

From: [REDACTED]
To: [Manston Airport](#)
Subject: Response to Unique Reference: 20011913
Date: 11 June 2021 12:51:06
Attachments: [Manston case for DCO with SOS.docx](#)

Please received attached response with respect to Secretary of State's decision on Manston Airport.

[REDACTED] e Huckstep



The Case For Manston Airport DCO Decision.

Historical.

Manston has a varied history dating back to the First World War. Much of the argument against Manston centres on the belief that many of us who support the development by RSP do so on the basis of sentiment for the distinguished airfield. It would be hard to deny that some of us recognise Manston for its roll in the bouncing bomb, the channel dash resulting in a Victoria Cross and even dropping a new leg to the Germans for Douglas Bader however we have museums on site that document the history and will remain whether Manston is developed or not.

Historically Thanet up until the 70's relied heavily on the coal mines for employment and training, however since the demise of the mines and the need for engineer's declined, the opportunity for quality jobs has declined resulting in little to none. Our local college is now geared up to train mostly for the hospitality industry. In a recent debate I was having with an airport detractor I asked what quality jobs are available. She responded that there are plenty. I suggested she look at the Indeed job vacancy website as recommended by DWP. I had gone through the first 10 pages and the only jobs on offer for Ramsgate were mostly part time zero hours contracts in hospitality as bar person, chamber person and barista. There was not one job opportunity to train for a trade or that offered the prospect of job stability for the future. I have three granddaughters and I would hope for more for them. Needless to say I never heard from co-debater again.

Health.

Much has been made of health suffering from aircraft noise however as someone who lives right next to the flight path I can state the aircraft noise never bothered me. In fact I get more noise from traffic and emergency vehicles that pass our property. Due to the speed of emergency vehicles we hear them miles away for some minutes before they pass and then go into the distance. The speed of aircraft are much faster and you do not hear them until they pass by. From my study of RSP's plans there appears to be a robust scheme to insulate homes and schools against the minimal noise and good restrictions on when aircraft can land and take off from Manston. A lot has been made of damage to health and environment from aircraft stating pollution. However when I was a student nurse back in the 90's one of my assignments was on environmental factors affecting the health of people in Thanet. From research available at that time much of childhood asthma in Thanet was believed to be caused by the polluting industry to the North of Calais who's chimneys you could see from Ramsgate. Interesting none of the research at that time indicated that aircraft at Manston contributed to this.

Café and Art Culture.

A lot of the argument against Manston comes from the minor group of artists and café culture followers who believe that a working airport will stop people painting, exhibiting and drinking coffee in one of the seafront café/bars. I do not believe this so. Ramsgate has the only Royal Harbour in the country and yes it is very pleasant to visit. However this needs to be balanced against the fact that the harbour itself is suffering decline having failed to attract a ferry

operator. Buses and articulated lorries trundle daily over the historic arches that form the backdrop to the harbour and that house many of the café/bars but no one objects to that. If you go just one street back from the harbour you will see a different side to Ramsgate. Closed shops many pre-Covid, streets and town that have seen better days. Groups of drinkers and cannabis smokers. At night an area I would not venture too. An area of low employment, degradation, lack of social housing, a gradual decline since the pit closures and lack of decent jobs.

The Resolution.

As a retired person I have had perhaps more time than others to study the proposals from RSP to develop Manston. Yes there are lot of documents full of data and technical jargon however the main onus of the documents I found very clear even to a novice and how they plan to bring Manston back as a cargo hub. Yes I was filled with excitement about the prospect of jobs and seeing the airport returned to it's proper use. There has been much detraction as to the projected number of jobs yet as someone who once had to have a business plan for my business much is based on projections that may or may not show fruition. Final figures need to be realistic and my view from studying the plans I felt that this could be achievable.

