

Manston Myths

Myth	Facts																														
<p>“80% of Thanet want the airport back”</p>	<p>This is hearsay often repeated by airport supporters. The truth is that most people in Thanet either think the airport is dead or simply don't care. There are also many who believe it will be the 'old airport' returning not the 24/7 cargo hub RSP is planning for us.</p> <p>The only official poll ever done regarding the airport was instructed by TDC and conducted by Moray to establish if people in Ramsgate (and then Thanet as a whole) wanted night flights. The outcome was 73% in Ramsgate were against night flights and the figure was only slightly lower for the whole of Thanet.</p>																														
<p>“Airport not houses!”</p>	<p>The reality is there will be: Houses OR Houses AND an airport</p> <p>To be clear, if the airport returns this will not change our housing allocation. We will still need to find space for the same amount (17,140) of homes being built in Thanet.</p> <p>In January 2018 the draft local plan had an 'Objectively Assessed Need' (OAN) housing total of 17,140 dwellings. This plan was voted down. In July this year, the current administration tried again but this time removing all the 2500 (from draft Local Plan) homes allocated for the Manston site (along with infrastructure for the same) and instead homes will still be built but will go on greenfield sites around Westgate, Birchington, Minster and the Haine Road corridor all sharing the already stretched infrastructure of the local people.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 25%;">Addendum number:</td> <td>AD08</td> </tr> <tr> <td>Chapter</td> <td>Chapter 3 – Housing Strategy</td> </tr> <tr> <td>Policy / Paragraph / other reference/ page number:</td> <td>Table 2: Total Housing Distribution</td> </tr> <tr> <td>Action:</td> <td>Amend housing distribution figures to reflect changes to housing sites</td> </tr> <tr> <td>Change:</td> <td> <p>Table 2 - Total Housing Distribution</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Period</th> <th>2011-2031</th> </tr> </thead> <tbody> <tr> <td>Strategic Sites (sites of 500+ dwellings)</td> <td></td> </tr> <tr> <td>Westwood</td> <td>1,450</td> </tr> <tr> <td>Birchington on Sea</td> <td>1,000 1,600</td> </tr> <tr> <td>Westgate on Sea</td> <td>1,000 2,000</td> </tr> <tr> <td>Manston Green</td> <td>(planning permission granted so not counted in allocations)</td> </tr> <tr> <td>Land at Manston Court/Haine Road</td> <td>700 1200</td> </tr> <tr> <td>Land North and South of Shottendane Road</td> <td>550</td> </tr> <tr> <td>New Settlement Site</td> <td>2,500</td> </tr> <tr> <td>Other Housing Sites/Areas</td> <td>2,548 2398</td> </tr> </tbody> </table> </td> </tr> </table>	Addendum number:	AD08	Chapter	Chapter 3 – Housing Strategy	Policy / Paragraph / other reference/ page number:	Table 2: Total Housing Distribution	Action:	Amend housing distribution figures to reflect changes to housing sites	Change:	<p>Table 2 - Total Housing Distribution</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Period</th> <th>2011-2031</th> </tr> </thead> <tbody> <tr> <td>Strategic Sites (sites of 500+ dwellings)</td> <td></td> </tr> <tr> <td>Westwood</td> <td>1,450</td> </tr> <tr> <td>Birchington on Sea</td> <td>1,000 1,600</td> </tr> <tr> <td>Westgate on Sea</td> <td>1,000 2,000</td> </tr> <tr> <td>Manston Green</td> <td>(planning permission granted so not counted in allocations)</td> </tr> <tr> <td>Land at Manston Court/Haine Road</td> <td>700 1200</td> </tr> <tr> <td>Land North and South of Shottendane Road</td> <td>550</td> </tr> <tr> <td>New Settlement Site</td> <td>2,500</td> </tr> <tr> <td>Other Housing Sites/Areas</td> <td>2,548 2398</td> </tr> </tbody> </table>	Period	2011-2031	Strategic Sites (sites of 500+ dwellings)		Westwood	1,450	Birchington on Sea	1,000 1,600	Westgate on Sea	1,000 2,000	Manston Green	(planning permission granted so not counted in allocations)	Land at Manston Court/Haine Road	700 1200	Land North and South of Shottendane Road	550	New Settlement Site	2,500	Other Housing Sites/Areas	2,548 2398
