


From: 
To: [Manston Airport](#)
Subject: FAO: Manston Airport Case Team
Date: 05 July 2021 16:28:11

Dear Sir/Madam,

Why Manston Airport is needed and why other airports cannot serve Manston's intended remit as a Cargo Hub.

Manston's long runway should not be underestimated as a valuable feature and asset. It means 747 freighters and similar large sized aircraft can land comfortably. This is massively attractive to cargo operators.

Manston's history is in essence part of its future. It had a history of carrying specialist freight. Capacity isn't just measured in the quantity of airports or even their location. Capacity in this sector is measured in having suitable Aircraft Stands to receive different types of cargo and others purely for size. **When there are no stands available you are at capacity.** This has happened elsewhere around the country at Heathrow and East Midlands Airport which predominantly handles Royal Mail and DHL respectively. Heathrow is largely Belly Freight. Belly freight only gets you so far because of its physical limitations and as we have seen during the recent pandemic aircraft had to be converted to handle extra freight but that still doesn't get you around the need for large hold cargo aircraft. The aircraft Manston would be best placed to accept would be large cargo and special handling cargo because of the number of size of stands and the associated handling facilities.

Examples of such cargo include:

1. Perishable food and medicines.
2. European Space Agency and other satellites in transit (a growing market)
3. Vehicles for personal import and race cars of various sizes/descriptions.
4. Horses and other animals that require special care and handling.
5. Major on-line retailers, drop-shipping etc.
6. Freight Forwarding and consolidated loads.
7. Large plant and machinery.

The demand for Large Warehousing Space is currently outstripping supply in the UK because of changing shopping habits. Most of these goods come from overseas and need to arrive "somewhere" - that somewhere should be Manston Airport for a multitude of reasons.

Manston is (contrary to some unfounded beliefs) ideally situated close to the UK's major road infrastructure and is the nearest access point to mainland Europe for those wanting to minimising road and air costs but still have a gateway for Importing/Exporting.

Since the DCO was applied for demand has increased whilst capacity has only diminished despite Covid and Brexit. The need for local jobs remains high as is the need to meet emissions targets to meet international goals.

With regards to the environment Manston will have the capacity and remit to be an

exemplar being the first airport to be 100% Carbon Neutral. Something no other airport in the UK can claim. Manston will have the capacity to move the UK forward and meet its environmental targets too.

The fact that the Planning Inspectorate recently overruled the local authority at London Stansted to allow significant expansion undermines the PI's assertion that there is no need for extra capacity (and in effect demand) in the South East of England. Additionally the fact that extra capacity has been requested at London Heathrow is also a major indicator that demand is outstripping supply. The Planning Inspectorate has failed to demonstrate that there **isn't** a need in one part of the South East and then not in others. In truth the Planning Inspectorates actions actually contradict themselves when looked at in the round.

In essence there are many reasons to allow the development of Manston Airport. The need is demonstrated by the PI's previous actions. It would be folly not to allow RSP to invest three or four hundred thousand pounds in a state of the art, carbon neutral cargo based airport in the South East of England. The alternative is a wasted resource and damage to the assertion that Britain is "open for business" by turning down Foreign Direct Investment on such a large scale.

Yours Sincerely,

Ian L Connor.

Email:

Tel.