Number	007
Revision	20
Scale	1:25000 @ A2
Drawn By	NP
Checked By	SM
Date	09/09/2015







**Barbara**

---

**From:** euroferries-express@live.com on behalf of Euroferries Express  
[robert.maughan@euroferriesexpress.co.uk]  
**Sent:** 27 November 2015 15:51  
**To:** Norman Winbourne  
**Subject:** PRIVATE SUBJECT TO NDA

**Dear Norman**

Trust you are well,

I am sure you are up to date, for information we have had further meetings with the Minister at the House of Commons regarding our progress , it does seem that the Port and the Airport can be linked.

Obviously we keep under the radar, but if I need we have two major construction companies with us.

Also one of my old friends from Singapore can be persuaded to put a very large Aircraft Maintenance facility at Manston.

Obviously all rests with how TDC progress.

Kind regards

Robert

## Owners set to submit planning application for redevelopment of Manston airport in April

By TomBarnes | Posted: November 26, 2015



Owners of the disused airport are planning a mixed-use redevelopment of the site

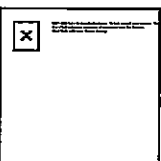
### Comments (6)

THE majority shareholders of the former Manston airport site are preparing to submit initial planning applications for the Stone Hill Park development in April.

Ray Mallon, spokesman for site owners Chris Musgrave and Trevor Cartner, revealed the businessmen are readying their application at a press conference this morning (Thursday).

Mr Cartner and Mr Musgrave, who also operate Discovery Park in Sandwich, want to redevelop Manston, with industrial space for advanced manufacturing firms and around 2,500 homes.

Owners say around 500 to 550 acres of the 800 acre site will be developed, while the rest will be left as open spaces. They believe plans can create 8,000 direct jobs and another 8,000 indirect jobs.



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- **Change of use for building at Manston airport site rejected by planning committee**

Thanet council meanwhile has begun a new soft-market testing exercise in an attempt to find a partner to fund a Compulsory Purchase Order (CPO) of the site and reopen it as an airport

Mr Mallon said: "Stone Hill Park are going to advance an initial planning application and have it submitted by mid-April. There may be slight slippage, but that is our intention.

"It is a matter for others, including Thanet council to decide what they want to do in relation to possible CPO indemnity partners.

"As far as Stone Hill Park is concerned, we are just getting on and not being effected by the debate over the CPO.

"If our planning applications fails, we will just appeal and we will take it out of the political arena and it will end up in front of a public inspector. We do not want to do that, but we will if we need to."

Last month, the council's cabinet rejected US hedge fund RiverOak for the second time as a suitable financial backer for a CPO.



Stone Hill Park spokesman Ray Mallon

Mr Mallon added: "People can talk about CPOs, people can talk about soft market testing, enough time has passed.

"This is nonsensical, a CPO is not going to be advanced and even if it is it will fail and we will win.

"We are not tearing £50 notes up, but we have got a few quid. We are not looking for money, we have got plenty to invest and that is what we are going to do."

Mr Cartner and Mr Musgrave acquired a majority stake in Manston in September 2014 from Stagecoach bus tycoon Ann Gloag.

Ms Gloag closed the airport in May last year, amid reports it was losing £10,000 a day. Since then, lobby groups and politicians of various colours have been campaigning to reopen the airfield.

A second series of public consultations on Stone Hill Park will be held at Pegwell Bay Hotel on December 3 between 3pm and 7pm and Holiday Inn Minster on December 4 at the same times.

Read more: <http://www.thanetgazette.co.uk/Owners-set-submit-planning-application/story-28248071-detail/story.html#ixzz3shsvy9qL>  
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**Barbara**

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**From:** euroferries-express@live.com on behalf of Euroferries Express  
[robert.maughan@euroferriesexpress.co.uk]  
**Sent:** 30 November 2015 15:57  
**To:** Norman Winbourne  
**Subject:** PRIVATE AND CONFIDENTIAL

Dear Norman,

It was good to speak,

Could you please email a copy of your article,

I would repeat that whilst we have placed a "chinese wall" between the Port and the Airport, we have been involved in both, of course we recognise the tremendous opportunities of this hub, and the way it can be serviced by Road/Rail/Air/Sea,

Also having produced the original High Speed Rail link into London from Ramsgate, and providing the plans for Parkway Station to serve both the Port and the Airport, and also having approved plans for a high speed coach link between Port/Airport and Ramsgate Station in fact linking into the Medway Towns and Canterbury.

As to the Aviation, as indicated personally in addition to my flying / owning Citation Jet on which I also instruct, whilst based at Biggin Hill, I have frequently used Manston Airport, so know the flight paths etc, it has a perfect profile for the "Greens" having an approach pattern mainly over the sea, and a runway which keeps traffic to a minimum over land.

Should of course Manston be again utilised I am happy to introduce both Airlines and maintenance facilities, emanating from my own experience of both owning Airlines in the UK and Europe and America and owning operating many commercial aircraft with several of the regional and worldwide carriers.

One of my shareholders and close friends is one of the largest home/commercial builders in the UK with substantial interest in a brick making company, which of course would be happy to assist in any development of both the Port and the Airport.

Trust you are well, but repeat I keep the port and the airport separate as until the airport is sorted out by TDC it will remain contentious, something my shareholders and partners wish to avoid, and do not wish to enter the public arena.

Kind regards

Robert

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Date: 11 November 2015

Dear Mr Wimbourne

**London Kent International Airport (LKI) Manston: reopening and incremental expansion**

Many thanks for your letter dated 5<sup>th</sup> November. It made a very interesting read and it sounds as though you have a lot of work ahead of you.

As the project is in its infancy there is little we can add at this stage but please feel free to keep me in the loop as matters progress.

Yours sincerely



Elizabeth Denman

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David Smith Esq.  
Director of Economic Development,  
Kent County Council,  
Invictor House, County Hall,  
Maidstone, Kent, M14 1XX

3rd December 2015

By post and email

Dear Mr Smith,

## **London Kent International Airport ("LKI) Manston: revisions to development programme**

Further to my letter of 3<sup>rd</sup> November 2015 (with enclosures) there is additional information for you. Therefore I am writing only now to Thanet and Dover District Councils, National Grid and railways; whilst writing to various Ministers on Manston's role in airports policies. My main points are:-

1. I request an early planning consultation meeting for myself and Dr. W.W. Frischmann CBE, with yourself and any others as required. We want to meet you as soon as is convenient, in Maidstone or elsewhere and any reasonable official charges will be met by our two firms.
2. Our purpose is to prepare for an Outline Planning Application, before Christmas if possible and to obtain general guidance of the three councils concerned. Of course, there can be subsequent planning process meetings or telephone conferences, including our lawyers.
3. As Manston has historic RAF/Crown Planning Consent (and maybe over a wider area) any application can evolve serially into 'Full' Planning and Building Consents; for airport reopening, with ancillary works and minor outward appearance alterations. The essential works include renewals of radar and avionics arrays and new fire station(s) which have been stripped-out and/or sold-off regrettably. Our wider airport development and hub scheme plans and low-cost rail improvements (and any further economising revisions) will be used as accompanying reference documents, for full and proper public information.
4. Transport planning consultations for bus licensing can follow later; for airport buses, only a 10 minute run between Ramsgate Station and a restored KIA Air Terminal. As advised locally, this improvement supersedes my minor Minster Station scheme (as in my article and main drawing Version 20) while saving £8 million on works with South-Eastern Railway.
5. If airport reopening has to be secured by CPO, I consider our case to be superior to any other.
6. Without reiterating all my article's points on the economic, employment and environmental benefits of Manston; I see two full runways as feasibly operational by 2020 (subject to market demand) at a bargain-basement investment cost of up to £1 billion; being a tithe of Gatwick's long postponed second runway and "half-a-tithe" of Heathrow's unsustainably objectionable plans; which might be operational possibly by 2030, but fly-in-the-face of various EU laws.



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BSc(Hons), MRICS, CIS HypZert(MLV)

Francis Roberts  
MRICS

7. A key advantage is Manston's potentially more competitive landing charges and lower air fares as a result. I would expect initial reopening contracts for air cargo flights at fair landing charges and in Heathrow hours, where night flights are barred. Up to 38 "combi-cargo" and pure cargo flights a day may be redeployed from Heathrow, releasing slots there; while the Chancellor's Autumn Statement promises 2,000 more flights a year for Northern Ireland (5 or 6 per day) which Manston can take in its stride almost immediately. Moreover, Manston's low development costs can avoid the usual retail exploitation of air terminals as virtual "cloned shopping centres" and offer instead "the best of British" in goods, foods and catering.
8. Two companies are to take Manston forward:- Coastal Airports Holdings Limited is for the ownership of infrastructure (possibly qualifying for ERDF) and London Kent International Airport Limited is for conducting all commercially-related airport operations. The Registered Offices are moving to our solicitors' City head offices, Charles Russell Speechlys and two respected East Kent persons are taking-up directorships now. Some independent public representation could well be considered. Meanwhile, confidential investment discussions with a major UK and EU pension fund, are to be coupled-with one or two UK banks.

Yours sincerely

  
N. J. Winbourne

cc. Dr Frischmann; Charles Russell Speechlys; Aviation Ministers; District Councils; National Grid

**PINS Numbers 20014582 and 20014588**

**Papers from 1/1/2016**

**To**

**15/2/2018**

# WINBOURNE MARTIN FRENCH

Robert Goodwill MP  
Minister of State for Transport  
House of Commons,  
London, SW1A 0AA

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15<sup>th</sup> January 2016

Dear Aviation Minister,

## London Kent International Airport (LKI) Manston:- South East Airports planning

I write to you directly for three main reasons and to state at once that my strictures on inept predecessors are supported by incontrovertible factual evidence. Firstly however, I apologise to you and Rt. Hon. John Hayes; for confusing you with his "national asset" words on Manston Airport, while redacting my October professional article in "The Civil Engineering Surveyor". The papers were acknowledged by a letter from the Secretary of State himself and I have a copy. Secondly, as I did not notify devolved governments whom I mentioned; I am copying-in now.

Thirdly, incoherent airport policies prevail, since BAA's Clause 4 driven nationalisation kept out Luton Council's Airport (per late Lord Reg Underhill). Then, after Roskill and Foulness errors, Margaret Thatcher reverted to Stansted; but a consensus now may favour marginally-inland and coastal defence sites; with work for "Northern Powerhouse" and railways to cut down flying over populations. Hence, a long comparative Scott Schedule before shortlist:- Aberdeen; Edinburgh; Glasgow/Renfrew; Glasgow/Prestwick; Carlisle; Blackpool; Liverpool; Cardiff; Bristol; Bristol/Filton; Newquay; Plymouth; Exeter; Bournemouth; Southampton; Shoreham; Lydd; Manston; City; Southend; Norwich; Humberside; Durham-Tees Valley; and Newcastle. The Scottish Government saved Glasgow/Prestwick Airport (per Minister on "Question Time") while Manston's "brownfield" redevelopment threat coincide with vast housing demands on Thanet. Equally, Bristol/Filton, with a disused Great Western station is for housing; as also prevents extending City Airport's runway; despite the Chancellor's 2000 more annual flights for Belfast.

Manston was dismissed briskly in Para. 11.98 of the DfT Cm 6046 Paper 2003 (Alistair Darling) yet Para 11.106 entertains a literally outlandish Goodwin Sands construct, of four runways, for 120 mppa and adjacent to Manston, which can provide that on higher ground for a minimum cost. Manston is again written-out eminently, by the Davies Commission Report and "Planned Out" by Skeffington "Structured Debate" planning techniques, as used to "Plan Out" esteemed Technical and Grammar Schools during the Wilson 1960s comprehensive schools expansions, all riding on "ROSLA". As a school sites expert, I reported in 1972 for Secretary of State Margaret Thatcher who changed her mind. In the Commons, Harold Wilson called her "A feather-brained woman!".

More recently, under majority Blair Governments, routine false engineering reports were used against Thameslink 2000 constructive criticisms, for Luton-City-Gatwick services. Self-serving historic-ownership-driven engineering reports, for LU/Crossrail (Ken Livingstone, Alistair Darling and John Reid) were used also to close Thameslink's Moorgate Branch and the vital Kings Cross Thameslink Station; cutting-off major interchange with six Tube lines and depriving millions of South London working commuters.



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BSc(Hons), MRICS, CIS HypZert(MLV)  
Francis Roberts  
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Otherwise ignored, were direct Luton and Gatwick trains to Cannon Street's underused 12 coach station (integration with Bank Tube). Other reports diverted site-specific EU Regional Transport Study Funds, for a perfectly feasible Luton on-Airport Station and were to deny direct rail/air connections for London and the Midlands (EU Commission, Nick Raynsford and Luton Council). In January 2011, I wrote to the Secretary of State (with maps) on flawed schemes, but an apparatchik's "Nuremberg Defence" reply, blamed the Labour Ministers.

Later, Blair's anti-democratic and "State Capitalist" National Infrastructure Commission (Geoff Hoon, Andrew Adonis and Sadiq Khan) promoted £100 billion of "vanity" "Preferred Schemes" (where £50 billion may be saved) including R3/T6; with hybrid bills, to cut-through UK planning protections. Like autocratic French Projets Nationales under the Code Napoleon, whose avoidable palliative engineering work may double parasitic bills. Notably on his election, President Hollande cancelled many TGV Projets Nationales, of France's so-called "concrete lobby": a lesson for UK?

I attach copies of my paper and our Version 20 copyright drawings (with clerical corrections) and my 3<sup>rd</sup> November letter to Kent County Council; albeit KCC political leaders back remote Lydd not Manston, thereby favouring Heathrow. We still want to meet three councils' officers, but in-between Thanet renewed CPO support, given some new partners. Meanwhile, River Oak echoes our Development Control Order proposal (see our main drawing) and you saw deputations. I suggested a CPO in 2014, but they disdained cooperation. We cannot support airport underuse for plane-breaking; nor EU air cargo competing with rail freight; nor night flights over Ramsgate.

By reopening with the old KIA air terminal and airport buses (now for Ramsgate Station) cheaper passenger flights and air cargo can move to Manston, releasing valuable Heathrow hub slots. Our Outline Planning Applications will follow, for ancillary works to replace Manston's radar array; sold-off nastily for Oxford Airport's poorly maintained runway. Clear supporting evidence will confront disinformation; by a single A4 sheet Scott Schedule of factual comparisons and our drawings, improved again and partly to deter plagiarists. Gatwick's second runway (now by 2040) at £9.5 billion upwards; and Heathrow's R3/T6 (by 2030) £18.5 billion upwards, compare poorly with two LKI readily operational runways by 2020, within a very low budget under £1 billion. Our Runway 4 on unpopulated Ash Level is best for 24/7 cargo flights; while our other options, up-to-five runways and 120mppa as an EU/UK hub airport by 2030, may cost around £2 billion.

In fairness Gatwick's Second Runway is long-planned, but Heathrow R3/T6 contravenes EU legal landmark decisions; especially Judgments of the House of Lords (in "The Crystal Palace Case" on reference-back of the top Luxembourg Court). More than Outline Planning Permission is required, with Environmental Impact and Economic Assessments; for all new stages of "Any Planning Process". Heathrow's longstanding environmental non-compliance, is as per DfT 2003 Command Paper and as witness your recent Commons Adjournment Debate, with non-nimby MPs concerned for constituents. I worked with John Howell CBE MP for Henley some years ago; when real nimbys frustrated 3000 rail-related brownfield housing units.

The new Heathrow jobs (as heavily advertised) apply equally for Manston and are like new trains to justify rail lines. Furthermore, the 10 years' backdated Leipzig-Halle Airports Case Decisions demand repayments to HM Treasury of BAA T5 subsidies and may take over compensation claims by Heathrow Express against Crossrail. Moreover, the foreign-owned (and press-reported tax avoiding) BAA gave solemn "No Runway 3" undertakings, as contractual consideration of T5 Approval by Secretary of State for Transport (Stephen Byers). That was reinforced later by Competition EU Directives, compelling BAA to sell-off Prestwick, Stansted and Gatwick and not

control other airports; albeit land intermeddling may exist. Heathrow's R3/T6 demands night flights and fares increases (per Sir Richard Branson and Willie Walsh). Long-term economic projections may be out-of-date "efficient monopoly" views.

Finally, 1946 New Towns Act apart, most positive post-war planning was Harold Macmillan's:- Housing and Expanding Towns; River Crossings; Motorways; Victoria Line; Jubilee Line. Or Margaret Thatcher's:- Channel Tunnel; Stansted; M25 and QE2 bridge; Limehouse Link; Canary Wharf, DLR; JLE; Thames Barrier; Broadgate; and Thameslink. My own 1974 published seminal paper was well-received by CCO and led to many of Mrs. Thatcher's now long-lived 1981 legal reforms; including productive planning and building applications charges; surplus public land disposals; and Leasehold Tribunals. Those credited ignored my housing reforms now needed (Michael Heseltine).

Later-on in 1983, I wrote directly to the Prime Minister (she replied warmly) to recommend her revival of earlier Channel Tunnel plans; but with an improved railway from Aberdeen to Dover, via Kings Cross; cost-effectively planned by BR (Chris Green) but with no consultations, cut in 1994 (Steven Norris). Channel Tunnel Rail Link (CTRL now HS1) alignments were changed some five times, until LCR got to St. Pancras International, pointing the wrong way Southwards.

Yours sincerely



N.J. Winbourne

c.c Pell Frischmann and Charles Russell Speechlys (letter only by email) and various Ministers;

Our Ref: DKH/KLC/096052/00001

Your Ref:

For the attention of: Mr Tim Howes  
The Director of Corporate Governance & Monitoring Officer  
Thanet District Council  
PO Box 9  
Cecil Street  
Margate CT9 1XZ

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**By Post and Email**

tim.howes@thanet.gov.uk

9 February 2016

david.haines@crsblaw.com  
D: +44 (0)845 359 0026  
F: +44 (0)845 3590030

Dear Sirs

**Prior Information Notice - Margate: Airport Operation Services**

We are instructed on behalf of Coastal Airports Holdings Limited ("Coastal"), and write in connection with the proposed development of Manston Airport.

We are attaching for your information a copy of our earlier letter to Thanet District Council dated 11 December 2014.

That letter was written urgently on behalf of our client, Coastal, and which we are instructed would be the land acquisition and owning company for the Manston Airport infrastructure project. We are instructed that Pell Frischmann Plc (Consulting Engineers), Winbourne Martin French (Chartered Surveyors), and London Kent International Airport Limited intend to be the airport operators.

Our client (as you will be aware) has registered its interest in respect of the above pursuant to the Prior Information Notice dated 13 January 2016 on 9 February 2016.

We are instructed that Coastal would require guaranteed funding for Thanet District Council's current CPO partnership process, and our client is looking to address that urgently, we understand hopefully by a more than sufficient UK joint stockbrokers guarantee or deposited funds in an agreed UK account.

As to wider future requirements of secure finance, it is general public knowledge in the engineering industry that recently a majority shareholding in Pell Frischmann Plc was acquired by a major EU Pension Fund for wider investment in the UK.

Recently you will be aware that a detailed article on Manston Airport appeared in the October issue of "The Civil Engineering Surveyor", with two plans and (apart from minor printing errors) that shows Version 20 of our client's copyright design for the scheme. The corrected version is attached. In fact the Version 20 design is being refined even further now (as you would expect), so that a further improved copyright scheme will be submitted in due course for outline planning information and application.

We should be grateful if you would acknowledge receipt of this letter.

Yours faithfully

**Charles Russell Speechlys LLP**

**Enc** Copy letter to Thanet District Council dated 11 December 2014

Barbara

---

**From:** Richard Flenley [Richard.Flenley@crsblaw.com]  
**Sent:** 19 February 2016 12:51  
**To:** 'WWF@frischmanngroup.com'  
**Cc:** Norman Winbourne; James Winbourne  
**Subject:** Prior Information Notice: Indemnity Partner for the Compulsory Acquisition of Manston Airport and subsequent investment in the Airport's development  
**Attachments:** Scanned from a Xerox Multifunction Device.pdf; TDC Soft Marketing Testing Questionnaire and Due Diligence Questionnaire.pdf; LKI Airport Manston Plan 02 and Plan 20.pdf; Pell Frischmann company Profile and Build and Airport Project list.pdf; Gordon Warren Email 11.02.16.pdf; 20151002183145096.pdf  
**Importance:** High

Dear Mr Frischmann

I have been asked by Norman to send to you a copy of the submission sent to Thanet District Council last Friday and now attach a copy of the relevant documents for your consideration.

Thanet have acknowledged receipt of our submission and we await further news.

With kind regards and best wishes

Richard

**Richard Flenley | Senior Associate  
for and on behalf of Charles Russell Speechlys LLP**

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## Company profile

### 1. INTRODUCTION

Pell Frischmann is one of the UK's leading firms of consulting engineers. Since our establishment over 80 years ago, we have grown into a worldwide operation with more than 1100 staff and a turnover approaching £50 million.

We operate in the following sectors:



Land Development and  
Regeneration



Highways



Building Services



Fire



Building Structures



Environmental and  
Geotechnical



Sustainability



Bridges



Traffic and Transportation



Water and Wastewater

Our services have been recognised for their excellence through the following most recent awards:



- Queen's Award for Enterprise from 2006-2011.
- Finalists for a Green Construction Award 2007 - Major project of the year (New Street Square).
- Finalist for the ACE Transport Award, for the A590 High to Low Newton Bypass – the CEEQUAL accredited sustainable highway.
- BEX 2008 Award for Project Collaboration on The Cut Refurbishment project in Waterloo, London.
- 2007 Finalist for the Quality in Construction Award for Excellence in Collaborative Design for the RAF Lakenheath Sports and Fitness Centre project.
- Regional Winner (London) for the BCO Awards 2007 – 38 Finsbury Square for Best Refurbished / Recycled Workplace
- Highly Commended in 2007 by the Quality in Construction Awards for our International Performance based on the Highway 2000 Project in Jamaica.



Our clients include many international, national and regional government organisations, state and private industrial and commercial concerns; multi-national companies and numerous major private clients. We are registered with the World Bank, Asian Development Bank, EBRD and the Department for International Development. We are fully certified in accordance with International Quality Assurance requirements ISO 9001:2008 and with the environmental management system ISO 14001:2004. We have also recently achieved registration with the Occupational Health and Safety Management System 18001:2007.

# PELL FRISCHMANN CONSULTING ENGINEERS LTD

5 Manchester Square, London, W1U 3PD

## BUILDING PROJECT EXPERIENCE

BUILDINGS	Location	Approx. Project Value (£)	Services	
International Airport, New Delhi	New Delhi	28 billion	Consultants in preparation of master plan and tender documents for various works to be taken up for upgrading existing facilities to international standards	Geotechnical Investigation , Masterplanning, Structural Engineering and Design, Quantity Surveying and Costing, Tender Documentation
Dubai Airport Expansion Phase II - Terminal 3/Concourse 3	United Arab Emirates	200 million	Expansion of Terminal 3 and Concourse 2 (and Concourse 3, which is a sepeate dedicated facility for Emirates Airlines). Capacity to handle 70 million passengers	Reinforced Concrete Detailing
Renaissance Hotel, London Heathrow Airport	London	70 million	Structural Engineering and Design and Construction Supervision	Limited building height, high performance sound insulation and alignment of the building to accord with landing instrument systems
Victoria Plaza, Air Terminal Development	United Kingdom	50 million	Structural Engineering and Design and Construction Supervision	Flexible designed building to allow for future corrections. It is proposed that tunnels forming part of the Cross-London Rail link will be constructed beneath the building. Allowances made for noise, vibration and possible
In-flight Catering Centre at Bahrain Airport	Bahrain	N/A	Structural Engineering and Design and Construction Supervision, Electrical and Mechanical Services	Full site supervision and project management
The New Office Headquarters for BAA at Gatwick Airport, London	United Kingdom	15 million	Structural Engineering and Design and Construction Supervision	Open plan offices with Zinc roof, belived to be one of the largest in Europe supported on structural steelwork

# PELL FRISCHMANN CONSULTING ENGINEERS LTD

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## AIRPORT PROJECT EXPERIENCE

AIRPORTS	Location	Approx. Project Value (£)	Services	
Baghdad Airport Proposals	Iraq	158 million	Inspection preliminary Design	Investigation of existing building and proposals for the reconstruction and expansion of the airport
Development of Agatti Airport	Agatti, Lakshwadeep	5.97 million	Global Technical Advisor	Feasibility Study, Master Planning, Review of architectural design, Developemnt Strategy
Development of Aurangabad Airport	Aurangabad, Maharashtra	67.66 million	Global Technical Advisor	Feasibility Study, Master Planning, Review of architectural design, Developemnt Strategy
Development of Khajuraho Airport	Khajuraho, Madhya Pradesh	34.68 million	Global Technical Advisor	Feasibility Study, Master Planning, Review of architectural design, Developemnt Strategy
Development of Rajkot Airport	Rajkot, Gujarat	33.82 million	Global Technical Advisor	Feasibility Study, Master Planning, Review of architectural design, Developemnt Strategy
Development of Vadodara Airport	Vadodara, Gujarat	52.29 million	Global Technical Advisor	Feasibility Study, Master Planning, Review of architectural design, Developemnt Strategy
Development of Ahmedabad Airport	Ahmedabad, Gujarat	15.68 million	Global Technical Advisor	Feasibility Study, Master Planning, Review of architectural design, Developemnt Strategy
Development of Amritsar Airport	Amritsar, Punjab	6.41 million	Global Technical Advisor	Feasibility Study, Master Planning, Review of architectural design, Developemnt Strategy
Development of Guwahati Airport	Guwahati, Assam	4.41 million	Global Technical Advisor	Feasibility Study, Master Planning, Review of architectural design, Developemnt Strategy
Development of Jaipur Airport	Jaipur, Rajasthan	17.71 million	Global Technical Advisor	Feasibility Study, Master Planning, Review of architectural design, Developemnt Strategy
Development of Udaipur Airport	Udaipur, Rajasthan	4.09 million	Global Technical Advisor	Feasibility Study, Master Planning, Review of architectural design, Developemnt Strategy
Chattrapati Shivaaji International Airport	Mumbai, India	N/A	Design Review and Advice on operation strategy	Macro level Study
Al Yamamah, Saudi Arabia	Saudi Arabia	8.5 billion	Project Management, Design Engineering	Assist with project management and checking services of BAE and subcontractor drawings related to airbase development

**Barbara**

---

**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 25 February 2016 14:55  
**To:** 'darius potel'  
**Cc:** 'WWF@pellfrischmann.com'  
**Subject:** Manston

Dear Darius,

**Re Manston**

I hope you are recovering well from your eye operation: you should take things easy.

As explained, I have considered more rationalisation of the overall Manston layout and I have spoken to Sas Majlessi about that. We are looking into a lower-cost overall plan; which would never be done all at once, as I emphasise again. The point is to be there first, with the most viable comprehensive scheme; not only to head-off the inevitable would-be plagiarists, but also as insurance against being held-to-ransom later, by the usual interposing predatory land speculators.

Without going into premature details, I want your experienced input for valuation calculations:-

Firstly and most importantly, for airport reopening in about a year, the valuation-related economic questions which I put to you require quiet personal consideration of air cargo charges, if transferred cheaply and fairly from expensive LHR and LG slots. This needs to be confidential in the extreme; for ourselves and especially so as not to allow any possible gossip (some of the best people may talk from ignorant vanity) and thereby set up deals for informed observant predators. Please take your personal time to consider and let us meet to go over your most reliable figures, when you are better.

Secondly, in the longer term we could fit in a 2.4 km runway; being exactly the same length as the existing Manston Runway 1, on Wades Marsh and without bridging any rivers or railways. Would that length be enough later, for your big air ferry planes? Also, what about the A380 and Boeing?

Points of advantage are:- (1) Traffic time-and-distance, being next to the main London Trunk Road, A299 Thanet Way; (2) reasonably engineered tarmac continuity, which I looked into some while ago; and (3) some identifiable owners and farmers left out of opportunities at present.

Thirdly, I have agreed with an eminent engineering surveyor to back-up my preliminary cost figures asap, but we need this better starting content, otherwise there will be needless duplication.

I am approaching some high-net-worth people whom I know personally and who might invest.

Kind regards

Norman

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246



# WINBOURNE MARTIN FRENCH

Chartered Surveyors  
Established 1853

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Dr. Wilem Frischmann CBE PhD, FICE, FIStructE  
Pell Frischmann  
5 Manchester Square,  
London, W1U 3PD

28<sup>th</sup> April 2016

BY POST AND EMAIL

Dear Wilem,

## Manston – Confidential Important Planning Case information

I have been unwell and have been working at home but I need to see you, as soon as convenient.

At Manston, there are no less than five conflicting schemes; some of which appeared ominously in January (soon after my CICES professional magazine article in October 2015) creating a planning imbroglio, which nevertheless may be turned to professional advantage in my view:-

1. Mrs. Ann Gloag's 'ordinary developers' scheme, to break-up the concrete military grade runway for sub-standard mixed development, which could go anywhere else in Kent – if it ever stacks-up.
2. A Montagu Evans Application for a 1000 foot communications mast, at the former Richborough Power Station site and quite obviously to be obstructing aviation at Manston.
3. Another 1000 foot mast by Nathaniel Lichfield on a farm and again obstructing aviation.
4. River Oak who are a would-be restrictive air cargo and anti-rail-freight monopoly have gone-in for a Development Control Order (DCO) with procedures underway, which could and should be widened.
5. Our scheme, which could be an Outline Planning Application; but it may be simpler to go-in with overall reasoned Objections now and also to save seed money.

My proposal is to go in as bona-fide concerned Objectors to the overall boundaries and scope of the River Oak Airport scheme and DCO, because it is grossly inadequate. Also, to object against the other three schemes. Subject only to the cost of our own side's professional advice, this appears to be best, especially for any Public Inquiry, which we should be able to win openly and publicly as the best.

Meanwhile, did you know that rail journey times from Manston to London should be similar to Stansted's 47 minutes? Furthermore, since the Brussels Airport attacks (and Glasgow earlier) Manston is much the best for an outer security perimeter as in RAF days. I would also quietly leave the door open to rival numbers (1) and (4) above possibly to cooperate eventually.



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Francis Roberts  
MRICS

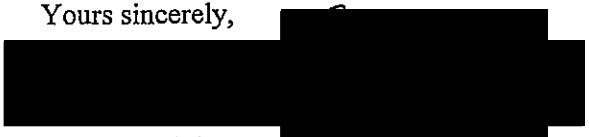
I now have better new Ordnance Survey maps for our team to work on, rather than the OS Explorer's Map only as a basis. We need to get our outline plans rationalised further (say Version 21) on lines discussed more-than-once with Dr Sas Majlessi, but not yet drawn-up on paper with his good team.

We can cut-down on the costs of airport perimeter roads and branch rail-lines and air terminals, while improving the scheme itself greatly. The reasons for delays are mainly minor administration only perhaps; but Sas Majlessi was concerned personally to have additional instructions under your revised company arrangements; which I am most anxious to respect of course, but are not my business.