I too am concerned about the environment but this has to be balanced against need and I feel the opportunity at no cost to the government to have a world beating cargo hub close to the city is an opportunity not to be missed. Much has been said about noise however since the close of the consultation there has been huge progress with both electric and hydrogen power including first flights of electric planes. Whilst I appreciate that we are still far from carbon neutral flight we are making significant in roads into achieving this, even the RAF are producing their own bio-fuel. RSP have based restrictions on the type of aircraft using Manston but it would appear many detractors fail to read this. I believe that RSP's proposal seeks to address environmental concerns with noise and pollution monitoring stations around Thanet, generous monies for insulation and a long term commitment to schools who may have a little distraction from over flying aircraft.

A considerable amount of cargo comes into the UK in the hold of passenger aircraft. This limits the transport of cargo to passenger air routes where a dedicated cargo hub would open up routes not restricted by passenger planes and the potential to transport perishable goods in a more timely cost effective manner.

With the onset of Brexit and Covid there are changes happening to our country, some welcome some not. However I feel that a dedicated cargo hub to aid import and distribution of both medicines and goods are the way forward. Realistically the airport will not reappear overnight and many issues will be partially resolved by the time Manston is up and running however air travel will take time to recover. Some of the larger airlines will seek to redeploy to airfields with lower landing charges to remain competitive. Also to this end a new railway station is already in the early days of construction within a mile from the airfield with trains expected to take an hour from St Pancras International making passenger flight London connections an attractive prospect. Although I have seen nothing to this effect but is it unrealistic to connect the railway to Manston to transport goods on the rail network?

One of the core benefits of RSP's plans are the dedicated educational and apprenticeship opportunities they will offer. They are already working hard with local educational establishments including the Technical College and University to develop programmes to

support this. The inclusion of an on site educational facility will also help develop the trades required for successful aviation at Manston. RSP have made a commitment to train and employ as many local people as possible not just in the running of the airfield but also in the building of it. There is the prospect of building jobs, cleaning, catering, aero engineering, jet support, goods handling, freight clearing, air frame, marshalling, air traffic, customs, security, the list goes on. At present Thanet is one of the largest areas in the UK for unemployment and social degradation and poverty including child poverty. I can see this significantly contributing to turning this area around. There is the opportunity for getting many people into employment and out of the poverty trap. There are the detractors to the scheme but it will not stop the café culture, people can still paint and exhibit and it may even bring people to the area. Next to Manston sits a developing business park and down the road we have Discovery Park. The opportunity to be able to import and export on the doorstep may open opportunity for these business's.

I can only see good coming from this opportunity to open Manston. There is much I have missed including aircraft tear down which features in the proposals and the peripheral employment in road transport etc.. It is an opportunity that will not cost the government and gives us the chance to not only create much needed employment but to put the "Great" back in Britain.

From: [REDACTED]
To: [Manston Airport](#)
Subject: For the attention of the Manston Airport Case Team
Date: 07 July 2021 13:20:15

From Mr Terence Huckstep

[REDACTED]

Response to “Re-determination of the Application by RiverOak Strategic Partners Limited (“the Applicant”) for an Order granting Development Consent for the reopening and development of Manston Airport in Kent”.

I wish to make the following comments and observations with respect to the request from the Secretary of State for transport.

Policies:

Since the original DCO decision Thanet District Council has now adopted it’s local plan. This is something that has been missing for quite a number of years and so obviously much time has been committed to this. This was also commented on by members of the public before finally being adopted. It was gratifying to see that within the plan Manston has been designated and retained for aviation purposes only.

“Policy SP07 – Manston Airport Manston Airport as identified on the Policies Map is safeguarded for airport related uses. Whether or not the DCO is confirmed”

I also note that the Airports National Policy Statement (ANPS) has been reinstated. Although primarily it refers to a third runway at Heathrow sections of the policy are applicable elsewhere. The policy mentions “the ANPS does refer to "Making Best Use" of existing runways”.

It also indicates the Need for Air Freight (see 2.7 on page 14) and the Need for increased Airport Capacity (see 2.10 to 2.18 on pages 15 and 16) .

