

# **Planning Inspectorate Re-Determination of the Application by RiverOak Strategic Partners Ltd to an Order granting Development Consent for the re-opening and development of Manston Airport in Kent.**

**Registration Identification Number : 20014367.**

Firstly I would draw attention to my previous submission sent to yourselves on the 7<sup>th</sup> October 2018 (copy attachment with this e mail) which highlighted the reasons for re-instating Manston Airport. These were:

- Existing Airport Facilities
- Infrastructure
- Water
- Use as a diversionary airport
- Local employment and education.
- Travel.

All of the above remain positive reasons as to why Manston Airport should be re-opened as an operational airport.

Further to that previous submission I would add the effect of recent events.

## **The effect of the UK leaving the EU:**

The UK as an independent sovereign state has allowed the opening of trade negotiations and trade deals throughout the

world, many of which replicate existing deals held when the UK was in the EU. However the important trade deals of the future will be those with South Eastern Asia countries as growth in this region is predicted to be the highest globally in the next 10-15 years. As the Secretary for State Liz Truss made clear, it is these trade deals which will be the basis for export and import growth in the future. It is this which is important. The effect of these deals will not be immediate but will be significant in the future and that is why future planning for the re-opening of Manston as an airport must be given now.

### **The COVID effect:**

Looking at the current situation then there would appear to be little need to expand airport capacity within the UK. However this virus effect will pass and gradually air travel will resume in both UK and non UK passenger numbers as well as the expansion of freight traffic both into and out of the UK.

Pre COVID the demand for airport freight infrastructure was growing as was suggested by the planning for a 3<sup>rd</sup> London Heathrow runway. The argument is still valid that Manston would fill the gap in freight transport in the more likely situation that a 3<sup>rd</sup> runway will not proceed.

### **Infrastructure:**

The road infrastructure around Manston is excellent with easy access to dual A roads and motorways. This is likely to be enhanced in the next few years when a lower Thames

crossing is completed East of the Dartford Tunnel providing access to the M25 near Junctions 26 and 27 thereby easing freight movements to the middle and Northern parts of the UK. The completion of HS2 will also free-up freight movement capacity by rail from London to the rest of the UK.

### **Carbon Emissions:**

Aviation is moving swiftly regarding the overall reduction of carbon emissions. The likelihood of short haul all electric aircraft within the next 10 years is promising and long haul flights will be fuelled by 'green' bio- liquid fuel or Hydrogen. Rolls Royce is working with Tecnam and Norwegian regional airline Widerøe to deliver an all electric passenger plane that will be ready for flights with passengers by 2026. The outcome would be that nearly all European flights would be all electric, and the aviation industry would be in line with the government's sixth carbon budget targets in reducing their overall carbon emissions by 2037.

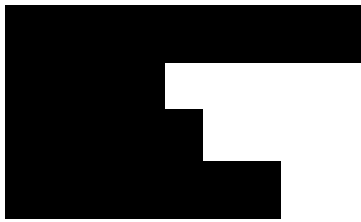
### **Noise Impact:**

The mitigating factors regarding noise impact are that as mentioned above, all electric aircraft will have an extremely low noise profile, as these would be predominantly propeller driven. Much design work has already been completed with further research ongoing to reduce the noise from longer haul aircraft by the redesigning of not only the engines but the surface profile of the entire aircraft.

Those aircraft with higher noise profiles are being retired from service more rapidly due to the suspension of flying during the COVID pandemic.

Further noise impact reduction may also be achieved by flight paths being predominantly from East to West with a rapid turn out over the Thames Estuary on departure and the reverse, West to East on landing. There may be a conflict regarding wind direction and speed but I believe that this should be considered.

IAN NASSIF



Date: 28-June -2021

**Please find below my submission regarding benefits of allowing Manston to be maintained as an operational airport.**

**POSITIVE REASONS FOR KEEPING MANSTON AS AN AIRPORT.**

1. **Existing airport facilities.**
2. **Infrastructure.**
3. **Water**
4. **Use as diversionary airport**
5. **Local employment and education.**
6. **Travel**

1. **Existing Airport facility.** Manston as an airport facility is virtually ready to 'go'. Riveroak have shown what they need to do to bring the airport back into full commercial use, but the basic facility is there, i.e the 9,000 + ft long runway along with water drainage and electrical supply. (updated by previous owner Infratil) It is on record that in December 2003 a Government white paper on "The Future of Air Transport" stated that Manston "could play a valuable role in meeting local demand and could contribute to regional economic development, and would support development in principle, subject to relevant environmental considerations", which is of course part of this subsequent planning inspectorate remit.

In 2013 the Air Sea Rescue Service then operated by the RAF out of RAF Wattisham in Suffolk was transferred to Manston as a **first** operational choice by HM Coastguard who took over the duty. This service on the closure of Manston was transferred to Lydd Airport. If strategically advantageous, HM Coastguard may consider relocating this service back to Manston.

2. **Local infrastructure Road:** Access has been in place for a number of years and includes full dual carriageway motorway access within one mile of the airport running alongside existing and developing commercial estates. Rail access by Hi Speed trains to London and Ashford International from new Manston Gateway Station within 2 miles from existing airport terminal providing easy access to the rest of the UK and Continental Europe.
3. **Water:** Southern Water have no problem in the airport being re-opened as a commercial operation.
4. **Use as a Diversionary airport.** Examples would include that in the past six months, two BA aircraft have suffered technical problems which caused disruption at Gatwick. Further disruption at other UK airports seems to becoming more frequent

due to 'drone' activity which the authorities seem to be unable to mitigate. The potential to return Manston as a full emergency diversionary airport would allow other regional facilities (Heathrow, Gatwick, Luton, Stanstead, Birmingham and Manchester) to carry on operating with minimum disruption in the case of not only technical problems but those also terrorist related.

5. **Local employment and education.** Leaving the EU will enable Britain to set up trading relationships with the rest of the world with our own trading and customs policy.

Firstly, the possibility of setting up Manston as a 'Free Port' which will provide incentives to the supply chains of domestic and foreign companies. This will provide increased trading activity within the Manston Airport area and thereby increase the economic activity in the surrounding area as business move close to the Free Port area.

Secondly, the use of the airport as a 'dis-assembly' point for 'out of hours' aircraft would attract specialist skills in the recycling of aircraft parts. This would provide a unique opportunity to establish colleges of excellence providing the education and skills required.

These are vitally important for Thanet and the surrounding area which still has one of the highest unemployment rates in the country\* at 5.1% which is 1.7% higher than the South East average and job density\*\* of 0.59 against the regional and national level of 0.88 and 0.84 respectively.

\*Office of national Statistics (ONS) April 2017 –March 2018

\*\*Ratio of total jobs to population aged 16 – 64.

**6 Travel.** Reinstating Manston as a commercially viable airport would in time provide the opportunity to re-start commercial passenger services should there be a demand.. I understand that at least one leading carrier (KLM)\* has shown interest in bringing back passenger flights to Manston.

\*Riveroak comment.

IAN NASSIF

A large black rectangular redaction box covering the signature of Ian Nassif.

Date :28 – 01 - 2019

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