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<p>“It’s the longest runway in the country!”</p>	<p>Actually, it’s the 14th longest runway in the country. Here’s the list:</p> <table border="1" data-bbox="261 210 943 1003"> <thead> <tr> <th>AIRPORT NAME</th> <th>USAGE</th> <th>LENGTH (FT)</th> <th>SURFACE</th> </tr> </thead> <tbody> <tr> <td>London Heathrow Airport</td> <td>Public</td> <td>12,799</td> <td>Asphalt</td> </tr> <tr> <td>London Gatwick Airport</td> <td>Public</td> <td>10,879</td> <td>Asphalt/Concrete</td> </tr> <tr> <td>MoD Boscombe Down</td> <td>Military</td> <td>10,538</td> <td>Concrete/Asphalt</td> </tr> <tr> <td>RAF Brize Norton</td> <td>Military</td> <td>10,007</td> <td>Asphalt</td> </tr> <tr> <td>London Stansted Airport</td> <td>Public</td> <td>10,000</td> <td>Asphalt</td> </tr> <tr> <td>Manchester Airport</td> <td>Public</td> <td>10,000</td> <td>Concrete/Asphalt</td> </tr> <tr> <td>RAF Fairford</td> <td>Military</td> <td>9,994</td> <td>Asphalt</td> </tr> <tr> <td>Bruntingthorpe Aerodrome</td> <td>Private</td> <td>9,842</td> <td>Asphalt</td> </tr> <tr> <td>Robin Hood Airport Doncaster Sheffield</td> <td>Public</td> <td>9,491</td> <td>Asphalt</td> </tr> <tr> <td>East Midlands Airport</td> <td>Public</td> <td>9,491</td> <td>Asphalt</td> </tr> <tr> <td>RAF Mildenhall</td> <td>Military</td> <td>9,221</td> <td>Concrete/Asphalt</td> </tr> <tr> <td>RAF Marham</td> <td>Military</td> <td>9,140</td> <td>Concrete</td> </tr> <tr> <td>RAF Wittering</td> <td>Military</td> <td>9,052</td> <td>Asphalt</td> </tr> <tr> <td>Kent International Airport (Manston)</td> <td>Public</td> <td>9,029</td> <td>Asphalt/Concrete</td> </tr> </tbody> </table>	AIRPORT NAME	USAGE	LENGTH (FT)	SURFACE	London Heathrow Airport	Public	12,799	Asphalt	London Gatwick Airport	Public	10,879	Asphalt/Concrete	MoD Boscombe Down	Military	10,538	Concrete/Asphalt	RAF Brize Norton	Military	10,007	Asphalt	London Stansted Airport	Public	10,000	Asphalt	Manchester Airport	Public	10,000	Concrete/Asphalt	RAF Fairford	Military	9,994	Asphalt	Bruntingthorpe Aerodrome	Private	9,842	Asphalt	Robin Hood Airport Doncaster Sheffield	Public	9,491	Asphalt	East Midlands Airport	Public	9,491	Asphalt	RAF Mildenhall	Military	9,221	Concrete/Asphalt	RAF Marham	Military	9,140	Concrete	RAF Wittering	Military	9,052	Asphalt	Kent International Airport (Manston)	Public	9,029	Asphalt/Concrete
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<p>“It has been an airport for over 100 years.” / “It’s part of our heritage”</p>	<p>Manston was a military airfield established in 1915 (RAF from 1919) and civil services only started on the site in 1959 just after the USAF left because of noise complaints. To ensure we hold on to our heritage of the site, the airport museum is still in place and in order that it remains so, Stone Hill Park, (the owners of the site) gifted the museum their lease so it will never have the threat of being closed down or moved. Manston was known as an airfield until it became a commercial airport in 1998.</p>																																																												
<p>“It’s needed as an emergency airstrip.”</p>	<p>Whilst it is true that Manston’s concrete runway was constructed in late 1944 to assist as an emergency runway (prior to this the grass runway was considered a hazard as it undulated too much) Manston was seldom used as an emergency runway during its civilian life due to its, relatively, short length.</p>																																																												
<p>”It would have been used by the Shuttle if it was necessary.”</p>	<p>It has NEVER been considered as an emergency runway for the shuttle “RAF Fairford was the only Transoceanic Abort Landing site for NASA’s Space Shuttle in the UK. As well as having a sufficiently long runway for a shuttle landing (the runway is 3 km long), Fairford also had NASA-trained fire and medical crews stationed on the base” link https://en.wikipedia.org/wiki/List_of_space_shuttle_landing_sites</p>																																																												
<p>“It will relieve Heathrow’s chronic shortage of slots.”</p>	<p>Heathrow is the biggest freight airport in the UK, currently averaging 67% of the entire airfreight market handling 1.5 million tonnes. This however is not the entire story Heathrow freight arrives at the airport in the belly of PASSENGER planes (95% of total) and any increase in passenger planes will just increase the 67%. Since 2006 this total has increased from 1.2 to 1.5 million tonnes. To explain, airfreight is around 4x more expensive than shipping costs and when the cost is shared this makes the whole process more cost effective.</p>																																																												

