

# MANSTON AIRPORT DEVELOPMENT CONSENT ORDER

Response to ExA's Q4

Submitted by email, Mon 24<sup>th</sup> June 2019

From its very first presentations (such as they were) to the Community, RSP has sought to put across the idea that the proposed development would not require night flights.

"I don't give a [REDACTED] about night flights"

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"We are not contemplating night flights for [REDACTED] n millionth time. A number of people in Ramsgate, especially [REDACTED] distribute a lot of lies and conjecture. We are not considering [REDACTED] by instruction from the Inspectorate to outline a night flight policy. We have put a worst case scenario in [...]. The reason the PI is mandating [that we put night flights] in our application is because it's going to come up for Heathrow, for Gatwick, Stansted, using us as a guinea pig before larger applications come down the line. It doesn't make commercial sense for night flights. Not our decision, all done by Government Agencies. It's not us. I'm blue in the face saying this to people, blue in the face about people lying."  
- *Niall Lawlor, Director, RSP, to a concerned resident at a Consultation event.*

"The reference in our environmental scoping document to 18 night flights relates solely to the accepted methodology for assessing the significance of noise disturbance at night and not to any plans that we have for Manston airport."

- *Tony Freudmann, Director RSP*

"PINS made us put in a number for night flights"

and

"The CAA made us put in a number for night flights"

- *RSP response to concerned resident*

"There will be no night flights. Flights will not be scheduled until after 6am."

- *Dr Sally Dixon to a concerned resident*

"No, there is no proposal and no need to fly freight in at night."

and

“The RiverOak Strategic Partnership has made it absolutely plain that they have no desire to fly planes in in anti-social hours, I am content with that.”

*- Sir Roger Gale, MP for Thanet North, de facto spokesperson for RSP, in a Radio interview for BBC Radio Kent*

“It is not up to RiverOak or TDC – it turns out that it is the National Planning Inspectors (PINS) who decide if there should be night flights”

*- Dr Beau Webber, Chair SMAA*

Given the expletive-laden insistence of RSP’s Directors, of Consultants, Spokespersons and fan club that there is no need for night flights, and there won’t be any night flights, may I suggest to the ExA that the wording of NS 4.10 (p 99-100) of ExA Q4 is changed

from:

*“The Applicant has considered the night time quota count of 3028 that it is proposing in the light of night time flights now only consisting of late-arriving flights plus, emergency and humanitarian flights and departing flights between 0600 and 0700. It is unlikely that there would be more than five passenger flights departing during that hour, and unlikely that any aircraft with a quota count of greater than 1 would be used. The applicant is therefore willing to reduce the quota count to 2000 (365\*5 being 1825), but this would be on the basis that late-arriving, emergency and humanitarian flights would be excluded from that total. If they are to be included as at present, then the Applicant would wish to keep the original figure of 3028.”*

to:

*“The Applicant has consistently and strenuously maintained the position that Night Flights are not necessary. Therefore the Applicant is willing to reduce the Night Time Quota Count to 0 (humanitarian and emergency flights excepted)”*

James Chappell  
Ramsgate Resident  
Reference: 20012627