Importantly, UK Airports policy has not been understood, since the formerly nationalised British Airports Authority was broken-up, by belated enforcement of EU competition law. Thereby, Heathrow was compelled to give-up Prestwick and finally Gatwick. Both now banned legally from any direct or indirect control or interest in Manston, or any other UK airports. This is to stop any return of UK airport monopoly influences; but evidence of previous meddling (as at Prestwick) remains now at Manston, for associated antipodean companies attempted property break-ups of both. At Prestwick, to keep its national airport asset, the Scottish Government was compelled to step-in and take over. Whereas at Manston in East Kent Mrs. Ann Gloag continues similarly with closing-down, asset stripping and proxy ownerships; with Whitehall unacceptably sitting-on-its-hands throughout.

I look forward to seeing you soon, because if we can coordinate thoroughly on final outline plans (also with the lawyers in due course) and obtain very sound initial investments of only some £50 million; we should prevail in open competition, on every measure of superiority in my view.

Yours sincerely,

  
Norman Winbourne

# PRESS RELEASE

12 May, 2016.

North Thanet's MP, Sir Roger Gale, has this morning dismissed with derision the announcement that at the end of the month a planning application for housing will be submitted in respect of Manston Airport.

Speaking from the House of Commons the MP said:

"It is a little-understood fact that anyone may lawfully submit a planning application for any piece of land whether they own it or not.

That does not mean, however, that such an application will be granted. A proposal to build housing on Manston Airport is in clear breach of the current Local Plan which designates Manston as an airport. Additionally, any grant of consent would be dependent upon a full environmental impact study and a full archaeological survey and both would almost certainly render the proposed developments inadmissible.

In the meantime RiverOak are quietly and responsibly pursuing their request, in the interests of national infrastructure, for a Development Consent Order and are already committing very considerable sums of money to the most comprehensive environmental impact study ever undertaken in Thanet.

Whatever my differences with Thanet Council - and they are many - the present administration was, as were Thanet's two Members of Parliament, elected on the basis that the people of Thanet want, by an overwhelming majority, to see planes flying again from Manston Airport as soon as possible. That remains our commitment and our aim and I do not believe that any other proposal will stand a snowball-in-hell's chance of getting past the inevitable public inquiry. (ENDS)

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Manston Airport Consultation Responses  
Bircham Dyson Bell,  
50 Broadway,  
London, SW1H 0BL

5<sup>th</sup> September 2016

Dear Sirs,

## Manston Airport DCO – River Oak Deadline – 5<sup>th</sup> September 2016

Regarding your clients' deadline for local Preliminary Consultation purposes, we will not be making statements at this point.

However, we intend to make appropriate representations at later stages of the DCO procedures.

Regrettably, there were repeated unsuccessful discussions with your clients' advisor, during 2014.

Sometime in-between while on other business, there was a helpful informal conversation with Mrs. Thompson of BDB as to the merits of a DCO or TWA.

BDB will be aware of my published papers, with site-specific references to this airport.

Yours faithfully

[Redacted Signature]

c.c. PINS, Councils, Charles Russell Speechlys, Pell Frischmann



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By Post and Email  
[tim.howes@thanet.gov.uk](mailto:tim.howes@thanet.gov.uk)

7<sup>th</sup> September 2016

Dear Mr. Howes,

## London Kent International Airport ("LKI") "Manston"

September 5<sup>th</sup> 2016 was the River Oak deadline for local responses to the Preliminary Consultation Stage of their Development Consent Order proposals. Therefore, I attach a copy of my letter to Bircham Dyson Bell of 5<sup>th</sup> September, which is self-explanatory.

Charles Russell Speechlys wrote to you for us on 12<sup>th</sup> February 2016, with Coastal Airports Holdings Limited's application to become the airport owner/developer, backed by your Council's Compulsory Purchase Order, to be underwritten in due course. More company directors are in course of being appointed, including respected Thanet people and similarly for London Kent International Airport Limited; our other company intended for airport operation. Meanwhile, I am the infrastructure company's working director, leading our very senior Outline Design Team, together with (former Professor) Dr. W.W. Frischmann CBE and Dr. S. Majlessi and we would like to meet you soon.

Both our companies' objects cover air freight, like River Oak and we would wish to cooperate but disagree with their operational priorities; which are not wide-ranging enough for Manston's obvious capacity on reopening. In December 2014 it was called "A National Asset" by the then Minister, Rt Hon John Hayes MP at an urgent Friday morning meeting with your then Leader Mrs. Johnston; as she reported that evening to her noisy Open Executive Local Plan Meeting (which I observed).

Nevertheless, Manston's obvious geographical importance continues to be ignored by various arms of Government despite increasing demands for international air travel and regular orders for larger aircraft. With national and international air routes in UK airspace control, over the North Sea and English Channel, Manston needs no intrusive flying over The Home Counties nor noisy stacking circles over Greater London. I am advised that flight paths can be at lower altitudes, in-and-out over Pegwell Bay and Reculver; with stacking out over the sea, beyond The North Foreland.

I attach a copy of our latest Simplified Plan dated yesterday and superseding all previous published versions; together with part of the abridged Statement of Case on our main detailed drawing and there is also a list of contentious issues (Planning Imbroglio).



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Francis Roberts  
MRICS

As copies of this letter and its attachments are being sent to the Chief Executive of Dover District Council (and MP) with environmental interests and jurisdiction over our proposed all-hours Runway 5 on Ash Level, where implementation could be advanced if preferred. In particular it is the best possible location for 24/7 air operations, especially River Oak's air cargo night flights. Otherwise, "Ash Level" will only be for very tall National Grid pylons of their Richborough Connection scheme; whereas heavy electric cables can be sited cooperatively in large ground ducts, alongside our scheme at shared cost. Likewise, we object to other aviation hazards of two proposed telecommunications masts around 1000 feet high, with current Planning Applications to your Council.

Either Runway 3 (for Air Ferry) or Runway 5 (for Air Freight) maybe the better second runway option as a two-runway airport (Heathrow has two) operational by 2020 and costing something under £500 million overall together with now-rationalised railway amendments and new roads. That is a much lower cost than either of the much later deliveries of Gatwick's or Heathrow's sole additional runways; and only some 10% or 20% of their much greater comparative costs, as set out very fully in The Davies Commission Report.

You will not know that, over 25 years ago, I had identified Kent International Airport, as one of eight to be interlinked by existing railways of London and the South East; in Hansard, Crossrail Opposed Bill Committee Reports 1991/1994 and my paper "Crosslink" (Estates Gazette November 1992).

More recently in 2014, in writing to River Oak and Sir Roger Gale MP, I proposed our working together and I suggested a Thanet District Council CPO. Then in August 2014 (while convalescing after two operations) I made several abortive telephone calls to River Oak's advisor, with no discussions; so in September/ October we made our first two-runway submission (now Runways 1 and 3) to the House of Commons Transport Select Committee (see their website). But arbitrarily, we were cut-out of giving evidence to their Hearings of February 1<sup>st</sup> 2015, although I had complained formally in writing earlier that day to my own local MP Rt.Hon. Dame Tessa Jowell. Of course, Mrs. Gloag's able lawyer and the River Oak team spoke well, but the Select Committee continues to treat Manston as if it were only a small airport and even though some weeks later a Minister's accompanying advisor dodged Committee questions repeatedly (see Hansard).

Official bias against Manston has prevailed at all government levels, ever since Heathrow Terminal 5 was promised to be its "final" expansion, with solemn undertakings to the then Secretary of State for Transport Stephen Byers; as he approved T5. Regardless however, the Transport Department's December 2003 Report on South-East Airports continued to foster a "duopoly" of Heathrow and Gatwick, while treating Manston's long cliff-top runway with evasive brief disdain in the text. Yet on the next pages of that same 2003 Report, the DfT approved its own consideration of a wholly unsustainable four-runway airport concept, a few miles from Manston, out on the Goodwin Sands!

Whereas that DfT 2003 Report dismissed Manston almost peremptorily and wrongfully, The Davies Commission Report leaves it out altogether and that despite its own specialised transport expertise for East Kent. As to Kent County Council, it was against the Thames Estuary airport schemes and then against Gatwick, but thereby supported Heathrow expansion tacitly. Furthermore, whilst forsaking East Kent and Manston, KCC supported Lydd Airport's expansion. However, that is no problem and logical Kent Coast flight paths offer Manston a common interest. Apparently, Lydd is for semi-private corporate useage and with current UK border security concerns, both Air Sea Rescue and crime controls one will need both airports with RN and RAF Reserve use and police powers of arrest.

Whereas Manston (Runway 1) could fill all those gaps there is a dubious loud press campaign today, claiming that only Heathrow will save the UK billions, unless Heathrow R3/T6 is built, as is also claimed by the Unions, the Davies Commission and London First; somehow solely to generate 70,000 UK jobs. Whereas increased airport-related employment will reflect whichever airports expand through increased market share. International hub passengers are only some 35% of Heathrow's

customers; so more international "hub" destinations can be allocated, if Heathrow relinquishes some of its point-to-point holiday traffic. But R3/T6 would actually expand those less important flights; while depleting airports like Birmingham, East Midlands, Luton, Southend and Stansted. All require improved connectivity; unlike Manston which needs only local rail amendments; with Parkway Stations and a new Thanet Metro Circuit, as a free public bonus of our scheme.

At the December 2014 Local Plan meeting new planning policies could have undermined the solid Existing Use of Manston Airport, (originally from the Crown). It could have allowed planners to entertain alternative uses and schemes such as of Mrs. Gloag's allies' Stone Park. But reopening Manston Airport was backed strongly by Councillors, although various contrary effects continue in a "Planning Imbroglia" on my list attached.

All of this can be addressed by our latest Outline Design, but there are some issues of copyright and commercial confidentiality; so I request an exploratory without prejudice meeting with you, for myself and Dr. W. W. Frischmann, when we can provide more details in confidence not for general circulation as yet.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

N.J. Winbourne

c.c Dover District Council; MPs; Charles Russell Speechlys; Pell Frischmann; Lubbock Fine

# WINBOURNE MARTIN FRENCH

Chartered Surveyors  
Established 1853

---

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info@winbourne.co.uk  
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Mr. Nadeem Aziz  
The Chief Executive  
Dover District Council  
Castle Street  
Dover, CT16 1PD

7<sup>th</sup> September 2016

By Post and Email

Dear Mr.Aziz,

## **London Kent International Airport ("LKI") Manston**

I wrote to you about this important matter some while ago.

I enclose now for your kind attention a copy of my letter of even date addressed to Mr. Tim Howes of Thanet District Council, together with its attachments. They include our latest Simplified Plan and notes thereto.

I hope that these papers will be self-explanatory and plainly, these issues concern your Council almost as much as Thanet.

I/we would like to meet you for exploratory discussions without prejudice or commitment; as may be convenient, although personally I shall be abroad or otherwise unavailable until Monday 26<sup>th</sup> September.

Kindly acknowledge receipt and I look forward to hearing further from you when convenient.

Yours sincerely,

[Redacted Signature]

c.c Charlie Elphicke MP



Registered Office: Winbourne Martin French Ltd  
64 New Cavendish Street London W1G 8TB  
Registered No. 321 1470

Regulated by RICS

---

#### Managing Director

**James G. Winbourne**  
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RICS Registered Valuer

#### Consultants

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RICS Registered Valuer

**Jeremy M. Bretherton**  
BSc(Hons), MRICS, CIS HypZert(MLV)

**Francis Roberts**  
MRICS



## **Planning Imbroglia Conflicts with Manston Airport requiring attention and resolution**

1. Mrs. Ann Gloag's disposals and ownership boundary changes, some of which may merit planning enforcement action to reinstate the status quo ante. There are land boundary changes, a sale of the fire station and engines and the valuable "Avionics" have been sold to Oxford Airport. All are essential airport components for possible planning enforcement action.
2. Mrs. Gloag's allies propose Stone Park for ordinary development and to break-up the concrete runway itself; whereas such ordinary development can be sited elsewhere and it may not "stack up" financially in deprived East Kent anyway.
3. River Oak's use of Manston Airport almost exclusively for their own air cargo night flights and perhaps one airline only, would amount to grass underuse of the airport. However, with Air Ferry and some RN/RAF use restored it could reopen profitably, with more airlines to follow and paying lower landing charges than elsewhere.
4. River Oak using 'surplus' airport land for plane-breaking (which could go to any disused RAF air base) can be considered temporarily and perhaps near Richborough.
5. Communities Department housing land demands are in conflict with airport expansion,
6. National Grid existing electricity pylons and bigger ones for Richborough Connection would be in conflict with aviation; but cables can be cooperatively in ground ducts.
7. A Planning Application for an about 1000 feet high telecommunications mast at Richborough Power Station site would obstruct lower flight paths and can go somewhere else.
8. Less-formal application further south, for another 1000 feet telecommunications mast.
9. Otherwise unfunded Kent County Council, Thanet Parkway Station scheme (2 sites).
10. Our airport transport proposals which we believe should prevail, include a new Thanet Metro Circuit.

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FRENCH

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---

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winbourne.co.uk

Sir Roger Gale, MP for North Thanet  
House of Commons  
London, SW1A 0AA

7<sup>th</sup> September 2016

Dear Sir Roger,

Here is my copy correspondence for you concerning Manston Airport.

Yours sincerely,

  
N.J. Winbourne



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Managing Director

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winbourne.co.uk

Craig Mackinlay MP for South Thanet  
House of Commons  
London, SW1A 0AA

7<sup>th</sup> September 2016

Dear Mr. Mackinlay,

Here is my copy correspondence for you concerning Manston Airport.

Yours sincerely,



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Charles Elphicke MP for Dover  
House of Commons  
London, SW1A 0AA

7<sup>th</sup> September 2016

Dear Charlie,

Here is my copy correspondence for you concerning Manston Airport.

Yours sincerely,



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#### Managing Director

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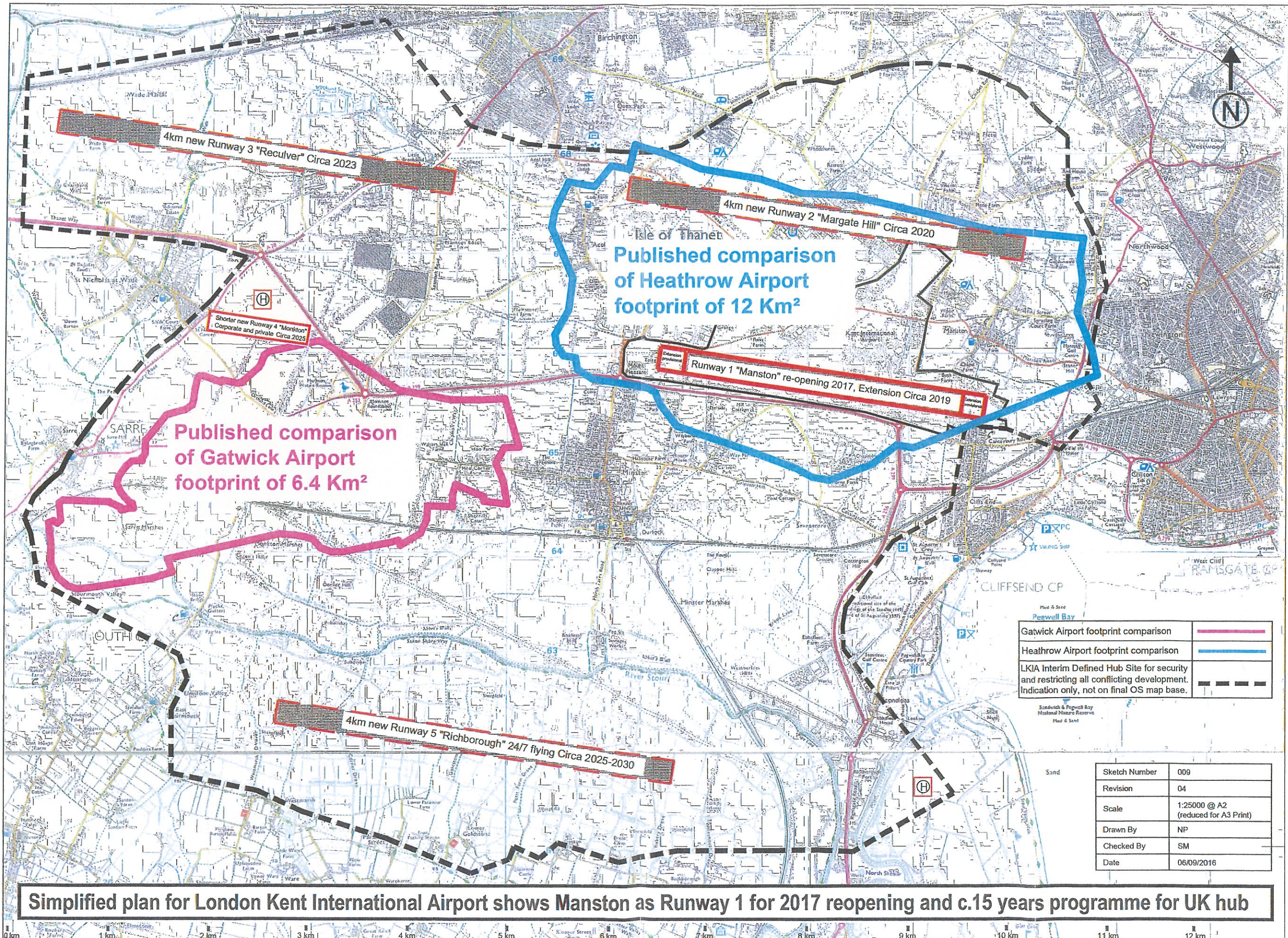
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BSc(Hons), MRICS, CIS HypZent(MU)  
**Francis Roberts**  
MRICS

Planning and Development outline (by WMF/NJW) to be read with the descriptive plan boxes, pending full LKIA Statement of Case, to follow for DCO presentation.

1. Kent Coast airport, some 20 miles more from London than Gatwick or Stansted and equidistant between landlocked Charles de Gaulle, Heathrow and Schipol. Lesser carbon footprints with no flights over the Home Counties or Greater London.
2. National and international routes in UK airspace over The North Sea and The English Channel. Lower-altitude flight paths in-and-out over Reculver and Pegwell Bay and all "stacking" to be out over the sea beyond The North Foreland.
3. Airport reopening 2017, as Manston Runway 1 (with Thanet District Council CPO) and wider Defined Site, for future air hub, Outer Airport Zone with no conflicting building. Dual security checkpoints and helipads for RAF/RN/Police.
4. London train times improving to some 53 minutes. (cf. Stansted Express 47 minutes). Revive 1980s BR Thanet Branch Plan off CTRL (now HS1).
5. A299 and A256 dual-carriageways, from M2 and M25, directly to Manston.
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9. Robust EIA including archaeology, ecology and remediation; together with early fair and reasonable compensation payments and timely advance relocations.
10. Applications for ERDF infrastructure subventions whilst UK remains within EU financial regime (until 2019 per HM Treasury) for local rail amendments, new Thanet Parkway Station and new Thanet Metro Circuit (within airport scheme).



Simplified plan for London Kent International Airport shows Manston as Runway 1 for 2017 reopening and c.15 years programme for UK hub

Barbara

---

**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 09 September 2016 19:08  
**To:** 'g.yerrall@riveroakic.com'  
**Subject:** FW: London Kent International Airport ("LKI") Manston  
**Attachments:** mr yerrall.pdf

---

**From:** Barbara **On Behalf Of** Norman Winbourne  
**Sent:** 09 September 2016 19:06  
**To:** 'g.yerrall@riveroakic.com'  
**Subject:** London Kent International Airport ("LKI") Manston

Dear Mr. Yerrall,

Please see attached letter and enclosures.

Regards

Norman Winbourne  
Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

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Mr. George Yerrall,  
Chief Investment Officer,  
River Oak Investment Corp, LLC  
One Atlantic Street,  
Suite 703  
Stamford, CT 06901  
USA

9<sup>th</sup> September 2016

Email and Post [g.yerrell@riveroakic.com](mailto:g.yerrell@riveroakic.com)

Dear Mr. Yerrall,

## London Kent International Airport ("LKI") Manston

We watched you on live television (BBC Parliament Channel) on February 1 2015, when you gave evidence very ably to the House of Commons Transport Select Committee. Although I had protested earlier, we were cut-out of giving our evidence; which would have dispelled the fictional received wisdom; to the continuing effect that Manston is only an unimportant minor airport. With the new government here (and a new Chancellor of the Exchequer) there is every prospect that a very dubious case, for Heathrow expansion of R3/T6, will be rejected and therefore Manston is more significant.

Therefore, I am writing to you directly, in a renewed bid to get to a balanced shared deal in principle, if at all possible. Although we are taking formal steps now (legally and otherwise) to cut through the current "Planning Imbroglia"; I believe that with goodwill, one could get to reasonably agreed Heads of Terms in about three months; as against potentially expensive and uncertain long public inquiries.

We have your recent prospectus and you will want your essential air freight especially. Nevertheless, in my view, one could reopen the airport in about a year and then go on further, to greater advantage.

Were I American, I might hold an MAI qualification, especially in eminent domain and with added engineering experience. In fact it was me who recommended a Manston CPO in the first place, to River Oak. Personally, I am the most senior UK practitioner in Compulsory Purchase and Compensation, but working for my son for 20 years. I have done two years solid planning of our incremental engineering layout; in consortium with the most senior UK consulting engineer, Professor Dr. W. W. Frischmann CBE and Dr. S. Majlessi. Hence, I am confident that our Copyright Outline Design cannot be bettered.



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### Managing Director

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Francis Roberts  
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Furthermore, we have respected Thanet persons and other UK people joining our companies and a chairman-designate who was a former KIA Director. Moreover, you will not know that I identified KIA 24 years ago, in my published professional article "Crosslink" (Estates Gazette November 1992) as one of eight London airports to be readily interlinked by existing railways. It was also in Hansard, in my Expert Evidence of April 1994, then for two of the three successful Petitioners against an Opposed Bill – The Crossrail Bill 1991 which failed in May 1994. The DFT took no notice of course.

Hence, it was irritating to be patronised arrogantly in 2014 and I attach copies of a few papers:-

17 July 2014, reply letter to me from Sir Roger Gale MP

5 September 2016, my interim letter to Bircham Dyson Bell (copy to others)

6 September 2016, Simplified Plan for reopening Manston Airport and future incremental extensions; with abridged Statement of Case notes and my "Planning Imbroglio" list of problems for solutions.

7 September 2016, sample of covering letter to MPs (Mr. Craig Mackinlay)

I realise that River Oak are an expert turnaround group and I imagine that some of your investors may have a three years' timescale perspectives; whereas financial rewards herein can be much greater. In my view River Oak could be assured of the immediate air freight issues with more to follow; so I would like to talk to you informally; to try to clear the air and find a beneficial way forward.

Although I shall be out of England on a short holiday break (returning to the office on 20<sup>th</sup> September) I can be contacted next week at The Palm Beach Hotel, Larnaca Bay, Cyprus (telephone number +35724846600 or a mobile number [REDACTED])

I look forward to hearing from you.

Yours sincerely, ^

[REDACTED]

c.c. Lady Rona Delves-Broughton



Sir Roger Gale, MP

House of Commons  
London, SW1A 0AA

17<sup>th</sup> July 2014

[REDACTED] (Private Office - a.m. only)  
01843 844856 (FAX - 24hr)  
020 7219 3000 (House of Commons)  
[REDACTED] (24 hr Pager)  
website: [www.rogergale.com](http://www.rogergale.com)  
email: [galerj@parliament.uk](mailto:galerj@parliament.uk)

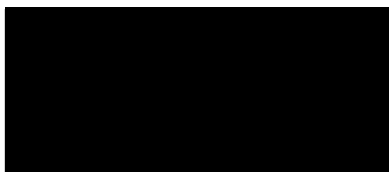
Mr Norman J Winbourne  
Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London EC4V 5DR

Dear Mr Winbourne

Thank you for your letter of the 8<sup>th</sup> July: I am sorry that I have not responded before this – I was abroad on Parliamentary business in Bosnia when your letter arrived.

I note that you have quite properly copied your letter to Tony Freudmann of River Oak who will, I am sure, wish to respond to you personally but I am also taking the liberty of copying your letter to Councillor Mrs Iris Johnston as the Leader of Thanet District Council in order that she may also be aware of your interest.

With my best wishes  
Yours sincerely



Sir Roger Gale MP

# WINBOURNE MARTIN FRENCH

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---

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winbourne.co.uk

Manston Airport Consultation Responses  
Bircham Dyson Bell,  
50 Broadway,  
London, SW1H 0BL

5<sup>th</sup> September 2016

Dear Sirs,

## Manston Airport DCO – River Oak Deadline – 5<sup>th</sup> September 2016

Regarding your clients' deadline for local Preliminary Consultation purposes, we will not be making statements at this point.

However, we intend to make appropriate representations at later stages of the DCO procedures.

Regrettably, there were repeated unsuccessful discussions with your clients' advisor, during 2014.

Sometime in-between while on other business, there was a helpful informal conversation with Mrs. Thompson of BDB as to the merits of a DCO or TWA.

BDB will be aware of my published papers, with site-specific references to this airport.

Yours faithfully,



c.c. PINS, Councils, Charles Russell Speechlys, Pell Frischmann



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#### Managing Director

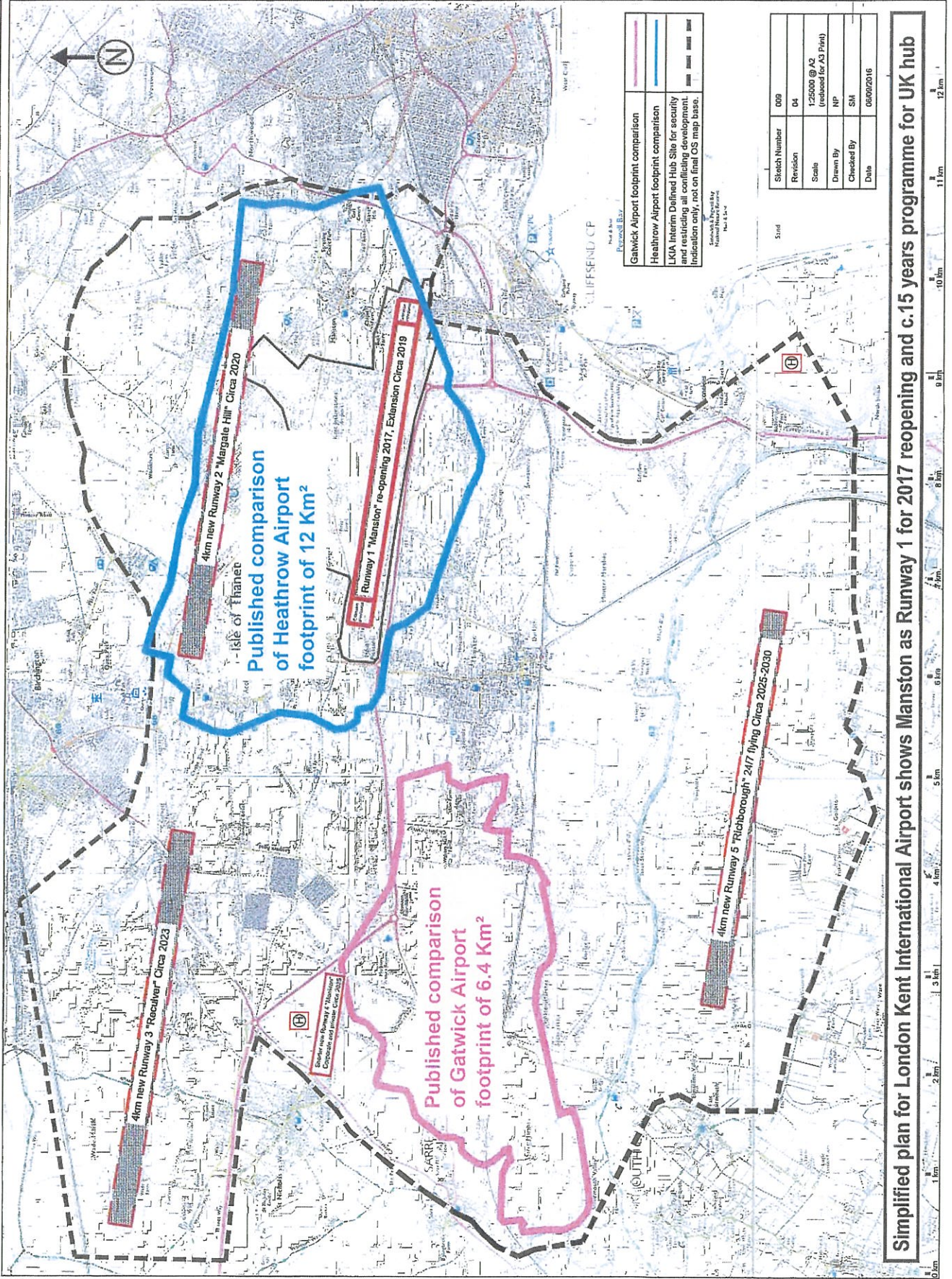
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#### Consultants

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**Simplified plan for London Kent International Airport shows Manston as Runway 1 for 2017 reopening and c.15 years programme for UK hub**

Planning and Development outline (by WMF/NJW) to be read with the descriptive plan boxes, pending full LKIA Statement of Case, to follow for DCO presentation.

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### **Planning Imbrolio Conflicts with Manston Airport requiring attention and resolution**

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5. Communities Department housing land demands are in conflict with airport expansion,
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9. Otherwise unfunded Kent County Council, Thanet Parkway Station scheme (2 sites).
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winbourne.co.uk

Craig Mackinlay MP for South Thanet  
House of Commons  
London, SW1A 0AA

7<sup>th</sup> September 2016

Dear Mr. Mackinlay,

Here is my copy correspondence for you concerning Manston Airport.

Yours sincerely,

[Redacted signature]



Registered Office: Winbourne Martin French Ltd  
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**Managing Director**

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Jeremy M. Bretherton  
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Francis Roberts  
MRICS

Barbara

---

**From:** Barbara  
**Sent:** 18 September 2016 17:20  
**To:** g.yerrall@riveroakic.com  
**Subject:** Mansion Airport

Dear George

Thank you for your prompt response; we too are a reciprocal expert team.

Although, I shall be back in the City next Tuesday 20 September, there are other commitments until Wednesday mid afternoon, also allowing for US time difference.

Then on Thursday we will be away at an old friend's funeral.

However, also ok Friday afternoon allowing for leaving early for an engineers' black tie function.

Please let me know when it is best for you to talk?

Regards,

Norman Winbourne

Sent from my iPad





Mr. Iain Livingstone  
Planning Applications Manager  
Thanet District Council  
PO BOX 9  
Cecil Street  
Margate  
Kent CT9 1XZ

**BY EMAIL ONLY**

**Growth, Environment &  
Transport**

Room 1.62  
Sessions House  
MAIDSTONE  
Kent ME14 1XQ

Phone: 03000 415961  
Ask for: Barbara Cooper  
Email: Barbara.Cooper@kent.gov.uk

21 September 2016

Dear Iain

**Re: Stone Hill Park – Former Manston Airport Site, Manston Road, Ramsgate  
(OL/TH/16/0550)**

In my letter dated 30 August 2016, I set out the Kent County Council response to the planning application which Thanet District Council has received for the comprehensive redevelopment of the above site, led by Stone Hill Park Ltd.