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	<p>CAA produces airport statistics</p> <p>Monthly and annually for all UK airports. CAA airport data</p> <p>Freight. Tonnes Source – CAA data</p> <table border="1" data-bbox="277 264 820 792"> <thead> <tr> <th>Airport</th> <th>2006</th> <th>2015</th> <th>2016</th> <th>% change in 2016</th> <th></th> </tr> </thead> <tbody> <tr><td>HEATHROW</td><td>1,263,128.9</td><td>1,496,537.4</td><td>1,541,028.7</td><td>3</td><td></td></tr> <tr><td>EAST MIDLANDS INTERNAT</td><td>272,302.9</td><td>291,688.6</td><td>300,101.2</td><td>3</td><td></td></tr> <tr><td>STANSTED</td><td>224,312.2</td><td>207,996.4</td><td>223,202.8</td><td>7</td><td></td></tr> <tr><td>MANCHESTER</td><td>148,957.4</td><td>100,020.7</td><td>109,630.2</td><td>10</td><td></td></tr> <tr><td>GATWICK</td><td>211,856.8</td><td>73,371.1</td><td>79,587.9</td><td>9</td><td></td></tr> <tr><td>BIRMINGHAM</td><td>14,681.0</td><td>7,163.8</td><td>30,009.7</td><td>319</td><td></td></tr> <tr><td>LUTON</td><td>17992.9</td><td>28007.8</td><td>25425.7</td><td>-9</td><td></td></tr> <tr><td>EDINBURGH</td><td>36388.8</td><td>19322.0</td><td>20368.9</td><td>5</td><td></td></tr> <tr><td>GLASGOW</td><td>6288.7</td><td>13192.8</td><td>12920.7</td><td>-2</td><td></td></tr> <tr><td>PRESTWICK</td><td>28536.7</td><td>11241.6</td><td>10821.9</td><td>-4</td><td></td></tr> <tr><td>DONCASTER SHEFFIELD</td><td>167.2</td><td>3201.1</td><td>9340.8</td><td>192</td><td></td></tr> <tr><td>BELFAST INTERNATIONAL</td><td>38416.7</td><td>30388.7</td><td>7597.4</td><td>-75</td><td></td></tr> <tr><td>ABERDEEN</td><td>4021.6</td><td>6545.5</td><td>5730.8</td><td>-12</td><td></td></tr> <tr><td>NEWCASTLE</td><td>306.3</td><td>3717.1</td><td>4574.4</td><td>23</td><td></td></tr> <tr><td>COVENTRY</td><td>7785.4</td><td>2258.5</td><td>2031.6</td><td>-10</td><td></td></tr> <tr><td>Total London area airports</td><td>1,717,360</td><td>1,805,941</td><td>1,869,314</td><td>4</td><td>78.4% of UK total</td></tr> <tr><td>Total All Reporting UK Airports</td><td>2314546.0</td><td>2299328.0</td><td>2385231.0</td><td>4.0</td><td></td></tr> </tbody> </table>	Airport	2006	2015	2016	% change in 2016		HEATHROW	1,263,128.9	1,496,537.4	1,541,028.7	3		EAST MIDLANDS INTERNAT	272,302.9	291,688.6	300,101.2	3		STANSTED	224,312.2	207,996.4	223,202.8	7		MANCHESTER	148,957.4	100,020.7	109,630.2	10		GATWICK	211,856.8	73,371.1	79,587.9	9		BIRMINGHAM	14,681.0	7,163.8	30,009.7	319		LUTON	17992.9	28007.8	25425.7	-9		EDINBURGH	36388.8	19322.0	20368.9	5		GLASGOW	6288.7	13192.8	12920.7	-2		PRESTWICK	28536.7	11241.6	10821.9	-4		DONCASTER SHEFFIELD	167.2	3201.1	9340.8	192		BELFAST INTERNATIONAL	38416.7	30388.7	7597.4	-75		ABERDEEN	4021.6	6545.5	5730.8	-12		NEWCASTLE	306.3	3717.1	4574.4	23		COVENTRY	7785.4	2258.5	2031.6	-10		Total London area airports	1,717,360	1,805,941	1,869,314	4	78.4% of UK total	Total All Reporting UK Airports	2314546.0	2299328.0	2385231.0	4.0	
