

From: [REDACTED]
To: [REDACTED]
Subject: For the attention of the Manston Airport Case Team
Date: 22 June 2021 10:45:04

Dear Team

Our continued objection to the application for the old Manston airport to be turned into a freight airport hub is on the basis of the following as well as our previous submissions.

There has never been a solid case presented by RSP to explain the need for a freight hub on the remote site on the coastal tip of East Kent. It ludicrous!

RSP have not demonstrated a case for proposed increase burden on the local infrastructure to transport freight away from the Isle of Thanet and East Kent, which is often highly congested and on many occasions gridlocked due to operation Brock feeding the East Kent routes to the south east Kent roads to the Dover Port.

Given the continued freight route via Dover Port 20 miles south of the proposed freight hub, RSP have not demonstrated that there is a need for freight to be flown in to then be carried around the UK by road thereafter by direct link to the M20.

Given the continued freight route via the euro tunnel Dover crossing again 20miles south of Manston but with a direct link to the M20.

Travel from Manston to the nearest motorway would be 24 miles to join the M2.

There has been no detailed pollution report or forecast by RSP on their proposed freight hub including the current road freight. Nor have they demonstrated the additional pollution that will be caused. No amount of tree planting will reduce this.

The application will never be pollution neutral regarding the flights forecast or the road freight increase.

The applicant has continued to fail to engage honestly and openly with local residents including ourselves who live under the flightpath of the proposed freight hub. We never received notification of the engagement meetings they organised.

The application included the projection of job numbers to lure residents to favour the project, in the full knowledge that those numbers quoted was never realistic. This is backed up by the examining authorities summary.

The application wording is woefully regarding assurance of no night flights. In fact, whilst RSP and Sir Roger Gale are lying to residents and their supporters telling them there will be no no flights (Roger even repeated this during a recent television interview), their application clearly is requesting this with 7 flights during the hours of 11pm and 7am. And that's an average which it allowed will occur more often depending on their need. See section 6.8.50, 12.7.40

There was never a proven case of National need due to the sufficient services and capacity offered at existing airports. Existing airports capacity has increased due to the reduced need for passenger flights due to Covid19.

Post Brexit there is no recorded or proven increased need for a dedicated freight airport. On the contrary the operation Brock for processing freight lorries has not been required for months. Use of the Manston site to process freight out of England to Europe has been stopped for weeks and now being handed back from the government to its owners.

RSP and Tony Friedmanns' claims that there is increased is just a pie in the sky statement, not backed up with any research based facts.

The existing freight airports are already co-located close to efficient transport links.

Existing freight airport are also nearer to distribution centres. Those distribution centres and warehouses are increasing since Covid19.

The ongoing situation affecting air travel due to Covid19 has meant there fewer passenger flights at existing passenger/freight airports. The passenger flights are now able to carry more freight in their holds and consultants are looking at increasing the cabin capacity for appropriate goods just so that those airports survive. This would decrease further the need for an additional freight airport (which was very dubious in the first instance).

Stansted is in the process of an increase of dedicated freight flights to 16000. RSP quoted 17000 in their forecast as a National need. We believe that alone now negates completely RSPs proposal.

To blow RSPs application out of the water on the basis of National need: The SOS deemed that that intervention on the Stansted issue of increased freights and passenger movements did not warrant direction:

Grant Shapps (DfT) said that "the application is not of sufficient scale or significance to justify a direction.

See letter from Grant Shapps himself:

Letter from Secretary of State at the Department for Transport, Grant Shapps

From the Secretary of State
The Rt Hon. Grant Shapps
Great Minster House
33 Whitehall Road
London
SW1P 4DR
Tel: 0300 330 5000

[REDACTED]

To
Peter Sanders
Chairman
Stop Stansted Expansion
PO Box 311
Tasley
Bishop's Cleeve
Herts CM82 8PY
26 May 2021

Dear Peter,

Request under section 286 of the Town and Country Planning Act
1990 relating to planning appeal APP/C1870W/20/256819

Appeal of the decision by Uttlesford District Council to refuse permission for
airfield works comprising two new taxiway links to the existing runway (a
Right-Access Taxiway and a Right-Of-Way Taxiway), six additional remote
aircraft stands (adjacent to the existing taxiway), and three additional aircraft
stands (adjacent to the existing taxiway) to enable combined airfield operations
of 274,000 aircraft movements (of which not more than 16,000 movements
would be Cargo Air Transport Movements (CATM) and a throughput of 43
million terminal passengers, in a 12-month calendar period at Stansted
Airport, Essex, CM24 1QW.

I refer to the above appeal regarding which you wrote to request a direction
be made by the Secretary of State for Housing, Communities and Local
Government and the Secretary of State for Transport to jointly determine the
appeal.

I have carefully considered this case and the issues you have raised and
remain of the view that the application is not of sufficient scale or
significance to justify a direction. I will therefore not be making a direction in
relation to this appeal. The Planning Inspectorate will inform you of a
decision in due course.

