

From: [REDACTED]
To: [Manston Airport](#)
Subject: Manston Airport DCO Redetermination Ref: TR020002
Date: 05 July 2021 10:23:51

For the Attention of the Manston Airport Case Team,

Dear Manston Airport Case Team,

Statement of Matters

1.

a) The Manston Airport DCO is a planning matter.

Planning matters are determined by Policy. There have been no changes to National Policy since July 2019. It is still government policy to make best use of existing runways.

Therefore, use Manston.

b) Thanet has the highest unemployment rate in Kent. Thanet has the highest 18-24 unemployment rate in the South East. Thanet has many areas with very high levels of deprivation. There is an established link between deprivation and life expectancy with a difference of over 9 years for males and over 7 years for females.

2. Need: Manston is needed because:

a) Stansted will not have sufficient Cargo ATMs to meet the need. Heathrow's R3 will not be available to meet the need for many years.

b) Huge growth in e-commerce and just-in-time goods requiring dedicated freighters.

c) The need to deliver new air cargo facilities that are as carbon neutral as possible.

d) New trade deals with countries outside of the EU.

3. Making Best Use of existing runways is Government Policy.

The Government firmly believe they are on track to meet Net Zero by 2050.

The Manston Airport development represents a tiny proportion of UK GHG emissions and a small percentage of total UK ATMs.

The Manston Airport development, through its Carbon Minimisation Action Plan, will be as Carbon Neutral as possible.

Aeroplane operators will be obliged to offset their GHG emissions through the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

The Manston Airport development is not at odds with the recommendations made in the Sixth Carbon Budget produced by the Climate Change Committee (CCC).

With the appropriate mitigation measures the proposed development's effect on the global climate is not significant.

There is no reason why the SoS should not grant the DCO for Manston.

As a Ramsgate resident I fully support the reopening of Manston Airport.

Kind regards,

Angela Stevens.

From: [REDACTED]
To: [Manston Airport](#)
Subject: Manston Airport DCO Ref: TR020002
Date: 01 July 2021 17:34:43

To Manston Airport Case Team

Dear Manston Airport Team,

At the Examination Ms Louise Congdon of York Aviation, was representing the previous owners of the airport, Stone Hill Park, (SHP), whose arguments, incidentally should have been dismissed by the Examiners, as SHP sold the airport to RSP on the final day of the Examination. The Compulsory Purchase aspect was therefore null and void.

However, during the examination Ms Congdon produced some inaccurate analysis of projected figures and contradicted herself. In one report she wrote in 2014 how Manston Airport WAS needed, as the extension at Heathrow wouldn't open until 2034. Then argued for SHP at the Examination that Manston wasn't needed as Heathrow's extension will be open by 2026. That is now totally unrealistic.

Her comments were accepted by the Inspectorate. Yet Dr Sally Dixon of Azimuth, representing RiverOak Strategic Partners (RSP), gave constant and more accurate projection figures, which were ignored or dismissed in the Inspectorate's report, in favour of Ms Congdon's.

I would like to point out that Ms Congdon has a BA in geography and an MA in transport design, whereas Dr Dixon is Reuters-trained and is MBA and PhD-qualified. She is a skilled strategist with extensive Board-Level capability and has a wealth of experience in airport related projects.

The focus of her ground-breaking doctoral research at Cranfield University was on stakeholder involvement in decision-making during the Masterplan process.

Dr Sally Dixon is also a leader in the field of stakeholder consultation on major infrastructure projects and has a track-record for delivering workable, innovative solutions to the issues faced by organisations today.

She was appointed as a member of the Royal Aeronautical Society in 2015. But despite her aviation expertise, her reports and comments were mostly ignored in the Inspectorate's report. I hope in the light of this information, Dr Dixon's qualifications and reports produced for the DCO, will be looked at favourably.

Kind regards,

Angela Stevens
Ramsgate.

From: [REDACTED]
To: [Manston Airport](#)
Subject: Need for Manston Airport Ref:TR020002
Date: 01 July 2021 16:12:17

For the attention of the Manston Airport Case Team

Dear Manston Airport Case Team,

Problems with imports and exports at Calais and Dover have been highlighted recently, since Brexit and Covid, increasing the demand by hauliers for freight to go unhampered by air to the UK. Here are some points made from an article by Peter Forbes of Alan Stratford Associates.

Covid-19: How the aviation sector can support humanitarian aid relief

Published on April 6, 2020

By PETER FORBES
Director at Alan Stratford and Associates Ltd

The Covid-19 pandemic has so far been more widespread in developed countries, although it is now expanding to the world's poorer nations, where its impact on human lives may be even more significant in the longer-term...