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<p>“KLM were kicked out and would come back in a shot”</p>	<p>When Ann Gloag closed the airport in 2014 because it was losing £10K a day (£3.5M a year) KLM were in their first year having their maiden flight on the 2nd April 2013.</p> <p>When Manston closed the BBC reported that Boet Kreiken, MD of KLM Cityhopper told Air Transport World that it was impossible to do "business in a shaky environment".</p> <p>"Now it is game over; we will redeploy the aircraft. We are gone."</p> <p>"We can't flip-flop in and out all the time. That is not the way we work." What their business model found was the catchment area was far too small to attract enough business to become profitable. During their year they could only manage a 40% occupancy with 98 seat Fokker aircraft this was clearly unsustainable.</p>																																																																																																												
<p>“Manston has good transport links ideal to be a freight hub”</p>	<p>This, like much of the propaganda produced by Sally Dixon, is simply not true. Manston lies on a promontory 30 miles from the closest motorway, the M2, with a further 29 miles to the M25 and the Dartford river crossing. This one fact is the main reason an airport has failed time and time again and will continue to fail should it ever return.</p>																																																																																																												
<p>“It’s needed to take the freight being brought by truck to the UK.”</p>	<p>Unfortunately for Sally Dixon (the author of RSP’s application to PINS) this is an urban myth based on her assertion that there is a log-jam of freight that cannot get slots in London centric airports. Pure airfreight planes cannot get into Heathrow that is almost certainly true owing to how busy the airport has become (which is the reason the Commission chose a 3rd runway for Heathrow). However any freighter that wants to bring its load to the UK has plenty of spare slots at both Stanstead and East Midlands where there is dedicated freight services. No freight forwarder would land his cargo at Schipol then tranship via Calais and Dover just to negotiate the M20 and M25 when he could land at Stanstead by-passing the Channel and the Dartford river crossing.</p>																																																																																																												