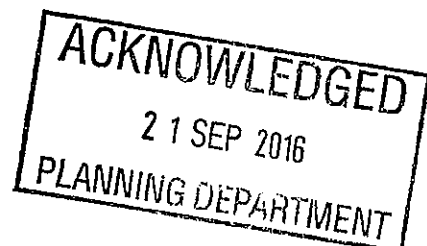
The planning application was considered by Officers of the County Council on its own merits. Kent County Council responds to planning applications on a frequent basis and this is a function delegated to Officers by the Council.

Therefore the response to this planning application was not presented to any meeting of the Council and nor to any committee or sub-committee meeting.

For the avoidance of doubt, KCC's response does not form any position on the use of the Manston Airport site for aviation purposes.

In the interests of clarity and for completeness, the last relevant motion passed by the County Council at its meeting on 16 July 2015:

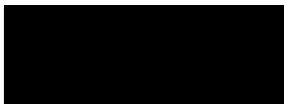
*"RESOLVED that we the elected members of KCC wish it to be known that we fully support the continued regeneration of Manston and East Kent and will keep an open mind on whether that should be a business park or an airport, depending upon the viability of such plans and their ability to deliver significant economic growth and job opportunity."*



The response to this planning application considered the viability of the plans and their contribution to economic growth in the context of this motion and more widely, the County Council's Strategic Statement 2015-2020 ('Increasing Opportunities, Improving Outcomes').

I trust that I have clarified the context in which the Authority responded to this planning application but if you require any further information then please do not hesitate to contact me.

Yours sincerely



**Barbara Cooper**  
Corporate Director – Growth, Environment and Transport

Barbara

---

**From:** Kathryn Dunne [Kathryn.Dunne@pins.gsi.gov.uk]  
**Sent:** 28 September 2016 14:09  
**To:** Norman Winbourne  
**Cc:** Susannah Guest; Chris White; Mark Wilson  
**Subject:** Richborough Connection Project and Manston Airport proposals - contact details

Dear Mr Winbourne,

As discussed in our telephone conversation, the Planning Inspectorate's email address for the Richborough Connection Project is: [Richborough@pins.gsi.gov.uk](mailto:Richborough@pins.gsi.gov.uk) If you wished to make comments on National Grid's proposal you can submit them through this email address and the Examining Authority (a Panel of Inspectors) will decide if they can accept your submission into the examination, as I understand that you are not registered as an Interested Party for this project.

From our conversation, I note that you are currently developing plans to expand Manston airport, therefore I have copied in Susannah Guest who is our Infrastructure Planning Lead for Transport.

I have also copied in Chris White who is the Case Manager for the Richborough Connection Project and Mark Wilson who will be taking over from myself when I go on maternity leave.

Kind regards

Kathryn

Kathryn Dunne MRTPI  
Infrastructure Planning Lead  
Major Applications and Plans Directorate

The Planning Inspectorate, Temple Quay House, Temple Quay, Bristol, BS1 6PN  
Direct Line: 0303 444 5065  
Helpline: 0303 444 5000

Email: [kathryn.dunne@pins.gsi.gov.uk](mailto:kathryn.dunne@pins.gsi.gov.uk)

Web: <https://infrastructure.planninginspectorate.gov.uk/> (National Infrastructure Planning)

Web: [www.gov.uk/government/organisations/planning-inspectorate](http://www.gov.uk/government/organisations/planning-inspectorate) (The Planning Inspectorate)

Twitter: @PINSgov

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\*\*\*\*\*



## Sir Roger Gale, M.P.

House of Commons  
London, SW1A 0AA

15/09/2016

Norman Winbourne, Esq.,  
Messrs. Winbourne Martin French  
2 Burgon Street  
LONDON EC4V 5DR

[REDACTED] (Private Office - a.m. only)  
01843 844856 (FAX - 24hr)  
020 7219 3000 (House of Commons)  
[REDACTED] (24 hr Pager)  
website: [www.rogergale.com](http://www.rogergale.com)  
email: [galerj@parliament.uk](mailto:galerj@parliament.uk)

Dear Mr. Winbourne,

I acknowledge receipt of your letter and copy of your letter sent to the Director of Corporate Governance and Monitoring Officer at Thanet District Council.

With my best wishes.  
Yours sincerely,

[REDACTED]

Sir Roger Gale MP

(Dictated by Sir Roger Gale MP and signed in his absence abroad on Parliamentary business)

Barbara

---

From: Jeff James [REDACTED]  
Sent: 16 September 2016 00:08  
To: Norman Winbourne  
Subject: Fwd: PRESS RELEASE

Sent from my iPad

Begin forwarded message:

From: Gale's Views [REDACTED]  
Date: 15 September 2016 at 12:21:45 BST  
To: undisclosed-recipients: ;  
Subject: PRESS RELEASE

***For information ONLY.***

***Please do NOT reply to this email.***

***With best wishes. SUZY***

## **PRESS RELEASE**

15 September, 2016.

### **Manston Airport – Government confirms support for an air freight hub**

The Secretary of State for Transport, Chris Grayling, has confirmed ongoing support for Manston Airport.

Speaking at transport questions in the Commons this (Thursday) morning, Manston's MP, Sir Roger Gale, said

"As Britain leaves the EU we shall have to develop more business with Asia and the Far East. That will create a demand not only for more passenger traffic but particularly for more air freight. Will my Rt. Hon. Friend confirm that RiverOak needs to succeed in its efforts to open an air freight hub at Manston and is it not the case that Manston Airport must be preserved as a piece of important national infrastructure?"

Responding the Secretary of State said that while he recognised that there were differences of local opinion about the future of the airport in East Kent the Government "would be very happy to see an air-freight hub developed at Manston".

Speaking after the exchange Sir Roger said:

"It is clear that as we develop new markets to replace those that we shall lose within the EU and that as goods and personnel have to travel greater distances we are going to need much more capacity in the South East.

Whatever decision is taken about an additional runway at Gatwick or Heathrow we need capacity now if we are not to lose more business to mainland Europe. Manston Airport is available immediately and we must see this project through as soon as possible. I am pleased, therefore, that the Secretary of State did not hesitate to reinforce the Government's ongoing support for Manston as an airport". (ENDS)

--

*(Lady) SUZY GALE*

*Parliamentary Office Director*

*Office of Sir Roger Gale MP - MP for Margate, Herne Bay & The Villages*

*[REDACTED] (a.m.)*

*[REDACTED] (24hr pager)*

*[REDACTED] (Suzy - mobile)*

*[galerj@parliament.uk](mailto:galerj@parliament.uk)*

*[www.rogergale.com](http://www.rogergale.com)*

*[www.animalsworldwide.org](http://www.animalsworldwide.org)*

Barbara

---

From: Arnella Worwood [Arnella.Worwood@DOVER.GOV.UK]  
Sent: 29 September 2016 14:22  
To: Barbara  
Subject: London Kent International Airport, Manston

Dear Mr Winbourne

I refer to your letter dated 7 September 2016 to the Chief Executive regarding the above.

I have been asked to arrange a meeting with you to include Councillor Paul Watkins, Nadeem Aziz and Tim Ingleton. I have listed below three dates, one of which I hope will be suitable:

10 November 10 a.m.  
14 November 12 noon  
21 November 12 noon

I will hold these dates in the diaries until I hear from you.

Kind regards

Arnella



**Arnella Worwood**

PA to Nadeem Aziz

Chief Executive

Dover District Council


Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

Tel: 01304 872401

Fax: 01304 872004

Email: [arnellaworwood@dover.gov.uk](mailto:arnellaworwood@dover.gov.uk)

Web: <http://dover.gov.uk>

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Barbara

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Kind regards

Arnella



**Arnella Worwood**  
PA to Nadeem Aziz  
Chief Executive  
Dover District Council  
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ  
Tel: 01304 872401  
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**CHARLIE ELPHICKE MP**



**HOUSE OF COMMONS**

**LONDON SW1A 0AA**

Norman Winbourne  
2 Burgon Street  
London  
EC4V 5DR

10 October 2016

[REDACTED]

Thank you for your letter regarding your papers on London Kent International Airport ("LKI")  
Manston to Thanet District Council and Dover District Council.

Please do keep me updated on any progress made and I thank you again for getting in contact.

Best wishes,

[REDACTED]

*Member of Parliament for Dover & Deal*

Barbara

---

**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 28 October 2016 18:08  
**To:** 'wwf@frischmannngroup.com'  
**Cc:** 'Dr Sas Majlessi'  
**Subject:** Manston  
**Attachments:** manston.5.pdf

Dear Wilem

1. As arranged with Dr. Sas Majlessi and Nick Protopapas here is a copy plan annotated freshly by me in manuscript in almost all the boxes.
2. I shall edit the written statement again in the right hand column next week when also I should like to come and see you to discuss our approach to Dover Council on 14<sup>th</sup> November, when I have asked James to join us, because it is timely.
3. Dr. Sas has told me of your plan to extend Runway 1 to the west where the ground drops away, by pure engineering, which is very interesting.
4. On the other hand Dover Council area covers Runway 5 which they may wish to back. It is a level greenfield site and could be the most cost-effective second runway in itself – keep options open.
5. Very discreetly a note on the railway south to Sandwich and Deal mentions housing areas. My article a year ago mentioned the prospect of a large housing scheme on the old Kent Coalfield.

Regards

Norman

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

---

**From:** Arnella Worwood  
**Sent:** 10 November 2016 15:05  
**To:** 'info@winbourne.co.uk'  
**Subject:** FW: London Kent International Airport, Manston

Dear Mr Winbourne

I refer to my email below and our telephone conversation yesterday.

Unfortunately the 24 November is not suitable but I have listed three dates below, one of which I hope will be suitable to you:

5 December 1 p.m.  
12 December 12 noon  
15 December 3.30 p.m.


You will appreciate the diaries are extremely busy and this is the best I can do to get everyone together. I have held these dates in the diaries until I hear from you.

Kind regards

Arnella



**Arnella Worwood**  
PA to Nadeem Aziz  
Chief Executive  
Dover District Council  
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ  
Tel: 01304 872401  
Fax: 01304 872004  
Email: [arnellaworwood@dover.gov.uk](mailto:arnellaworwood@dover.gov.uk)  
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**From:** Arnella Worwood  
**Sent:** 09 November 2016 10:08  
**To:** 'info@winbourne.co.uk'  
**Subject:** FW: London Kent International Airport, Manston

Dear Mr Winbourne

I refer to the meeting which had been arranged for 12 noon on 14 November. It is with sincere apologies that I will have to rearrange this meeting due to circumstances beyond our control.

There is a possibility in the diaries for 24 November at 2 p.m. but I need to ensure that is available but I wanted to check with you in the meantime whether this date would be suitable to you.

Again my sincere apologies for the inconvenience caused.

Kind regards

Arnella




**Arnella Worwood**  
**PA to Nadeem Aziz**  
**Chief Executive**

Dover District Council  
 Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ  
 Tel: 01304 872401  
 Fax: 01304 872004  
 Email: [arnellaworwood@dover.gov.uk](mailto:arnellaworwood@dover.gov.uk)  
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**From:** Arnella Worwood  
**Sent:** 29 September 2016 14:22  
**To:** 'info@winbourne.co.uk'  
**Subject:** London Kent International Airport, Manston

Dear Mr Winbourne

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I have been asked to arrange a meeting with you to include Councillor Paul Watkins, Nadeem Aziz and Tim Ingleton. I have listed below three dates, one of which I hope will be suitable:

- 10 November 10 a.m.
- 14 November 12 noon
- 21 November 12 noon

I will hold these dates in the diaries until I hear from you.

Kind regards

Arnella




**Arnella Worwood**  
**PA to Nadeem Aziz**  
**Chief Executive**

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**Barbara**

---

**From:** Barbara on behalf of Norman Winbourne  
**Sent:** 10 November 2016 15:30  
**To:** 'Arnella Worwood'  
**Cc:** 'wwf@frischmanngroup.com'; 'Dr Sas Majlessi'  
**Subject:** RE: London Kent International Airport, Manston

Dear Miss Worwood

Thank you for your email with three dates and times. I have spoken to Dr. Bill Frischmann just now and we have agreed to accept your earliest available date/time of 5 December 1 pm.

For your information, I have telephoned Charlie Elphicke MP for Dover and Deal, who is an old friend from his South London Councillor days and before. I have asked him whether it may be of assistance if he were to sit in on the meeting, provided there are no impediments of protocol and so forth. I/we intend an exploratory meeting with no immediate commitments of course, as would be correct.

As this meeting is now to be some four weeks ahead, I/we will use best endeavours to send to you advance copies of a confidential late draft of our Copyright Outline Design.

Kind regards  
Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

---

**From:** Arnella Worwood [mailto:Arnella.Worwood@DOVER.GOV.UK]  
**Sent:** 10 November 2016 15:05  
**To:** Barbara  
**Subject:** FW: London Kent International Airport, Manston

Dear Mr Winbourne

I refer to my email below and our telephone conversation yesterday.

Unfortunately the 24 November is not suitable but I have listed three dates below, one of which I hope will be suitable to you:

5 December 1 p.m.  
12 December 12 noon  
15 December 3.30 p.m.

You will appreciate the diaries are extremely busy and this is the best I can do to get everyone together. I have held these dates in the diaries until I hear from you.

Kind regards

Arnella

**From:** Barbara  
**Sent:** 30 November 2016 13:17  
**To:** Kathryn Wood <KathrynW@winbourne.co.uk>  
**Subject:** FW: London Kent International Airport, Manston

**From:** Arnella Worwood [<mailto:Arnella.Worwood@DOVER.GOV.UK>]  
**Sent:** 28 November 2016 15:02  
**To:** Barbara <[Barbara@winbourne.co.uk](mailto:Barbara@winbourne.co.uk)>  
**Subject:** FW: London Kent International Airport, Manston

Dear Mr Winbourne

I am so very sorry but I will have to rearrange the meeting which had been arranged for 5 December. This is due to circumstances beyond our control.

Councillor Watkins has been called to Brussels that day and the [REDACTED] has had a nasty fall which has resulted in a [REDACTED]

Both Councillor Watkins and the Chief Executive send their sincere apologies for this inconvenience, as they are aware that the meeting has already been rearranged once before.

I know that you wanted to meet prior to Christmas but unfortunately a meeting cannot take place until the New Year due to Councillor Watkins busy diary and of course what the Chief Executive will be doing regarding [REDACTED]


I would be extremely grateful if you could let me know your availability in the New Year and I will do my very best to accommodate.

With best regards

Arnella



**Arnella Worwood**  
PA to Nadeem Aziz  
Chief Executive  
Dover District Council  
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ  
Tel: 01304 872401  
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## Kathryn Wood

---

**From:** Kathryn Wood  
**Sent:** 02 December 2016 17:31  
**To:** 'WWF@pellfrischmann.com'  
**Subject:** FW: Dover DC- Proposed East Kent Housing areas (Near Manston)-Strictly Confidential  
**Attachments:** NJW Manuscript Plan Notes A-Z Map East Kent.pdf

Dear Bill,

I attach a copy of my confidential manuscript plan notes on an A-Z map extract of East Kent which shows six possible housing areas identified by me not far from Manston.

One area is in Thanet DC, but the other five are in Dover DC whom we should be meeting soon and especially before you go away for your annual Christmas and New Year extended holiday.

Of the five large areas Dover DC, four of them are expansions of village size settlements and one is a westward extension of Deal Town. All are related to stations

Preferably I would not like to circulate the map because I do not want to risk leaks and possibly setting-up development deals for other people on the make.

You might wish to sound out your German owner colleagues in principle only as to mixed private/commuter and affordable housing, if the council approves and so on.

You will notice on the same map extract that there are no villages in the large greenfield area immediately south of the River Stour – Ash Level, where we have planned two long runways straight off the coast and under Dover DC..

Regards,

Norman

tel: 020 7248 0246  
Fax: 020 7248 4020  
email: [kathryn@winbourne.co.uk](mailto:kathryn@winbourne.co.uk)

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
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# WINBOURNE MARTIN FRENCH

Chartered Surveyors  
Established 1853

Ms Arnella Worwood  
Dover District Council  
Council Offices  
White Cliffs Business Park, Whitfield  
Dover, CT16 3PJ

2 Burgon Street  
London EC4V 5DR  
t: 020 7248 0246  
f: 020 7248 4020  
info@winbourne.co.uk  
winbourne.co.uk

**By post and email**

5<sup>th</sup> January 2017

Dear Arnella,

## **London Kent International Airport, Manston**

I spoke to your deputy Hannah earlier today and was sorry to hear that you have been [REDACTED]

In order to assist Council Chief Officers, before our variously delayed initial exploratory meeting on Monday 9<sup>th</sup> January at 1pm. I am enclosing four copies of our Simplified Plan which is also intended also for much wider circulation soon. This drawing covers early reopening of the currently disused Manston Airport (in Thanet DC) and our proposed very important early airport expansion within Dover District Council jurisdiction.

Also attending will be James Winbourne and David Haines, Partner Charles Russell Speechlys solicitors.

I shall bring with us confidential copies for you of our all-but final and far more detailed main Outline Design drawing as updated this week and there are only a few bits left to be completed now.

I am looking forward to our meeting and hope that you will have recovered and thanks for your help.

Yours sincerely,

[REDACTED]  
Norman Winbourne



Registered Office: Winbourne Martin French Ltd  
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Registered No. 321 1470

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### Managing Director

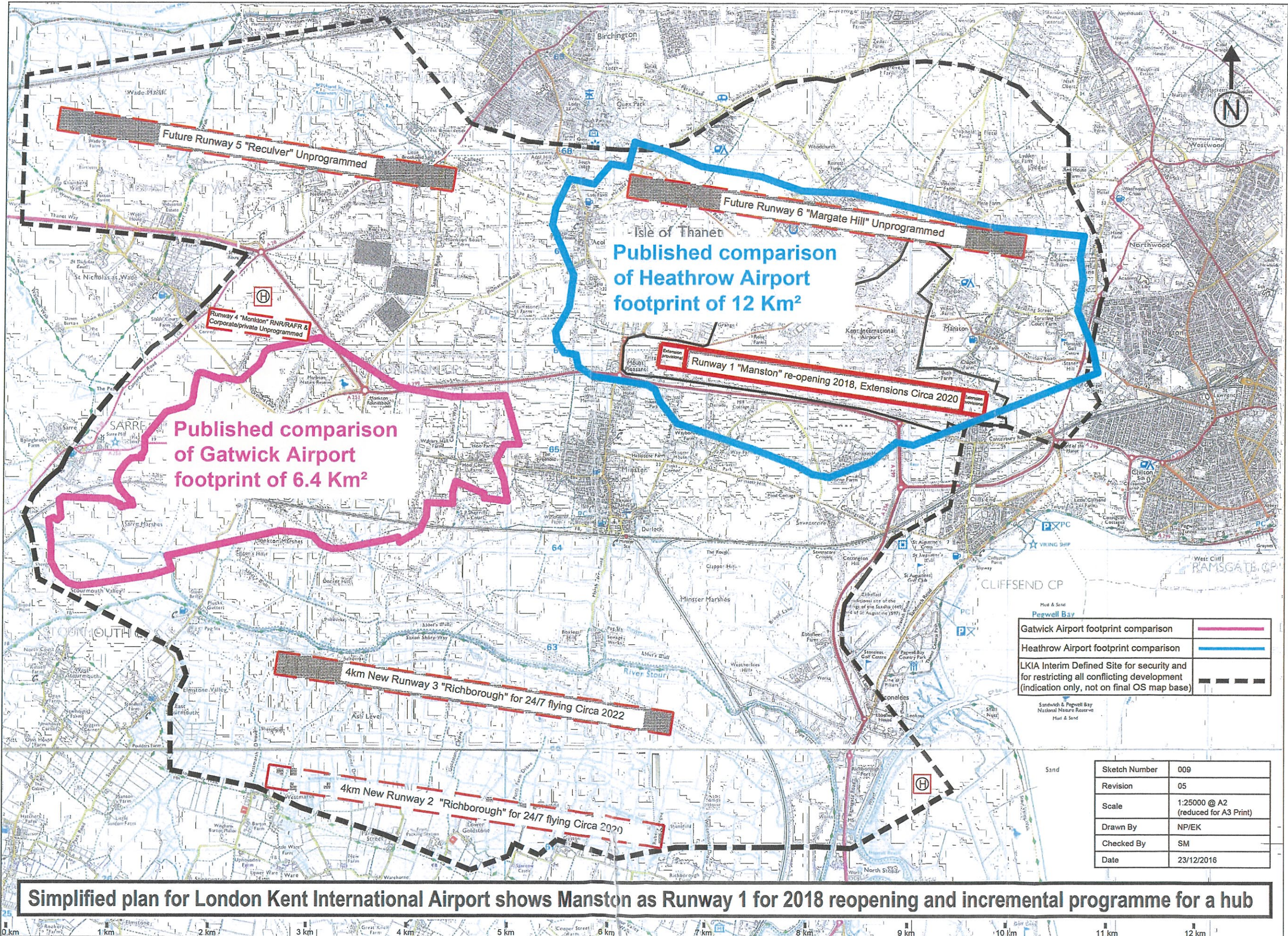
James G. Winbourne  
BSc (Hons), PGDip.PVL, MRICS  
Rating Surveyors' Association  
Compulsory Purchase Association  
RICS Registered Valuer

### Consultants

Norman J. Winbourne  
FRICS, FCIInst.CES, FRRV  
Rating Surveyors' Association  
Compulsory Purchase Association  
RICS Registered Valuer

Jeremy M. Bretherton  
BSc(Hons), MRICS, CIS HypZert(MLV)

Francis Roberts  
MRICS



**London Kent International Airport ("LKI") Manston  
Summary Note of Explanatory First Meeting  
Date: 9 January 2017 at 1pm ‡  
Venue: Offices of Dover District Council ("DDC")**

**In Attendance:** Councillor [REDACTED] – Leader of DDC ("CPW")  
[REDACTED] – Chief Executive of DDC ("NA")  
[REDACTED] – Head of Inward Investment of DDC ("TI")  
[REDACTED] – Winbourne Martin French ("NJW")  
[REDACTED] – Winbourne Martin French ("JGW")  
[REDACTED] – Charles Russell Speechlys LLP ("DKH")

- Mrs A. Worwood (PA to NA) had met the visitors and confirmed receipt of NJW's advance letter enclosing copies of the Simplified Plan, <sup>of the scheme,</sup> showing up to six runways in future.
- NJW opened the meeting with apologies on behalf of the eminent Professor Dr WW Frischmann CBE (away in Madeira) as this key meeting had been postponed more than one time since early November and DDC was seen as the most important Council to now engage with.
- NJW gave a brief summary of the Simplified Plan for Manston Airport. It was confirmed that this covered the penultimate and far more detailed version of the Winbourne Martin French/Pell Frischmann draft confidential Outline Scheme Drawings, now Version 26, from <sup>over</sup> ~~two and a half~~ years of professional engineering study.
- NJW handed over copies of an A4 Note he had prepared in respect of the factual background and temporarily to replace the Abridged Statement of Case notes on the confidential draft Outline Design Drawing, copies of which would be provided for fuller consideration by DDC. There were still minor revisions to the draft drawing, and a final version of the Abridged Statement of Case was being produced.
- CPW explained that the DDC had passed a resolution to support the retention of Manston Airport. DDC were accordingly supportive of an operational airport within the current environs of the existing airport site; commenting that DDC were one of the few parties locally who were supportive of an operational airport at Manston. CPW confirmed that at this stage, DDC could not comment on the current Scheme proposal advanced by Winbourne Martin French/Pell

Frischmann (it being acknowledged that this was not expected of DDC at this stage). CPW nevertheless confirmed DDC were supportive of safeguarding the existing Manston Airport site.

- CPW confirmed that they have met with the rival River Oak ("RO") representatives and that DDC were at the House of Commons Transport Select Committee Hearings in early February 2015.
- NJW confirmed to the meeting that he had been in preliminary personal contact with the <sup>Project Head</sup> ~~Chief~~ Executive of River Oak in the USA. NJW expected that further amicable discussions would follow, but no agreement in respect of reciprocal cooperation had yet been concluded, although it should be in both parties' interests to cooperate for obvious planning reasons. RO are advised now by Bircham Dyson Bell, whom WMF ~~knew~~ know professionally. ~~Whereas~~ In 2014 the then London lawyer for RO had been repeatedly evasive, despite several telephone calls from NJW.
- NJW said that his group had made regular submissions on the Transport Committee website, but were abruptly excluded from the Commons Committee Hearings at two days' notice. He had complained officially and then viewed live proceedings on BBC Parliament Channel TV. At that time WMF/PF had only two runways planned (now numbered Runways 1 and 5) but ~~two more~~ years of solid work had produced the current rationalised scheme.
- ~~Personally~~ NJW would like to see a Manchester Airport type of public consortium, owning a protective "bottom slice" freehold investment, with all East Kent Coast Councils represented from Whitstable to Folkestone.
- ~~Usefully~~, there were common aviation routes over the Channel and North Sea with Lydd Airport (London Ashford) now to be a Gulf interests corporate flying airport and therefore a different project to Manston, especially with Lydd's poor surface transport. Whereas Manston's trunk roads and rail connections were superb and direct, but had been suppressed in the media and officially.
- NJW mentioned the old BR plans for a low-cost Ashford to Thanet branch of CTRL (now HS1) and TI concurred with the relevance
- CPW questioned as to what discussions had been had with Thanet District Council, Kent County Council and the local members of Parliament (Mr. Elphicke, MP for Dover and Mr. Mackinlay, MP for South Thanet) and what Objections had been lodged to current planning applications, which he recommended be submitted where possible.
- NJW briefly explained the frustrated correspondence exchanges by WMF and CRS to date with Thanet District Council and recently more helpfully with Sir Roger Gale MP for North Thanet. A comprehensive planning letter was sent to TDC last year, with copies to all three MPs and to

DCC/NA. Charlie and Natalie Elphicke are longtime family friends of NJW, ever <sup>Charlie</sup> (since he was a young Lambeth Councillor in Dulwich and West Norwood).

- NJW proceeded to summarise the advantages of no overflying of the Home Counties, nor Greater London and oversea air routes along the Channel and North Sea in UK airspace control. Also, the clear cost-effectiveness advantages of Manston, as against any additional runway at Heathrow or Gatwick and allowing for Manston's ready-made excellent rail and road transport.
- NJW commented that there were significant environmental and cost advantages over both Heathrow and Gatwick. Adopting the Davies Commission's own figures, Heathrow Runway 3 and Terminal 6 were estimated to cost approximately £18.5 billion, or £20 billion together with new roads, as required now by both the Greater London Mayors. Furthermore, it faced significant opposition from the Greater London Authority and Borough Councils and MPs; while the additional runway was projected to open no earlier than 2030. The cost for a second runway at Gatwick <sup>(also with local opposition)</sup> was estimated by Davies at approximately £9.5 billion, but say well over £10 billion with additional roads and especially new railway links to relieve the grossly overcrowded Thameslink and Brighton Line ~~frains~~.
- NJW stated that he considered that in contrast, the existing runway at Manston could well be reopened for only up to some £50 million initially and then be expanded further, as a front-loaded investment for a gilt-edged national asset. Two additional runways and terminal would be within DDC jurisdiction and with new connecting local road and rail transport could be constructed and opened at <sup>possible</sup> a maximum overall cost of approximately £2- £2.5 billion, <sup>has lower</sup> with given official backing. This would translate into much lower competitive landing charges which could be achieved quite soon and in a far more timely manner, with the second runway in use by 2020 and both new runways by 2022 and entirely suited to 24/7 use ~~use~~. Especially, this includes noisy air freight night flights of older planes to be transferred from thereby temporary night freight useage of Runway 1, next to Ramsgate and Margate (in-and-out over the sea at Richborough).
- NJW highlighted the aviation, environmental and low development cost advantages of the two additional runways; with a terminal ~~in-between~~ on the unpopulated open agricultural crop land south of the River Stour called Ash Level – a big greenfield site to be purchased at best price.
- NJW explained that <sup>(for future acquisitions)</sup> WMF could cooperate with the District Valuer and that <sup>both</sup> ~~all three~~ <sup>and CRS</sup> ~~owners~~ <sup>present</sup> WMF had acted for the owners of Richborough Port and Princes Golf Links. Firstly, for them and other owners on the A256 dualling CPO (East Kent Access) and then himself

~~successfully~~ Objecting to the unduly expensive Coast Access Footpath of Natural England. *through*  
~~affecting~~ both properties.

- DKH confirmed that preliminary investigations were underway by CRS in relation to proposed land assembly required for the scheme.
- JGW stated that he had acted for the houseowner Claimants in the London Southend Airport Runway Extension *(now in use)*.
- NJW summarised the employment and economic advantages that Manston Airport would bring to now-depressed East Kent; which had lost the Kent Coast holiday trade; the closed Kent Coalfield; and former front-line military garrisons, including RAF Manston, Deal and Dover.
- CPW confirmed that DDC had Objected formally to the Stone Hill Park Scheme (Mrs. A. Gloag's allies) and that he was well aware of the two separate Planning Applications for 1000 ft telecommunications masts, also in DDC's area.
- NJW said that ~~both masts would be hazards to aviation, as also the unnecessarily intrusive National Grid electrical pylons planned across Ash Level.~~ NJW had spoken beforehand and also written in August 2015 *and later* to National Grid *(NG)* and other authorities, proposing a reasonable compromise of their scheme of high voltage electricity cables from Belgium; *but* of extending their undersea tunnelling further under land (and by now preferred *partly* under the River Stour) but NG had not deigned to reply, nor had they informed the Planning Inspectorate properly or notified WMF of their *unilateral* ~~arrogantly contrary~~ scheme, as to which there will be a relevant complaint, whilst seeking amendments; but not to stop the important NG energy project itself.
- NJW commented on his ~~own~~ serious Stone Hill Park questions *as* to its dubious value and validity.
- TI responded that the promoters of Stone Hill Park had many ~~other~~ questions to answer locally at DDC.
- NJW said that soon he would "go public" in making statements to the Planning Inspectorate, but that he had come to Dover also to inform DDC first, in courtesy and to consult so far as reasonable; DDC being the key council in the area for the airport in his opinion.

- NA stated he would be supportive of an airport at Manston. He acknowledged that he could see where Winbourne Martin French/Pell Frischmann were coming from in respect of their proposed Scheme, and (being originally a Civil Engineer himself) he could see all the logic from a technical perspective. The key issue for him at this stage was whether the Scheme could be supported and delivered.
- NA stated in particular, that as far as he was concerned:-
  - (1) Given the size/significance, the Scheme must fall into national policy debate;
  - (2) There must be demonstrated to be significant "financial muscle" behind it.
- NA also stated that there were political issues to address, as well as the need to convince other relevant stakeholders that this was a good idea to support.
- NA stated that whilst he could not say anything further in relation to the scheme publicly at this stage, he would be prepared to meet again in say one to two months' time, when Winbourne Martin French/Pell Frischmann Scheme funding was in place and NJW was in a position to "go public" in respect of known financial backing for the Scheme.
- NJW commented that financing was in the hands of others more directly concerned; but currently he estimated the scheme may be three months away from having confirmed funding available from the City.
- NJW handed over four sets of copies of the main Version 26 Outline Design Drawing (for DDC's advance confidential consideration) with the current Abridged Statement of Case notes appended in substitution. When final confidential drawings were agreed and available, copies would be sent to DDC in replacement and for further discussions in due course.

NA closed the meeting by stating that DDC were one of the very few parties locally to publicly state they were in favour of the airport at Manston, including for passenger use.

