

To whom it may concern – Department of Transport

Response to your letter 19th June 2021

Re: Redetermination of Manston Cargo DCO

Original registration identification number is 20013381.

After a colossal community effort with submissions done late into the night, attending hearings and events, it was a relief when the planning inspectorate recognised that there was no need for a cargo hub at Manston, however the Secretary of State ignored this advice and on the 9th July granted consent.

Before July 9th there was spare capacity at many existing airports. Now with the prospect of a third runway at Heathrow, spare capacity at Stansted (airport expansion reduced because of reduced need forecasts), substantial available capacity at East Midlands, Manchester, Birmingham and Doncaster. The case for a cargo hub at Manston is unwarranted, particularly as the original proposal put forward by RSP has been universally discredited or unsupported by the planning inspectorate, aviation experts including York Aviation and Alan Stratford & Associates Ltd. This analysis has not changed.

The RSP proposal is not fit to qualify as a DCO.

The RSP forecasts for the use of Manston lack credibility due to the extraordinary and exaggerated claims that have no basis in fact.

Remarkably, the only report written in support of the Manston DCO didn't contain any information relating to viability.

The location of Manston remains unviable in terms of infrastructure and remoteness. All previously mentioned airports and particularly East Midlands and Stansted (UK's two largest airports for dedicated freighter traffic) are historically well serviced and located for freight distribution. Manston has been found to be uniquely inadequate in this regard, further, the inability to offer night flights at Manston (an extremely important safeguard within the DCO) creates a significant barrier to the development and sustainability of the freight hub plan.

The UK's sixth carbon budget (22 June 2021) suggests that there can be no more than a 25% air traffic increase between 2018 and 2050 to meet net zero requirements. This has already been allocated to other airports.

Forty thousand residents live in Ramsgate, right at the bottom of the runway. No one in their right mind, would build a cargo hub with over 17,000 ATM's in this location. The conclusion from PINS was there would be detrimental effects on resident's

health, the environment and the growing and essential tourist trade. The result on jobs and livelihoods would be catastrophic.

The case has not been made for Manston to become a nationally significant infrastructure project according to the Planning Inspectorate, one wonders what the driving force is behind this hugely damaging proposal.

Surely, it's obvious that the likely outcome would be a repeat of the previous failed attempts to establish viable airport/cargo hub operations. Disastrous for the local economy, local jobs and an extraordinary failure of local and regional planning. This proposal is not fit to be considered as a nationally significant infrastructure project, see The Planning Inspectorate assessment for further details.

Put simply, it's time to quash this reckless and irresponsible plan and allow the area to grow without this grotesque fantasy hanging over it.

Jonathan Bradley.