From:	[redacted]
To:	Manston Airport
Subject:	Redetermination of the strategic development for Manston Airport
Date:	03 November 2021 12:11:13
Attachments:	To DfT - Manston Airport Support [3].pdf

Dear Sirs,

Attached is my letter outlining the thoughts of a Thanet resident of 76 years, supporting the reopening and full operation of Manston Airport for freight and passenger transport and also for drones as they will be a very big part of the future of aviation and airfreight.

Regards

John Copeland

John Copeland
[redacted]
Date 04.07.21 & 01/11/21

Support for DCO and reopening of Manston Airport
based on my letter of 04.07.21 plus additional comment

Re-determination of the Application by RiverOak Strategic Partners Limited, for an Order granting Development Consent for the reopening and development of Manston Airport, Kent.
Submissions made under Planning Act 2008 and Rules 2010

High Court order dated 15th February 2021 quashed the 19th July 2020 decision by Secretary of State granting development consent to RiverOak Strategic Partners Limited for proposed development and reopening of Manston Airport

Simply stated any new investment and development within the U K is of benefit to the greater community. When that investment is directed to a comparatively deprived community then there is a beneficial levelling up within society, on this occasion rural East Kent centered on Manston Airport will benefit. This is an important decision following Brexit and a national commitment to self-determination, also a step towards a brighter economic future for the UK.

All locations near a great city like London that is developing at an ever increasing pace will have resource siphoned away to its big strong neighbor. This is happening all around the world and is tolerated as normal economic development but a little intervention by national government departments can from time to time ensure a more even distribution of development and national wealth. This intervention when properly administered can have benefits to all. Reopening Manston Airport as a shipping and goods hub plus some passenger transportation, will commercially invigorate the region of East Kent, with knock-on benefits to the entire UK. We must always be aware that we are building for the future and much of the preceding history is not always relevant to our future economy.

1/
History of East Kent
A prime location historically resulting in a profound contribution to the social development of the UK; welcoming visitors, settlers and traders while defending against aggressors. Central to East Kent we have Manston Airport a prime location from which all of East Kent can be viewed and should be central to any plan that will benefit the region.

During the last 50+ years the local East Kent economy has not developed as fast as London, but due to climate and the North Kent coast seaside it is an attractive place to live. So there has been residential development without the normal parallel development of industry and commerce, but there are exceptions, Dover and North Kent have experienced the economic activity radiated from London.

The London commercial infrastructure link to Dover and Europe is also potentially a conduit for trade in East Kent and Manston Airport. Make the decision to re-open Manston Airport and much of the expensive infrastructure needed is already there, imposing little drain on the national economy a fully engineered infrastructure system can be running within months.

2/

East Kent people welcome the re-opening and operation of Manston Airport.

The local people have lived with Manston Airport with both military and commercial aircraft overhead for very nearly 100 years, there have been few complaints about low flying and aircraft noise, it is normal. Polls have consistently indicated circa 85% support for reopening Manston Airport. Some of the recent incomers to East Kent may not be as enthusiastic but it is only a natural fear of the unknown. The future promises to eliminate CO2 pollution and greatly reduce noise so that reasonable complaints will disappear.

3/

Air Freight transport

RiverOak Strategic Partners Limited are offering to invest initially £100M in a development based on an air freight transport operation. Aircraft arrivals and departures are not planned to be on the same scale as the major airports located nearer to London. Its primary function is for arrival of parcels and freight from overseas which are sorted, collated and transshipped to other locations [including overseas] by air and by road. The new service will be for dedicated air freight operated as the primary business. Not a secondary operation for freight carried by passenger aircraft. Not a service that will potentially be limited or shut down by a pandemic, national emergency or terrorists. Freight movement, logistics and temporary storage will require a sophisticated ground operation both in the airport and around the airport, employing a large number of specialist personnel and advanced AI computer technology.

4/

Passenger transport

To be on a limited scale of operation taking advantage of favored arrival/ departure slots made available by the less demanding freight transport. Limited scale of the operation results in fast movement through the airport terminal, no choke points in the newly constructed terminal building and no queues of passengers. There will be the usual airport passenger facilities including the addition of nearby hotels and secure car parking; to be a year round service industry requiring specialist personnel.

5/

Aircraft ground services

Aircraft will require fuel, external washing, internal cleaning, and maintenance to both mechanical systems and electronics/navigation/computer equipment. Manston Airport has fuel storage nearby which can be serviced by sea. There will also be a need for aircraft ground support by fire and safety specialists, and the normal security associated with large aircraft. Historically Manston has also provided ground training for both passenger cabin crew and air crew. Potentially there will be large numbers of personnel employed all drawn from local resources.

6/

Up-cycle aircraft parts

Manston airport has the distinction of authority to brake-up and re-cycle aircraft, work undertaken manually and requiring a large number of specialist workers, a significant

industry in its own right. Upcycled parts reduce the CO2 footprint. This work is mostly undertaken inside of special hangars, Manston airport has space for these hangars.

7/

Off Airport Development

We should also take account of the supporting industries to make an airport fully operational. Freight transport onto other destinations, through Manston Airport has been mentioned, shipping by road transport to Southern England destinations will be required. Preparation of food for passengers and general support of passenger needs also require; in all large numbers of personnel employed by a wide range of services. Much of the required services and infrastructure already exist due to the location of Manston Airport near to Dover and channel ports.