NJW/JGW/DKH thanked CDW/NA/TI for their time and for attending what was felt to be a most useful preliminary meeting.

**Charles Russell Speechlys LLP/Winbourne Martin French**



# WINBOURNE MARTIN FRENCH

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Mrs Arnella Worwood  
PA to the Chief Executive  
Dover District Council  
Council Offices  
White Cliffs Business Park,  
Whitfield, Dover  
CT16 3PJ

By post and email

10<sup>th</sup> January 2017

Dear Arnella,

**London Kent International Airport, Manston (LKI)**

This brief note is for circulation by you please to your three principals and to thank all concerned for affording us a properly cautious and non-committal, but personally most helpful hearing yesterday.

I shall send you copies of our finalised drawings when ready for substitution for those I brought, which were not quite complete as yet, as you know.

Thereafter with others, I expect to give your council more information as to funding support.

Again, many thanks.

Yours sincerely,

  
Norman Winbourne

Cc (email only) Dr. W.W. Frischmann  
David Haines, Charles Russell Speechlys



Registered Office: Winbourne Martin French Ltd  
64 New Cavendish Street London W1G 8TB  
Registered No. 321 1470

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Francis Roberts  
MRICS



**mouchel**   
building great relationships

RECEIVED  
29 MAR 2017

The Secretary  
London Manston Airport plc  
3rd Floor, Paternoster House  
65 St. Paul's Churchyard  
London  
EC4M 8AB

Mouchel Consulting  
Mermaid House  
2 Puddle Dock  
London  
EC4V 3DS  
020 3680 5083

Date: 29 March 2017  
Our ref: 1076594-LIQ-  
674090

Dear Sir/Madam

We write in connection with proposals to redevelop Manston Airport. The redevelopment is to be promoted by RiverOak Strategic Partners Limited (RSP) and will comprise:

- an area for cargo freight operations;
- a passenger terminal and associated facilities;
- an aircraft teardown and recycling facility;
- a flight training school;
- ancillary highways works;
- a base for at least one passenger carrier;
- a fixed base operation for executive travel; and
- business facilities for aviation related organisations.

The proposals would also include the retention and enhancement of the existing RAF Manston and Hurricane and Spitfire museums.

The construction and operation of the scheme will be authorised by a Development Consent Order (DCO). In connection with the preparation of the application for the DCO we wish to identify the names and addresses of all owners, lessees, tenants and occupiers of land and property that may be affected by the proposed scheme. This will ensure that those parties are formally notified when the application for a Development Consent Order is made.

We believe you may have an interest in land and/or property in or around the airport and we would also appreciate your help in identifying other interests. A land interest questionnaire is attached. We would be grateful if you would review and complete the questionnaire and return it to us in the pre-paid envelope.

We would appreciate a response within 21 days of the receipt of this letter. This will ensure that any interest which you may have is correctly recorded.

# WINBOURNE MARTIN FRENCH

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M. Gregory Lievre  
EASA,  
Konrad Adenauer Ufer 3  
50668 Köln, Germany

Email to: [REDACTED]

5<sup>th</sup> May 2017

Dear M. Lievre,

## London Kent International Airport (Manston) – Copyright name and LKI acronym – Airport Safety

Thank you for telephoning again last week, after Ms Benedict was coordinating previous messages. We had received a worrying email as attached (see also my abortive attempt to reply on company paper) following a complaint call from a "Mr. Lebar", to Diane Close, PA to Lee Facey FCA, Partner of Lubbock Fine Chartered Accountants, advisors for our two Manston Airport companies. The complaint seemed possibly to concern EASA and we do not want any dispute with your important authority. Therefore, this letter is an interim apology (if necessary) with a preliminary overview, for correct EASA information.

The attached copy of our Simplified Plan (as at December 2016) shows our airport expansion plan for two new 4KM runways by 2020/2022, for 24/7 use. For the River Oak air cargo use (which EASA will know of) I see no long-term conflicts; but noisy old cargo plane night flights will need acceptance by Ramsgate residents and holidaymakers; at least temporarily, until our first new 24/7 runway receives all night flights. Three years ago, I suggested business cooperation to River Oak in writing (albeit then for two runways) but now the cliff-top existing single runway cannot be restored and reopened before 2018 giving time.

I am the Executive Director of our Manston Airport companies (two companies reflecting EU competition law, after the Leipzig-Halle Airports cases) and have been the planning lead during three years' detailed research; together with the most eminent and senior UK consulting engineers (now Anglo-German owned). Our Copyright Consortium Design, allows for up-to-six runways at Manston, on the best-connected East Kent Coast site; approximately equidistant between landlocked Heathrow, Schipol and Charles De Gaulle.

Notably, the location favours all-hours trans-ocean air routes from UK airspace:- via the English Channel and Atlantic Ocean to Southern Europe, Africa and the Americas; across the North Sea, to Northern, Central and Eastern Europe and Asia; and over the North Sea and North Atlantic, to the Arctic and Pacific Ocean air routes.



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Francis Roberts  
MRICS

Above-all, flying into Manston requires no circling over Greater London or The Home Counties, whilst its existing surface transport includes two dual-carriageway trunk roads "to the door" extending the Motorways from London and the planned Lower Thames Crossing. The adjoining express trains will soon be 55 minutes to London St Pancras (cf Stansted Express 47 minutes).

Furthermore, this former Cold War NATO air base (for large US military transports and B52 bombers) had banned all surrounding civil construction; thus leaving thinly-populated undeveloped areas of lower land values and mainly farms and marshes; allowing for an Outer Airport Security Zone and triple checkpoints to deter terrorist attacks. Moreover, Manston's low development costs are a fraction of the other London airports' expansion budgets; whose schemes are loudly opposed, while there is popular local support throughout East Kent, for reopening Manston with spin-off-rail improvements and military reserve use.

The Gatwick delivery date is to be 2025 and for Heathrow 2030; whereas at a fraction of their costs Manston can deliver a second runway by 2020. Our Copyright Final Revised Outline Design is not quite ready, but it will be ready in May/June; for comprehensive public submissions to the current UK "Consultation on Draft Airports National Public Statement; New Runway Capacity and Infrastructure at airports in the South East of England" (see attached copy face sheet) set up by the UK Secretary of State for Transport in February. With a final deadline for all representations by June 22 2017. Our final revised main Outline Design Drawing (currently Version 28) will be submitted with a full Written Statement of Case and a marginally amended Simplified Plan. Copies will be sent to the UK Planning Inspectorate; the three local authorities; The Department of Energy; Natural England; the three devolved National Governments; and of course EASA.

The UK Planning Inspectorate issues concern coordination of a current planning imbroglio covering:- (a) our airport hub scheme; (b) the River Oak single-runway air-cargo-based DCO scheme, which could become conjoined; (c) The current owners' detrimental schemes to break-up the existing runway, for ordinary mixed development of poor value; (d) Objections to aviation hazards of two Planning Applications for obstructive tall telecommunications masts near the airport and some 1000 ft/300 metres high; (e) Ameliorating Amendment Objections only (but also a possible complaint to the UK Secretary of State for Energy) against the UK National Grid "Richborough Project"; for high-voltage undersea electricity cables from Belgium, but to be extended over "Ash Level" by tall high-voltage electricity pylons, also aviation hazards.

Ash Level which is within Dover District Council planning jurisdiction (whom we met for an exchange of information in January) is the large uninhabited monoculture greenfield site, selected for our planned 4km "Richborough" Runways 2 and 3; for unobstructed and least intrusive low-altitude flight approach paths, straight in-and-out over the sea by the disused RN Richborough Port and Pegwell Bay. In fact, National Grid and other authorities were notified in writing by me in August 2015, regarding the conflicting major land uses; but with a view to planning jointly an alternative extension tunnel (or ground ducts) with any net overage costs in the airport budget. Nevertheless, National Grid did not reply and (apparently) also failed in its public duty to notify potential conflicts of land use to the UK Planning Inspectorate.

Our Copyright airport name was published in my professional article in the October 2015 Edition of "The Civil Engineering Surveyor" and derives from older names of "Kent International Airport" and "London Manston Airport". Our Copyright Outline Design was then for five runways (Version 20) with our LKI acronym, as advised by a colleague, who may have contacted "Mr. Lebar".

Meanwhile, I am advised that the existing cliff-top-height runway is a designated emergency landing destination, for diverted Heathrow flights and thus within the EASA remit; but the essential fire station and fire engines were sold-off some years ago and in my opinion as a planning consultant, that wanton asset-stripping was in breach of planning law Judgments of the UK and EU highest courts; but with no Thanet District Council Enforcement Action so far. More recently, key radar and aircraft-landing avionics were stripped-out and sold-off to Oxford Airport (reportedly for £4 million) where I am told they are in operational use.

I am not a flyer myself, but we have airline-experienced advice and after our UK Consultation Submissions, I/we would like to come to Köln to meet and discuss any foreseeable operational and safety issues, which EASA may require to consider at our Outline Design Stage. Therefore, I am most grateful for your intention to copy this preliminary letter to your Herr Gerbot (expert on airports) but for now I request nothing more than an interim acknowledgement please.

Yours sincerely,

A large black rectangular redaction box covering the signature of the sender.

c.c. Prof.Dr.W.W.Frischmann CBE; Dr.S.Majlessi; Lubbock Fine, Chartered Accountants;  
Charles Russell Speechlys, Solicitors; Lady Delves-Broughton

## **London Kent International Airport (Manston) Limited**

Paternoster House, 65 St Paul's Churchyard,  
London, EC4M 8BD

Please reply to:  
2 Burgon Street,  
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02072480246  
Email [norman@winbourne.co.uk](mailto:norman@winbourne.co.uk)

Mr. Lebar  
Registration Office of the European Aviation Authority,  
Email to LU8-LF.FID 3244174

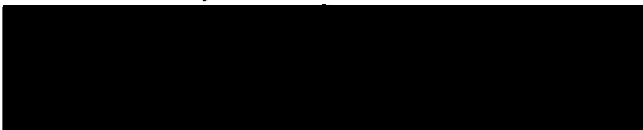
19<sup>th</sup> April 2017

Dear Sir,

Having received the attached email today from our accountants, I shall be obliged if you would telephone myself when it is convenient.

As executive director, I expect to be in my office tomorrow (Thursday) until soon after 4pm, whereas on Friday I shall be out between 11.45 am and 3 pm.

Yours faithfully,



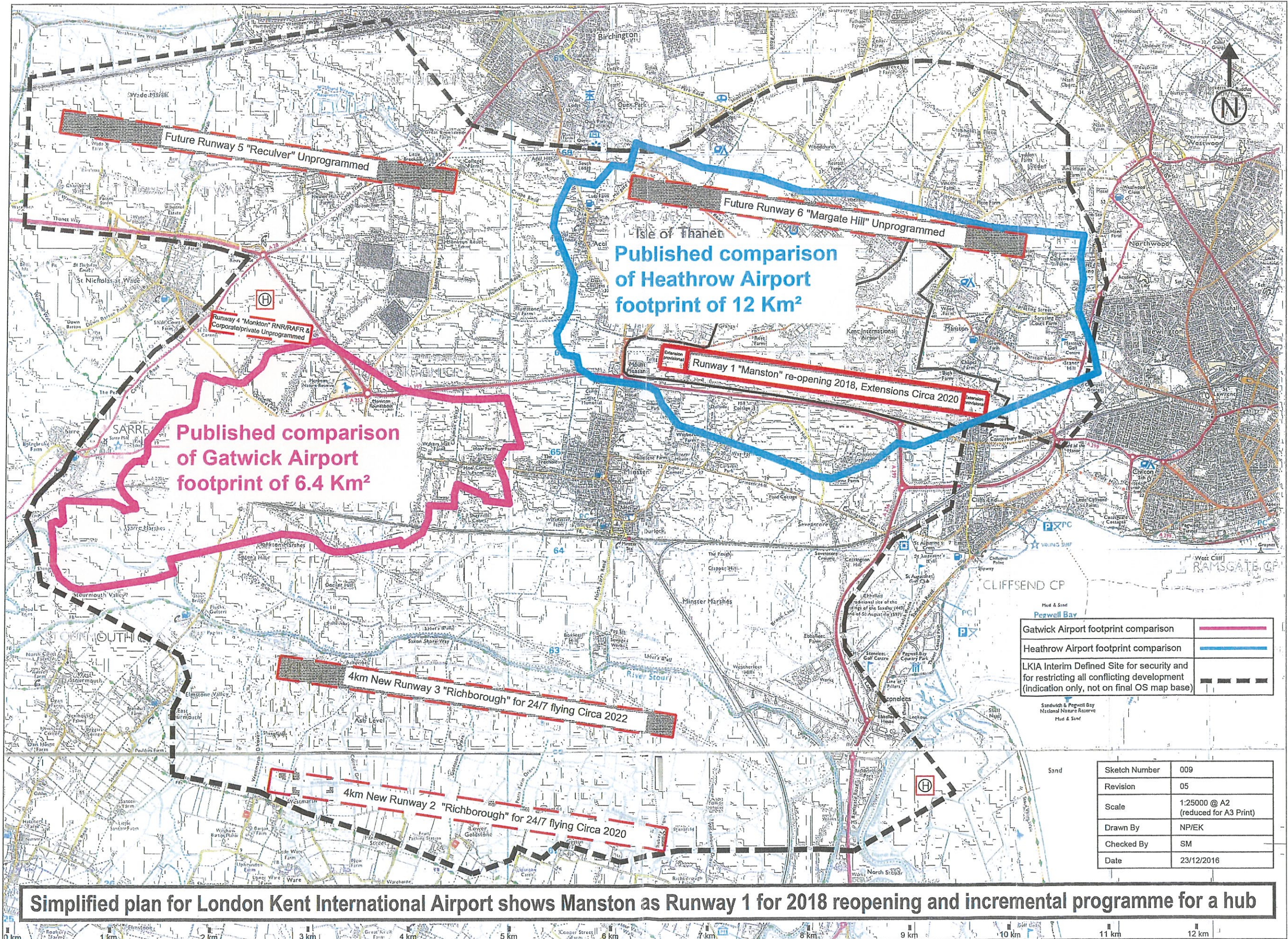


Department  
for Transport

Consultation on *Draft Airports National  
Policy Statement: new runway capacity  
and infrastructure at airports in the  
South East of England*

Moving Britain Ahead

February 2017



**Simplified plan for London Kent International Airport shows Manston as Runway 1 for 2018 reopening and incremental programme for a hub**



The costs are not entirely as set out in the main Davies Airports Commission Report, purblindly promoting only two Whitehall-favoured airports, whilst regrettably not even mentioning Manston; which should have been glaringly obvious to them. However, to meet prominent critics' demands in each case and allowing for reasonable "ball-park" estimating adjustments, for essential additional roads and railways; gives for Gatwick a rounded-up overall cost of (say) £10 billion, for its one new runway and air terminal; opening maybe sometime after 2025 against strong opposition. For Heathrow, likewise rounded-up overall costs of (say) £20 billion, for the currently unfunded third runway with air terminal (R3/T6) supposed to open sometime after 2030. But, Heathrow's Spanish owners' financial case is flawed; for Ferrovial Finance have withdrawn backing, blaming Brexit uncertainty it is said. Meanwhile, Heathrow is in Court against Crossrail over Heathrow Express Compensation. Furthermore, there can be no more Heathrow subsidy under current EU law which is to be retained in the Brexit Great Repeal Bill. The combined Leipzig-Halle Airports Case Decisions, of the top EU Commercial Court, rule out all levels of public subsidy and are backdated 10 years, while high UK legal opinion is that Heathrow Terminal 5 subsidy was illegal (within 10 years) and should be repaid to HM Treasury. Regardless, any misdirected capital investment and vast use of scarce national construction resources (better deployed on railways in general) will rely upon high landing charges for aircraft movements (cf BA/IAG complaints) and high air terminal prices; of 'cloned' shopping centres, with hours of waiting captive passenger markets. In contrast, the far lower cost base of Manston Airport land acquisitions (with more room to build economically) means that investment servicing, by air movement charges, can be far more competitive than at many other existing airports; let alone site-constrained Gatwick or Heathrow, wherein "the game is not worth the candle". Once reopened, Manston Airport can adopt a relaxed good-value approach to all its charges and to car parking, catering and retailing. With reasonably attractive prices, Manston should retain secure long-term investment backing.

## **7. WMF Reasoned Objections and/or Planning Amendments to Thanet and Dover District Councils**

- (a) Against current owners' attempts to break-up the runway itself, for unsustainable ordinary developments and to support Objections by Dover District Council backing airport retention.
- (b) Against coinciding Department of Communities support for local housing (also airport conflict).
- (c) Against Planning Applications in Dover DC, for obstructive 1000 ft telecommunications towers.
- (d) For solution of any conflicts with the "River Oak" initial air-freight-led airport use. Whereas cooperation is preferable, as offered in 2014 (see London Kent International Airport article in "The Civil Engineering Surveyor" October 2015, with Version 20 of Copyright Outline Design.
- (e) Ameliorating Amendment Objections only to the National Grid (NG) Richborough Project with its high-voltage cables on obstructive tall pylons, planned across "Ash Level" (the key airport site for Runways 2 and 3). Importantly, WMF had notified NG and three Councils concerned in writing by August 2015, of WMF plans for continuation of NG cables inland underground, then by cable ducts alongside now superseded road, but with any net cost increases at airport expense. Nevertheless NG, for its Richborough Project Public Inquiry Statement of Case, may have failed in its public duty to notify the Planning Inspectorate and the Secretary of State for Energy, of clear conflicts of Land Use. Now a continuation tunnel is proposed by WMF, under the River Stour Valley, to an inland cable portal by the A299 west of St Nicholas-at-Wade. NG should concur in such burying of cables which would be cost-neutral (as before) and not to obstruct Runways 2 and 3 on Ash Level.
- (f) No conflict with Lydd (London Ashford) Airport, which may require reassuring consultations as proposed by WMF. This would show that all new Lydd and Manston aviation routes should be congruent, via The North Sea and The English Channel. Also at lower altitudes, for cooperation between two airports in very different airline markets. Whereas Manston will be for regular air freight and the passenger mass market, Lydd is understood to be owned and financed by Qatar, for premium air services and private/corporate planes from the Gulf States.

boundaries proposed (with an outright ban on any non-conforming developments) provide ample on-airport expansion space, for inevitable ancillary industrial growth.

### **3. An Outer Defence and Security Zone, with perimeter serial checkpoints**

A widely-drawn boundary allows for sets of advance perimeter checkpoints to combat terrorists, in three phases for passenger cars and likewise for lorries; by civil police, border controls and RAF/Military Police support. That will restrict previous-style attacks, as at Lydda, Glasgow and Brussels.

### **4. Manston Airport low-cost development and three early runway delivery dates.**

There is "no contest" as to best value and early cost-effective delivery of the restored Manston runway in 2018. This enjoys wide popular support locally, unlike other airports. The exceptions are Reasoned Objections to noisy older cargo aircraft and night cargo flights of perishable foreign produce, for overnight road delivery to the London Markets. Those Objections can be short-lived, given a reasonable development programme compromise; requiring early opening of Runway 2 for 24/7 air operations (c.2020) and then Runway 3 (c.2022) those being two new 4km runways on "Ash Level", within Dover District Council planning jurisdiction. Initial cost estimates for early reopening of Runway 1 in 2018 might cost up to (say) £50 million, being much less than for any other "new" airport runway. Altogether, three timely long runways are planned (for 2018, 2020 and 2022) all with direct access to two trunk road dual-carriageways and with locally-extended railway links to existing fast main lines (plus a spin off Thanet Orbital Metro, at no extra cost). All are obtainable quite soon, at incomparably low overall preliminary development cost figures of (say) £2.5 billion altogether. If those figures were to be doubled somehow (unlikely) the cost differentials would remain remarkable as compared to expanding constrained sites of either Gatwick or Heathrow.

### **5. The Davies Commission Reports: unacceptable avoidance of Manston Airport Superiority**

Avoiding Manston and its overall superiority, reflects the ingrained Whitehall Departmental Transport Air Section policies, which have infused its biased senior civil servants' advice to Ministers; fostering a duopoly of Heathrow and Gatwick, over long years repeatedly and regardless of political

(g) Logical realignment of the Natural England "Saxon Shore Way" footpath, on the Isle of Thanet (former coast) north bank of the River Stour, by the Abbots' Sea Wall Ancient Monument.

#### **7. Manston's post-Brexit trans-ocean air-routes, via the North Sea and The English Channel**

International flights over the North Sea to Northern and Central Europe and Asia and Southern Europe, Africa and the Americas via the English Channel to Atlantic, Arctic and Pacific Oceans all from coastal UK airspace control corridors domestically, those Manston air corridors will be helpful to now-deprived Scotland and Northern Ireland, without enough slots at London's airports.

Paradoxically, because of physical flying-altitude geometric factors, the enlarged Manston three-runway airport (with perhaps more runways in future) will be far less noise-intrusive for people on the ground than Gatwick or Heathrow with their much higher flight-approach paths. Any Manston "stacking" will be out to over sea, without landward noise or carbon footprints. The non-conflicting lower-altitude coastal flight approaches, in-and-out over Pegwell Bay, will present narrow surface noise footprints for all aircraft and thus be more acceptable from noisier older air cargo planes and any future supersonic aircraft.

#### **8. Overall advantages of three Manston Runways, at low-cost and with early delivery dates.**

The existing cliff-top-height Runway 1 can reopen in 2018 at low-cost, of (say) up-to £50 million initially, with new air cargo and air ferry services and airport buses to Ramsgate Station (10 mins) for initial combi-cargo or budget airlines, but with a dedicated airport rail loop later. Then low-cost construction of Runway 2 (operational 24/7) c.2020 and Runway 3 c.2022 both with road access off A256 Richborough Roundabout and again a new rail loop to follow-on. Those two runways on flood plain will require air terminals and sensitive buildings at podium level (likewise future Runway 5) freeing ground areas, with airport rail links by cut-and-cover or on viaduct, together with land and airside shuttles to Runway 1. All are shown more fully on main Outline Design Drawings.

**9. Gradual transfer of cargo and point-to-point holiday flights to competitively low-cost Manston.**

Cargo night flights are essential for fresh perishable foreign produce, needing overnight delivery by road to London wholesale markets. All cargo flights should be moved to Runway 2 by 2020 and would be suited to any new intermodal freight transfer (possibly even reviving the disused RN Richborough Port). Furthermore, gradual transfer of flights from Heathrow (eg from Terminal 3) will reduce net airline costs overall. However, releasing more valuable Heathrow "hub" slots, for larger numbers of premium international flights; currently using only some 35% of Heathrow slot capacity.

**10. Manson's superior connectivity with and access by all modes of ground transport.**

The A229 Thanet Way and A256 Ramsgate-Dover Road are fast dual-carriage Trunk Roads, directly from the M2, M20 and M25 to Manston and soon too from the new Lower Thames Crossing. Also, after current rail upgrades, London St Pancras express trains, will take 55 minutes via HS1 (cf. Stansted Express 47 minutes, to less popular Liverpool Street). WMF propose HS1 platforms under Barking Interchange and new semi-fast 12 coach and/or double-deck trains via Swanley (former CTRL link) to currently underused London Blackfriars, Cannon Street (for Bank) and Waterloo Tube Interchanges. Also, to revisit 1980s BR plans for a Thanet Branch off CTRL (now HS1) inexplicably plans are not to be found in the ICE Library.

**11. Fair, reasonable and legally timely Compulsory Purchase and Compensation methods**

In early 2014, an underwritten public and private partnership CPO (to be monitored by the District Valuer VOA) was proposed by WMF. Whether now backed by CPOs or DCO (as per BDB for River Oak) or TWAO, all planning stages must follow House of Lords and top Luxembourg Court Judgments (as in *Barker v Bromley*) requiring regular reviews of Environmental Impact Assessment (also covering economic assessments) with robust EIA programmes, covering archaeology, ecology and all remediation. Also, with legally timely compensation payments (under Article 1 of European Declaration of Human Rights) and generous helpful bonuses for reasonable advance relocations of

occupiers. Consider related applications for ERDF subsidy (for regional road and rail infrastructure) whilst UK remains for some years within Post-Brexit EU financial give-and-take.

**12. Collateral airport industrial and commercial overspill and on-airport site-specific growth.**

Industrial and commercial support functions (e.g. air fuel depots and aero-engine service hangars) to be in airport leased premises, with business tenure protection security under the LTA 1954 Part II. All catering, retail and other commercial premises and licensee firms serving the public (eg in air terminals and car parks) to have similar security of business continuity, with Manston policies of fair profitability for operators with monitored good-standard retail offers. Preferably "Best of British" aspirations, promoting national produce; like Dover Sole; Whitstable Oysters; Kentish Cider and Beers; Old Spot Pork; Welsh and Saltmarsh Lamb; and Scottish beef. Not just drinks, hamburgers, sandwiches and snacks, but Full English Breakfast; Fish and Chips; Roast Carvery; and Cream Teas.

**13. Two UK Manston companies are formed and intended to be deployed broadly as below**

Whereas, Heathrow is the former BAA and Spanish taxpaying, Gatwick is said to be Lebanese.

(1) The UK "lessor" company, Coastal Airports Holdings Limited, for Manston airport infrastructure is intended (soon after Runway 1 reopening) as a 'gilt-edged' long-term investment for prime money backing, such as by UK pension funds; with Manston remaining in British hands to pay UK taxes.

(2) Similarly owned, but separately, the "lessee" company, London Kent International Airport (Manston) Limited, for operating the airport commercially and with retail policies as above.

(3) Suggested protective public sector "bottom slice" company investment interests, of Dover District Council and other East Kent Councils: - say from Whitstable to Folkestone and Canterbury, so as legally to deter any more asset-stripping exploitation (as now) or by serial foreign takeovers.

(4) Manston-related developments in East Kent, after Manston Airport reopening

This should allow for phased airport-supporting development, for industry overspill and new airport and non-airport and London-related housing. District Council planning and programming cannot

eliminate entirely, but should curtail, otherwise inevitable land speculation. Some half-a-dozen possible overspill Housing Areas (with associated schools, medical facilities and local shops) have been identified by WMF for suggested official preliminary planning consultations in Thanet and Dover Districts. It is clear that Manston would trigger property market forces and therefore to limit controversy, widescale public debate and broad-based consensus should be the aim; before Council policies on East Kent development zones are settled. CPOs and DCOs should then go ahead partly as safeguards; in case otherwise acceptable private developers' transactions may fail.

#### **14. Improved mass-transit access to Manston and all airports, not posh express premium lines**

(a) A former Permanent Secretary of the Department for Transport stated in a Royal Aeronautical Society Lecture a few years ago, that there was no shortage of runways in the South-East, only poor ground access thereto. Of course, the short-lived 1998 (John Prescott) Rail Infrastructure Authority might have provided some welcome overall planning guidance linking-up railways, roads and airports; but those useful functions were returned summarily (perhaps on his watch) to the less-integrated rail silos of the Department for Transport. There is not much coordinated UK planning.

(b) In 1992 a Copyright WMF coordinated rail plan and published article were also in Hansard (a plan now superseded) showing eight London airports interconnected by railways including Kent

International Manston ("Crosslink" Estates Gazette, November 1992). That article featured a low-cost least-disruptive route, linking Heathrow and Stansted via Euston/St.Pancras/Kings Cross; while in 1996/1998 (also in Hansard) an improved Copyright Plan was submitted (with the eminent late Dr Ronald West) and featured Old Oak/North Acton. Either plan would have connected HS1 to HS2 with maximum benefits at lowest costs. However, to avoid any more official distortions and plagiarisms a superior current Copyright Design (with even less upheavals) remains unpublished now, but may well overtake the unnecessarily expensive and disruptive HS2 Camden and Euston upheavals.

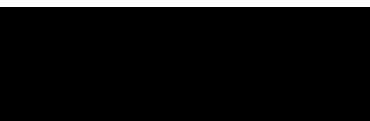
(c) After 25 years study an improved up-to-date WMF/NJW London Airports and South East Rail Plan is to be published sometime over the coming months, covering improved and new Tube, London

Overground and Network Rail Franchises (see also article in "The Valuer" IRRV Magazine June 2016).

That article was proposing changes for property law, planning and land taxation (for the then pre Brexit Cameron and Osborne Government) and included a proposed new proportionate dedicated infrastructure tax and proportionately for the developers likely to collaborate and pay up gladly.

(d) All over the world, railways to on-airport stations make money and the copyright plan will cover new low-cost rail routes into Luton, Stansted and Gatwick and also three or four lines into Heathrow; which needs no airport expansion, but suffers from poor rail access, unaddressed for many years.

Those lines are to be coupled with several low-cost Cross-London and Orbital Suburban distributor lines and key improved or brand new strategic lines. If the Tube management were to become operational only (as even suggested by London First) much could be planned and/or commenced by 2020; given a new GLA Transport Committee and essential broad public consensus, with incisive public inquiries for bona-fide objectors. Moreover, the overall budget costs could be less than the outlandish £33 billion only for Crossrail 2 (by 2030) let alone a catchment review for Crossrail 1 (maybe bringing danger of Oxford Street overcrowding) and paying for urgent Northern Line relief.



N. J. Winbourne, FRICS, FCInstCES, FIRRV

cc. Pell Frischmann- Prof. Dr W. W. Frischmann; Dr S. Majlessi; Charles Russell Speechlys



WMF/NJW/25/05/2017

*Superseded 5/09/2017*

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winbourne.co.uk

This Report on Manston Airport Expansion is to form part of all Submissions to all Authorities

General description by WMF/NJW of the Manston Airport multi-disciplinary and incremental Copyright Consortium Design Outline (together with Pell Frischmann) to be read in due course with a full LKIA (Manston) Statement of Case

### 1. Best UK South-East England Airport hub location on the East Kent Coast

Geographically located in-between landlocked Heathrow, Schipol and Paris, Charles De Gaulle, with fast road and rail access (70 miles) to Central London; albeit several miles farther out than Gatwick or Stansted. Notably less intrusive environmentally; without any additional planes circling regularly over the Home Counties or Greater London. Over two-and-three quarter years there has been a whole series of evolving Copyright Outline Airport Designs in Consortium with the most eminent UK engineers and now Version 28 is all-but complete. Soon the final version is to be published to the Planning Inspectorate; having particular regard to a planning imbroglio of remarkably overlapping confusions of poor schemes surrounding and obstructing Manston Airport and maybe to damage. The 'final' Outline Design is not essential to these immediate representations, but a Copy of our (PF/WMF) Simplified Plan of up to six runways (as at December 2016) is to be sent in the post.

