

From: [REDACTED]
To: [Manston Airport](#)
Subject: Re-determination of the Application by RiverOak Strategic Partners Limited for an Order granting Development Consent re Manston Airport
Date: 08 July 2021 14:48:36

Dear Natasha Kopala,

Your letter of 11 June 2021 to interested parties invites further comments on matters that may have changed since 2019.

I believe there have been two major changes.

First, the UK has now committed itself to net-zero emissions of carbon by 2050. This is an ambitious goal that HMG can only reach if it switches freight from air to land and sea, to the full extent possible. Bringing Manston back into service as a freight airport will encourage the use of air transport rather than the less harmful land and sea options. Moreover, given its eccentric location in north-east Kent, away from the main customers for industrial and commercial imports and the companies which are the main generators of exports, freight arriving at or leaving from Manston would create additional long road-freight journeys, further contributing to emissions. More centrally-located airports such as East Midlands are much better contenders in this respect, when it comes to dealing with any increases in air freight movements.

Second, other airports have already shown that they can deal with any increase in air freight movements. East Midlands has demonstrated this clearly in the way it has been able to deal with the increase in the importation of goods for sale on-line, since the beginning of the pandemic. It has also developed the necessary infrastructure (the East Midlands Gateway Park and the new Maritime Rail Freight Interchange) to handle these high levels of freight movement. (This report highlights East Midlands Airport's success in this regard: <https://www.staffordshire-live.co.uk/news/business/huge-rise-cargo-flights-east-4924272> .)

In sum, a re-opened Manston Airport would be a liability in terms of HMG's carbon-emissions targets. Moreover, it is not needed and would, therefore, fail in commercial terms and be forced to close.

I have previously submitted views on the proposal to re-open Manston at a public meeting with the Inspectors. Here is the link to my representations on that occasion. I have also patched in the text, in case of problems with the link.

<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/manston-airport/?ipcsection=relreps&relrep=27648>

Received **05 September 2018**
From **Anthony Gregory Shapland**
Representation

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I intend to make the following points:

1. The development proposed by River Oak will be very harmful to the environment in Thanet and beyond, in terms of noise, atmospheric pollution and other parameters.
2. The proposed development will deprive Thanet of a major source of brownfield land for housing and other economic uses. If the Manston site is not used for housing, the District Council will be compelled to build on greenfield sites, if Thanet is to make its contribution to meeting national housing needs.
3. The suggested benefits of the proposed development in terms of additional employment are illusory, given the likely levels of automation in any modern operation of this kind.
4. River Oak do not appear to have sufficiently sound financial backing to ensure the success of their proposal.

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Yours sincerely,

Anthony Gregory Shapland