

From: [REDACTED]
To: [Manston Airport](#)
Subject: Ref: Re-Determination of The Application to reopen Manston Airport
Date: 29 June 2021 22:24:04

To Whom it May Concern,

I am replying as an interested party in the Manston airport DCO that was recently quashed, with the decision to re-determine the application with further detail, requested by 09 July 2021. My status as an interested party stems from being a resident of Ramsgate, under the flight path, strongly opposed to a cargo hub opening.

A summary of your request for letter asks several key points- Has the need changed; Have any local or national policies, including sixth carbon budget affected this; Any other matter arising that affects a change. I address these points below:

A. There have been significant (reduced) changes in demand for air travel, due to changes of COVID (WFH, G7 & imminent COP26 initiatives). However, I will state that this short deadline for response (particularly before COP26) can only viewed as somewhat cynical timing.

B. The sixth carbon budget was published in December 2020. It requires a reduction in UK emissions of 78% by 2035 relative to 1990, a 63% reduction from 2019. The Government has commitments, on national security grounds, to have more home-made products, including PPE & pharmaceuticals. Therefore reducing the need for this type of aviation in the first place. However the Sixth Carbon Budget also states "given aviation will be one of the largest-emitting sectors in 2050 (23 MtCO₂e/year in the Balanced Pathway)" an initiative to increase, based on NEED, is surely indefensible.

C. Key additional recommended policy changes in Sixth Carbon budget state:

"The Government should include international aviation emissions within the Sixth Carbon Budget, subsequent carbon budgets and the 2050 Net Zero target."

i.e. SoS should not increase capacity for international aviation and RSP's Manston proposals have never taken account of this, in spite of them suggesting they will have the greenest airport ever.

"The Government should assess its airport capacity strategy in the context of Net Zero and any lasting impacts on demand from COVID-19. Investments will need to be demonstrated to make economic sense in a Net Zero world and the transition towards it."

Comment: This is NOT economical sense.

"Going forwards, there should be no net expansion of UK airport capacity unless the sector is assessed as being on track to sufficiently outperform a net emissions trajectory that is compatible with achieving Net Zero alongside the rest of the economy, and is able to accommodate the additional demand and still stay on track."

Comment: This is extremely clear. There should be no expansion of airport capacity, that Manston would represent.

D. "the extent to which current national or local policies (including any CHANGES since 9 July 2020 such as, but not limited to, the re-instatement of the ANPS) inform the level of need for the services that the Development would provide and the benefits that would be achieved from the Development.

Comment: A change for Manston has been public acknowledgement from Director RSP, since the DCO submission, that there will be less jobs created than stated in the DCO.

The SoS request for further information unfortunately continues to disregard the findings of the expert planning inspectors, particularly regarding the detrimental effects on Ramsgate, residents' health and it's burgeoning tourism and creative sectors. If the findings of these inspectors continues to be disregarded by SoS, particularly findings relating the fate of 40,000 residents of Ramsgate, what should give us the confidence in the impartially of the 'independent aviation assessor' that has been appointed. I relate this statement to Sir Roger Gale's stance of adamant support for a Manston cargo hub, yet hypocritically campaigning against LHR expansion to protect the health of his grandson:

"I am not remotely unsympathetic to the concerns expressed by colleagues representing seats in west and south

London. My daughter has a home in Chiswick under the flightpath to Heathrow. I am a sufficiently infrequent overnight stayer not to have become acclimatised to the air traffic, so I understand what it means, and I also have considerable concern for the quality of the air that my six-year-old grandson, [REDACTED], will breathe during the course of his young life.” For reference Ramsgate will have aircraft significantly lower than Chiswick ever has.

Kind regards,
Matthew Hurling

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