

From: [REDACTED]
To: [Manston Airport](#)
Subject: Submission for examination Procedure - Following High Court order date 15th Feb. 2021
Date: 19 June 2021 13:05:31
Attachments: [To DfT - Manston Airport - Support re-opening 2021.pdf](#)

FAO Manston Airport Case team

Attached is my letter supporting RiverOak Strategic Partners Ltd. plan to reopen Manston Airport as a Cargo Hub serving the UK and the post Brexit economy.

I sincerely believe that a fully operational Manston Airport will be a powerful catalyst for future development in East Kent and the UK.

Regards

John Copeland

John Copeland



Date 018.06.21

Support for reopening Manston Airport

Re-determination of the Application by RiverOak Strategic Partners Limited, for an Order granting Development Consent for the reopening and development of Manston Airport, Kent.

Submissions made under Planning Act 2008 and Rules 2010

High Court order dated 15th February 2021 quashed the 19th July 2020 decision by Secretary of State granting development consent to RiverOak Strategic Partners Limited for proposed development and reopening of Manston Airport

Simply stated any new investment and development within the U K is of benefit to all. Greater benefit is possible when that investment is directed to a deprived community. That community is rural East Kent-centered on Manston Airport. This is an important decision following Brexit and a national commitment to self-determination.

All locations near a great city like London that is developing at an ever increasing pace will have resources siphoned away to its big strong neighbor. This is happening all around the world and is tolerated as normal economic development but a little intervention by national government departments can from time to time ensure a more even distribution of development and national wealth. This intervention when properly administered can have benefits to all. Reopening Manston Airport as a shipping and goods hub plus some passenger transportation, will commercially invigorate the region of East Kent, with knock-on benefits to the entire UK.

1/

History of East Kent

A prime location historically resulting in a profound contribution to the social development of the UK; welcoming visitors, settlers and traders while defending against aggressors. Manston Airport has a prime location from which all of East Kent can be viewed and should be central to any plan that will benefit the region.

During the last 50+ years the local East Kent economy has not developed as fast as London, but due to climate and the North Kent coast seaside it is an attractive place to live. So there has been residential development without the normal parallel development of industry and commerce, there are exceptions Dover and North Kent have experienced the economic activity radiated from London.

The London commercial infrastructure link to Dover and Europe is also potentially a conduit for trade in East Kent and Manston Airport. Make the decision to re-open Manston Airport and much of the expensive infrastructure needed is already there, imposing little drain on the national economy a fully engineered infrastructure system can be running within months.

East Kent people welcome the re-opening and operation of Manston Airport.

The local people have lived with Manston Airport with both military and commercial aircraft overhead for very nearly 100 years, there have been few complaints about low flying and aircraft noise, it is normal. Some of the recent incomers to East Kent may have a different view they naturally fear the unknown.

Air Freight transport

RiverOak Strategic Partners Limited are offering to develop a limited operation, aircraft arrivals and departures are not planned to be on the same scale as the major airports located nearer to London. Its primary function is for arrival of parcels and freight which are sorted, collated and transshipped to other locations [including overseas] by air and by road. The new service will be for dedicated air freight operated as the primary business, not a secondary operation for freight carried by passenger aircraft, a service that will potentially be limited or shut down by a pandemic, national emergency or terrorists. Freight movement, logistics and temporary storage will require a sophisticated ground operation both in the airport and around the airport, employing a large number of personnel.

Passenger transport

To be on a limited scale of operation taking advantage of favored arrival/ departure slots made available by the less demanding freight transport. There will be the usual airport passenger facilities including the addition of nearby hotels and secure car parking; to be a year round service industry requiring specialist personnel.

Aircraft ground services

All aircraft will require fuel, external washing, internal cleaning, and maintenance to both mechanical systems and electronics/navigation/computer equipment. Manston Airport has fuel storage nearby which can be service by sea. There will also be a need for aircraft ground support by fire and safety specialists, and the normal security associated with large aircraft. Historically Manston has also provided ground training for both passenger cabin crew and air crew. Potentially large numbers of personnel employed.