### 2. Manston was a former RAF/NATO Cold War air base, for big US transports and B52 Bombers

Because all surrounding civic development was prohibited (for then military priorities) the airport hinterland is composed largely of farms and marshes with few inhabitants, whereby the manifold aviation and environmental advantages present a now-unique low-cost hub airport expansion opportunity. Furthermore, unlike other airports, the extensive Defined Airport Site planning



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Registered No. 321 147D

Regulated by RICS

#### Managing Director

James G. Winbourne  
BSc (Hons), PGDip.PVL, MRICS  
Rating Surveyors' Association  
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RICS Registered Valuer

#### Consultants

Norman J. Winbourne  
FRICS, FCIInst.CES, FIRR  
Rating Surveyors' Association  
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RICS Registered Valuer

Jeremy M. Bretherton  
BSc(Hons), MRICS, CIS HypZert(MLV)

Francis Roberts  
MRICS

parties in Government at Westminster. Noticeably, Davies reflects (often unchanged) much of the Secretary of State for Transport's Airports Report of December 1999, as was stated by Lord Darling himself, after Davies published. That 1999 Departmental Report discarded Manston in a few short lines, yet (on the very next page) it blandly entertained an (unimplemented) adjacent four-runways airport hub scheme out on the Goodwin Sands, only six miles away (no distance for flying) and requiring an enormous engineering expense of new rail and road connections, like the various Thames Estuary Airport schemes considered later by the Davies Commission and at least rejected correctly by them, if belatedly. The rejections should have been clear from the outset, because the Roskill Commission Report of 1971 (on London's Third Airport) decided upon Foulness/Maplin Sands, the then preferred site on the Essex Coast, 70 miles from Central London – an open bombing and artillery range with much wildlife and few people; but it had no existing roads nor railways, which is where Roskill went wrong. Later, the Thatcher Government abandoned Foulness/Maplin was (in favour of inland Stansted) because of massive numbers of Objections and unforeseen costs, which had arisen along the lengthy new roads and airport railways planned. Eventually, Davies found much the same for all Estuary Airport Schemes, after extensive and expensive inquiry. Conversely in fact, Manston is exactly the same 70 miles distance from Central London as Foulness/Maplin, but with excellent modern NATO-designed trunk military roads already "to the door" and adjoining fast railways, linked already via HS1 to St. Pancras and undergoing Network Rail improvements now. Of course, Manston was unavailable in 1971 for the Roskill Commission (being then an active NATO/USAF air base) but the Davies Commission ought to have been made aware immediately of the historic planning differences and should have reported accordingly; especially with its own eminent hands-on civil engineering experience, of constructing CTRL (now HS1) and Kent transport issues.

**6. Rival Gatwick and Heathrow Airport expansions misdirecting valuable national resources.**

**Barbara**

---

**From:** Barbara  
**Sent:** 27 July 2017 20:30  
**To:** 'Faith Wilkinson'  
**Cc:** 'WWF@pellfrischmann.com'; 'SMajlessi@pellfrischmann.com'; 'Peter Levaggi'; David Haines; 'Richard.Flenley@crsblaw.com'; 'Lee Facey'; 'Gordon Warren'; [REDACTED]; 'mnurse@uwclub.net'; 'doddingtonpark@gmail.com'; 'james@winbourne.co.uk'; Sara Kent  
**Subject:** RE: Winbourne Martin French: response to UK Airspace Policy consultation

Dear Faith Wilkinson,

Thank you for your follow-up email of 24<sup>th</sup> July extending time for preliminary response to 3<sup>rd</sup> August.

Unfortunately that is of no great assistance because I have major surgery tomorrow and expect to be out of action for a few days next week at least. In view of that, I have decided to reply on an interim open basis.

Firstly, your Consultation Team should be aware of a professional article by myself, published in "The Civil Engineering Surveyor" issue of October 2015. That showed our Version 20 scheme for the reopening and expansion of Manston Airport on the East Kent Coast, for up to five runways then, under the title of London Kent International Airport (LKI) which is now ongoing. Previously, in 2014/2015 submissions had been made to the House of Commons Transport Select Committee, for then two runways only.

Now as a culmination of three years' solid work in consortium with leading UK consulting engineers, Pell Frischmann, we are all-but ready to publish our finalised Copyright Design scheme (perhaps Version 30) for up to six runways of which copies will be sent to the Planning Inspectorate at Bristol (now engaged) and the three area Councils concerned and local MPs and also to the Devolved National Governments. For those reasons, it will be totally in public domain for consideration and debate, including your goodself.

Part of our difficulty has been the Department for Transport bringing forward two big public consultations on what we regard as inherently conflicting major issues. The other is "Consultation on Draft Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England" pressing the increasingly doubtful Heathrow expansion, where nothing was included in the Gracious Queen's Speech and I understand that the backing of Ferrovial Finance was withdrawn recently, citing Brexit I believe. Now, yet a fourth outline plan is proposed by a new group of would-be developers, notwithstanding court actions against Heathrow by four boroughs. The delivery of a new Runway 3 and Terminal 6 at Heathrow is expected to be 2030 at best and as a lifelong planning expert witness, I expect a long-drawn-out losing Public Inquiry.

Whereas your urgent Airspace Policy consultation must be bedevilled by Heathrow contradictions and in earlier correspondence with a Minister of the DfT I called-for an environmentally superior policy of coastal airports all around the UK, naming many airports for consideration. Regrettably, there was no reply from the Minister, nor yet a letter formally stated to be sent on instruction, as one might expect. Instead the note was from a middle-grade Civil Servant, referring to the Davies Commission Report, which suggested to me that the Minister might never have seen my letter. Then, I was mainly pressing environmental advantages of coastal as against inland airports and had not yet considered consequential flight paths issues.

The simple fact is that coastal airports with coastal flight routes, will become wholly within UK airspace control post-Brexit; which must be of overwhelming importance for your consultation. Especially, Manston Airport on the East Kent coast is singularly well-endowed of obvious air routes northwards via The North Sea to Scotland and even over the North Pole to the Pacific Basin, as well as to Northern Europe and the Baltic Sea and beyond. Equally, flight routes westwards via The English Channel, to the Atlantic Ocean for the Americas, Iberia, Africa and so on. Nor will those planes be in conflict with any of the existing high level

flightpaths, commencing over Europe for approaching Gatwick, Heathrow, Luton and Stansted. Our Manston plans have been subject to investigation with a former airline manager and colleague on my question as to whether low-level flight paths in-and-out of Manston, straight off the sea, would work well and not be in conflict with any other airport flights or "stacking". The immediate answer given to me was that such aircraft would use a bit more air fuel over short distances at local cost increases, but otherwise perfectly in order.

Therefore, low-level flight paths in-and-out of Manston would be far the best in the South East and presumably planes could gain or reduce heights farther along the North Sea or Channel Coasts. In any case, no aircraft would conflict with (let alone add to) the current conglomeration of existing airport flights. As to London Southend and Lydd/London Ashford airports, the airline routes would be congruent not opposing.

As I said to you before, so soon as we have published (to the Planning Inspectorate and others of the wider world) our final Copyright Outline Design, where only minor drawing corrections are required, I/we will be prepared to meet any members of your Consultation Team and answer any questions which may arise.

Kind regards

Norman J. Winbourne FRICS, FCInst.CES, FIRR  
Consultant

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

---

**From:** Faith Wilkinson [mailto:Faith.Wilkinson@dft.gsi.gov.uk]  
**Sent:** 24 July 2017 14:01  
**To:** Norman Winbourne <norman@winbourne.co.uk>  
**Subject:** RE: Winbourne Martin French: response to UK Airspace Policy consultation

Hi Norman,

Following our conversation last week I have spoken with the contractors who are writing the independent report.

They have been able to offer an extension for your reply to the below question to close of play 3<sup>rd</sup> August. I'm afraid this is the absolutely latest we could confirm your organisation to be listed on the annex however, as they will be finalising their report the following day.

Kind regards,  
Faith

Faith Wilkinson | Airspace Strategy and Spectrum, Aviation Policy, Department for Transport  
1/25 | 020 7944 2075 | [REDACTED]

---

**From:** Faith Wilkinson  
**Sent:** 19 July 2017 15:44  
**To:** 'norman@winbourne.co.uk' <norman@winbourne.co.uk>  
**Subject:** Winbourne Martin French: response to UK Airspace Policy consultation

Hi Norman,

Thank you for submitting a response to the government's UK Airspace Policy Consultation on behalf of Winbourne Martin French.

As you may know, an independent contractor is preparing analysis and a report of all feedback to the consultation. This includes consideration of any requests to keep responses confidential – which was an option selected by Winbourne Martin French.

What you may not be aware of is that part of their report will include an annex of the organisations that responded, which currently your organisation will not be included on (due to the request to remain confidential).

In light of this annex, we have been asked to contact you to give you the opportunity to express if you would like the content of your response to remain confidential (as per the T&C's of the response document), but would in fact like your organisation to be listed as a respondent?

Could you please respond to this email by close of play Weds 26<sup>th</sup> July? If we do not hear from you by then, we will assume your organisation wishes to remain completely anonymous.

Kind regards,  
Faith



Department for Transport

Faith Wilkinson  
Airspace Strategy and Spectrum, Aviation Policy  
1/25, Great Minster House  
33 Horseferry Road, London, SW1P 4DR  
020 7944 2075 [REDACTED]  
Follow us on twitter @transportgovuk

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**CERTIFICATE OF INCORPORATION  
OF A  
PRIVATE LIMITED COMPANY**

**Company Number 10888467**

The Registrar of Companies for England and Wales, hereby certifies that

**EAST KENT COAST AIRPORT (MANSTON) LIMITED**

is this day incorporated under the Companies Act 2006 as a private company, that the company is limited by shares, and the situation of its registered office is in England and Wales.

Given at Companies House, Cardiff, on **28th July 2017**.

The above information was communicated by electronic means and authenticated by the  
Registrar of Companies under section 1115 of the Companies Act 2006



**Companies House**



**THE OFFICIAL SEAL OF THE  
REGISTRAR OF COMPANIES**



Companies House

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Cardiff CF14 3UZ

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1181050L71501002281

MR WINBOURNE  
EAST KENT COAST AIRPORT (MANSTON) LIMITED  
3rd Floor Paternoster House  
65 St Paul s Churchyard  
London United Kingdom EC4M 8AB

RECEIVED

- 2 AUG 2017

Our ref. 10888467/NEWDIR  
Date 29 July 2017

Dear MR WINBOURNE

Congratulations on being appointed as a director of EAST KENT COAST AIRPORT (MANSTON) LIMITED.

As a company director there are certain duties you must fulfil to ensure your company complies with the law. These include:

- filing the annual accounts for your company
- filing the confirmation statement for your company

It's your responsibility, as a director, to ensure these documents are delivered to us on time. Failure to do so is a criminal offence. If the annual accounts aren't delivered on time, your company will receive a late filing penalty. For more information on your annual responsibilities as a director visit [www.companieshouse.gov.uk/director](http://www.companieshouse.gov.uk/director).

You must also tell us about any changes in your company, such as:

- the appointment of a director or the termination of an appointment
- a change to your company's registered office address

To help you fulfil these obligations, we recommend using our online service. Registration is quick, easy and will allow you to check your filing deadlines and company data. Sign up now and allow 5 working days for your authentication code to arrive by post to your registered office address.

More information about your director duties can be found in the enclosed leaflet, but there's also lots of helpful information on GOV.UK.

We run a number of seminars across the country to explain your responsibilities. Find out if there's one near you at [www.companieshouse.gov.uk/events](http://www.companieshouse.gov.uk/events).

Want to ask us a quick question? Tweet us @CompaniesHouse

Yours sincerely

Companies House

COH05\_1\_L7150 7170022814561102149.H10.

0300

Barbara

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**From:** RunwayConsultation admin <RunwayConsultation.admin@dft.gsi.gov.uk>  
**Sent:** 02 August 2017 09:46  
**To:** Norman Winbourne  
**Subject:** Response to draft Airports National Policy Statement consultation

Dear Mr Winbourne

Thank you for your response on behalf of Winbourne Martin French to the draft Airports National Policy Statement consultation.

As you know this consultation has now closed. To assist the Government in its analysis of the responses, we have instructed a third party to prepare a report summarising the points made by respondents. This report will be published in due course.

The report will reflect points made and will contain quotes by named organisations, taken from consultation responses. It will also contain a list of organisations that responded to the consultation.

We note that you have marked your response as confidential. We are writing to **seek your consent to name Winbourne Martin French as a respondent and attribute points and quotes from your consultation response to Winbourne Martin French** in the report.

I should be grateful if you would respond to this email **by 16 August 2017**, clearly stating whether you consent or not in relation to:

- (1) naming Winbourne Martin French in the report as a respondent to the consultation,
- (2) attributing points made in your response to Winbourne Martin French (in the report)
- (3) including and attributing quotes in your response to Winbourne Martin French (in the report)

Kind regards.

Jay Symonds



Department for Transport

Jay Symonds  
Consultation analysis, Airport Capacity Programme  
1/26 GMH, Great Minster House  
33 Horseferry Road, London, SW1P 4DR

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Incoming and outgoing e-mail messages are routinely monitored for compliance with our policy on the use of electronic communications and for other lawful purposes.



Barbara

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**From:** Barbara  
**Sent:** 14 August 2017 20:04  
**To:** RunwayConsultation.admin@dft.gsi.gov.uk  
**Cc:** Norman Winbourne  
**Subject:** Response to draft. Airports National Policy Statement consultation

**From:** [Barbara@winbourne.co.uk](mailto:Barbara@winbourne.co.uk)  
**Date:** 14 August 2017 at 19:43:47 BST  
**To:** [RunwayConsultation.admin@dft.gsi.gov.uk](mailto:RunwayConsultation.admin@dft.gsi.gov.uk)  
**Subject:** Response to draft. Airports National Policy Statement consultation

Dear Jay Symonds,

Thank you for your email of 2 August 09.46.

When I wrote on 25 May, that I refused to be constrained by prearranged consultation rules fixed in advance, that was the main reason for confidentiality, pending further consideration all round.

Then, I thought I had made it clear in my extended email response to Faith Wilkinson, 27 July 20.30, that it was intended for publication in full on behalf of myself and others, especially Pell Frischmann. Therefore as I am the lead of the airport design team, it was also copied to all contributing colleagues (many suitably qualified) but one of the email addresses their email addresses are to be published, but used for your information only, via myself.

As to your three numbered points, I do consent to all three, but consent to attributing points cannot be regarded as consent to any possible misrepresentations and omissions, which is what I encountered quite regularly in responding to previous Government and Greater London Consultations, on infrastructure, railways and airports, over 25 years,

I hope this time will be a perfectly genuine reciprocal consultation and look forward to fruitful continuation.

As a draft email may have been sent to you in error just beforehand, kindly ignore that please and thank you for your attention. this is the only and final answer to you.

Kind regards

Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London EC4V 5DR

**Barbara**

---

**From:** Barbara  
**Sent:** 15 August 2017 17:00  
**To:** RunwayConsultation.admin@dft.gsi.gov.uk  
**Cc:** Norman Winbourne  
**Subject:** FW: Response to draft. Airports National Policy Statement consultation

Dear Jay Symonds,

We do not appear to have received any acknowledge of our email below and in view of your concern with a deadline date of tomorrow, 16<sup>th</sup> August 2017, would you please kindly acknowledge receipt

Kind regards

Norman Winbourne

cc. Charles Russell Speechlys

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London  
EC4V 5DR  
Tel: 0207 248 0246  
FAX: 0207 248 4020

**From:** Barbara  
**Sent:** 14 August 2017 20:04  
**To:** RunwayConsultation.admin@dft.gsi.gov.uk  
**Cc:** Norman Winbourne <norman@winbourne.co.uk>  
**Subject:** Response to draft. Airports National Policy Statement consultation

**From:** [Barbara@winbourne.co.uk](mailto:Barbara@winbourne.co.uk)  
**Date:** 14 August 2017 at 19:43:47 BST  
**To:** [RunwayConsultation.admin@dft.gsi.gov.uk](mailto:RunwayConsultation.admin@dft.gsi.gov.uk)  
**Subject:** Response to draft. Airports National Policy Statement consultation

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Then, I thought I had made it clear in my extended email response to Faith Wilkinson, 27 July 20.30, that it was intended for publication in full on behalf of myself and others, especially Pell Frischmann. Therefore as I am the lead of the airport design team, it was also copied to all contributing colleagues (many suitably qualified) but one of the email

addresses their email addresses are to be published, but used for your information only, via myself.

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I hope this time will be a perfectly genuine reciprocal consultation and look forward to fruitful continuation.

As a draft email may have been sent to you in error just beforehand, kindly ignore that please and thank you for your attention. this is the only and final answer to you.

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London EC4V 5DR

02072480246  
Email [Norman@winbourne.co.uk](mailto:Norman@winbourne.co.uk)

Sent from my iPad

Barbara

---

**From:** Barbara  
**Sent:** 01 September 2017 16:42  
**To:** 'WWF@pellfrischmann.com'; 'SMajlessi@pellfrischmann.com'  
**Cc:** 'Peter Levaggi'; David Haines; 'Richard.Flenley@crsblaw.com';  
[REDACTED]; 'Lee Facey'  
**Subject:** Manston Drawings Urgent  
**Attachments:** 20170901165820154.pdf

Dear Wilem and Sas

Apart from the right hand text bullet points (which I shall provide next week) I am attaching two copies of what I hope are my final amendments to wording &c on the main A3 drawing subject to final checking between us.

I have written those alterations twice on both a colour copy and also a black and white copy of the A3 for ease of reference and corrections by your draughtsman.

While at home I gave a lot of thought to what otherwise may seem to be minor issues for engineering but with a view to reducing the potential Objections and arguments to any (probably inevitable) Public Inquiry, some months hence.

1. **As to National Grid Cable tunnels and pylons:** they were entirely out-of-order in ignoring my letters when I wrote to them and the three Councils two years ago. However, I hope that will rebound to our credit. Also as we should be cost-neutral for NG I would expect them to fall into line, but this will need some solicitors' letters in my opinion.
2. **As to the Saxon Shore Way:** which is an important Natural England Public footpath at present along the south bank of the River Stour (and therefore it could well be in conflict with our Runway 3) my efforts and notes are to make Natural England a better offer (go and see them). Two or three years ago, acting for the owners of both Richborough Port and Golf Links at Sandwich (clients of both WMF and CRS) I/we defeated an intrusive Natural England new "Coastal Access" footpath (which actually came from a Ramblers' Association busybody). Then, I proposed linking the existing Thanet Coastal Path to the Saxon Shore Way (before we were planning both Runways 2 & 3). Now, I am hoping that the logical historic realignment which I propose on the Isle of Thanet North bank will find favour especially when linked directly to the Thanet Coastal Path at Ebbsfleet.

Once the plan is finally done (including the right hand brief notes) we should be ready to send some fair and sweetly reasonable letters (via solicitors) to the Planning Inspectorate and immediately thereafter to the three Councils, the three MPs and especially River Oak with whom I envisage a good deal. We have now a third company properly formed with myself and Peter Moore (retired senior Ramsgate solicitor) as the initial directors and I want some Frischmann representation please.

Now however, I have also a (self-inflicted) editorial acceptance deadline of 14<sup>th</sup> September for my new and extended version of my October 2015 Article in The Civil Engineering Surveyor. This will show the new plan of course with six runways and will be published on October 1<sup>st</sup>.

Kind regards  
Norman Winbourne  
Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London

Tel: 020 7248 0246  
Fax: 020 7248 4020  
email: [kathryn@winbourne.co.uk](mailto:kathryn@winbourne.co.uk)

Winbourne Martin French  
Chartered Surveyors  
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EC4V 5DR  
[www.winbourne.co.uk](http://www.winbourne.co.uk)

**From:** Rt Hon Justine Greening [mailto:[greeningj@parliament.uk](mailto:greeningj@parliament.uk)]

**Sent:** 23 October 2017 10:19

**To:** Kathryn Wood <[KathrynW@winbourne.co.uk](mailto:KathrynW@winbourne.co.uk)>

**Subject:** From Justine Greening MP

Dear Mr Winbourne,

Thanks for keeping me in the loop - we'll have to look properly long term at airport capacity eventually, and as you point out the reality is that Heathrow can play a role but that needs to be realistic given its hugely disadvantageous location.

Best wishes,

**Justine Greening MP**

-----Original Message-----

**From:** Kathryn Wood [mailto:[KathrynW@winbourne.co.uk](mailto:KathrynW@winbourne.co.uk)]

**Sent:** 06 October 2017 17:46

**To:** GREENING, Justine

**Cc:** MAY, Theresa ; GALE, Roger ; MACKINLAY, Craig ; ELPHICKE, Charlie ; COLLINS, Damian ; HOWELL, John ; ROSINDELL, Andrew ; [WWF@pellfrischmann.com](mailto:WWF@pellfrischmann.com)

**Subject:** RE: Manston Airport Expansion - Second October 2017 Professional Article

Dear Justine Greening,

I wrote to you last just as we were changing Prime Ministers and have not wished to contact you again as it might have appeared as simply attention seeking.

However, as a result of now three years professional work, in consortium with the best engineers in the country, I believe Manston Airport expansion to three runways (and with room for up to six) should prevail in the southeast. This is especially now on aviation grounds as we have worked out recently.

There is a very strong Brexit implication for our coastal and international air routes (which are not an EU issue except as neighbours) and therefore I believe we should take back full control of our airspace including that over our coasts and extensive territorial waters in March 2019 (as per article herewith).

Meanwhile the case against expansion of Heathrow is stronger than ever. That does not mean any opposition to retaining Heathrow as it stands as London's main hub airport, but subject to reasonable hours of use and environmental controls.

Here's the link to the eBook version of my article in this month's edition of the Civil Engineering Surveyor professional magazine.

[https://emea01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fces.pagelizard.co.uk%2Fwebviewer%2F%23cesoctober2017%2Fthe\\_case\\_for\\_london\\_kent\\_international\\_airport\\_continued\\_&data=02%7C01%7Cjustine.greening.mp%40parliament.uk%7Cf8a426f2289942d0a20408d50cd9be72%7C1ce6dd9eb3374088be5e8dbbec04b34a%7C0%7C0%7C636429051824846447&sdata=p2c25CLFL8h4VRZ0YbumHuVwV39GZiFj%2B1At4qj8%2Boo%3D&reserved=0](https://emea01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fces.pagelizard.co.uk%2Fwebviewer%2F%23cesoctober2017%2Fthe_case_for_london_kent_international_airport_continued_&data=02%7C01%7Cjustine.greening.mp%40parliament.uk%7Cf8a426f2289942d0a20408d50cd9be72%7C1ce6dd9eb3374088be5e8dbbec04b34a%7C0%7C0%7C636429051824846447&sdata=p2c25CLFL8h4VRZ0YbumHuVwV39GZiFj%2B1At4qj8%2Boo%3D&reserved=0)

I also attach a PDF copy in case that is easier to use.

Best regards,

Norman Winbourne

Tel: 020 7248 0246

Fax: 020 7248 4020

email: [norman@winbourne.co.uk](mailto:norman@winbourne.co.uk)

Winbourne Martin French

Chartered Surveyors

2 Burgon Street

London

EC4V 5DR

**Barbara**

---

**From:** Barbara  
**Sent:** 22 December 2017 16:20  
**To:** 'Arnella Worwood'  
**Cc:** 'doddingtonpark@gmail.com'; 'WWF@pellfrischmann.com';  
'David Haines'; 'james@winbourne.co.uk'; Lee Facey;  
'peter.levaggo@crsblaw.com'; 'richard.flenley@crsblaw.com';  
'smajlessi@pellfrischmann.com'  
**Subject:** Manston Airport Expansion Scheme  
**Attachments:** 20171222160329040.pdf; 20171222162013308.pdf; 20171222162119797.pdf

For the attention of Mr. Nadeem Aziz

Please see attached letter and enclosures.

I will be sending a bundle of other papers in support but have kept to the essentials for now.

Compliments of the season

Regards  
Norman Winbourne

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
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2 Burgon Street  
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winbourne.co.uk

Mr. Nadeem Aziz  
Chief Executive,  
Dover District Council,  
Council Offices  
White Cliffs Business Park,  
Dover, CT16 3PJ

21st December 2017

By post and email

Dear Mr. Aziz,

**London East Kent International Airport (Manston) - Revised prospectus for Dover District Council**

I refer to my telephone messages and discussion in late September with Mrs. Arnella Worwood your PA. We had not been in touch again, since the welcoming informative meeting in your office on 9<sup>th</sup> January 2017, together with your then Council Leader Paul Watkins. Therefore, I attach a copy of a draft meeting note by David Haines of Charles Russell Speechlys. I am writing now at some length, with only a few selected plans and papers, for your fuller information, as Chief Executive of the most important council concerned below ministerial level. Copies of other public and private documents will be sent later and either may go to other authorities in the new year. Previously, I have written discreetly to two ministers (not transport) and other MPs concerned about Heathrow or Manston.

By 20<sup>th</sup> and 22<sup>nd</sup> September, we had settled our two A3 size airport layout drawings and notes thereon, together with Pell Frischmann Consulting Engineers, as our Copyright Consortium Outline Airport Design (Revision 30). The Simplified Plan is for general circulation, but as a civil engineer yourself, you may prefer the more informative main design drawing. The plans were completed also in time to meet an editors' print deadline for my October 1<sup>st</sup> 2017 article in "Civil Engineering Surveyor" (copy herewith) updating all site-specific airport changes, while touching-upon regional and national infrastructure issues.

Our amended airport title as above refers to East Kent, reflecting our named limited company for immediate planning matters and possible negotiations; whereas two other companies are intended for future airport operators as "lessee" and airport structure owners as "lessor". Unlike other South-East airports, Manston's excellent single-runway reopening prospects enjoy loud local campaign support, and key official backing of your Dover Council leadership. Our scheme is for three operational 4km long runways and new local roads and rail links by 2022, which date coincides with River Oak (see below). As a UK national asset and "best buy", the all-up cost of expansion may not exceed £3 billion, with reserve space for up-to six runways in future. All feasible by using the vast uninhabited "Ash Level" agricultural lands within Dover DC boundaries.



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Our expansion scheme will require more detailed estimating in due time, but my preliminary figures reflect known recent airport extensions of Lydd, Southend and Stansted and are a fraction of the second runway and air terminal costs at already overcrowded Gatwick, on Davies Commission estimates and over £10 billion with rail and road improvements for over 50 million passengers annually. Or worse, double those Gatwick costs, for a third Heathrow runway with a sixth air terminal (captive-market shopping centre) again needing more roads and pushing Davies costs to around £20 billion overall (even with my long-researched low-cost new surface rail routes). Heathrow expansion is unfunded (Ferrovial Finance having seceded) and is being cut-back now to reduce costs; nor would Heathrow R3/T6 open much before 2030; assuming it could get through an inevitably hostile Public Inquiry. I have emphasised repeatedly that Heathrow should keep its international status as our best UK hub airport; but as an environmentally concerned Londoner, I oppose intensification of use and above-all its flawed, unsustainable and unnecessary expansion.

The Government has put-off any South-East Airports Decisions until 2018, but from February extra Greater London overflying is to be allowed via the Thames Estuary. However, by sometime next spring Manston's strong expansion case may become better-known and enough to supervene; for it "ticks all the boxes". Both my Manston articles cover its first-rate existing connectivity with two dual- carriageway trunk roads from the London motorways and train times broadly comparable to Stansted and Southend. Furthermore, our plans offer a free bonus local metro. Moreover, our wider Defined Airport Site Planning Boundaries allow for Outer Airport Security Zones, against terrorist attack; with triple checkpoints, of border-control, civil police and military police (see Revision 30).

But above all, Manston wins purely on aviation grounds, simply by activating post-Brexit little-used UK coastal flight corridors, for unimpeded national and international air routes; from over UK land and wide territorial waters and curtailing intrusive flying over London and the Home Counties. All of our UK airspace can be retrieved from EU/EASA Cologne constraints in March 2019 and with no detriment to their European airlines, given a benign UK airspace management policy.

My terse email Airspace Representations to the DfT dated 27<sup>th</sup> July 2017 (copy herewith) were in urgent response to their conflicting Airspace and South-East Airports Consultations. Regrettably, both the Davies Commission and DfT had ignored many UK near-coast airports and air routes, whilst fostering inland Gatwick and Heathrow; and still carrying-on regardless, despite my long 15<sup>th</sup> January 2016 letter, to the then Aviation Minister, stressing coastal environmental benefits.

Although then, I had not yet looked into the non-conflicting, wide-open and low-altitude Manston Airport flight paths (even suited to planned supersonic aircraft) straight off the North Sea coast to the existing cliff-top- height runway and others proposed on flood-plains; by flying over Pegwell Bay, Reculver and Richborough, with any stacking out to sea. Nor had I taken expert aviation advice then and the same reasoned case is in my October 2017 article.

Both London Southend Airport and London Ashford (Lydd) will have coastal air routes congruent with Manston's. The Inspector of the Public Inquiry into Lydd Runway Extension, acknowledged Manston's existence, whilst reporting in favour of Lydd based upon outmoded Victorian Railway Bills conventions only (i.e. not law as such). Apparently, convention was applied, that runway lengthening was a viable construction, so no need for any alternative (i.e. of adopting Manston instead). That old convention was overruled recently by the Supreme Court Judgment in R Mosely and Another v LB Haringey, about disputed council expenditure. The Supreme Court held that, at any Public Inquiry, the Inspectors must take into account alternative proposals of Objectors.

Reportedly, the KCC-backed Lydd runway extension is financed as a semi-exclusive airport for private and corporate planes of pop stars and wealthy Gulf Arab interests, with onward travel on

Lydd's poor roads. Whereas, Manston's roads and railways are there for millions of mass-market passengers, air cargo and air ferry, starting with reasonable flying hours for Runway 1. By 2020 all-hours, all-purpose flights from new Runway 2 can keep noisy air freight night flights away from the Thanet towns.

**Points arising from January 2017 discussions, with Dover Council 's then Leader, Paul Watkins:-**

- (A) The River Oak Group proposals are to reopen Manston (Runway 1) in 2022 for air freight and night flights and a valuable plane-breaking and recycling business. They had met Dover District Council previously and I said we wanted business compromises, as put to River Oak in 2014 correspondence, also with Sir Roger Gale MP. Then, on Friday 30 January 2015 we were abruptly cut-out of appearing on Monday 2 February before the House of Commons Transport Select Committee, for our then two runways scheme with financial support. I wrote a strong complaint to my own MP and then watched later on BBC Parliament Channel.
- (B) Councillor Paul Watkins had Objected against the destructive redevelopment of Manston Airport runway and called for airport retention. I said that the runway has original "Crown" planning consent and pre-1948 Existing Use, which cannot be changed easily and certainly not by new Thanet DC local plan policy. I said we would support Dover Council Objections, when our airport plans were ready for submissions to the Planning Inspectorate.
- (C) For Dover and East Kent generally (which have lost-out economically) our airport plans and associated developments would be transformative; with gains for business, employment and inward investment. I had identified various spin-off housing expansion areas (suggested tentatively in December 2016) which require planning controls against speculation.
- (D) I suggested that East Kent Councils (e.g. Whitstable to Folkestone) might consider "bottom slice" protective investment shares of ownership, similar to Manchester Airport and he saw the point. In answer to his question, as to why there were no media publicity for Manston Airport; I said that its case had been suppressed (NB see documents to come later and my October 2017 article). I mentioned two early 2016 applications for two obstructive 1000ft masts, soon after my October 2015 article plan, with one runway on Ash Level.
- (E) I mentioned the 1990s British Rail and Union Railways plans of a low-cost Thanet branch line off then CTRL (now HS1) which the Director of Inward Investment recalled and named (NB Are there any Dover DC archive records?). The Davies Commission has identical personal technological leadership to the former Union Railways and it is utterly unacceptable that the Davies Commission Reports should omit the very existence of Manston and Thanet's excellent rail and road connectivity, known from the outset of CTRL.
- (F) The scheme will require planning agreements and official orders of support, with various public bodies:- KCC for roads; Network Rail and South Eastern Railways; Natural England for realignment of the Saxon Shore Way footpath; and with National Grid for a compromise burying and diversion of their aviation obstructing Richborough Connection pylons.

