

3 June 2019

Clarifications for Manston DCO Public Inquiry PINS Ref. Nos. 200/4582 and 200/4585

1.0 These notes are a reasoned resumé to clarify matters for public understanding

1.1 A packed open public meeting convened by Ramsgate Town Council on 21 May 2019 revealed persistent widespread lack of understanding of the facts and technology of any airport expansion; coupled with loudly repetitious misconceptions and misinformation.

1.2 Ill-informed Manston Airport opponents were allowed ten minutes time-taking free rein by Ramsgate Town Council. Fortunately, three advance printed copies of our earlier main submissions and drawings were handed over for the Council panel. Three minutes each was allowed for the few pro-airport statements.

1.3 Dr. Ian Brooman of Broadstairs was shouted down insultingly and it was clear that some people were simply in arrogant denial.

1.4 The Ramsgate Town Council meeting heard misleading arguments on behalf of Stone Hill Park, about the owners net expenditures' and a bogus alleged need for some brownfield redevelopment. Whereas, the entire former Kent Coalfield is brownfield obviously and DCHLG demands of Thanet District Council ought to be for release of greenfield land, such as west of St. Nicholas-at-Wade. It is also unlikely that the Stone Hill Park mixed-use scheme could "stack-up" for eventual end investment outtake and if approved it could well be abandoned soon after breaking-up the runway profitably.

1.5 Airport reopening could be permanently economically transformative for all of East Kent.

1.6 Ironically, the danger to Thanet residents is a big increase in their property values.

1.7 Clearly, homeowners were unaware of potential class-action compensation claims under the Land Compensation Act 1973; nor of mitigation claims for interim disturbance.

1.8 The Manston Airport Expansion Scheme outline design is shown on two final drawings prepared by WMF together with Pell Frischmann Consulting Engineers (“PF”) both plans being reduced to A3 size for convenient handling.

1.9 The Copyright name London Kent International Airport (LKI) is preferred and appears on all WMF/PF drawings since 2014.

1.10 The Company Name of London East Kent Coast Airport (Manston) Limited, was lately amended to be very clearly site-specific and to end confusions arising regularly; either with Lydd/London Ashford Airport, or with the various abortive North Kent and Thames Estuary Airport schemes, all of which suffer from lack of surface transport connectivity and potential bird-strike issues, as were found correctly by the Davies Airports Commission.

1.11 Regrettably, the same reliable rectitude cannot be said for their very long-range economic forecasts, nor Davies Commission conclusions of sophistry, in favour of Heathrow or Gatwick and which wrongly left-out Manston entirely.

1.12 Manston has the best airport expansion site in South-East England, for three runways or more 70 miles from Central London and for delivery in about three years, for a comparatively low-cost £3 billion outlay approximately. Furthermore, Manston has two existing modern dual carriageway trunk roads and three adjacent railway lines; which altogether require only new minor local branch-lines and local road improvements, which should otherwise have qualified for ERDF subsidies, without Brexit.

1.13 Regardless of political government changes, Manston Airport has been sidelined persistently for some thirty years by Department for Transport internal policies fostering only Heathrow and Gatwick Expansion and supported by other Whitehall Departments.

1. 2.0 Manston Airport Expansion proposals and authorship

2.1 Winbourne Martin French, Chartered Surveyors (“WMF”) are old-established in the City of London. The Principal and Managing Director is James G Winbourne BSc(Hons)Ag.Econ,

PGDip.PVL, MRICS (“JGW”). He advises high-end London restaurants and hotels and four varied national multiple business occupiers for all property issues. The former Senior Partner and working Planning and Development Consultant is Norman J Winbourne FRICS, FCInst.CES, IRRV (“NJW”). He has appeared at various Transport & Works Act Inquiries. He attended the Ramsgate Town Council meeting on 25th May and wishes to speak briefly to the Manston Public Inquiry on 7th June 2019.

2.2 Both are founder members of the Compulsory Purchase Association and have given Expert Evidence many times in the Lands Tribunal now the Upper Tribunal (Lands Chamber) and at CPO Public Inquiries all over the country.