Up-cycle aircraft parts

Additionally Manston airport has the distinction of authority to brake-up and re-cycle aircraft, work undertaken manually and requiring a large number of specialist workers, a significant industry in its own right. Upcycled parts reduce the CO2 footprint

Off Airport Development

We should also take account of the supporting industries to make an airport fully operational. Freight transport onto other destinations, through Manston Airport has been mentioned, shipping by road transport to Southern England destinations will be required. Preparation of food for passengers and general support of passenger needs also required, in all large numbers of personnel employed by a wide range of services.

Conclusion to part 1 above

The economic benefits to East Kent will be enormous, potentially thousands of personnel employed directly and indirectly by the airport and supporting the Kent economy.

2/

Will Manston Airport development pollute East Kent ?

The big problem with any current development is sustainability and pollution these subjects take up a lot of time and discussion but what is need as always is action. Looking back and judging by the recent past then Manston reopening can be bad for the environment. However looking forward only a few years we will be experiencing the early days of the **Hydrogen Economy**. No more Co2 pollution

Shipping, aircraft, railways and heavy road transport will be using a new fuel [or very old fuel] which was in use before oil and LPG. That fuel is ammonia NH3, it solves the storage and flammability problems of Hydrogen and can be stored in existing facilities. It is not flammable in the same way as hydrocarbon fuel and has power density comparable to gasoline. Ammonia when compared to other fuels burns slowly and at high temperature, attributes that potentially make combustion a quieter process, so less noise and as already stated no CO2 only nitrogen gas and water. It has been reported that under development are new technologies to utilize NH3 in fuel cells producing electrical power at high efficiency and suitable for everyday applications and aircraft power systems.

Ammonia is already manufactured and distributed on a very large industrial scale but will require new technology [on its way] to make it price comparable to gasoline. Once that price is met then Ammonia will literally explode onto the world. This change is will happen extremely fast and dramatically in the near future. Driven by economic demand, not by government legislation.

Conclusion to part 2 above

No medium or long term pollution problems resulting from this development, and RiverOak Strategic Partners Ltd. commitment to environmentally green solutions.

Support the Manston Airport Cargo hub and RiverOak Strategic Partners Limited. Failing to support a multi-million pound investment into Manston Airport and East Kent will be a truly major disaster for the region.

John Copeland



Date 04.07.21

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Passenger transport

To be on a limited scale of operation taking advantage of favored arrival/ departure slots made available by the less demanding freight transport. Limited scale results in fast movement through the airport terminal, no choke points in the newly constructed terminal building and no queues of passengers. There will be the usual airport passenger facilities including the addition of nearby hotels and secure car parking; to be a year round service industry requiring specialist personnel.

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Up-cycle aircraft parts

Manston airport has the distinction of authority to brake-up and re-cycle aircraft, work undertaken manually and requiring a large number of specialist workers, a significant industry in its own right. Upcycled parts reduce the CO2 footprint. This work is mostly undertaken inside of special hangars, Manston airport has space for these hangars.

Off Airport Development

We should also take account of the supporting industries to make an airport fully operational. Freight transport onto other destinations, through Manston Airport has been mentioned, shipping by road transport to Southern England destinations will be required. Preparation of food for passengers and general support of passenger needs also require; in all large numbers of personnel employed by a wide range of services.

Conclusion to part 1 above

The economic benefits to East Kent will be enormous, potentially thousands of personnel employed directly and indirectly by the airport and supporting both the Kent economy and the UK economy. East Kent has a nationally high level of under

employment and particularly of the younger members of society. We need to give them a secure future.

2/

Will Manston Airport development pollute East Kent ?