Several other possible advantages are referred to in our papers; such as intermodal freight and perhaps reviving a waste-burning Richborough Power Station project; and/or reopening the RN Richborough Port (subject to dredging) for post-Brexit relief of Dover; where our clients own the

wharf and adjacent Princes Golf Links. Another big gain can be Dover District Council's future business rates receipts, from new Runways 2 and 3 and no doubt you could see that ahead clearly. When closing the January meeting, you said that you recognised the quality of engineering (then Version 26) but quite rightly you questioned as to financial backing. I replied that we were looking into City finance, but we needed our designs to be finalised for any such presentations.

Aside from engineering, I am from a family of three late well-known architects and as a lifelong surveyor and a Registered Valuer in the RICS Planning & Development Division (now a faculty) I belong to three other specialised land valuation societies. I can see the obvious investment potential of Manston Airport's existing long single runway, with a forecast doubling of world-wide air passenger demand, while all other South East airports are congested now. Certain prime funds are identified for approaches by Dr. Frischmann and/or myself and others and some £60 million may suffice for reopening Manston as a single-runway airport (as is Gatwick). Albeit with front-loaded investment of negative running costs, until a business plan financial break-even point. But with an airport running again and our three-runways projected for 2022, my "ball-park" figures (of between £2 to £3 billion) may merit preliminary banking consideration in principle and at long-term, lower-yield, prime investment interest rates.

When we are ready, I look forward to our meeting you again soon at Dover District Council.

Yours sincerely,

A large black rectangular redaction box covering the signature of the sender.

c.c Lady Rona Delves-Broughton; Prof. Dr W. W. Frischmann CBE; Dr.S.Majlessi;  
Rev. Gordon Warren RN, AMRAeS; James Winbourne; David Haines; Lee Facey FCA;  
Peter Moore and wider team.

Barbara

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**From:** David Haines <David.Haines@crsblaw.com>  
**Sent:** 13 January 2017 09:53  
**To:** Barbara  
**Cc:** James Winbourne; Richard Flenley  
**Subject:** Manston - meeting note  
**Attachments:** Summary Note of Meeting with DDC - 9 Jan 2017\_81528089\_1.DOCX

Good morning Norman.

Please see attached my draft Note of our meeting on Monday.

Regards

David

**David Haines | Partner**  
**for and on behalf of Charles Russell Speechlys LLP**

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**From:** Kate Carter  
**Sent:** 13 January 2017 09:28  
**To:** David Haines  
**Subject:** Summary Note of Meeting with DDC - 9 Jan 2017.DOCX

**Kate Carter | Legal Secretary**  
**for and on behalf of Charles Russell Speechlys LLP**

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**Summary Note of Meeting**  
**Date: 9 January 2017 at 1pm**  
**Venue: Offices of Dover District Council ("DDC")**

**In Attendance:**

[REDACTED] – Councillor and Leader of DDC ("PW")  
[REDACTED] – Chief Executive of DDC ("NA")  
[REDACTED] – Head of Inward Investment of DDC ("TI")  
[REDACTED] – Winbourne Martin French ("NW")  
[REDACTED] – Winbourne Martin French ("JW")  
[REDACTED] – Charles Russell Speechlys LLP ("DKH")

- NW opened the meeting with a brief summary of the Scheme as devised for Manston Airport. It was confirmed that all had the penultimate version of the Winbourne Martin French/Pell Frischmann draft confidential Scheme Plan (v26);
- NW confirmed there had been very minor revision to the draft Scheme Plan – a revision 26a was being produced. NW handed over a Note he had prepared in respect of the factual background/to replace the notes on v26;
- PW explained that the DDC had passed a resolution to support the retention of Manston Airport. DDC were accordingly supportive of an operational airport within the current environs of the existing airport site, commenting that DDC were one of the few parties locally who were supportive of an operational airport at Manston. PW confirmed that they have met with Riveroak. He further confirmed that at this stage, DDC could not comment on the current Scheme proposal advanced by Winbourne Martin French/Pell Frischmann (it being acknowledged this was not expected of DDC at this stage). PW nevertheless confirmed DDC were supportive of safeguarding the existing Manston Airport site;

- PW questioned as to what discussions had been had with Thanet District Council, Kent County Council and the local members of Parliament (Mr Elphicke MP and Mr Mackinlay MP) and what objections had been lodged to current planning applications, which he recommended be submitted where possible. NW briefly explained the correspondence exchanged to date with Thanet District Council;
- NW proceeded to summarise the clear advantages of Manston as against an additional runway at Heathrow/Gatwick. NW commented that there were significant disadvantages at both Heathrow/Gatwick. Heathrow was estimated to cost approximately £20 billion, faced significant opposition and the additional runway was projected to open no earlier than 2030. The cost for an additional runway at Gatwick was estimated at approximately £8.5 - £10 billion. NW stated that he considered the existing runway at Manston could be opened, and two additional runways constructed/opened at a maximum cost of approximately £2 – £2.5 billion. This could be achieved in a far more timely manner;
- NW highlighted the advantages of the additional runways and a terminal on the land to the south of the River Stour. DKH confirmed that preliminary investigations were underway in relation to proposed land assembly;
- NW summarised the advantages that Manston Airport would bring to the area;
- NW confirmed to the meeting that he had been in provisional contact with the Chief Executive of Riveroak in the USA. No agreement in respect of cooperation had yet been concluded but he expected that further discussions would follow;

- NA stated he would be supportive of an airport at Manston. He acknowledged that he could see where Winbourne Martin French/Pell Frischmann were coming from in respect of their proposed Scheme, and could see the logic from a technical perspective. The key issue for him at this stage was whether the Scheme could be delivered;
  
- In particular, NA stated that as far as he was concerned:-
  - Given the size/significance, the Scheme must fall into the national policy debate;
  
  - There must be demonstrated to be significant “financial muscle” behind the Scheme;
  
- NA also stated that there were political issues to address, as well as the need to convince other relevant stakeholders that this was a good idea;
  
- NA stated that whilst he could not say anything further in relation to the Scheme publicly at this stage, he would be prepared to meet again in say one to two months’ time when the Winbourne Martin French/Pell Frischmann Scheme funding was in place and NW was in a position to “go public” in respect of the financial backing for the Scheme;
  
- NW commented that currently he estimated the Scheme may be some three months away from having confirmed funding from the City;

- NA closed the meeting by stating that DDC were one of the very few parties locally to publically state they were in favour of the airport at Manston, including for passenger use.

**Charles Russell Speechlys LLP/Winbourne Martin French**



*Darius Potel*  
*Surveyor*

01-731 1777

E Mail: [REDACTED]

DL: [REDACTED]  
Mobile: [REDACTED]

Norman Winbourne Esq., FRICS, FCInst.CES, FIRRV  
Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
London EC4V 5DR

5<sup>th</sup> October 2014

Dear Mr Winbourne,

re: Manston Airport House of Commons, Transport Select Committee

Further to the above I thank you for bringing this to our notice for our backing of a presentation and would state as follows: -

We at ICH partnership, through nominees are substantially and diversely involved in aviation matters and for a long while have been keen on starting an air ferry service, using large aircraft for the transportation of cars and passengers across the English Channel and deep into Europe. Manston would be ideal for such an operation given its unique position and potential facilities on the South East coast. This would be an addition to the already intended air-freight operation envisaged by River-Oak.

However, it also clear to me that other airlines would become very interested given the current situation of a pending report of the Davies Commission inquiry for the government, if, there was a possibility of us being granted the privilege of taking a position, we would be able to form a very strong **British Consortium** of highly experienced companies and people with proven track records in airport development, construction and management so as to conform to the stringent Civil Aviation Authority standards while increasing the airport usage and creating very substantial employment in the area.

It is abundantly clear that the full versatile potential of Manston has not been considered and exploited specially bearing in mind that a considerable amount of very good road and rail infrastructure is existing and requiring few alterations.

I look forward to hearing from you further in the matter with great interest and to receiving copies of your formal submission to the Select Committee in conjunction with Pell Frischman and to which you may attach a copy of this letter in support.

Yours sincerely  
[REDACTED]

Darius Potel BSc. AFAS, LLM, MBA  
CEO International Consolidated Holdings SA

Copy: Dr Wilem Frischmann

Barbara

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**From:** Barbara  
**Sent:** 27 July 2017 20:30  
**To:** 'Faith Wilkinson'  
**Cc:** 'WWF@pellfrischmann.com'; 'SMajlessi@pellfrischmann.com'; 'Peter Levaggi';  
David Haines; 'Richard Flewley@ersblaw.com'; 'Lee Farrant'; 'Cordon Warren';  
[REDACTED]; 'mnhurse@uwclub.net'; 'doddingtonpark@gmail.com'; 'James@winbourne.co.uk';  
Sara Kent  
**Subject:** RE: Winbourne Martin French: response to UK Airspace Policy consultation

Dear Faith Wilkinson,

Thank you for your follow-up email of 24<sup>th</sup> July extending time for preliminary response to 3<sup>rd</sup> August.

Unfortunately that is of no great assistance because I have major surgery tomorrow and expect to be out of action for a few days next week at least. In view of that, I have decided to reply on an interim open basis.

Firstly, your Consultation Team should be aware of a professional article by myself, published in "The Civil Engineering Surveyor" issue of October 2015. That showed our Version 20 scheme for the reopening and expansion of Manston Airport on the East Kent Coast, for up to five runways then, under the title of London Kent International Airport (LKI) which is now ongoing. Previously, in 2014/2015 submissions had been made to the House of Commons Transport Select Committee, for then two runways only.

Now as a culmination of three years' solid work in consortium with leading UK consulting engineers, Pell Frischmann, we are all-but ready to publish our finalised Copyright Design scheme (perhaps Version 30) for up to six runways of which copies will be sent to the Planning Inspectorate at Bristol (now engaged) and the three area Councils concerned and local MPs and also to the Devolved National Governments. For those reasons, it will be totally in public domain for consideration and debate, including your goodself.

Part of our difficulty has been the Department for Transport bringing forward two big public consultations on what we regard as inherently conflicting major issues. The other is "Consultation on Draft Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England" pressing the increasingly doubtful Heathrow expansion, where nothing was included in the Gracious Queen's Speech and I understand that the backing of Ferrovial Finance was withdrawn recently, citing Brexit I believe. Now, yet a fourth outline plan is proposed by a new group of would-be developers, notwithstanding court actions against Heathrow by four boroughs. The delivery of a new Runway 3 and Terminal 6 at Heathrow is expected to be 2030 at best and as a lifelong planning expert witness, I expect a long-drawn-out losing Public Inquiry.

Whereas your urgent Airspace Policy consultation must be bedevilled by Heathrow contradictions and in earlier correspondence with a Minister of the DfT I called-for an environmentally superior policy of coastal airports all around the UK, naming many airports for consideration. Regrettably, there was no reply from the Minister, nor yet a letter formally stated to be sent on instruction, as one might expect. Instead the note was from a middle-grade Civil Servant, referring to the Davies Commission Report, which suggested to me that the Minister might never have seen my letter. Then, I was mainly pressing environmental advantages of coastal as against inland airports and had not yet considered consequential flight paths issues.

The simple fact is that coastal airports with coastal flight routes, will become wholly within UK airspace control post-Brexit; which must be of overwhelming importance for your consultation. Especially, Manston Airport on the East Kent coast is singularly well-endowed of obvious air routes northwards via The North Sea to Scotland and even over the North Pole to the Pacific Basin, as well as to Northern Europe and the Baltic Sea and beyond. Equally, flight routes westwards via The English Channel, to the Atlantic Ocean for the Americas, Iberia, Africa and so on. Nor will those planes be in conflict with any of the existing high level

flightpaths, commencing over Europe for approaching Gatwick, Heathrow, Luton and Stansted. Our Manston plans have been subject to investigation with a former airline manager and colleague on my question as to whether low-level flight paths in-and-out of Manston, straight off the sea, would work well and not be in conflict with any other airport flights or "stacking". The immediate answer given to me was that such aircraft would use a bit more air fuel over short distances at local cost increases, but otherwise perfectly in order.

Therefore, low-level flight paths in-and-out of Manston would be far the best in the South East and presumably planes could gain or reduce heights farther along the North Sea or Channel Coasts. In any case, no aircraft would conflict with (let alone add to) the current conglomeration of existing airport flights. As to London Southend and Lydd/London Ashford airports, the airline routes would be congruent not opposing.

As I said to you before, so soon as we have published (to the Planning Inspectorate and others of the wider world) our final Copyright Outline Design, where only minor drawing corrections are required, I/we will be prepared to meet any members of your Consultation Team and answer any questions which may arise.

Kind regards

Norman J. Winbourne FRICS, FCIInst.CES, FIRR  
Consultant

Winbourne Martin French  
Chartered Surveyors  
2 Burgon Street  
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**From:** Faith Wilkinson [mailto:Faith.Wilkinson@dft.gsi.gov.uk]  
**Sent:** 24 July 2017 14:01  
**To:** Norman Winbourne <norman@winbourne.co.uk>  
**Subject:** RE: Winbourne Martin French: response to UK Airspace Policy consultation

Hi Norman,

Following our conversation last week I have spoken with the contractors who are writing the independent report.

They have been able to offer an extension for your reply to the below question to close of play 3<sup>rd</sup> August. I'm afraid this is the absolutely latest we could confirm your organisation to be listed on the annex however, as they will be finalising their report the following day.

Kind regards,  
Faith

Faith Wilkinson | Airspace Strategy and Spectrum, Aviation Policy, Department for Transport  
1/25 | 020 7944 2075 [REDACTED]

**From:** Faith Wilkinson  
**Sent:** 19 July 2017 15:44  
**To:** 'norman@winbourne.co.uk' <norman@winbourne.co.uk>  
**Subject:** Winbourne Martin French: response to UK Airspace Policy consultation

Hi Norman,

Thank you for submitting a response to the government's UK Airspace Policy Consultation on behalf of Winbourne Martin French.

As you may know, an independent contractor is preparing analysis and a report of all feedback to the consultation. This includes consideration of any requests to keep responses confidential – which was an option selected by Winbourne Martin French.

What you may not be aware of is that part of their report will include an annex of the organisations that responded, which currently your organisation will not be included on (due to the request to remain confidential).

In light of this annex, we have been asked to contact you to give you the opportunity to express if you would like the content of your response to remain confidential (as per the T&C's of the response document), but would in fact like your organisation to be listed as a respondent?

Could you please respond to this email by close of play Weds 26<sup>th</sup> July? If we do not hear from you by then, we will assume your organisation wishes to remain completely anonymous.

Kind regards,  
Faith



Department for Transport

Faith Wilkinson  
Airspace Strategy and Spectrum, Aviation Policy  
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33 Horseferry Road, London, SW1P 4DR  
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30, shown in Figure 1) has an economical and simple rail layout, shuttles between new air terminals, and on-airport stations and links to adjacent main fast railway lines. There are important cost-free local improvements; a Thanet Orbital Metro, two improved Natural England footpaths, and a fair compromise with National Grid – with any increases cost-free to that organisation.

Following our three years of rationalisations, I am confident that nobody can come up with a much better overall airport solution, regardless of any reasonable detailed amendments (as are inevitable). With our earlier provenance up to version 20 and now version 30, our regular assertions of a consortium design copyright (under The Copyrights, Designs and Patents Act 1988) must be secure against any intervention of opportunist engineering groups' distortions or plagiarisms. Copyright is claimed, not only to keep design control, but also to secure normal professional remuneration and future reasonable profitability in the medium and longer terms. In particular, copyright is not meant to hold others to ransom, nor to gain unfairly thereby with any disproportionate rewards. We believe our 'final' outline design to be the best airport prospect in the southeast and by far the most cost-effective, compared to everything else on offer in this country to date. Those are the main reasons for our sustained confidence and our quiet risks of three years' professional attention.

## Manston up and running by 2022

Manston on the east Kent coast has the finest location and site for airport expansion in southeast England. After reopening the existing cliff-top-height airport as Runway 1 within a year, we expect to follow-up swiftly, with our two new all-hours, all-purpose runways 2 and 3 on the huge open greenfield site of Ash Level – a former marsh area which was farmed in oilseed rape monoculture when I saw it first.

It was historically part of the sea a thousand years ago, along the then south coast of the Isle of Thanet and is now riverside floodplain. That brings expensive and time-taking engineering challenges, but is counterbalanced by four major countervailing factors, not found elsewhere:

- Reasonably low-cost, and often purely agricultural, land for essential acquisitions.
- A thinly-populated development area with the least disturbance.
- Wide-open, low-level flight path approaches into Manston straight off the North Sea coast over Pegwell Bay (and/or Reculver for Runway 5)
- Especially not conflicting with existing higher-altitude air routes over the Home Counties and Greater London.

In a response to the government's UK Airspace Policy Consultation to the Department for Transport (DfT) on 28 July 2017, I stated:

“Coastal airports with coastal flight routes, will become wholly within UK airspace control post-Brexit ; which must be of overwhelming importance for your consultation. Especially, Manston Airport on the east Kent coast is singularly well-endowed of obvious air routes northwards via the North Sea to Scotland and even over the North Pole to the Pacific Basin, as well as to Northern Europe and the Baltic Sea and beyond. Equally, flight routes westwards via the English Channel, to the Atlantic Ocean for the Americas, Iberia, Africa and so on. Nor will those planes be in conflict with any of the existing high level flight paths, commencing over Europe for approaching Gatwick, Heathrow, Luton and Stansted. Our Manston plans have been subject to investigation with a former airline manager and colleague on my question as to whether low-level flight paths in-and-out of Manston, straight off the sea, would work well and not be in conflict with any other airport flights or stacking. The immediate answer given to me was that such aircraft would use a bit more fuel over short distances at local cost increases, but otherwise perfectly in order. Therefore, low-level flight paths in-and-out of Manston would be

far the best in the southeast and presumably ~~planes~~ <sup>Aviation</sup> could gain or reduce heights farther along the North Sea or Channel coasts."

As quoted, I have impeccable expert advice from the formerly airline-experienced Rev Gordon Warren AMRAeS, also recently senior royal navy chaplain. Unexploited and non-conflicting Manston coastal air routes are an unassailable advantage for our whole country post-Brexit. However, some Heathrow development people are asserting 2022 as a new incredible target date for them, which requires explanation.

## Incremental and fair compulsory acquisition of land

Ash Level is in a largely uninhabited area, with many existing individual part-owners, that would require powers of compulsory purchase. The claimants should be paid off quite well and hopefully without business difficulties; while other affected owners and occupiers in the wider airport area can be treated generously as well. Given proper attention on all sides, their prospects are of increasing land values all-round. Meanwhile, taking-in the overall wider incremental airport scheme as a whole; the usual additional compensation claims of inevitable domestic and business disturbance (with all statutory and/or voluntary uplifts) should not be seen as unreasonable nor excessive.

## Paying for rail infrastructure by taxation

In my articles in *The Valuer*<sup>2</sup>, the Royal Institution of Chartered Surveyors' (RICS) *Urban Quarterly*<sup>3</sup> and *Estates Gazette*<sup>4</sup> I refer to railways-to-airports schemes over the years. Among my proposals for legislation and infrastructure, was a modern version of old-fashioned development charges – as under the confiscatory Town & Country Planning Act 1947 (with various reincarnations), but now with fair 50/50 shared land taxation assessments. This would be quite unlike the previous 1947 Treasury greediness whereby owners, developers and even speculators should queue-up to participate, contribute in part and profit overall as a win-win, instead of (as now) prolonged planning arguments and haggling over imposed contributions. Those new taxes need to be targeted and ring-fenced to stop the proceeds being grabbed by the Treasury – as for all other land incremental value taxation since 1909.

## Competition

This article is not against other airports. Heathrow should remain our key international hub; but not so as to expand unnecessarily and knock-out other airports in the southeast and Midlands. Instead, Heathrow should off-load many point-to-point holiday and freight flights – only 35% of its landing slots are taken-up with international business hub journeys.

Looking at the manuscript map below, my marginal notes show several low-cost rail links to all London's main airports subject to minor restorations. I deplored then (as I do now) the yawning gap of passenger services between Clapham Junction and Blackfriars, despite underused Victorian tracks all the way in between. That was ignored by the blinkered DfT, despite recent 1997 privatisations and possibly still following the lazy British Rail mantra of 50 years of nationalisation of 'leave it to the Tube' and benefiting by acceptance by the ministry. Notably proposed on the map are:

- A four-platform station, under Luton Airport concourse, as part of ten miles of strategic four-track lines for both goods and passengers (with Y junctions at each end) linking the East Coast Main Line (by Junction 8 A1(M) between Hitchin and Stevenage) with the Midland Main Line (south of Luton Airport Parkway Station). Likewise, linking up across country both Thameslink and north London suburban lines (both then running into

Moorgate) with reciprocally-loaded weekday tidal commuter trains complementing Luton Airport services for maximum 'bums on seats' and fares profits to pay for the entire scheme in a few years. All over the world, railways to airports make money. Also, Luton Airport is a natural Thameslink terminus.

- Obvious interlinked rail routes to City, Manston, Gatwick and Stansted airports.
- The important Airlink Heathrow Loop connections (still available but unimplemented) via St Pancras and Blackfriars, with a core line similar to a 1994 Branson-Steer 'Dudden Hill Line' Heathrow-Moorgate scheme, costed then at about £60m, but ignored by the DfT, London Underground(LU) and Crossrail. The first Crossrail Bill 1991 failed against three petitions, with myself advising on two and highlighting the Crosslink Heathrow to Stansted via London termini and a Euston, St Pancras and Kings Cross rail hub. Meanwhile, Jim Steer had proved the then Kings Cross Rail Bill to be many times more cost effective, as agreed by Halcrow advising Crossrail. Also,
- Halcrow found my first section only of Crosslink (Paddington to Farringdon) to be 88% as commuter productive as Crossrail; using the same LU Tube computer modelling, but not taking into account the passenger benefits of strategic surface rail interconnections of all north London termini from Paddington to Liverpool Street. The House of Commons Opposed Bill Committee chair, when rejecting the LU/British Rail Crossrail Bill 1991 in an open session in July 1994, said: "It should serve places like Heathrow" (see Hansard). Then, the apparently piqued LU and ministry got the superior Kings Cross Rail Bill cancelled abruptly; with no public consultation whatsoever and substituted the Thameslink 2000, far more expensive, replacement.

Even Ken Livingstone took notice later and overruled the longstanding and self-serving Tube objections to new Heathrow connections competing with the highly-lucrative slow Piccadilly Line, taking an hour into central London. As Greater London mayor, Mr Livingstone insisted upon Crossrail from Heathrow to the West End, City and Canary Wharf; albeit costing three times what could have sufficed from completing the (partly-commenced) pre-war Central Line deep tube relief. After opening in 2018, Crossrail (now the Elizabeth Line) will bring in suburban commuters from its



targeted Shenfield and Maidenhead lines to overcrowd Oxford Street even more (perhaps quite dangerously), unless all new passenger catchments are retrenched intelligently. All of this leads on to my as-yet unpublished London Airports and South-East Rail Plan, from 25 years of deep study and lifelong professional interest in rail infrastructure. It will include new lower-cost strategic Tube lines, with the whole to cost less than the overpriced £33bn for Crossrail 2; which must bring even more overcrowding to Oxford Street and support even higher West End shop rents.

## No coherent UK transport planning policy

There is no semblance of coordinated transport planning by the ministry itself, with apparently separate competing silos for air, rail, road and sea transport. On the one hand it is a sensible promoter of electric cars to cut atmospheric pollution (albeit without essential cleaned-up emissions of waste-burning power stations); while on the other, it arbitrarily cancels long-awaited rail electrifications like Cardiff to Swansea with unbelievably specious excuses alleging 'better' use of diesel-electric haulage and causing obvious environmental and financial conflicts.



Now, with a 20-year backlog and order book for all UK rail engineers, an authoritative John Major era cost-effectiveness report remains pigeon-holed. ~~That recommended building many~~ more ordinary small rail projects for superior cost-effectiveness ; with examples five or ten times as good. Instead, the profligate Treasury backs eye-catching 'big-ticket ' vanity projects as Whitehall priorities; seen by observers in the City as grand-scale insider-trading at public expense. Three preferred schemes, Crossrail 1, HS2 and Heathrow R3/T6, are backed by former New Labour ministers Geoff Hoon, Sadiq Khan and Andrew Adonis (albeit Khan is now opposing Heathrow lightly, as mayor of London). Those big schemes were carried forward meekly under the coalition government. Crossrail is being done; but HS2 could be deferred for more economical review, which would even get more support for the government.

In 1983, I proposed upgrading the East Coast Main Line from Scotland to London; which remains best value, in half the time at half the cost, with twice the benefits. Equally, the fruitless EU never revisited a long-proposed rail-tunnel under St George's Channel to Northern Ireland, which could bring a fast line from Glasgow to Londonderry; possibly emulating Telford and Brunel, with spectacular road-and-rail viaducts across the Kyles of Bute. Instead, the reconstituted National Infrastructure Commission is designed to inject wholly undemocratic authoritarian projects nationales with no proper planning inquiries. That is utterly at odds with UK public planning democratic methods. Adonis is back in charge of George Osborne's good idea of the Northern Powerhouse. Nowhere in the UK is more than 70 miles from the sea and roughly twice that from Liverpool to the east coast ports for Europe of Tyne, Tees, Humber and Orwell. Probably 50mph for goods and for passengers up to 100mph would be enough radical improvement, within reasonable cost and time, for delivery. But that too is back to vanity preferred schemes and unnecessary high speed, bringing in big foreign constructors. It is too expensive to go into town centres as in Victorian horse-drawn times. Modern experienced French TGV planning (with its far bigger distances) is relatively less expensive; usually to the outskirts of towns, relying upon taxis, buses and lightrail connections.

Engineers don't do planning and vice versa. Neither confront costly pitfalls of compensation; whereas I am the senior founder member of the Compulsory Purchase Association. Furthermore, the confiscatory Victorian Railway Clauses Act 1845 should be repealed once and for all (as I suggested in this publication back in 2002<sup>5</sup>).

Such big projects call for a wide public consensus after prolonged objective open debate; with examples of the Channel Tunnel, M25 and London Docklands under Margaret Thatcher, or many long-debated estuary crossings commenced under Harold Macmillan. Otherwise, everything points now to a new/old democratic system of personally disinterested open public planning committees with self-interested stakeholders kept out of the process. My sole point of agreement with Baroness Greenfield of London First was when she said that Transport for London should be purely an operating body solely for running the buses and trains. Thereby, it should be kept out of any self-serving transport planning. The old objective neutral name of London Transport is the best for rebranding.

## UK airspace control and Brexit

All flying routes are subject to international agreements, regardless of whether coastal or inland. EU participation is via the European Aviation Safety Agency (EASA) and other EU organisations, which should cease for the UK in March 2019. Then, the full airspace above our extensive territorial waters (and valuable continental shelf assets) will be bound up with future UK control of fishery policies. I would prefer a clear-cut UK decision for airspace controls – but with benign UK-led air and maritime transitions not treating other commercial interests unfairly, for example, Spanish and EU trawlers, pending some possible UK-only fish landings policy with compliance under UK licences. Nevertheless, it would mean an immediate extirpation of the EU-licensed Russian spy and factory ships; a strong ban and fines for hunting

of cetacean; and immediate cessation and heavy penalties for seabed destruction by dragnet  
 bottom-fishing trawlers

Meanwhile, fisheries protection and our defence of the longest coastline of Europe may require Royal Air Force and Navy air-sea-rescue helicopters and flotillas of new fast UK-built well-armed patrol boats to complement ocean going frigates. In practice, airspace issues may be a practical negotiation platform for both the UK and EU to consider objectively. My late cousin (a property director) used to say that 'you cannot do a deal unless there is meat on the bone for the other fellow.' I recall a Dutch estate agent's rueful joke (during a 1973 RICS junket) that 'you cannot settle anything until the other man is dripping with blood.' The EU Commission acts a bit like unfair UK compulsory purchase order valuers (curtailed now by 2017 regulations) using delay, blight and bluff, with its EU mantra 'nothing is settled until everything is settled'. It keeps every little ball in play, instead of settling easy points one-by-one and moving on gradually to more contentious issues. This is causing a great deal of collateral business damage within the EU's 27 countries (never mind us). Hopefully wiser counsels will prevail soon among the EU national leaders.

## The Saxon Shore Way footpath

The Natural England Saxon Shore Way is proposed by us to be moved (at an airport cost) to the northern bank, which corresponds to the medieval south coast of the Isle of Thanet. It can run eastwards, along the northern bank facing the historic Abbots' Sea Wall Ancient Monument, from Plucks Gutter to Ebbsfleet, and there to link up to the Thanet Coastal Path near Richborough. A less-easy link-up was suggested by me some years ago (with the Saxon Shore Way along the southern river bank) on behalf of owners of the old Royal Navy Richborough Port Wharf and nearby golf links, then objecting to a now-cancelled coastal access footpath.

## Whitehall preferences

An underlying conflict is the long-term Whitehall preference for the expensive, environmentally detrimental and disruptive expansion of Heathrow and/or Gatwick. The Davies Commission proposals avoid Manston entirely. Presumptions are that only the Heathrow R3/T6 expansion can bring about enough national economic gains. Based upon prospects of doubling air travel, the Heathrow case has presumptions that big future travel demands can be met only by Heathrow R3/T6 – this is only one more runway and a lucrative Terminal 6 'cloned' shopping centre, with a captive airport passengers market.

Perhaps fortunately, the government has kicked the airports decision forward again to 2018. As before, it remains in the situation of having relied upon years of Treasury and DfT civil servants' special pleading and insistence upon fostering a duopoly of Heathrow and Gatwick. Those advisers, and also the Davies Commission, should apologise for avoiding reasonable comparisons and palpably evading Manston altogether, leading to their grossly fl awed Heathrow Airport case.

.....  
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 norman@winbourne.co.uk  
 www.winbournemartin french.co.uk

<sup>1</sup> Winbourne, NJ The case for London Kent International Airport, Civil Engineering Surveyor, October 2015 pp27-30.