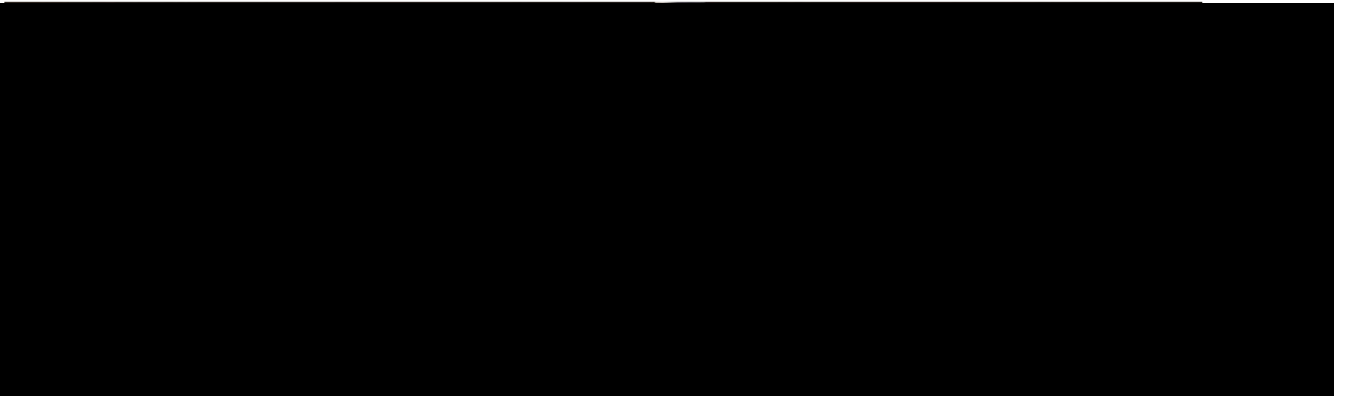
I am copying this to the recipients of your letter of 23 April and additionally
to Mark Dodson at the Planning Inspectorate.

Yours sincerely,

Rt Hon Grant Shapps MP
SECRETARY OF STATE FOR TRANSPORT

cc:
Kemi Badenoch MP [REDACTED]@parliament.uk
Alastair Andrew
Elizabeth Bevil [REDACTED]
Elizabeth Hummerston [REDACTED]@planninginspectorate.gov.uk
Mark Dodson [REDACTED]@planninginspectorate.gov.uk

The Secretary of State Grant Shapps has been photographed in 2014 and appeared on our local Kent online publication in support of 'saving Manston as an airport' which indicates a conflict of interest. He



Climate Emergency. Thanet district council has since declared a climate emergency.

Thanet District Council declared a climate emergency on Thursday 11 July 2019.

As part of this declaration the Council has resolved to:

- Do what is within our powers and resources to make Thanet District Council carbon neutral by 2030, taking into account both production and consumption emissions;
- Call on Westminster to provide the powers and resources to make the 2030 target possible;
- Continue to work with partners across the County and region to deliver this new goal through all relevant strategies;
- Investigate possible sources of external funding and match funding to support this

Add to this the landmark coroners case looking into the death of Ella Kissi-Deborah and the failure to meet the world Health Organisations on pollution levels. A response from government was:

We are delivering a £3.8bn plan to clean up transport and tackle NO2 pollution, and going further in protecting communities from air pollution, particularly PM2.5 pollution, which we know is particularly harmful to people's health. Through our landmark environment bill, we are also setting ambitious new air-quality targets, with a primary focus on reducing public health impacts."

Sir Roger Gale misleads his constituents about this airport using electric freighters which are not even in production let alone viable on a drawing board. He has declared in a local meeting that he is the MP for rivercock. This in itself should ring alarms bells to any one in the transport office who he tries to lobby for

a decision in favour of them. He is not representing the interest of Thanet residents. He should not therefore be lobbying the transport office as he has a publicly declared interest in Riveroak.

Craig MacKintay has a sleeping airline company named MaMa airline and any involvement in the Application would pose a conflict of interest particularly if he were to be lobbying The SOS for transport:

In 2018 BBC news reported:

An MP broke parliamentary rules after failing to register business interests in a dormant airline company, in which he was the sole shareholder.

South Thanet Conservative MP Craig Mackintay had the allegation against him was upheld by the parliamentary standards commissioner.

Kathryn Stone said he breached the House of Commons' Code of Conduct for Members over Mama Airlines.

Conclusion

We would therefore suggest that the Secretary of State's office reject this application as the National Need is just non existent and would simply mean that if successful, freight movement will just be moved from other existing airports and subject residents to unnecessary pollution. This would place the government and the local council in a position of ensuring the WHO regulations on pollution is met.

Experts York aviation themselves declared a freight hub at Manston was not viable.

We will continue to financially support a judicial review if this application is passed yet again, despite the government's own Examining authorities concerns.

We would also like to make you aware that we know of many other residents/persons of interest who are absolutely fed up with having to repeatedly produce written submissions within tight timeframes to your team as to why this application should not be agreed, who are not going to be writing again to you but will continue to financially support any action required to stop this application.

Your faithfully

Laurie Hudson

Martin Hudson

Dennis Booth

Michelle Booth

Geoffrey Booth

Jodie Hudson

Luke Hudson

Nicole Hudson