The Effects of Covid:

One major effect of Covid has been the huge reduction in passenger aircraft directly affecting belly hold cargo and impacting on its reliance. This has resulted in a huge growth of cargo aircraft indeed seeing some passenger aircraft converted to meet the demand for this increase.

Also due to Covid there has been a huge increase in e-commerce with many choosing to shop online. I believe that people seeing the ease and efficiency of this type of shopping will remain even after Covid restrictions are lifted. A quick search of the internet will soon highlight increases in air traffic for the likes of Amazon, DHD etc and new aircraft to meet this demand. If these multi national companies did not believe that this level of trade would continue then I could see no reason why they would make these investments.

The Effects of Brexit:

Even without Brexit freight traffic through the port of Dover is often haphazard due to the uncertainty of the French Ports. Our reliance on cross channel traffic holds us liable to issues in delays which would not be necessary if we had a dedicated facility for air traffic to reduce the reliance on cross channel trade.

Since Brexit we have struck trade deals with the Far East and Australia opening the potential to move more goods by dedicated air transport. This is only the start of this countries potential for world trade now we are no longer held hostage to the whims of the EU and we have to be ready to facilitate the trade deals that are yet to be made.

Sixth Carbon Budget:

Going Green, reducing carbon emissions are terms you hear daily and rightly so however they are also terms used to try to stunt the use and development of commercial aviation. I have yet to see a supporter of these movements take their summer holiday cycling to Spain however that said something has to be done. From what you read on social media the concerns are about what happens now, the use of old freighter aircraft, the effects of noise etc. However there appears to me to be a lack of foresight of what is happening not just in aviation but transport in general. Only yesterday Prince Charles was seen trying out a new hydrogen propelled car in Wales. In our own area the UK's first dedicated hydrogen fuel plant has opened in Herne Bay to supply hydrogen fuelled London buses. Aviation has seen the first of many electric driven small aircraft. We need to see where technology and aviation can go. First we had the internal combustion engine then we had air power, first we have hydrogen fuelled engines next we have?

While I accept that there may be some small inconvenience for some (and I include myself in that) the potential for the future has no limits given the opportunity. When I was born in 1953 the thought of space flight let alone landing on the moon would have probably got you a referral to a special hospital for a "rest". Thank goodness progress and science did not stand still as by the end of the 50's we had achieved space flight and the rest you know.

Carbon reduction is achievable and when the new aircraft engines are developed we could have a state of the art facility that not only processes cargo but trains and has the people with the skills to encompass new technology. When I look at the plans put forwards by RSP what excites me is their view to the future not just the here and now, the investment in people and the economy both local and country wide.

There is so much more I could write but time and one hand are against me but this is one opportunity for the people of Thanet to have a future in partnership with RSP, our local council and our government.

T J Huckstep.

From Mr Terence Huckstep



Response to “Re-determination of the Application by RiverOak Strategic Partners Limited (“the Applicant”) for an Order granting Development Consent for the reopening and development of Manston Airport in Kent”.

Kent Needs Manston Airport!

Following the late release of a report from Allan Stratford and Co Aviation Consultants commissioned by Ramsgate Town Council I feel there are issues within the report which I would like to address.

The minutes of Ramsgate Town Councils meeting dated 7th July 2021 states that “Ramsgate Town Council has taken the best view that it could do to assist the Secretary of State to arrive at a decision based on fact rather than opinion, and to serve its electorate in the most effective way, was to commission a report from an independent aviation expert organisation. This organisation, Stratford’s Ltd were given no guiding instructions other than to respond factually to the SoS’s questions”.

Having perused Allan Stratford website I found an article by Peter Forbes who has prepared a report for Ramsgate Town Council which states that in his opinion the airport will not succeed.

I fail to see how his opinion is either unbiased or not predetermined in light of his article. (appendix 1)

If Ramsgate Town Council have the same ability as myself to use the internet I would fail to see how they could not claim this report as being unbiased and would suggest there is an issue of due diligence within Ramsgate Town Council and some of its members.