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“It’s never been a success because previous owners have never invested in it.”

The Wiggins era 1998-2005

In 1998 Wiggins Group acquired Manston Airport for £4.75 million. Its company accounts show that between 1999 and 2002 the company reported losses of £8.6 million, with a further loss of around £2 million reported over the next two years.

In January 2004 Wiggins Group renamed itself Planestation and later that year Planestation bought 30 per cent of airline company EUJet.

In September 2004 EUJet operated flights to destinations across Europe. That year Planestation’s losses were £73 million and the company had to borrow £46 million at an interest rate of 28%. In December Planestation bought the remaining 78 per cent of EUJet.

In its busiest month in early 2005 the airport carried 62,709 passengers. EUJet’s aim had been to handle over 750,000 passengers per annum but the company became insolvent and went into administration.

In July 2005 all EUJet operations were suspended along with all non-freight operations.

Mr Tony Freudmann had overseen Manston’s transfer from an RAF base to a commercial operation. He was Senior Vice President of Wiggins Group between 1994 and 2005. He was ‘let go’ by Wiggins in February 2005. He is now the spokesman for the RiverOak consortium.

The Wiggins Group and Planestation failed in their ambition for Manston to become a successful international airport; but even then, more than 10 years ago, they also had ambitions for property development on the airport site, in collaboration with property developers MEPC plc.

INFRATIL 2005-2013

Infratil Limited is a successful company listed on the New Zealand stock exchange with the primary purpose of investing in electricity distribution, public transport and ports. The company was established in 1994 with NZ\$50m of capital. At the time it acquired Manston and Prestwick airports it controlled assets worldwide in excess of NZ\$ 4.4 billion.

Following Wiggins’ demise, Infratil Limited bought Manston Airport from the Administrator for £17 million in August 2005.

In addition to Manston, Infratil also owned Prestwick, Flughafen Lubeck, Wellington and Auckland Airports. Its master plan for Manston (published in November 2009) envisaged building a new passenger terminal to accommodate up to 3 million passengers per annum. It also envisaged building a parallel taxi way to the runway and an increase in the freight and passenger aprons. At the time of publishing its plan the airport was handling 32,000 tonnes of freight per annum. The master plan envisaged freight growth of between 4% and 6% per annum to equate to approximately 167,000 tonnes of freight per annum by 2018. It also planned on developing corporate jet facilities with an executive terminal.

In 2009 the airport was handling fewer than 50,000 passengers per annum. Infratil forecast that by 2014 this figure would rise to 527,000, by 2015 to 1,268,000 and by 2033 to more than 4.7 million passengers per annum. In 2009 the airport employed approximately 100 people, some full time and some part time. Infratil forecast that they would be employing more than 500 staff by 2014, 2,800 by 2018 and 6,150 by 2033.

When the airport closed in May 2014 there were 144 people employed at Manston Airport.

In 2012 Infratil announced that Manston and Prestwick airports were for sale.

In each year that Infratil Limited owned Manston it incurred losses of more than £3 million per annum and wrote off the purchase price of £17 million.

As at 31 March 2013 Infratil’s investment in the UK’s airports had a book value of \$20m and over the year a further \$12m was contributed to meet costs. Their sale price crystallised a net economic cost of \$32m.*

(Infratil financial results 2013-14)

In 2013 KLM started passenger flights to Schiphol Amsterdam. However, over its 12 months of operation its seventy eight seat Fokker planes were less than half full (42 per cent of capacity). KLM operations at Manston made no significant financial contribution to the cost of running the airport.

In November 2013 Infratil Limited sold Manston Airport and the associated liabilities to a company controlled by Mrs Ann Gloag for £1.

“Ann Gloag only paid a £1 for it.”

This is simply not true. Infratil requested Price Waterhouse Cooper to try and sell the airport because it was a money pit. They tried to attract a buyer for 22 months without success. Eventually Ann Gloag agreed to take the airport from Infratil for a nominal payment PLUS the airport’s £17 million debt.