2.3 Both have given Expert Evidence for Petitions against infrastructure Bills in Parliament of Crossrail, CTRL (now HS1) and HS2 (JGW only).

2.4 A few years ago, JGW gave expert evidence to the UTLC for three References of Compensation on the A256 Ramsgate-Dover Road widening, where all available East Kent industrial land values were recorded and are relevant to Stone Hill Park.

2.5 Later NJW gave evidence successfully at a Hearing, for the same A256 owners of the disused Richborough Royal Navy Port (which needs dredging) and for their Princes Golf Links, against unnecessarily intrusive duplications of Natural England’s several Thanet Coastal Access footpaths, now proposed to be rationalised – see WMF/PF Drawing Revision 31.

2.6 At the outset, counsel for Stone Hill Park questioned the Inspectors’ experience of Compulsory Purchase and Compensation principles for the Public Inquiry. If desired, NJW can answer any such questions objectively and impartially on oath, for the Inquiry.

2.7 The Simplified Plan dated 22 September 2017, shows the programme for three runways within three years (and with room for more runways in future). The existing site areas and boundary footprints of Gatwick and Heathrow Airports are shown for comparison within a

WMF proposed extensive Defined Site, with its wide preliminary outer security boundaries against terrorist attack.

2.8 The main Outline Airport Design Drawing is Revision 31, dated 1 February 2018. The detailed notes thereon set out most of the anticipated development sequences after four years of research. However, WMF/NJW draw attention to late plan amendment issues arising.

2.9. The very important National Grid Richborough Project has diverted its alignment of high voltage electricity pylons away from Ash Level and onto an alignment north of the River Stour, helpfully avoiding likely aviation hazards and conflicts. Therefore, the WMF Revision 31 scheme component now to be disregarded, is the proposed continuation of the NG undersea cable tunnel, planned by WMF running under the River Stour valley, to a western land portal. An earlier version of that was proposed in July/August 2015 by NJW to NG, with copy letters to the three councils. WMF are very pleased and grateful for the most helpful superior and commonsense NG pylons diversion now being implemented.

2.10 Two other potential obstructions to aviation were pointed out to Dover District Council leadership, at a cordial exploratory meeting in January 2017. There were two applications for competing very tall communications masts of about a thousand feet in height, near Richborough. All other issues were also discussed informally with the Dover District Council Chief Executive, The Director of Inward Investment and the then Council Leader (using then late draft and uncompleted WMF plans).

2.11 The meeting was also attended by NJW, JGW and David Haines Partner of Charles Russell Speechlys, Solicitors.

2.12 The Chief Executive (himself a Civil Engineer) praised the quality of the WMF/PF plans and quite properly asked for some financial information to come forward (presumably to

underwrite any possible Council action) but shortly afterwards, the River Oak DCO proposals commenced in earnest, with their own financing to be considered..

2.13 Previously, in December 2016, WMF had written to Dover District Council in advance, suggesting possible areas for post-airport reopening housing expansion including Deal. Also with proposed positive planning control to deter land speculation after airport reopening.

2.14 It transpired that Dover was the only Council supporting Manston Airport retention as against neither Thanet nor KCC, which was shocking.

2.15 Whereas NJW stated that an expanded Manston Airport should be a first-rate UK institutional investment in due course. The mainly low agricultural land acquisition costs, point to an all-up three runways redevelopment for some £3 billion only, in about three years.

2.16 NJW suggested that a Dover-led consortium of East Kent District Councils, from Faversham to Folkestone, could hold a “bottom-slice” protective and progressive investment interest in an expanded airport; which would guard against exploitative serial takeovers. Broadly similar safeguarding arrangements apply already to Prestwick Airport (Scottish Government); Cardiff Airport (Welsh Government); Manchester Airport; Stansted Airport; and Newcastle Airport (Sunderland Borough Council) see recent Daily Telegraph Business News cutting 21 May 2019.