Within Peter Forbes report he states “In any event, should the third Heathrow runway not be required, this would only arise as a result of lower growth in UK air passenger and cargo traffic than originally forecasted. In these circumstances, we believe that the demand for a new cargo hub at Manston would also be substantially reduced and it would no longer be justified”.

So I take it that a Cargo Hub is justified unless the above conditions arise?

The report indicates that Boeing have downgraded their forecast in cargo growth. Now I do not claim to be an aviation expert but surely Boeing are an aircraft manufacturer, and their forecast is more directed towards the need for aircraft manufacture?

However the IATA (International Air Transport Association) sees things quite differently based on March 2021 figures “The near-term outlook for cargo is positive due to ongoing recovery in some of the leading demand indicators such as new export orders. In 2021, CTGs are estimated to rise by 13.1% vs. 2020, and to be 2.8% higher than 2019 levels”. (CTG-Cargo Tonne Kilometres). Appendix 2.

The report states “3.1 Global and national demand for air freight

The need for a new cargo hub at Manston is dependent on the long-term demand for UK air freight, the availability of air traffic movement (ATM) and cargo handling capacity at other UK airports and the locational advantages/disadvantages of

¹ Based on pre-Covid-19 (2019) figures.

Manston in comparison to these other airports for onward consignment distribution”.

So far throughout the examination there is frequent reference to cargo handling at other UK airports. I think it fair to say that these airports main business is passenger and freight has come along as later business slipped into airports designed for passenger movement and adapted for freight. At no time is any credence given to a dedicated freight facility built from the ground up to handle import/export demand for the UK with a small passenger facility added later if there is demand.

Manston’s location is frequently given as being detrimental and an indicator for failure however instead of looking at it as a glass half full let us look at the positives. Its location away from the major cities will give rise to much cheaper landing fees and what is the cost of airfreight kept in a holding pattern over Southern England while waiting to land at Heathrow. Some might argue that the cost of transporting the freight could be prohibitive however just look at all the major airports where freight is handled, the roads are congested with frequent traffic delays as opposed to the unhindered access to Manston. There is failure in this and other reports to consider the impact of the new Thames crossing (tunnel) that will link the M2 to Essex and better and faster access to the East of England and the North!

There is also failure to look at the new station being built within a mile of Manston that links to London in an hour. Considering the time it takes to reach any London airport I feel it makes Manston a contender. There is also failure to consider the proposed Theme Park in North Kent and the TV and Film studios in Ashford served directly by the railway co located by Manston. And let us not forget the cruise terminal at Dover which is expanding having opened a new dock just prior to Covid providing berthing facilities for large cruise ships from both Disney and Virgin

It is a good job no one told them in Hong Kong that their airport is surrounded almost completely by water, cut off from mainland China so is doomed to fail yet they are the leading airport for freight traffic worldwide! (source Airports Council International).

Post Brexit and Covid we have already seen new trade agreements with Japan and Australia. What seems to of been ignored in this report and maybe because of lack of local knowledge is that back in 2008 there was a proposal to build China Gateway next to the airfield. This would of involved import and assembly of goods from China to a dedicated facility next the airport. This did not materialise for various reasons however as far as I am aware the land still sits vacant. The report also fails to mention the number of businesses in a dedicated industrial site that has grown around the airport and is still expanding. It has been mentioned in the past few years that some of these businesses had hoped to export and hence their relocation to the airport site. I feel this an area that has not been explored or the businesses canvassed. There was also a press

mention a few years back from the manager at Discovery Park that the airport would be so useful as they frequently have business persons fly in for meetings and so much time is lost them having to come via London.

There are trade agreements still to be made and imports/exports to be facilitated by direct flight routes and not constrained by belly hold cargo. The report indicates that there is no known support from the freight industry for Manston however I would say that I would find it hard for any commercial business to pledge business/support through Manston until there was a firm decision from the SoS. I would of thought any pre discussion would be classed as commercially sensitive.

I have gone as far as I can within the 24 hours available to me but reiterate that I fail to see how this report can be classed as unbiased as the author has already publicly stated his views on Manston which are reiterated through his report.