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<p>“The owners of Manston (Stone Hill Park) have never succeeded in attracting jobs” / “Discovery Park is a failure”</p>	<p>Again this is simply not true. This is from KCC’s report</p> <p>In 2012 they acquired Discovery Park from Pfizer after Pfizer had announced that they were closing down all their operations there and were planning to demolish the buildings at the site. When Pfizer made this announcement they employed 2,200 staff all of whom were subject to redundancy notice. By March 2015 700 of the Pfizer jobs have been retained and a further 1,700 jobs have been created by more than 100 new tenants on the site. Currently total job numbers are in excess of 2,400 and Discovery Park is on track to deliver more than 3,000 new jobs.</p> <p>Trevor Carter and Chris Musgrave plan to transform the 800-acre site at Manston with a £1 billion redevelopment, over a 20-year period, into a mixed-use scheme helping to create more than 4,000 jobs. They will be announcing more details over the next few weeks.</p> <p>Since this time Discovery Park has grown to circa 3000 jobs and Cartner & Musgrave have sold it off to concentrate on Stone Hill Park.</p>
<p>“SHP plan to build a ghetto for displaced London low life”</p>	<p>These comments, bordering on racism, are simply not true but they do resonate back to the reason many people signed many petitions back in 2014/15 urged on by xenophobic comments from those organising the petitions.</p>

Manston Myths

<p>“SHP plan to build luxury homes which will be too expensive for locals”</p>	<p>“Our plan is for up to 4,000 homes to meet the district’s future housing needs built over 20 years. A wide range of housing types are planned – from starter homes to specialist housing for older people.” And “Our plan includes an advanced manufacturing focused business park creating thousands of jobs and training opportunities.” And “Our plan includes a new country park and the East Kent Sports Village, including a surf lake and Kent’s only Olympic sized swimming pool” and “Our plan is to transform key parts of the main runway into an exciting recreational and events space, which will be set alongside new and enhanced heritage attractions.” http://www.stonehillpark.co.uk/</p>
<p>“RiverOak/RSP do not need or want scheduled night flights”</p>	<p>Is a quote that Sir Roger Gale will tell anyone who will listen. Sadly, people often ignore the word ‘scheduled’ and believe it means night flights were/are not needed. The fact is, Manston rarely had any scheduled flights until KLM’s tenure and they averaged only 40% occupancy rates on their scheduled flights despite only using Fokker aircraft which seats only 98 at full capacity. RSP and Sir Roger will no doubt continue to spout that they don’t need scheduled night flights but, as shown in RSP’s presentation, they are planning to have chartered night flights. In TR020002-002408-5.2-2 - Environmental Statement - Main Text - Chapters 11-16 in their presentation “An Annual Quota Count (QC) budget of 3,028 for the night-time (23:00-07:00)”: (QC) (like a noise budget) Some aircraft have a QC of 4, some 2, some have a zero rating QC! So effectively this could mean unlimited flights every night!</p>
<p>“RiverOak/RSP will bring thousands of skilled jobs”</p>	<p>RSP have been quoted that there will be thousands of jobs when they open a 24/7 cargo hub at Manston. This is extremely unlikely. The aviation industry have a habit of vastly over-estimating job creation whenever they are expanding their enterprise, so it’s what we expect them to say. However as it’s a state of the art 24/7 cargo hub they are planning then most of their operations will undoubtedly be automated. Admittedly there will always be jobs at the 24/7 cargo hub probably no more than there were before: that was 150 mostly part time jobs and very few skilled jobs. RSP has admitted that even their Air Traffic Control operations will be done remotely.</p>
<p>“RiverOak/RSP are an aviation company”</p>	<p>RSP was only set up in 2017 as a shell company with the actual ownership hidden within MIO Investments registered in Belize. Aside from one director who had a tiny role arranging finance for the airport at Dallas Forth Worth there is Tony Freudmann who presided over the huge failure at Manston in 2005 when Planestation went into receivership with massive losses. Mr Freudmann has worked in the aviation industry for over 30 years and has never had one success. He is a struck off solicitor, struck off for misappropriating clients’ funds on 27 occasions.</p>