

From: [REDACTED]
To: [Manston Airport](#)
Subject: For the attention of the Manston Airport Case Team
Date: 24 June 2021 13:10:59

Dear Planning Inspectorate

In addition to my previous mails on this topic, I would like to add the following important points to illustrate why I support the reopening of Manston Airport

Airports National Policy Statement

In section 2.11 of this document, it states, “The UK now faces a significant capacity challenge. Heathrow Airport is currently the busiest two-runway airport in the world, while Gatwick Airport is the busiest single runway airport in the world. London’s airports are filling up fast, and will all be full by the mid-2030s if we do not take action now”

Sections 2.12 to 2.15 are also very relevant. While COVID has decimated leisure travel (but it WILL recover) the need for freight has remained and arguably following BREXIT, increased.

“2.12 Aviation demand is likely to increase significantly between now and 2050.³⁸ All major airports in the South East of England³⁹ are expected to be full by the mid-2030s, with four out of five full by the mid-2020s. by 2050 demand at these airports is expected to outstrip capacity by at least 34%, even on the department’s low demand forecast.⁴⁰ There is relatively little scope to redistribute demand away from the region to less heavily utilised capacity elsewhere in the country.”

“2.13 The UK's hub status, stemming from the convenience and variety of its direct connections across the world, is already being challenged by restricted connectivity.⁴² Hub airports at Paris, Frankfurt and Amsterdam have spare capacity and are able to attract new flights to growth markets in China and South America.⁴³ These competitors have benefited from the capacity constraints at Heathrow Airport, and have seen faster growth over the past few years. The UK’s airports also face growing competition from hubs in the Middle East like Dubai, Abu Dhabi, Doha and Istanbul. Heathrow Airport was overtaken by Dubai in 2015 as the world’s busiest international passenger airport.”

“2.14 The consequences of not increasing airport capacity in the South East of England – the ‘do nothing’ or ‘do minimum scenarios’ – are detrimental to the UK economy and the UK’s hub status. International connectivity will be restricted as capacity restrictions mean airlines prioritise their routes, seeking to maximise their profits. Capacity constraints therefore lead to trade-offs in destinations, and while there is scope to respond to changing demand patterns, this necessarily comes at the expense of other connections. Domestic connectivity into the largest London airports will also decline as competition for slots encourages airlines to prioritise more profitable routes. “

“2.15 Operating existing capacity at its limits means there will be little resilience to unforeseen

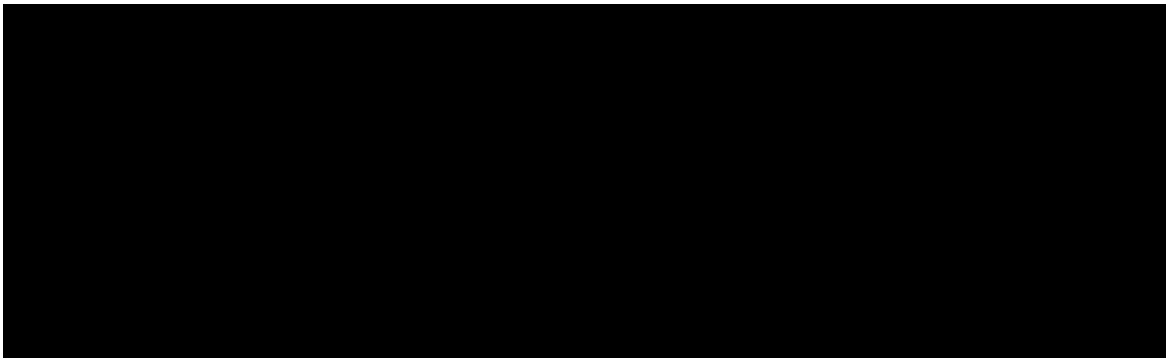
disruptions, leading to delays. Fares are likely to rise as demand outstrips supply, and the lack of available slots makes it more difficult for new competitors to enter the market.”

In fact in the adopted Thanet District Council local plan, Policy SP07 states

“Policy SP07 – Manston Airport Manston Airport as identified on the Policies Map is safeguarded for airport related uses.”

I must reiterate the cost and damage to my professional and business activities, that the loss of the airport has caused to my business. This is especially annoying since one of my reasons for moving to the area was because of the airport!

Professor Michael Grantham
Director
Concrete Solutions



Michael Grantham is a former Visiting Professor at The University of Leeds and Queen’s University Belfast, Editor in Chief of Elsevier’s Case Studies in Construction Materials and a Past President of the Institute of Concrete Technology.

From: [REDACTED]
To: [Manston Airport](#)
Subject: Manston Airport Decision on DCO for Development of the Airport
Date: 11 June 2021 16:16:30

Dear Planning Inspectorate

It is some time since I have commented to you on this matter, but the compelling need for Manston to reopen for both freight and passenger aircraft remains. From my personal and from my Company's viewpoint, the closure of the airport was a huge loss and a massive inconvenience, as I used it very frequently for both national and international travel, mostly for business purposes. Its closure meant a considerable increase in cost and time for me when visiting anywhere – having to allow much more time to travel to another appropriate airport, risking traffic hold-ups on route and frequently having to book a hotel to ensure I could make an early flight. None of that was necessary when flying from Manston.

I used that airport to fly to Oman (numerous trips), South Africa, Istanbul, Denmark, France, Germany, The Netherlands, Scotland, Northern Ireland, Manchester and probably more. It was exceptionally convenient to have that local facility and it was also one of the reasons I relocated my family and business to Thanet from London.

A further huge consideration is that Thanet is a severely depressed area for employment and I believe that a reopened airport would be a major employer for the area and would add considerably to the provision of STEM jobs which we urgently need if we are not to lose our young people to other places that can provide that kind of work.

I run a major International Conference focussing on concrete technology and concrete repair (see www.concrete-solutions.info). Prior to the closure of the airport, I was exploring the possibility of running the event in Thanet, which would have brought in up to 150 international visitors, all using hotels and contributing to the local economy via restaurants, taxis etc.


Many people have told me of the difficulty and inconvenience they and their companies suffered from the loss of the airport, which was an extremely short sighted decision, done in the name of greed by property developers.

With Brexit having happened, our need to trade with countries other than Europe for goods and foods has definitely become much more important and a cargo hub here must surely be a significant asset in any such planning.

I strongly urge the inspectorate to reconsider the decision and allow this historic airport to resume its activities, but expanded still further, to make a significant contribution to the local and UK economy.

Professor Michael Grantham
Director
GR Technologie Ltd, T/As Concrete Solutions

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Michael Grantham is a former Visiting Professor at The University of Leeds and Queen's University Belfast, Editor in Chief of Elsevier's Case Studies in Construction Materials and a Past President of the Institute of Concrete Technology.