I also find the views of Ramsgate Town Council biased and not reflective of the electorate of Ramsgate as at least 10 members of the council hold anti-airport views and senior council members front social media anti-airport groups.

Yours Sincerely

Mr T J Huckstep.

Appendix 1.

<https://www.alanstratford.co.uk/aviation-insights/manston-airport-dco-promises-of-over-23000-new-jobs-are-flawed/>

A personal view – Peter Forbes, Director, Alan Stratford and Associates

Extract: False hopes?

As a specialist consultant, I am certainly not anti-aviation and I generally support expansion, subject to meeting the relevant climate change and other environmental constraints. I would hope that some aviation activity can be retained at the site both to maintain its heritage and for light aviation. This might, in the future, include the use of electric aircraft eg for recreational flying and small-scale commercial passenger operations. There is a strong sense of community in the Ramsgate area and passions both for and against the development run high. But the location of any airport is fundamental and the development of a major cargo hub at Manston as proposed is simply not commercially viable. I cannot see any reason for the SoS's decision to approve the DCO application, beyond perhaps creating a false promise of jobs in a deprived area as we move into the expected economic recession.

Appendix 2:

<https://www.iata.org/en/iata-repository/publications/economic-reports/air-freight-monthly-analysis---march-2021/#:~:text=In%202021%2C%20CTKs%20are%20estimated,2.8%25%20higher%20than%202019%20levels.&text=Recovery%20in%20cargo%20capacity%20restarted,passenger%20aircraft%20in%20early%2D%202021.&text=Global%20air%20cargo%20volumes%20reached,amid%20an%20improving%20macroeconomic%20backdrop>.

Air Cargo Market Analysis March 2021 Air cargo volumes reached an all-time high in March • Global cargo volumes reached the highest level in the history of our time series in March although their growth softened modestly compared with February. Industry-wide cargo tonne-kilometres (CTKs) rose by 4.4% vs. the precrisis levels and by 0.4% month-on-month. • The near-term outlook for cargo is positive due to ongoing recovery in some of the leading demand indicators such as new export orders. In 2021, CTks are estimated to rise by 13.1% vs. 2020, and to be 2.8% higher than 2019 levels. • Recovery in cargo capacity restarted following the disruption caused by the grounding of passenger aircraft in early2021. However, global available cargo tonne-kilometres (ACTks) are still ~12% below the pre-crisis levels. Global air cargo demand continues to improve... Global air cargo volumes reached an all-time high in March amid an improving macroeconomic backdrop. Industry-wide cargo-tonne kilometres (CTks) picked up by 4.4% compared with the pre-crisis level in March 2019 and by 0.4% month-on-month (blue line in Chart 1). Although this represents a slower rate of expansion vs. February (up 9.2% vs. 2019, 1.8% m-o-m) it is still a robust outcome compared to what was seen during 2020. In the first quarter of 2021, global CTks were 5.6% higher than in Q1 2019 and 14.1% above Q1 2020. Note however that the latter figure overstates the growth due to the comparison with weak base year. Chart 1: CTk levels, actual and seasonally adjusted The softer growth rate compared with February resulted largely from the weaker performance of Asia Pacific and African carriers that reported 2.5% and 5.9% month-on-month CTk falls, respectively. The best performer this month was Middle Eastern airlines that posted a robust 4.4% m-o-m increase in cargo volumes. ...supported by wider economic recovery The underlying drivers of air cargo demand remain positive. The latest monthly PMI surveys indicate that the global demand for exports has been recovering as countries emerge from lockdowns and business activity restarts. Indeed, the global new export orders component of the manufacturing PMI rose to 53.4 in March, up from 51.0 in February, where anything above 50 means expansion vs. the previous month. This bodes well for the near-term cargo developments since the growth in order books has been historically associated with growth in CTks (Chart 2). Chart 2: CTk growth vs. global new export orders A more detailed view shows that export demand increased across most key markets in March (Chart 3). However, while in developed countries, exports had 14 15 16 17 18 19 20 21 22 23 24 25 2016 2017 2018 2019 2020 2021 Industry CTks (billion per month) Actual Seasonally adjusted Sources: IATA Economics, IATA Monthly Statistics -50% -40% -30% -20% -10% 0% 10% 20% 30% 40% -50% -40% -30% -20% -10% 0% 10% 20% 30% 40% 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 % year-on-year % year-on-year Growth in industry CTks (RHS) Global PMI new export orders component (LHS) Sources: IATA Economics, IATA Monthly Statistics, Markit Air cargo market overview - March 2021 To aid understanding, the table includes both % comparisons with pre-crisis 2019 months and 2020 months. World share¹ CTk ACTk CLF (%-pt)² CLF (level)³ CTk ACTk CLF (%-pt)² CLF (level)³ TOTAL MARKET 100.0% 4.4% -11.7% 9.0% 58.8% 22.1% 11.5% 5.1% 58.8% International 85.8% 4.0% -14.3% 11.8% 67.3% 22.6% 10.2% 6.8% 67.3% 1% of industry CTks in 2020 2Change in load factor vs. the same month in 2019 3Load factor level March 2021 (% ch vs the same month in 2019) March 2021 (% year-on-year) Air Cargo Market Analysis – March 2021 2 been recovering for some time now, emerging markets showed improvement only recently as some of the major exporters such as China reported rising overseas demand. Chart 3: Monthly data from manufacturing PMIs The PMI surveys also show that the supplier delivery times increased for