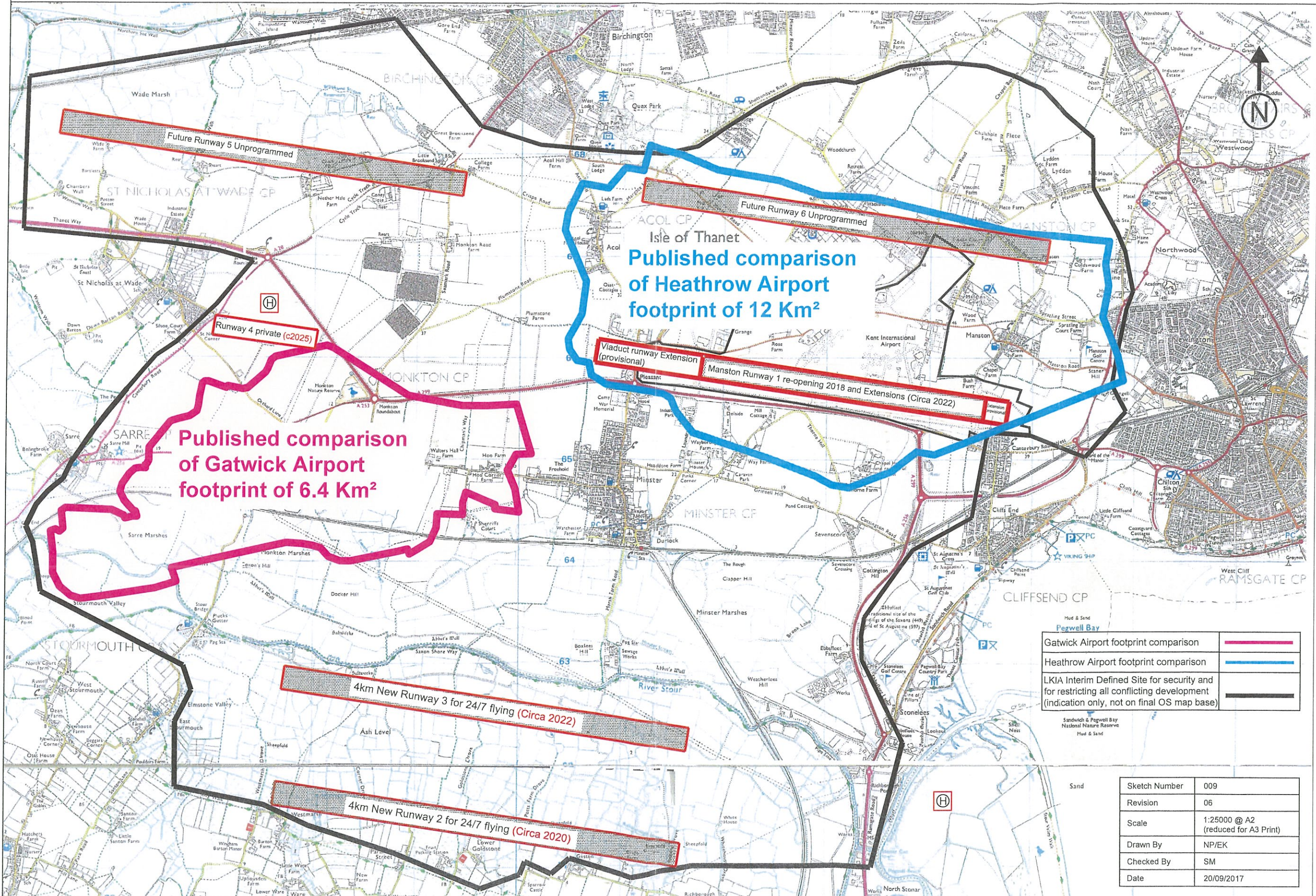
<sup>2</sup> Winbourne, NJ 'Putting the House in Order 1974-2016 Edition'. IRRV The Valuer June 2016.

<sup>3</sup> Winbourne, NJ 'Putting the House in Order – A fresh approach', RICS Urban Quarterly, June 1974.

<sup>4</sup> Winbourne, NJ Crosslink, Estates Gazette, November 1992

<sup>5</sup> Winbourne NJ Transportation, Limits of Deviation, Expropriation and Compensation in the 21st Century, Civil Engineering Surveyor December/January 2002

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Gatwick Airport footprint comparison	
Gatwick Airport footprint comparison	
Heathrow Airport footprint comparison	
Heathrow Airport footprint comparison	
LKIA Interim Defined Site for security and for restricting all conflicting development (indication only, not on final OS map base)	
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Sketch Number	009
Revision	06
Scale	1:25000 @ A2 (reduced for A3 Print)
Drawn By	NP/EK
Checked By	SM
Date	20/09/2017

**Simplified plan of London Kent International Airport shows Manston Airport as Runway 1, for 2018 reopening and incremental hub programme**

LONDON KENT INTERNATIONAL AIRPORT ("LKI") MANSTON CIVIL ENGINEERING DRAWING OF INCREMENTAL EXPANSION SCHEME WITH COMMERCIAL MANAGEMENT, FROM 2018 REOPENING OF RUNWAY 1, TO A LONG-TERM FULL UK HUB.

CONSOLIDATED INCREMENTAL OUTLINE PLAN FOR:- (1) RELEVANT PARLIAMENTARY SELECT COMMITTEES; (2) THANET AND DOVER DISTRICT COUNCILS AND KENT COUNTY COUNCIL CONSULTATIONS AND INQUIRIES; (3) LOCAL COMPULSORY PURCHASE ORDERS AND/OR DEVELOPMENT CONSENT ORDER AND/OR TWA ORDER.

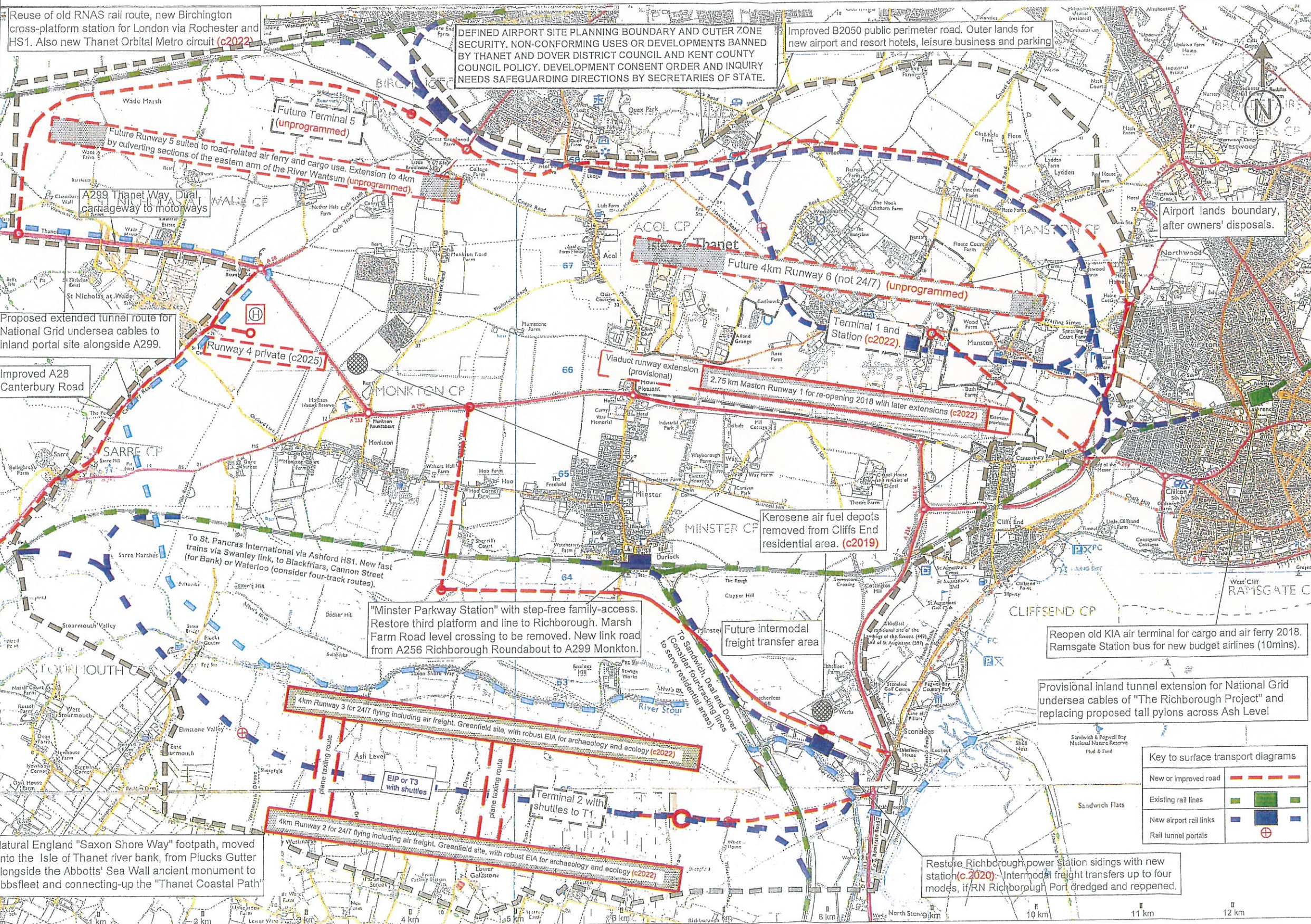
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**WINBOURNE MARTIN FRENCH**

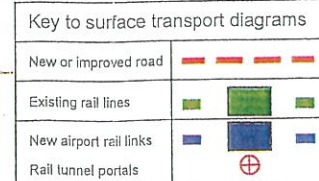
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Incremental Planning and Development Outline (by WMF/INJW) to be read with descriptive plan boxes opposite and our published Simplified Plan, pending submission of LKIA Statement of Case.

1. Manston, on the East Kent coast, is the best UK South-East airport site Post-Brexit, within UK national and international air routes will be in UK airspace control, inland or over territorial waters. From Manston, via the North Sea to Scotland, the Baltic, northern and eastern Europe, Asia and over the North Atlantic and Arctic Oceans to the Pacific. Likewise along the South Coast, to the Channel Islands, Iberia, Africa and the Atlantic to the Americas.
2. Manston's coastal air routes will not conflict with existing higher-altitude flying into Gatwick, Heathrow, Luton, or Stansted. Manston's planes will not need to circle over The Home Counties or Greater London. Manston's lower-altitude flight-approach paths are off the coast; in-and-out over Pegwell Bay, with "stacking" beyond The North Foreland, saving air fuel and reducing carbon footprints.
3. Planned Manston reopening 2018, as Runway 1; of a full three-runway airport by 2022 (with room to expand to six runways in future) within a widely Defined Airport Site. See drawings for provisional phasing of airport development.
4. Runways 2 and 3 (and future Runway 5) on flood plains, with air terminals and sensitive buildings on podium level. Internal shuttles and local airport rail links by cut-and-cover, sunken-box tunnels, or up-on viaducts to free ground.
5. An Outer Airport Security Zone against terrorist attacks; with triple perimeter checkpoints, of police, customs and border control, with military support and helicopters.
6. Ramsgate-to-St-Pancras express trains to take 55 minutes soon with improvements to come. (cf. Stansted Express 47 min. to Liverpool Street or Southend 45min.). New semi-fast commuter trains (with family-access off-peak) to London Blackfriars, Cannon Street and Waterloo via Swanley link.
7. A299 and A256 dual-carriageway trunk roads from London motorways to Manston (and new Lower Thames Crossing).
8. Proposed National Grid pylons replaced; by continuing the undersea cable tunnels beneath the River Stour and inland. Aviation objections to two conflicting Planning Applications for proposed 1000ft telecommunications masts nearby.
9. Robust EIA, to cover archaeology, ecology and remediation, with officially supervised transfers of protected species.
10. Timely, fair and reasonable compulsory purchase and compensation negotiations; for all affected owners and occupiers, with generous advance relocation packages.



Manston Airport Expansion Options	
Sketch Number	008
Revision	30
Scale	1:25000 @ A2
Drawn By	NP/EK
Checked By	SM
Date	22/09/2017

LONDON KENT INTERNATIONAL AIRPORT ("LKI") MANSTON  
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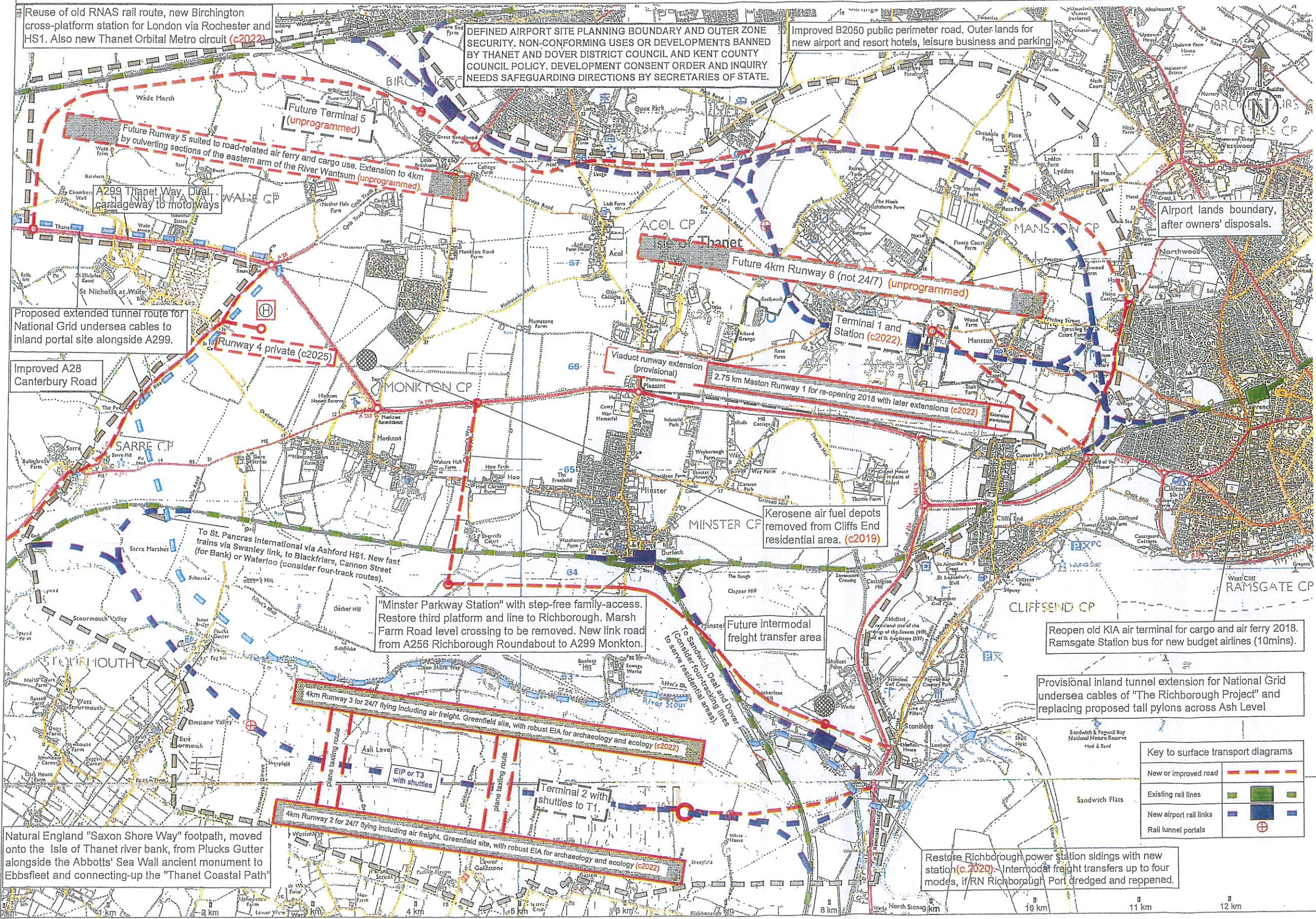
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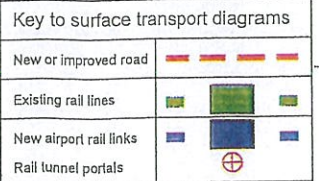
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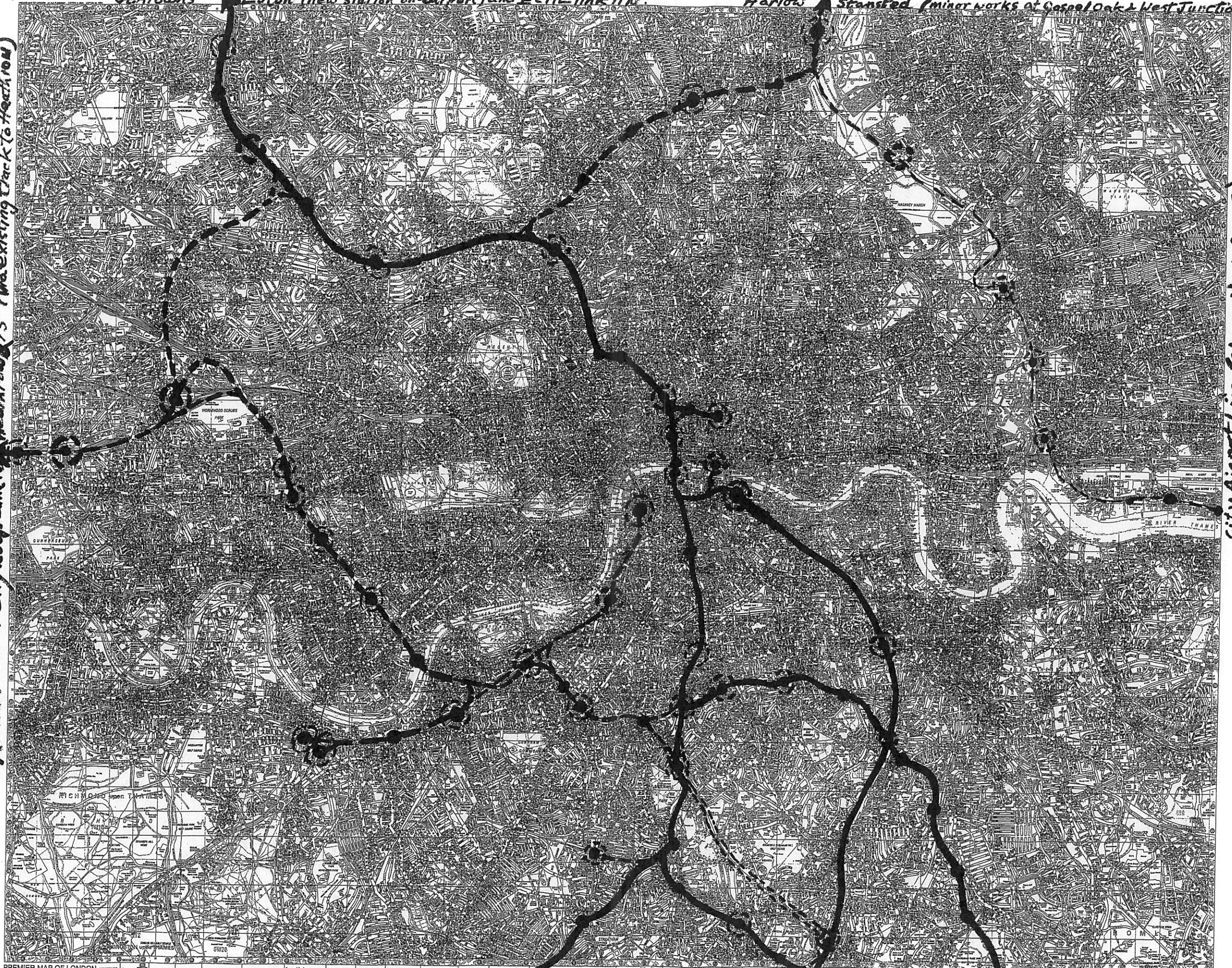
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Natural England "Saxon Shore Way" footpath, moved onto the Isle of Thanet river bank, from Plucks Gutter alongside the Abbotts' Sea Wall ancient monument to Ebbsfleet and connecting-up the "Thanet Coastal Path"

Restore Richborough power station sidings with new station (c.2020). Intermodal freight transfers up to four modes, if RN Richborough Port dredged and reopened.

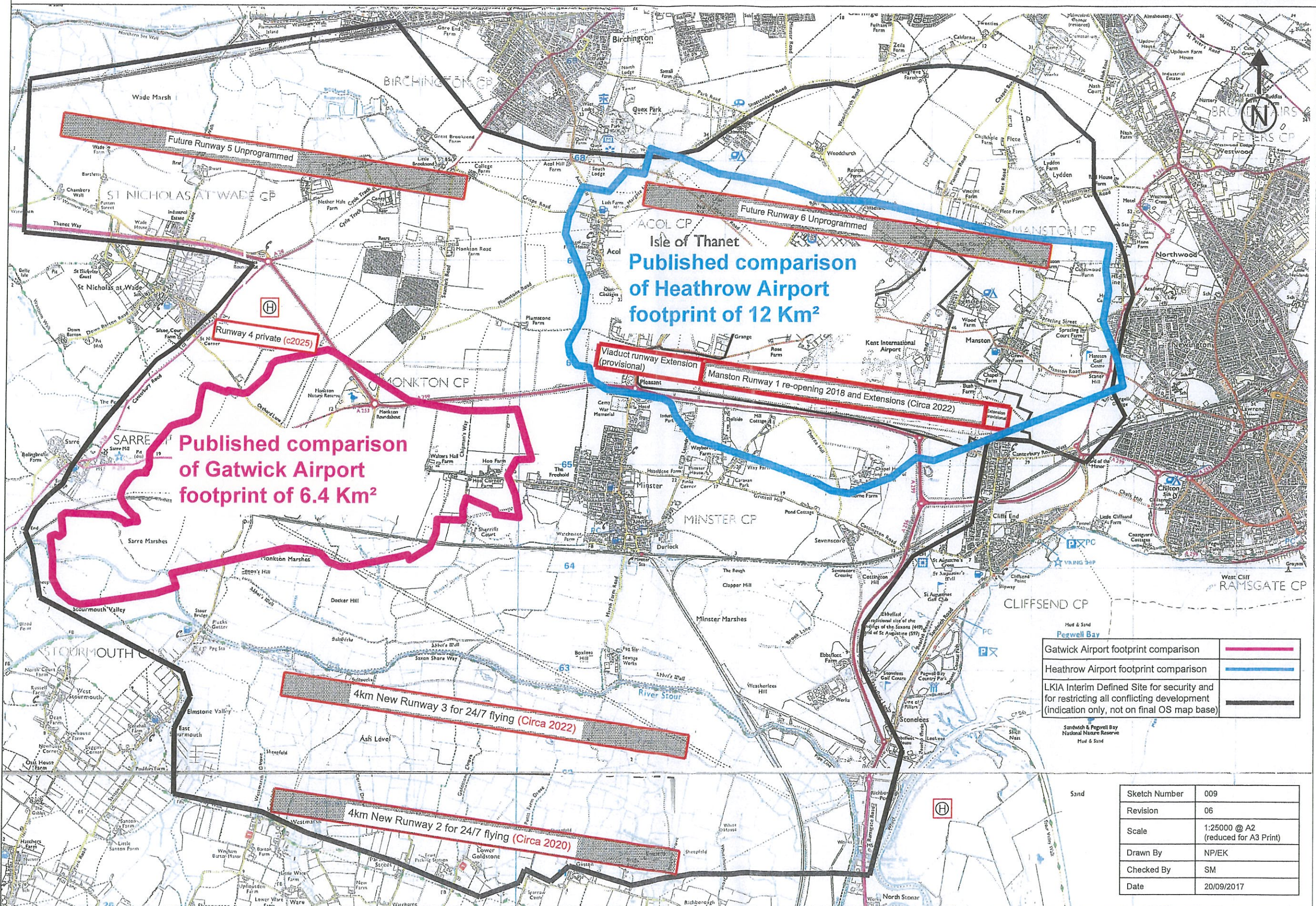
"Air link" - New City Loop Line (via existing track to Heathrow)

St Albans Luton (new station on airport) and ECML link line Harlow Stansted (minor works at Gospel Oak & West Junction)



City Airport Line (shown Nov. 2005)

PREMIER MAP OF LONDON T.2006 for T.2000 Inquiry 2005/6 Wimbledon - Sutton E.Croydon Gatwick Bromley S. Sevenoaks

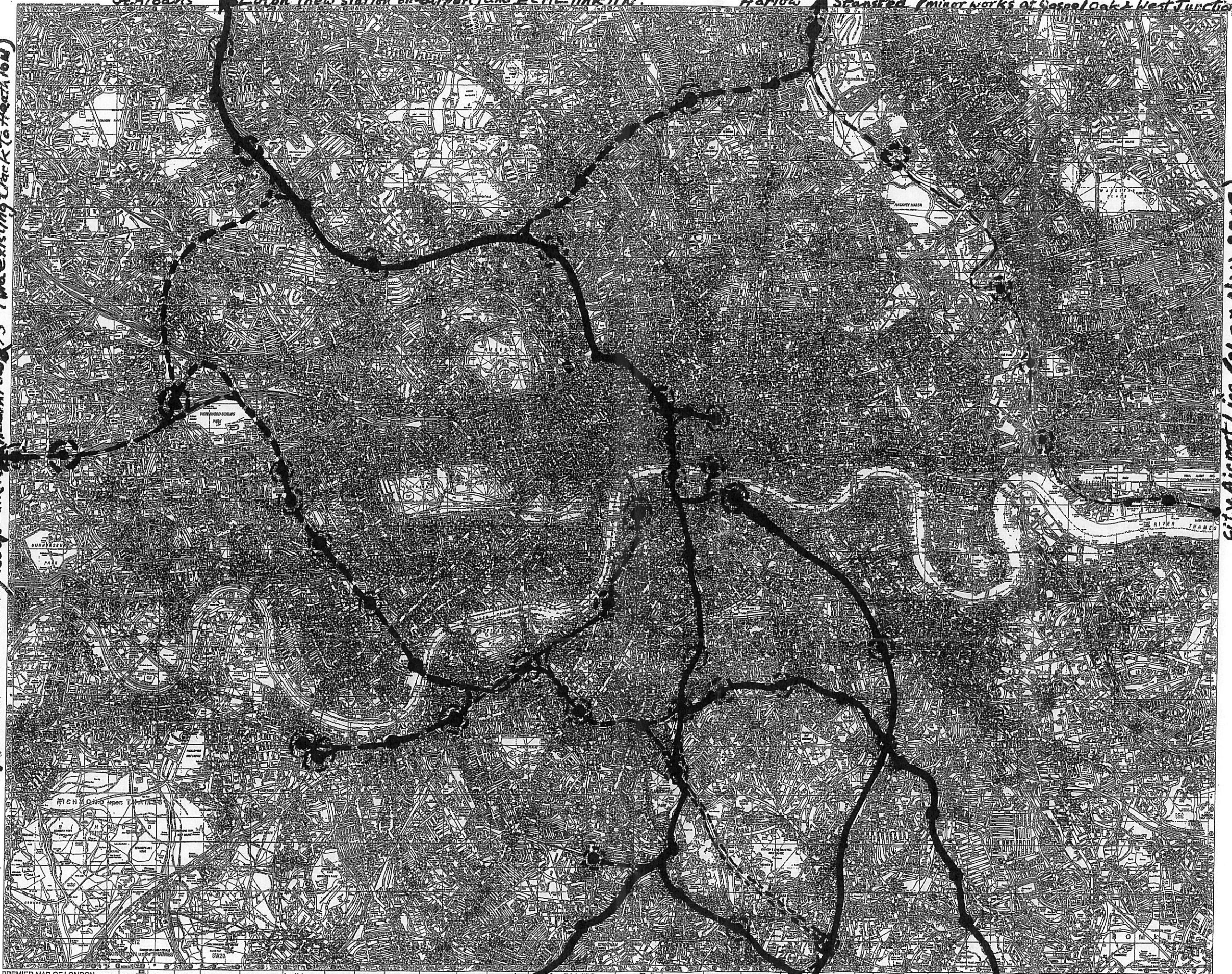


Simplified plan of London Kent International Airport shows Manston Airport as Runway 1, for 2018 reopening and incremental hub programme



*"Air-link" - New City Loop Line (Heathrow to Heathrow)*

*St Albans Luton (new station on airport) and ECML link line Harlow Stansted (minor works at Cassel Oak & West Junction)*



*City Airport Line (same Nov. 2015)*

*"T. 2006" for "T. 2000" Inquiry 2005/6 Wimbledon - Sutton E.Croydon Gatwick Bromley S. Sevenoaks*

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George Yerrall, Director,  
River Oak Strategic Partners Limited,  
c/o Bircham Dyson Bell,  
50 Broadway,  
London, SW1H 0BL

13<sup>th</sup> February 2018

By Post to BDB and email  
g.yerrall@riveroakic.com

Dear George Yerrall,

**Manston Airport DCO-Formal Objections in Consultation and our Amendments for Expansion  
For ourselves and London East Kent Coast Airport (Manston) Limited and associated companies**

You and I have been in contact before amicably, since when I/we have received sets of your very well-prepared papers, addressed to one of our three Manston companies, where I am a Director—London Kent International Airport (Manston) Limited. Firstly, via Mouchel, secondly via WSP and recently from Bircham Dyson Bell (BDB) as advertised statutorily in “The Times” on 4 January 2018, with 40 days for reply by this week. This appears to be focussed towards local people of Thanet District, so I advise that two of our well-qualified directors live in Margate and Ramsgate respectively.

Previously, I wrote to BDB on 5<sup>th</sup> September 2016, as to responses in the DCO process; so please treat this present letter as a formal Interim Objection, for all legal purposes of your DCO process and consultations; but also subject to our substantial constructively amending and ameliorating expansion proposals, to be considered objectively in due course (per Mosley Case - Supreme Court).

Whilst most of what River Oak proposes is practical and laudable; in our view your sound air-freight-led project does not go nearly far enough to be the best Manston scheme, notwithstanding your earlier support from Sir Patrick McLoughlin MP, as Secretary of State for Transport then. On the contrary, Manston is best-suited for wider expansion as an all-purpose airport; having due regard to international, national and regional aviation routes and a development scheme superior to others.

Manston is clearly more attractive for its expansion, than either Gatwick or Heathrow, on a whole list of aviation, environmental, planning and cost grounds. Manston development advantages on the ground lie in its open hinterland, of mainly agricultural lower-cost lands; its adjoining dual-carriageway trunk roads from the London Motorways (originally Nato-planned); and currently improving mainline railways, alongside the airport (soon Ramsgate-St Pancras 55 minutes).



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Regulated by RICS

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Managing Director

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Compulsory Purchase Association  
RICS Registered Valuer

Consultants

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RICS Registered Valuer

Jeremy M. Bretherton  
BSc(Hons), MRICS, CIS HypZert(MLV)  
Francis Roberts  
MRICS

Manston's unique aviation and airspace merits are of flight approach paths, straight-off the sea and at non-conflicting lower altitudes; thereby causing minimum environmental stress, coupled-with little-used air routes over the North Sea and English Channel, all to be under UK control post-Brexit.

I dare say that your advisory team may be well-aware of my updating second professional article of October 2017, in "Civil Engineering Surveyor", with Revision 30 of our airport plans; for up to three runways of 4 kilometres length and our development timetable by 2022 similar to yours. There can be 24/7 use of those new runways on the now-uninhabited "Ash Level" and for your air freight night flights and thereby not disturbing the Thanet towns. I attach a copy of the 2017 article, although some recent minor corrections of plan wording were agreed by me with Pell Frischmann (PF) on 1<sup>st</sup> February; so we shall submit to the Planning Inspectorate (and others, especially Dover District Council) our Copyright Revision 31 Outline Airport Layout (black-and-white preliminary copy attached) with a bundle of supporting papers, via Charles Russell Speechlys solicitors (CRS).

Once the submissions are in place, I should like us two to meet informally, over a meal or drink and hopefully then to make progress amicably. For with the very experienced advice available to both of us, a mutually beneficial compromise project could well become unbeatable within a short time; albeit subject to open debate and exposure, to gain the best possible public consensus. That is always provided one does not fall out unnecessarily over the inevitable details of "Terms and Conditions", as experience shows can happen with too many influences.