Aviation is vital to transport medical experts, emergency staff and equipment to those areas most in need.

Specialist relief flights will be required at the global level and on a regional basis from the main airport hubs out to remote regions where no alternative method of transport is feasible or safe. WHO and WFP are supported by UNHAS (the UN's Humanitarian Air Service) which charters aircraft from the commercial sector and currently provides flights to some 16 countries worldwide.

Somewhat ironically, whilst many commercial aircraft are now grounded as a result of Covid-19, the demand for specialist humanitarian aid flights is likely to increase.

To achieve this, it is important that appropriate airport and air navigation services remain operational, particularly in face of possible funding and staffing shortages during the pandemic.

There may also be shortage of suitable aircraft types that can be chartered, particularly in remoter regions served by gravel runways or dirt strips suitable only for certain turbo-prop or piston aircraft.

The aviation sector has proved in the past that it can provide quick and reliable support for disaster and other emergency relief. It is now embarking on perhaps its greatest ever challenge.

Peter A Forbes Director, Alan Stratford and Associates

<https://www.linkedin.com/pulse/covid-19-how-aviation-sector-can-support-humanitarian-peter-forbes>

Kind regards,
Angela Stevens.

From: [REDACTED]
To: [Manston Airport](#)
Subject: Need for Manston Airport Ref:TR020002
Date: 01 July 2021 15:37:16

For the attention of the Manston Airport Case Team

Dear Manston Airport Case Team,

With regards to the Manston Airport DCO, I would like to make the following important points, which were voiced and written about during the Examination period, but were seemingly disregarded in the Inspectorate's Report, Section 5 (1b), on Need.

1. There are a number of supporters' groups in Thanet, where the airport lies, totalling many thousands of members. The main supporters' group alone, Save Manston Airport association (SMAa), has approximately 3,600 members whose chairman, Dr Beau Webber, wrote on behalf of all members, as requested, about the desperate need for Manston to reopen for jobs, in this badly deprived area, rather than getting lots of independent people or members of mini-groups writing in to the Inspectorate, which may duplicate members, as the small but vocal anti-airport groups were allowed to do.
2. We were also advised not to write in after the closing date of the Examination on 9th July, 2019, but were dismayed that even 6 months later, letters had been accepted by the Inspectorate from the anti-airport people, many of whom were just repeating what they'd said before about loud smelly planes, which incidentally are now out of service, and concerns about Ramsgate's old buildings which, in fact have stood the test of time through 2 world wars and extremely loud American warplanes. The tourism in Ramsgate was not affected then, has never been negatively affected to my knowledge, (I have lived in Ramsgate since 1974) - and is very unlikely to be affected in the future, now aircraft are much quieter. The Inspectorate appeared to me to be very biased towards the anti-airport people throughout the report.
3. The RAF still own 4% of the airfield, which has no commercial or financial value to RSP's vision of the reopened Manston Airport, yet this was given heavy weighting in the Inspectorate's report and has nothing to do with Need.
4. Anti-airport people repeatedly referred to Manston Airport's past failures and old aircraft polluting Ramsgate, regardless of them no longer being in service, and ignoring the £300 Million Private Investment waiting to be invested by RSP, for a unique, environmentally-friendly UK cargo hub, which is much needed - even more so since Brexit and more recently, Covid-19!
5. As the 3 main London airports want to continue concentrating on passenger flights, once life returns to normal, especially increasing at Stansted Airport, which was totally ignored in the Examination, freight will continue to get pushed further and further back. This will only get worse as the years roll on, reinforcing the need for a dedicated freight hub in the South East. Manston is ideal as it can take the large, wide-bodied freight aircraft, due to its enormous runway.
6. If and when the DCO is accepted again, a newly developed and modernised Manston Airport will have the capacity for both fresh, perishable and large, specialised freight, to utilise it, as it will be purpose-built, as seen on RSP's Masterplan.