another month as suppliers struggled to keep up with recovering economic activity – a pattern typical during the recession recovery part of the economic cycle. As a result, some businesses turn to air cargo for the shipment of goods in order to meet delivery deadlines. That said, against our expectations the blockage of the Suez Canal by the Ever Given ship in late March had a limited impact on air cargo volumes. This can be most likely explained by a swift removal of the ship (~6 days), which prevented any major supply chain disruptions. Indeed, CTKs on Asia-Europe trade lanes – the main alternative to shipping through the Canal – actually fell slightly compared with February, down 3%. The global economic backdrop has been improving robustly and should continue to support cargo demand in the near-term. The global composite PMI – economic activity proxy – reached the highest level since mid-2014 in March, and expectations about future output have also become more optimistic.

Chart 4: CTK and RPK short-term forecast The global goods trade also continues to recover. According to the latest CPB data, the global trade volumes rose by 0.3% m-o-m in February – the ninth consecutive monthly increase and the longest continuous growth in more than two decades. Our short-term forecast for the industry reflects these positive developments in the operating environment. CTKs are expected to rise by 13.1% compared with 2020 and up 2.8% vs. 2019 (Chart 4). This is in stark contrast with the passenger side of the business that continues to be severely impacted by international travel restrictions (RPKs estimated to be still just 43% of the 2019 levels this year). Recovery in cargo capacity is back on track

Cargo capacity has been recovering from the temporary fall in early-2021 when some airlines grounded their passenger aircraft due to the rise in COVID-19 cases. Industry-wide available cargo tonnekilometres (ACTKs) picked up by 5.6% m-o-m in March and are currently about 12% below the pre-crisis levels (March 2019). A more detailed view shows that the international capacity of dedicated freighters rose by 20.6% vs. the same month in 2019 while belly-cargo capacity fell by 38.4% over the same period. The industry-wide picture hides differences across regions. Asia Pacific and North American airlines posted the fastest capacity improvement, up 13.3% and 6.5% m-o-m, respectively, and ACTKs of the latter group reached above pre-crisis levels (+3.8% vs. March 2019). On the other hand, capacity recovery has been stalling in both Europe and Latin America.

Chart 5: Cargo load factors by region Cargo load factors remained elevated across most regions in March since capacity contracted against rising demand. The industry-wide cargo load factor was at 58.8%, up 9ppts compared with the pre-crisis March 2019. Amongst the regions, European carriers posted on average the largest CLF, at 68.5%. New export orders* Legend: >50 and rising = green; >50 but stable or falling = yellow;