Previously, I was in private intermittent correspondence with two Cabinet Ministers (not transport) but a vital breakthrough came in last Wednesday's (7<sup>th</sup> February) Questions to the Prime Minister, in the House of Commons, which I viewed on BBC television. Unusually, The Speaker gave special priority to Mr Craig Mackinlay MP for South Thanet, voicing his constituents' concerns for retaining Manston Airport amid the local plan failures of Thanet District Council, coupled-with intermeddling housing interests. Whereupon, the Prime Minister responded quite warmly, with support for Manston Airport restoration and I am very glad to be able to attach a copy of the Hansard Report.

Yours sincerely,



cc. Lady Rona Delves-Broughton ; Drs W.W. Frischmann and S. Majlessi (PF); Peter Levaggi and David Haines (CRS); Lee Facey, Lubbock Fine; James Winbourne (WMF).

# The case for London Kent International Airport continued...

NJ Winbourne FCInstCES FRICS FIRR, Winbourne Martin French

## Norman Winbourne's update on the proposed redevelopment of Manston Airport

**A** PART from a few amendments, most of my previous article in Civil Engineering Surveyor on this topic<sup>1</sup> will stand rereading now; but the drawings are altered. That article in 2015 was written one year into our joint research and development, whereas this revision benefits from over three years of solid provenance and continual painstaking rationalisations (so far unpaid for those helpful experts concerned). I myself have been privileged to lead the outline design concepts, with a patient eminent senior team of professionals, especially two at Pell Frischmann consulting engineers.

**C**opyright originally, we proposed only one new runway (Runway 2, now renumbered as 5) on Wades Marsh, west of Margate. Later drawings (version 20) showed up to five runways with an over-complicated railway layout. Now, our final rationalised outline for up to six runways (version 30, shown in Figure 1) has an economical and simple rail layout, shuttles between new air terminals, and on-airport stations and links to adjacent main fast railway lines. There are important cost-free local improvements; a Thanet Orbital Metro, two improved Natural England footpaths, and a fair compromise with National Grid – with any increases cost-free to that organisation.

Following our three years of rationalisations, I am confident that nobody can come up with a much better overall airport solution, regardless of any reasonable detailed amendments (as are inevitable). With our earlier provenance

up to version 20 and now version 30, our regular assertions of a consortium design copyright (under *The Copyrights, Designs and Patents Act 1988*) must be secure against any intervention of opportunist engineering groups' distortions or plagiarisms. Copyright is claimed, not only to keep design control, but also to secure normal professional remuneration and future reasonable profitability in the medium and longer terms. In particular, copyright is not meant to hold others to ransom, nor to gain unfairly thereby with any disproportionate rewards. We believe our 'final' outline design to be the best airport prospect in the southeast and by far the most cost-effective, compared to everything else on offer in this country to date. Those are the main reasons for our sustained confidence and our quiet risks of three years' professional attention.

### Manston up and running by 2022

Manston on the east Kent coast has the finest location and site for airport expansion in southeast England. After reopening the existing cliff-top-height airport as Runway 1 within a year, we expect to follow-up swiftly, with our two new all-hours, all-purpose runways 2 and 3 on the huge open greenfield site of Ash Level – a former marsh area which was farmed in oilseed rape monoculture when I saw it first.

It was historically part of the sea a thousand years ago, along the then south coast of the Isle of Thanet and is now riverside floodplain. That brings expensive and time-taking engineering challenges, but is counterbalanced by four major countervailing factors, not found elsewhere:

- Reasonably low-cost, and often purely agricultural, land for essential acquisitions.
- A thinly-populated development area with the least disturbance.
- Wide-open, low-level flight path approaches into Manston straight off the North Sea coast over Pegwell Bay (and/or Reculver for Runway 5)

- Especially not conflicting with existing higher-altitude air routes over the Home Counties and Greater London.

In a response to the government's UK Airspace Policy Consultation to the Department for Transport (DfT) on 28 July 2017, I stated:

*"Coastal airports with coastal flight routes, will become wholly within UK airspace control post-Brexit; which must be of overwhelming importance for your consultation. Especially, Manston Airport on the east Kent coast is singularly well-endowed of obvious air routes northwards via the North Sea to Scotland and even over the North Pole to the Pacific Basin, as well as to Northern Europe and the Baltic Sea and beyond. Equally, flight routes westwards via the English Channel, to the Atlantic Ocean for the Americas, Iberia, Africa and so on. Nor will those planes be in conflict with any of the existing high level flight paths, commencing over Europe for approaching Gatwick, Heathrow, Luton and Stansted. Our Manston plans have been subject to investigation with a former airline manager and colleague on my question as to whether low-level flight paths in-and-out of Manston, straight off the sea, would work well and not be in conflict with any other airport flights or stacking. The immediate answer given to me was that such air craft would use a bit more fuel over short distances at local cost increases, but otherwise perfectly in order. Therefore, low-level flight paths in-and-out of Manston would be far the best in the southeast and presumably planes could gain or reduce heights farther along the North Sea or Channel coasts."*

As quoted, I have impeccable expert advice from the formerly airline-experienced Rev Gordon Warren AMRAeS, also recently senior royal navy chaplain.

Unexploited and non-conflicting Manston coastal air routes are an unassailable advantage for our whole

<sup>1</sup> Winbourne, NJ The case for London Kent International Airport, *Civil Engineering Surveyor*, October 2015 pp27-30.

*projets nationales* with no proper planning inquiries. That is utterly at odds with UK public planning democratic methods. Adonis is back in charge of George Osborne's good idea of the Northern Powerhouse. Nowhere in the UK is more than 70 miles from the sea and roughly twice that from Liverpool to the east coast ports for Europe of Tyne, Tees, Humber and Orwell. Probably 50mph for goods and for passengers up to 100mph would be enough radical improvement, within reasonable cost and time, for delivery. But that too is back to vanity preferred schemes and unnecessary high speed, bringing in big foreign constructors. It is too expensive to go into town centres as in Victorian horse-drawn times. Modern experienced French TGV planning (with its far bigger distances) is relatively less expensive; usually to the outskirts of towns, relying upon taxis, buses and light-rail connections.

Engineers don't do planning and vice versa. Neither confront costly pitfalls of compensation; whereas I am the senior founder member of the Compulsory Purchase Association. Furthermore, the confiscatory *Victorian Railway Clauses Act 1845* should be repealed once and for all (as I suggested in this publication back in 2002<sup>5</sup>).

Such big projects call for a wide public consensus after prolonged objective open debate; with examples of the Channel Tunnel, M25 and London Docklands under Margaret Thatcher, or many long-debated estuary crossings commenced under Harold Macmillan. Otherwise, everything points now to a new/old democratic system of personally disinterested open public planning committees with self-interested stakeholders kept out of the process. My sole point of agreement with Baroness Greenfield of London-First was when she said that Transport for London should be purely an operating body solely for running the buses and trains. Thereby, it should be kept out of any self-serving transport planning. The old objective neutral name of London Transport is the best for rebranding.

### UK airspace control and Brexit

All flying routes are subject to international agreements, regardless of whether coastal or inland. EU participation is via the European Aviation Safety Agency (EASA) and other EU organisations, which should cease for the UK in March 2019. Then, the full airspace above our extensive territorial waters (and valuable continental shelf rights) will be bound up with future UK control of fishery policies. I would prefer a clear-cut UK decision for airspace controls

<sup>5</sup> Winbourne NJ Transportation, Limits of Deviation, Expropriation and Compensation in the 21st Century, *Civil Engineering Surveyor* December/January 2002.

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– but with benign UK-led air and maritime transitions not treating other commercial interests unfairly, for example, Spanish and EU trawlers, pending some possible UK-only fish landings policy with compliance under UK licences. Nevertheless, it would mean an immediate extirpation of the EU-licensed Russian spy and factory ships; a strong ban and fines for hunting of cetacean; and immediate cessation and heavy penalties for sea bed destruction by dragnet bottom-fishing trawlers.

Meanwhile, fisheries protection and our defence of the longest coastline of Europe may require Royal Air Force and Navy air-sea-rescue helicopters and flotillas of new fast UK-built well-armed patrol boats to complement ocean going frigates. In practice, airspace issues may be a practical negotiation platform for both the UK and EU to consider objectively. My late cousin (a property director) used to say that 'you cannot do a deal unless there is meat on the bone for the other fellow.' I recall a Dutch estate agent's rueful joke (during a 1973 RICS junket) that 'you cannot settle anything until the other man is dripping with blood.' The EU Commission acts a bit like unfair UK compulsory purchase order valuers (curtailed now by 2017 regulations) using delay, blight and bluff, with its EU mantra 'nothing is settled until everything is settled'. It keeps every little ball in play, instead of settling easy points one-by-one and moving on gradually to more contentious issues. This is causing a great deal of collateral business damage within the EU's 27 countries (never mind us). Hopefully wiser counsels will prevail soon among the EU national leaders.

### The Saxon Shore Way footpath

The Natural England Saxon Shore Way is proposed by us to be moved (at an airport cost) to the northern bank, which corresponds to the medieval south coast of the Isle of Thanet. It can run eastwards, along the northern bank facing the historic Abbots' Sea Wall Ancient Monument, from Plucks Gutter to Ebbsfleet, and there to link up to the Thanet Coastal Path near Richborough.

A less-easy link-up was suggested by me some years ago (with the Saxon Shore Way along the southern river bank) on behalf of owners of the old Royal Navy Richborough Port Wharf and nearby golf links, then objecting to a now-cancelled coastal access footpath.

### Whitehall preferences

An underlying conflict is the long-term Whitehall preference for the expensive, environmentally detrimental and disruptive expansion of Heathrow and/or Gatwick. The Davies Commission proposals avoid Manston entirely. Presumptions are that only the Heathrow R3/T6 expansion can bring about enough national economic gains. Based upon prospects of doubling air travel, the Heathrow case has presumptions that big future travel demands can be met only by Heathrow R3/T6 – this is only one more runway and a lucrative Terminal 6 'cloned' shopping centre, with a captive airport passengers market.

Perhaps fortunately, the government has kicked the airports decision forward again to 2018. As before, it remains in the situation of having relied upon years of Treasury and DfT civil servants' special pleading and insistence upon fostering a duopoly of Heathrow and Gatwick. Those advisers, and also the Davies Commission, should apologise for avoiding reasonable comparisons and palpably evading Manston altogether, leading to their grossly-flawed Heathrow Airport case.

country post-Brexit. However, some Heathrow development people are asserting 2022 as a new incredible target date for them, which requires explanation.

Incremental and fair compulsory acquisition of land

Ash Level is in a largely uninhabited area, with many existing individual part-owners, that would require powers of compulsory purchase. The claimants should be paid-off quite well and hopefully without business difficulties; while other affected owners and occupiers in the wider airport area can be treated generously as well. Given proper attention on all sides, their prospects are of increasing land values all-round. Meanwhile, taking-in the overall wider incremental airport scheme as a whole; the usual additional compensation claims of inevitable domestic and business 'disturbance (with all statutory and/or voluntary uplifts) should not be seen as unreasonable nor excessive.

Paying for rail infrastructure by taxation

In my articles in The Valuer<sup>2</sup>, the Royal Institution of Chartered Surveyors' (RICS) Urban Quarterly<sup>3</sup> and Estates Gazette<sup>4</sup> I refer to railways-to-airports schemes over the years. Among my proposals for legislation and infrastructure, was a modern version of old-fashioned development charges – as under the confiscatory Town & Country Planning Act 1947 (with various reincarnations), but now with fair 50/50 shared land taxation assessments. This would be quite unlike the previous 1947 Treasury greediness whereby owners, developers and even speculators should queue-up to participate, contribute in part and profit overall as a win-win, instead of (as now) prolonged planning arguments and haggling over imposed contributions. Those new taxes need to be targeted and ring-fenced to stop the proceeds being grabbed by the Treasury – as for all other land incremental value taxation since 1909.

Competition

This article is not against other airports. Heathrow should remain our key international hub; but not so as to expand unnecessarily and knock-out other airports in the southeast and Midlands. Instead, Heathrow should off-load many point-to-point holiday and freight flights – only

<sup>2</sup> Winbourne, NJ 'Putting the House in Order 1974-2016 Edition'. IRRV The Valuer June 2016. <sup>3</sup> Winbourne, NJ 'Putting the House in Order – A fresh approach', RICS Urban Quarterly, June 1974. <sup>4</sup> Winbourne, NJ Crosslink, Estates Gazette, November 1992.

Figure 1: The outline scheme for London Kent International Airport (Rev 30). ©Pell Frischmann

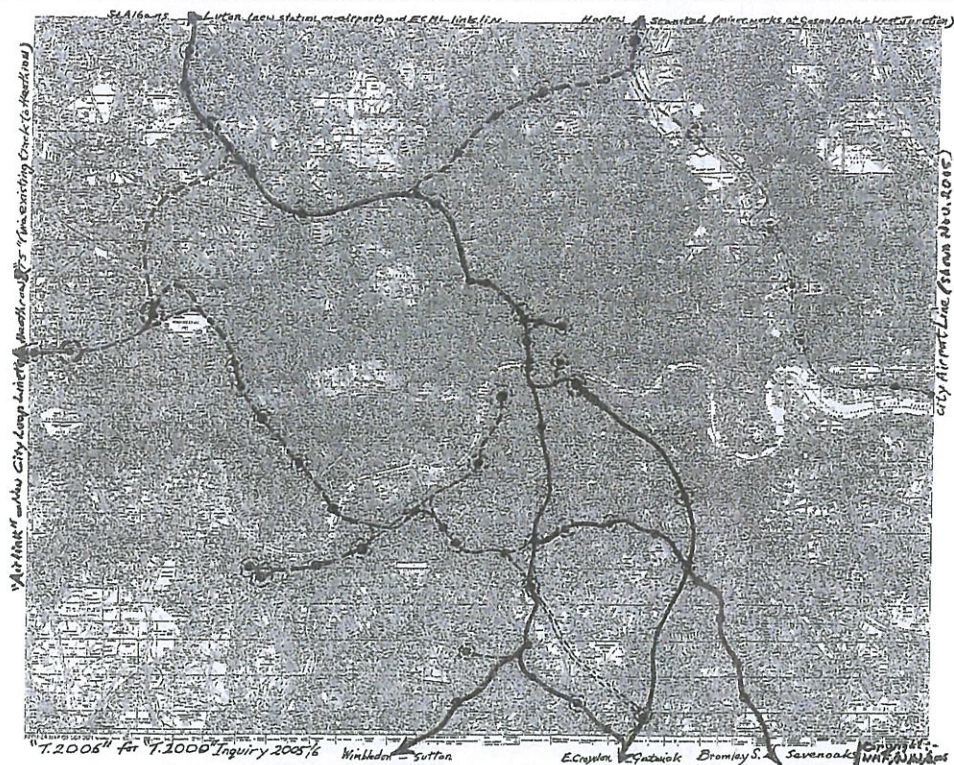
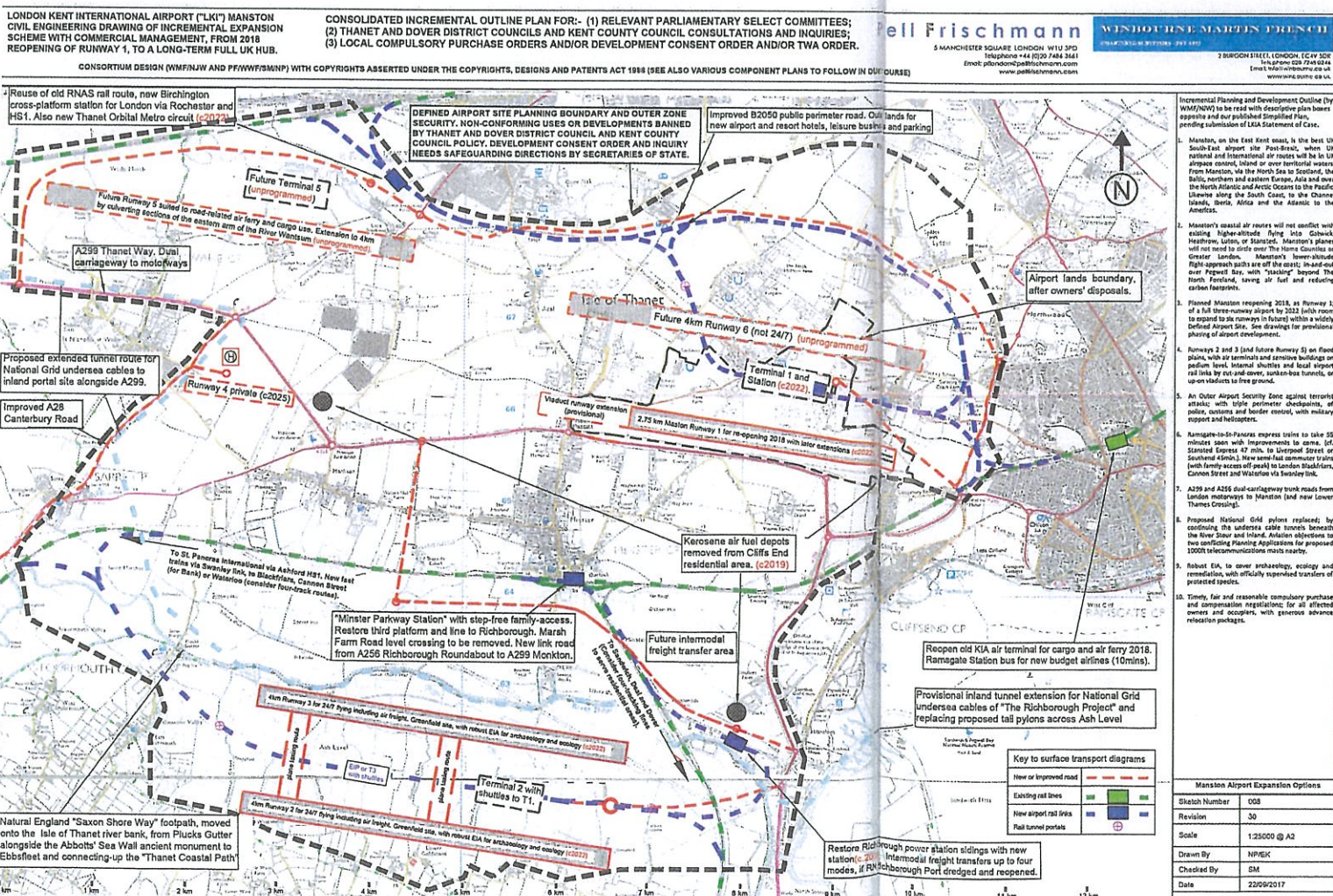
35% of its landing slots are taken-up with international business hub journeys.

Looking at the manuscript map opposite, my marginal notes show several low-cost rail links to all London's main airports subject to minor restorations. I deplored then (as I do now) the yawning gap of passenger services between Clapham Junction and Blackfriars, despite underused Victorian tracks all the way in between. That was ignored by the blinkered DfT, despite recent 1997 privatisations and possibly still following the lazy British Rail mantra of 50 years of nationalisation of 'leave it to the Tube' and benefiting by acceptance by the ministry. Notably proposed on the map are:

- A four-platform station, under Luton Airport concourse, as part of ten miles of strategic four-track lines for both goods and passengers (with Y junctions at each end) linking the East Coast Main Line (by Junction 8 A1(M) between Hitchin and Stevenage) with the Midland Main Line (south of Luton Airport Parkway Station). Likewise, linking up across country both Thameslink and north London suburban lines (both then running into Moorgate) with reciprocally-

loaded weekday tidal commuter trains complementing Luton Airport services for maximum 'bums on seats' and fares profits to pay for the entire scheme in a few years. All over the world, railways to airports make money. Also, Luton Airport is a natural Thameslink terminus.

- Obvious interlinked rail routes to City, Manston, Gatwick and Stansted airports.
- The important Airlink Heathrow Loop connections (still available but unimplemented) via St Pancras and Blackfriars, with a core line similar to a 1994 Branson-Steer 'Dudden Hill Line' Heathrow-Moorgate scheme, costed then at about £60m, but ignored by the DfT, London Underground(LU) and Crossrail. The first Crossrail Bill 1991 failed against three petitions, with myself advising on two and highlighting the Crosslink Heathrow to Stansted via London termini and a Euston, St Pancras and Kings Cross rail hub. Meanwhile, Jim Steer had proved the then Kings Cross Rail Bill to be many times more cost effective, as agreed by Halcrow advising Crossrail. Also,



The 2005/2006 manuscript Thameslink 2000 Airports Rail Map. Produced in expert evidence for Thameslink 2000 public inquiries, especially the Transport and Works Act Order Inquiry before inspectors. ©N Winbourne

Halcrow found my first section only of Crosslink (Paddington to Farringdon) to be 88% as commuter productive as Crossrail; using the same LU Tube computer modelling, but not taking into account the passenger benefits of strategic surface rail interconnections of all north London termini from Paddington to Liverpool Street. The House of Commons Opposed Bill Committee chair, when rejecting the LU/British Rail Crossrail Bill 1991 in an open session in July 1994, said: "It should serve places like Heathrow" (see Hansard). Then, the apparently piqued LU and ministry got the superior Kings Cross Rail Bill cancelled abruptly; with no public consultation whatsoever and substituted the Thameslink 2000, far more expensive, replacement.

Even Ken Livingstone took notice later and overruled the longstanding and self-serving Tube objections to new Heathrow connections competing with the highly-lucrative slow Piccadilly Line, taking an hour into central London. As Greater London mayor, Mr Livingstone insisted upon Crossrail from Heathrow to the West End, City and Canary Wharf; albeit costing three times what could have sufficed from completing the (partly-commenced) pre-war Central Line deep tube relief. After opening in 2018, Crossrail (now the Elizabeth Line) will bring in suburban

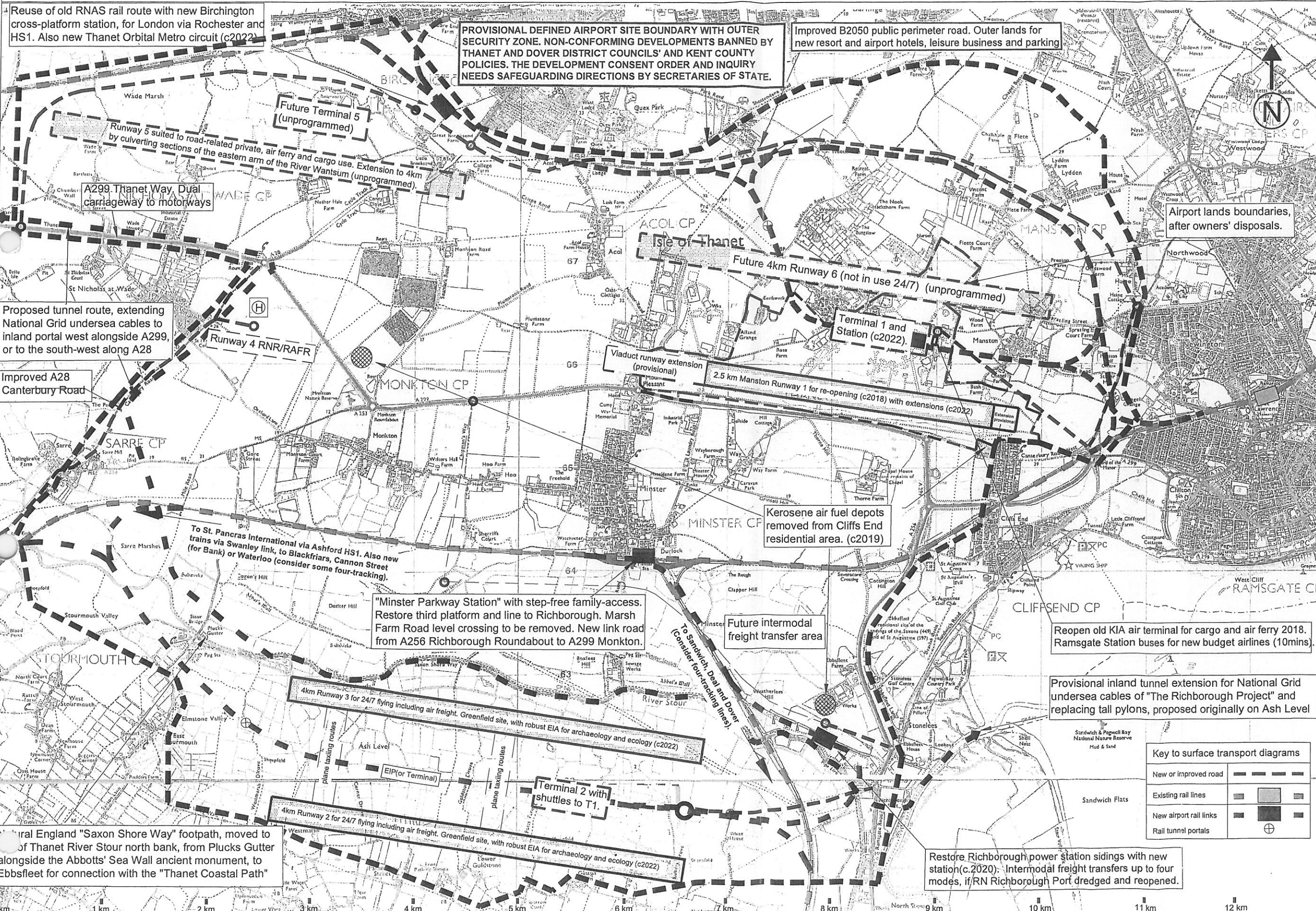
commuters from its targeted Shenfield and Maidenhead lines to overcrowd Oxford Street even more (perhaps quite dangerously), unless all new passenger catchments are retrenched intelligently. All of this leads on to my as-yet unpublished London Airports and South-East Rail Plan, from 25 years of deep study and lifelong professional interest in rail infrastructure. It will include new lower-cost strategic Tube lines, with the whole to cost less than the overpriced £33bn for Crossrail 2; which must bring even more overcrowding to Oxford Street and support even higher West End shop rents.

No coherent UK transport planning policy

There is no semblance of coordinated transport planning by the ministry itself, with apparently separate competing silos for air, rail, road and sea transport. On the one hand it is a sensible promoter of electric cars to cut atmospheric pollution (albeit without essential cleaned-up emissions of waste-burning power stations); while on the other, it arbitrarily cancels long-awaited rail electrifications like Cardiff to Swansea with unbelievably specious excuses alleging 'better' use of diesel-electric haulage and causing obvious environmental and financial conflicts.

Now, with a 20-year backlog and order book for all UK rail engineers, an authoritative John Major era cost-effectiveness report remains pigeon-holed. That recommended building many more ordinary small rail projects for superior cost-effectiveness; with examples five or ten times as good. Instead, the profligate Treasury backs eye-catching 'big-ticket' vanity projects as Whitehall priorities; seen by observers in the City as grand-scale insider-trading at public expense. Three preferred schemes, Crossrail 1, HS2 and Heathrow R3/T6, are backed by former New Labour ministers Geoff Hoon, Sadiq Khan and Andrew Adonis (albeit Khan is now opposing Heathrow lightly, as mayor of London). Those big schemes were carried forward meekly under the coalition government. Crossrail is being done; but HS2 could be deferred for more economical review, which would even get more support for the government.

In 1983, I proposed upgrading the East Coast Main Line from Scotland to London; which remains best value, in half the time at half the cost, with twice the benefits. Equally, the fruitless EU never revisited a long-proposed rail-tunnel under St George's Channel to Northern Ireland, which could bring a fast line from Glasgow to Londonderry; possibly emulating Telford and Brunel, with spectacular road-and-rail viaducts across the Kyles of Bute. Instead, the reconstituted National Infrastructure Commission is designed to inject wholly undemocratic authoritarian



Incremental Planning and Development Outline (by WMF/NJW) to be read with descriptive plan boxes opposite and our published Simplified Plan, pending submission of LKIA Statement of Case.

1. Manston, on the East Kent coast, is the best UK South-East airport site Post-Brexit, when UK national and international air routes will be in UK airspace control, inland or over territorial waters. From Manston, via the North Sea to Scotland, the Baltic, northern and eastern Europe, Asia and over the North Atlantic and Arctic Oceans to the Pacific. Likewise along the South Coast, to the Channel Islands, Iberia, Africa and the Atlantic to the Americas.
2. Manston's coastal air routes will not conflict with existing higher-altitude flying into Gatwick, Heathrow, Luton, or Stansted. Manston's planes will not need to circle over The Home Counties or Greater London. Manston's lower-altitude flight-approach paths are off the coast; in-and-out over Pegwell Bay, with "stacking" beyond The North Foreland, saving air fuel and reducing carbon footprints.
3. Planned Manston reopening 2018, as Runway 1; of a full three-runway airport by 2022 (with room to expand to six runways in future) within a widely Defined Airport Site. See drawings for provisional phasing of airport development.
4. Runways 2 and 3 (and future Runway 5) on flood plains, with air terminals and sensitive buildings on podium level. Internal shuttles and local airport rail links by cut-and-cover, sunken-box tunnels, or up-on viaducts to free ground.
5. An Outer Airport Security Zone against terrorist attacks; with triple perimeter checkpoints, of police, customs and border control, with military support and helicopters.
6. Ramsgate-to-St-Pancras express trains to take 55 minutes soon with improvements to come. (cf. Stansted Express 47 min. to Liverpool Street or Southend 45min.). New semi-fast commuter trains (with family-access off-peak) to London Blackfriars, Cannon Street and Waterloo via Swanley link.
7. A299 and A256 dual-carriageway trunk roads from London motorways to Manston (and new Lower Thames Crossing).
8. Proposed National Grid pylons replaced; by continuing the undersea cable tunnels beneath the River Stour and inland. Aviation objections to two conflicting Planning Applications for proposed 1000ft telecommunications masts nearby.
9. Robust EIA, to cover archaeology, ecology and remediation, with officially supervised transfers of protected species.
10. Timely, fair and reasonable compulsory purchase and compensation negotiations; for all affected owners and occupiers, with generous advance relocation packages.

Key to surface transport diagrams

New or improved road	---
Existing rail lines	▬
New airport rail links	▬
Rail tunnel portals	⊕

Manston Airport Expansion Options	
Sketch Number	008
Revision	31
Scale	1:25000 @ A2
Drawn By	NP/EK
Checked By	SM
Date	01/02/2018

Craig Mackinlay (South Thanet) (Con)

My right hon. Friend will be aware of UKIP-led Thanet Council's broken election promise to support the reopening of Manston as an airport. On the basis that the Manston site was to be redesignated as "mixed use", with thousands of houses, local councillors sensibly rejected the plan, and I salute them for doing so. Can my right hon. Friend assure me that Thanet will now be given as much time as is reasonably necessary—perhaps under a new administration—to get our local plan right?

The Prime Minister

My hon. Friend is right to raise this matter on behalf of his constituents. I understand that Thanet District Council has not adopted a local plan since 2006, which is why my right hon. Friend the Housing Secretary has written to the district council to begin the formal process of considering intervention. This is a very serious step that shows that the council has not been doing what it should be doing in relation to a local plan. So my right hon. Friend the Secretary of State is now considering whether to intervene, and he will make an announcement in due course.



**Barbara**

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**From:** Manston Consultation <manstonconsultation@bdb-law.co.uk>  
**Sent:** 15 February 2018 11:40  
**To:** Barbara  
**Subject:** Manston Airport Consultation 2018 - Feedback [BDB-BDB1.FID9982606]

Dear Mr Winbourne,

Thank you for your response to the 2018 public consultation on proposals to reopen Manston Airport.

Regards,

Manston Consultation Team



BIRCHAM DYSON BELL

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