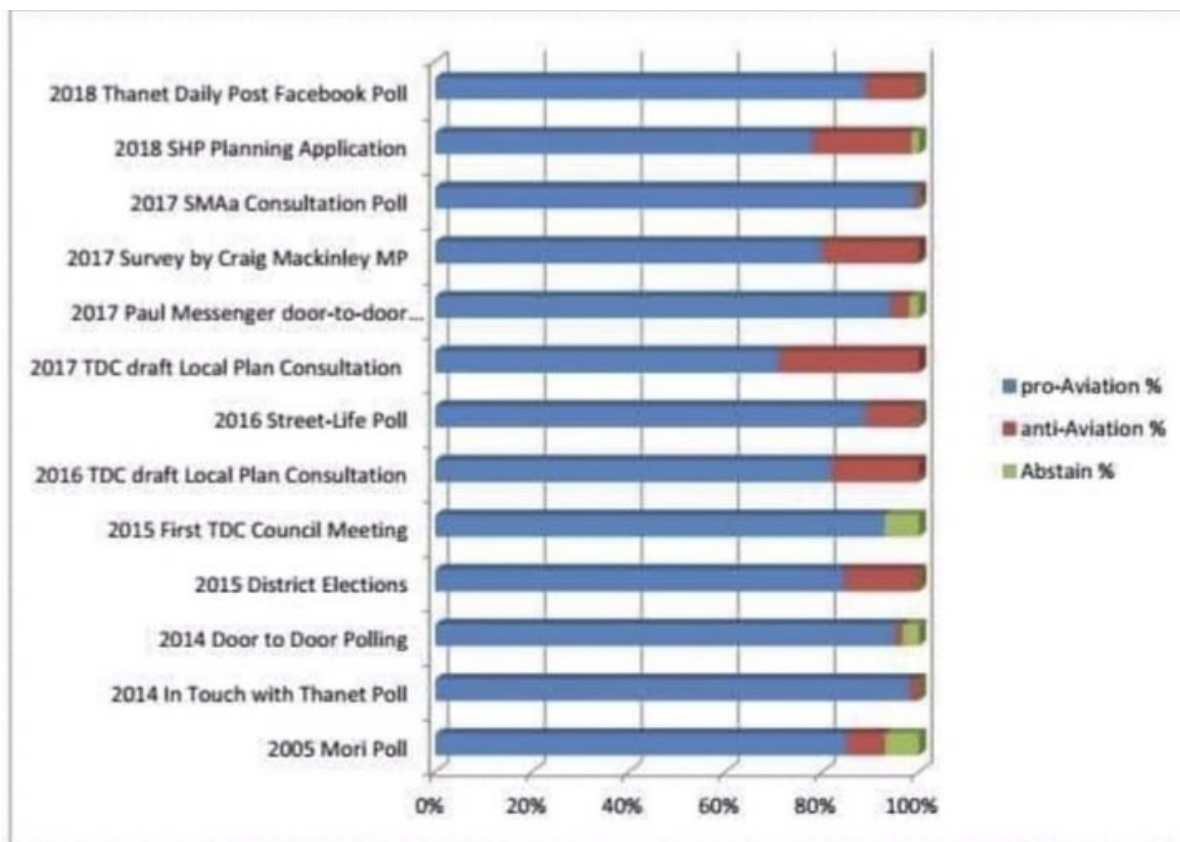
In the past freight has been trucked to the UK from France, Liege and other European airports. Presently, the bureaucratic systems, VAT reconciliation and paperwork, are causing some delays, so to fly into Manston would avoid that. Some are flying to Doncaster, but the bulk of cargo is for the S.E., which is a long drive.

The Covid situation between the UK and the EU has also highlighted the need for delivering vital vaccines by air rather than exporting by truck, to avoid delays in distribution.

7. Amazon has recently announced that their new warehouse will be built in Kent, near Dartford. At the moment their goods have to be trucked from East Midlands Airport to the South of England, but Manston is ideally placed for goods being delivered in the South East area and beyond.
8. Manston's long and wide, existing runway is suitable for the larger freight aircraft and the airport is ideally placed if emergencies occur, causing other airports to close, as happened at Gatwick when drone action closed the airport for days, in December 2018, causing total chaos throughout the country and beyond!

https://en.m.wikipedia.org/wiki/Gatwick_Airport_drone_incident

9. It is understandable that a small and vocal minority don't want the airport, but in all surveys done since 2005-2018, the majority of residents want and desperately need the airport to reopen, for jobs and the local economy, which will encourage our youngsters to stay in the area as, at the present time, Thanet is one of the worst deprived areas in England. Below is a list of all surveys done between 2005 and 2018, when the DCO process started, proving the strength of local support for our airport. The Government's own current draft Aviation Policy suggests using existing runways.



The pro/anti Manston Airport data as bar graphs - 2005 (Mori Poll) to current - abstain is not always valid.

10. Regarding Compulsory Purchase Acquisition, the airport ownership was transferred from SHP to RSP on the final day of the Examination stage, yet the Inspectorate still took SHP's arguments into consideration in their report, when they should have been dismissed as they were no longer relevant.

I sincerely hope the £300 million private investment due for Manston Airport's unique freight hub, can soon be released and work can soon start, following the present draft Government Policy of making best use of existing runways. I still give my full support to RSP's DCO Application and look forward to the regeneration of Thanet with job opportunities at the airport and inward investment.

Kind regards,

Angela Stevens.
Ramsgate.