

From: [REDACTED]
To: [Manston Airport](#)
Subject: For the attention of the Manston Airport Case Team
Date: 21 June 2021 11:52:35

Dear Sirs,

Further to your letter inviting further submissions, I wish to submit the following outlining changes since my last submission to the Department and also to the Public Inquiry.

Everything in my previous submission remains valid, although emphasis has changed slightly.

I believe that concerns over aircraft pollution will be mitigated by the quicker withdrawal from service due to Covid of older aircraft such as the Boeing 747 which have been demonstrated as emitting more pollutants than more recent designed aircraft. Modern aircraft are also significantly quieter.

It has become clear that since Brexit and the recently negotiated trade deals (with more currently being negotiated) that UK trade will be more diversely spread across the world. A increasing proportion of our food is now imported as our ability to produce at home is diminished by the loss of land due to development of housing and infrastructure, accompanied by an ever increasing population to feed. This population also requires other imported supplies. It is difficult to import satisfactorily, perishable goods from more distant sources without air freight. Additionally air freight is more secure for high value goods.

It is my opinion that whilst passenger traffic may suffer a slight decline after Covid becomes less of a threat due to higher health security on the ground, cargo traffic will increase. Air freight can deliver more conveniently from departure point to destination point than by surface sea routes, leading to less HGV movements over longer distances, as well as being quicker. Although some cargo currently uses passenger flights, the routes served by passenger flights are often not compatible with the most suitable cargo routes. Anchorage for example, is a heavily used cargo hub, with modest passenger demand.

Manston is ideally suited as a cargo hub, with ample space available to develop cargo handling facilities. With good infrastructure linking it to London and the South East. The Cross-Channel shipping route is very susceptible to disruption both by the weather, industrial action or political interference as demonstrated recently over the Christmas period. The effects of this disruption was felt across much of Kent with significant economic consequences and individual inconvenience. During this period several hundreds of thousands of excessive HGV miles must have been clocked up in the local area.

Manston is in the unique position is being able to offer a site of sufficient size and with significant infrastructure already in place. The opportunity to both retain and utilise such a site should not be missed.

East Kent, and Thanet in particular is currently lacking in good quality employment opportunities, especially so since Pfizer withdrew from Sandwich, With the spectacular increase in local housing, Thanet desperately requires employment opportunities and training which the airport could provide.

For the above reasons I continue to support the granting of the Development Consent Order.

Yours faithfully,

Unique Reference: 20013843

Rex Goodban



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