3.0 Compensation Claims transparency by WMF, with DV/VOA monitoring

3.1 Owners and occupiers may incur interim disturbance to be mitigated and later LCA 1973 Claims should not be cut-down by any final set-off of any interim mitigation costs .

4.0 Aviation advantages – many more flights from an airport not overcrowded

4.1 Co-director Rev Gordon Warren RN(Rtd) AMRAeS has proposed rearranging Manston flight approach paths, so as to land planes further west along Runway 1. That can be

combined readily with the WMF/PF proposed western viaduct extension of Runway 1, which design component is personally attributable to eminent Professor W.W, Frischmann CBE.

4.2 Flying in low, over the East Kent coast, can provide minimum ground-level geometric noise footprints, especially for Runways 2 and 3 and also Runway 5 as an option via Reculver.

4.3 Manston can unlock many miles of unused UK domestic coastal flight routes and much wider unused global international air routes.

4.4 Low cost development of the uninhabited Ash Level, for Runways 2 and 3, brings in flood plain design issues to be considered as per plan notes. Also, such as a bund or river wall against any flooding; while cliff-top-height Runway 1 is always there in emergency.

4.5 New full-length Runways 2 and 3, on Ash Level in Dover District Council jurisdiction, can provide 24/7 airline use, 365 days a year, without very much environmental impact.

4.6 Alternative Runway 5 on Wades Marsh (formerly Runway 2 of 2014) has similar attributes. Daytime business drivers' air ferry services might be revived and might be coupled with reciprocal River Oak air-freight night flights; both being well-placed alongside the A299.

4.7 Reasonably attractive airport landing charges and fair rents of retail and catering concessions can allow a profitable shop window for the "Best of British", instead of basic fast food offers.

4.7 Budget airlines could bring visiting Europeans to revived Palm Bay and Walpole Bay beach holiday hotels, with either split-week or day London trips.

5.0 Fast Railway access

5.1 Manston on-airport stations can bring 50 minutes express train times, from St. Pancras; as against Stansted Express 48 minutes and Southend 45 minutes, from Liverpool Street.

5.2 A possible new HS1 station, proposed by NJW under the important Barking Tube-and-Rail Interchange, could be some 40 minutes to-and-from Manston. See also published professional articles on Manston Airport in "Civil Engineering Surveyor", October 2015 and October 2017.

5.3 Moreover, semi-fast off-peak family friendly trains could run into under-used London termini especially Blackfriars and Cannon Street (see notes on drawings).

6.0 Airport Company Directors List

6.1 Norman Winbourne FRICS, FCInst.CES, FIRR is the Airport Development Director.

6.2 The Rev Gordon Warren RN (Retd.) AMRAeS is Aviation Director and a Ramsgate resident

6.3 Lt.Col Dr Ian Brooman TD FRCP understands emergency and helicopter rescue services. He is an experienced army reserve medical officer and a Broadstairs resident.

6.4 Peter Moore is a Margate Resident and former managing partner of well-known solicitors in Ramsgate.

6.5 An invited Director-Elect is Brigadier Tim Waugh OBE, formerly of NATO HQ in Brussels. Together with Gordon Warren, he will enter into consultations with the all-Europe airspace control organisation also based in Brussels. Meanwhile, the EU Brussels Commission subsidiary EASA is based in Cologne and it should secede from any UK air influences post Brexit.

6.6 Another invited Director-Elect is Dr.Alan Barrow, Past President CICES, MRICS, regularly designing UK railway and infrastructure layouts.

6.7 This Directors' list may well be extended soon.

7.0 Landmark Planning Judgements for consideration

7.1 The attention of the Inspectors is drawn respectfully to the House of Lords "Pioneer Aggregates Case" underlying long-held "Crown" Planning Consent of Manston Airport.

7.2 Likewise, the “Crystal Palace Case” or Barker v Bromley, whereby Environmental Impact Assessments are required at all changed phases of any “Planning Process” - combined Judgment of both The House of Lords and the Luxembourg Court of Human Rights.