The big problem with any current development are sustainability and pollution. These subjects take up a lot of time and discussion, but what is needed as always is action. Looking back and judging by the recent past then Manston reopening can be bad for the environment. However looking forward only a few years we will be experiencing the early days of the **Hydrogen Economy**. No more Co2 pollution and RiverOak's commitment to GREEN Development

Shipping, aircraft, railways and heavy road transport will be using a new fuel [or very old fuel] which was in use before oil and LPG. That fuel is ammonia NH₃, it solves the storage and flammability problems of Hydrogen and can be stored in existing facilities. It is not flammable in the same way as hydrocarbon fuel and has power density comparable to gasoline. Ammonia when compared to other fuels burns slowly and at high temperature, attributes that potentially make combustion a quieter process, so less noise and as already stated no CO₂ only nitrogen gas and water. It has been reported that under development are new technologies to utilize NH₃ in fuel cells producing electrical power at high efficiency and suitable for everyday applications including aircraft power systems.

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Consideration must be given to road transport pollution between the airport located in East Kent and the rest of the UK. There is no expectation that development of Manston will increase UK road transport across the UK that will be the same with or without Manston reopening. There may be some local changes but there is a strong possibility that some goods entering the UK via Dover will move to Manston using the same road service with no change to overall CO₂ UK emissions. Manston is located on a major motorway / road connection to Port Ramsgate and can utilize this link.

Conclusion to part 2 above

No medium or long term pollution problems resulting from this development, and RiverOak Strategic Partners Ltd, have a commitment to environmentally green solutions and development.

3/

Is there a need for another airport in SE England

London is served by a number of airports which have all shown how things can go wrong in an emergency. In particular in the aftermath of an emergency there is a sudden and overwhelming demand for air travel. The booking systems cannot cope, passenger services become non-existent, long queues of passengers struggle to pass choke points in the airport terminal. There are inadequate numbers of staff available to deal with an emergency. We have all seen this with the Covid-19 pandemic. The way forward as envisaged by River Oak is for new tech solutions using robotics to maintain air- terminal hygiene with high pressure disinfectant sprays with UV-C light eradicating microbes. No choke points within the terminal building,

facial recognition replacing tickets [and passports]. Full interaction between personal devices and the airport computerized services utilizing mobile apps. Fully digitized systems dealing both with passengers and air-freight. The system can also extend to warehousing of freight; marshalling and control of freight both on-shipping UK and on-shipping worldwide. Much of the work can be by robots sorting palletizing and loading aircraft, all operating continuously even through an emergency. There is a pool of talented people in East Kent and with RiverOak's commitment to training a high tech service industry will develop.

Question: Do we need more runways at existing airports serving London?

Conclusion to part 3 above

There is just one answer YES we need another airport, another runway. An airport employing the latest technology and demonstrating to the world professional achievement in the UK. We can then tackle the Thanet 14.9% unemployed 18-24 year old problem [KCC data] and provide young people with jobs and training for secure high status employment.

4/

Future

A successful enterprise will encourage more development, RiverOak have a nearby fuel bunker which can refuel aircraft. This bunker can be converted to alternative GREEN fuel, in particular ammonia NH₃ a simple high power density way of using Hydrogen. Nearby off the Kent coast is a very large wind farm development, there is a future possibility of harnessing electricity generated by wind to produce Hydrogen and or Ammonia by electrolysis. A fuel which can also be used to power local heavy road transport and coastal shipping, moving goods directly to London or the near continent.

Operating an airport passenger terminal and logistic handling of freight combining digital High Tech, Artificial Intelligence and Robotics; converging to new levels of advanced Tech. All leading to new ideas and develop new ways to manage airport infrastructure, potentially world beating.

Summing-up - Final Conclusion

The UK has a high level of need for Manston Airport and its expanded infrastructure summarized as the following:-

As described 1 above - Economic need

As described 2 above - Clean Green future

As described 3 above – Meaningful secure employment for young people.

As described 4 above – Future development of converging technologies.

Logistically Manston Airport offers passenger transport services that link to existing nearby rail and motorway services and located conveniently near major European sea ports and trade corridors. Plus there is space for terminal development with room for car parking and all that is required by passengers throughout the year.

There are numerous benefits from development both on the airport and nearby infrastructure. East Kent already has sufficient border control forces to ensure security when needed. RiverOak have stated that direct employment on the airport will be for approximately 300 or more personnel immediately on opening. Off-airport support and future developments will raise this number beyond 3,000 in a short

