

From: Martin Welch [REDACTED]
Sent: 21 January 2019 10:48
To: Manston Airport
Cc: Angela Sutton
Subject: SUPPORT FOR THE REGENERATION OF MANSTON AS AN AIRPORT - POINTS FOR CONSIDERATION

Dear Sirs,

As a committed supporter of the proposition to regenerate Manston Airport to become once again a fully viable operational airport able to contribute to the local economy and to provide a much needed aviation asset to the South of England, I offer the following points for your consideration:

A UK integrated transport hub with its new public transport services could link freight services from Manston to the whole of the UK thus allowing more passengers to comfortably access Heathrow on public transport than ever before. Relocating some freight-only services from Heathrow to Manston could deliver more passenger flights to Heathrow without increasing airport-related traffic on the road. It is understood that the main argument for increasing slots at Heathrow is to maintain its role as an international “hub” airport rather than to handle passengers and freight to and from the London area.

One can see the strategic sense in the UK having a major hub airport, perhaps the main hub in Europe given our convenient location for transatlantic flights, but I fail to see why the freight hub has to be at Heathrow, nor anywhere near the capital. Somewhere like Manston would make more sense as it has the best weather in the UK for an airport, is on the great circle flight path to North America, is ideally placed for routes to fan out to the East, and the environmental impact will be minor relative to London. Heathrow, being the capital, would still handle a large number of international direct passenger flights, but if the freight hub function was developed elsewhere the pressure for more slots would go away.

Manston’s surface access is unrivalled and a new uncongested dual-carriageway road runs right to Manston Airport boundary. This is the meeting-point of the A299/M2 to Central London, the A299 to Ramsgate Port and the A256 to Dover Port. Manston Airport has excellent HS1 highspeed rail links to Ashford International and Central London. The HS1 station is Ramsgate, 3 miles away, with funding agreed by KCC for a new station on the Airport boundary. If a catchment area can be defined as the region within which you can get to your freight to its final destination quicker via Manston Airport than any other airport, then this extends north of all the main railway stations in London and West to the M23. For perishable cargo, at Manston, cargo planes would land without stacking, full loads can be unloaded and on the way to the M25 with aircraft back in the air with the minimum of turn-round times.

At Heathrow, I would suggest that they would still be sitting uncooled and degrading. Manston can capitalise on the opportunities available to give Kent the best chance possible of having a successful and vibrant airport.

It is understood that RiverOak Strategic Partners, the UK arm of the American Investment Company RiverOak, have developed a long term plan to own and manage Manston as an airport and that “It remains committed to investing in and developing Manston as a successful diversified aviation services, cargo and potential future passenger airport facility, and values

Manston as an important piece of aviation infrastructure that is very important to both Kent specifically and the United Kingdom in general". They state that they are firm in their belief that Manston has a viable future across many lines of air freight, aviation services including maintenance, recycling, private charter and commercial passenger services. They further state that as new aviation rules require engines to be quieter/more efficient, this will apply to all the cargo airlines that would be using Manston.

Manston is extremely well located in relation to the strategic highway network with direct access from the M25 and M4 and by extension, the M40 and M3.

The Manston Freight proposals would ensure that there is minimal impact on the local area and no significant new communities would be brought into Heathrow's noise footprint. RSP states that proposals for Manston are compatible with other transport solutions and the proposed integrated road and rail interchange would transform access to Manston.

I hope that these points may be of help to you in your deliberations.

Yours faithfully,

Martin Welch
Committee Member
Why Not Manston?
www.whynotmanston.org

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