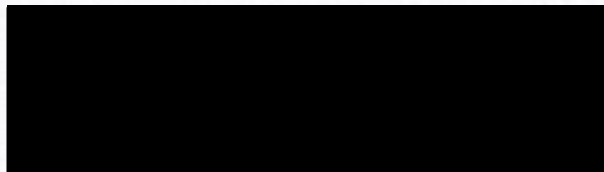
7.3 The “Mosely Case” LB Haringey v Mosely and Another, as to Inspectors attention to bona fide alternative proposals of Objectors and possibly leading to alternative recommendations (thereby superseding the Victorian Rail Bills custom of relying only on the viability of the promoters’ scheme).

7.4 There seems to be a campaign of flouting and abandoning deeply embedded Crown Airport Planning Use Consent, so as to assert instead a “Nil” Planning Void (see Hughes Case). NJW/WMF reject any such abandonment.

8.0 Stacking Circles out to Sea and future resumption of supersonic flights

8.1 Manston requires no overflying of the Home Counties, nor of Greater London.

8.2 Since Concorde there are no operational supersonic civil airliners, but that may change soon.



N.J.Winbourne, FRICS, FCIInst.CES, IRRV

tech giants have "no basis in law" and would damage consumers by forcing up prices and cutting transparency, according to Eric Schmidt, the billionaire technology investor and former chairman and chief executive of Google.

In an interview with *The Daily Telegraph*, Mr Schmidt, who is due to step down from the board of Alphabet, Google's parent, next month after 18 years at the company, hit back at growing pressure from EU and US regulators to curb the power of big technology companies by forcing them to sell off businesses.

"I don't see a basis in law for a break-up," said Mr Schmidt, one of Alphabet's biggest individual shareholders with a fortune worth over \$13bn (£10bn). "The various proposals for breaking up would [mean] prices increase, which would be a negative consumer harm for sure." Mr Schmidt, 64, said regulators should consider the benefits brought by companies such as Google.

The search engine giant is the world's fourth largest company with a market value above \$820bn. "These platforms are enormously powerful

regulators and the public over data collection, privacy and the abuse of their dominant market position.

Google has already been fined over €8bn (£7bn) by the EU.

The company was fined €4.3bn last year for abusing the dominant market position of its Android operating system for smartphones. It was hit with a €2.4bn penalty in 2017 for favouring its own shopping services over those of rivals. In March, the EU competition commissioner Margrethe Vestager announced a further €1.4bn fine for blocking rival online advertisers.

Mr Schmidt, who joined Google in 2001 and helped steer the group to an IPO in 2004, also expressed concern that US and European "regulatory bias" was hampering the competitiveness of the Western technology industry in favour of China.

He said Chinese technology companies were exploiting strict rules in the West to gain a big competitive advantage in the rollout of cutting edge payment and financial services, which are booming in popularity in the country.

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CHRIS JACKSON

Teeing off Lyle & Scott, the potential sale of the business accountant Sue Watson, post

Newcastle Airport stake up for grabs

By Vinjeru Mkandawire

AN AUSTRALIAN fund manager is reviewing the possibility of selling its stake in Newcastle Airport amid reports of sky-high valuations.

AMP Capital is weighing plans to put the asset back on the market after Brexit uncertainty forced it to pull out of an earlier sale process.

The fund manager has been approached by pension funds and other investors for

its 49pc stake in the North East's largest flight hub and is understood to be considering a deal that values the asset at more than £1bn.

AMP, which also owns 65pc of Angel Trains, bought its stake from Copenhagen Airports in 2012 for a reported £150m. The airport is run as a public-private partnership with a consortium of seven local authorities including Durham and Sunderland, which owns 51pc.

Serving more than 80 destinations, Newcastle Airport sinks £1.6bn into the region's economy yearly, supporting more than 21,800 jobs in the North East.

According to its latest accounts, passenger numbers at Newcastle Airport grew 10pc to 5.4m in 2017 thanks to low-cost flights to sunny destinations. Profits to Dec 2017 were up 32pc to £21.9m on the back of a 3pc rise in revenue to £58m.



Daily Telegraph Business, Monday 27 May 2019