Conclusion to items 1 to 7 above

The economic benefits to the UK and East Kent will be enormous, potentially thousands of personnel employed directly and indirectly by the airport and supporting both the UK economy, Kent economy and the world after Brexit. Compared to most of Southern England East Kent has a nationally high level of under employment, particularly of the younger members of society. We need to give them a secure future.

8/

Will Manston Airport development pollute East Kent ?

The big problem with any current large development are sustainability and pollution. These subjects take up a lot of time and discussion, but what is needed as always is action. Looking back and judging by the recent past then Manston reopening can be bad for the environment. However looking forward only a few years we will be experiencing the early days of the **Hydrogen Economy,** reduced CO2 and promise of net zero emissions. It must also be remembered that Manston is located on a large aquifer supplying local water needs, alternative development is opposed by Southern Water Co.

9/

Arrup Report to Minister for State

The report is based firmly on past events and history, it's content is rooted in the past and is not entirely relevant to the future. We are in an age of change, rapid change; take for example electronic circuit development and Moor's law, development progress is exponential, that is at an ever increasing rate. This statement can be applied to numerous new technologies which are all advancing exponentially, a new techno era will be here sooner than will be realized, in particular the future hinted at by the Arrup Report is here now, look just five years ahead and what we have now will be obsolete. The logistics of running an airport will dramatically change due to artificial intelligence and quantum computing. Air traffic for the whole of the UK could be from just one location, not at any airport. Then there is control of drones to consider, there may be more drone air freight than that carried by conventional aircraft, Manston may be the ideal location for this economy.

10/

Shipping, aircraft, railways and heavy road transport will be using a new fuel [or very old fuel] which was in use before oil and LPG. That fuel is the hydrogen economy basic formulation anhydrous ammonia NH3, it solves the storage and flammability problems of Hydrogen and can be used in existing facilities. It is not flammable in the same way as hydrocarbon fuel and has power density comparable to gasoline. Ammonia when compared to other fuels burns slowly and at high temperature, attributes that potentially make combustion a quieter process, so less noise and no

CO2 only nitrogen gas and water vapour exhaust. It has been reported that under development are new technologies to utilize NH3 in fuel cells producing electrical power at high efficiency and suitable for everyday applications from cars to aircraft power systems. Electric power prototype passenger aircraft already exist. Ships are under construction which will burn Ammonia in internal combustion engines. Shipping currently accounts for 15% of world CO2 pollution. Exponential adoption of this technology will make it commonplace in only a few years. This same fuel can power aircraft, note that the fuel for the X15 rocket aircraft of the 1950's [world's fastest and highest flying manned flight] was ammonia. Also the famous spy plane XR71 was powered by ammonia, the fastest military jet aircraft known to date.

11/
Ammonia is already manufactured and distributed on a very large industrial scale but will require new technology [on its way] to make its price comparable to gasoline. Ammonia is already a major world commodity as part of the production of fertilizer for farming second only to the oil industry. The possibility of using wind-power to produce electricity for hydrolysis of water for hydrogen gas and or anhydrous ammonia gas production is already in pilot plant and could readily be developed close to Manston and the Thames estuary for aircraft or for shipping usage. Once that gasoline equivalent fuel price is met then Ammonia will literally explode onto the world. This change will happen extremely fast and dramatically, driven by economic demand, not by government legislation. Once again exponential development and change will be at a shocking pace. <u>Not mentioned</u> in the Arrup Report.

12/
Consideration must be given to road transport pollution between the airport located in East Kent and the rest of the UK. There is no expectation that development of Manston will increase UK road transport across the UK, transport will be the same with or without Manston reopening. There may be some local changes but there is a strong possibility that some goods entering the UK via Dover will move to Manston using the same road service with no change to overall CO2 UK emissions. Manston is located close to a major motorway / road connection to both Port Ramsgate and Port Dover and will be able to utilize this link. Heavy road transport mentioned above will be soon using alternative fuel with reduced CO2 and consequently less pollution.

Conclusion to part 8 to 12 above
No medium or long term pollution problems resulting from this development, and RiverOak Strategic Partners Ltd, have a commitment to environmentally green solutions and development. This initiative can propel the UK into the front ranks of new adopter of the Green Economy.

13/
Is there a need for another airport in SE England
London is served by a number of airports which have all shown how things can go wrong in an emergency. In particular in the aftermath of an emergency there is a sudden and overwhelming demand for air travel. The booking systems cannot cope, passenger services become non-existent, long queues of passengers struggle to pass choke points in the airport terminal. There are inadequate numbers of staff available to deal with an emergency. We have all seen this with the Covid-19 pandemic. The way forward as envisaged by River Oak is for new tech solutions using robotics to maintain air- terminal hygiene with high pressure disinfectant sprays with UV-C light eradicating microbes. No choke points within the terminal building, facial recognition replacing tickets [and passports]. Full interaction between personal devices and the airport computerized services utilizing mobile apps. Fully digitized systems dealing both with passengers and air-freight. The system can also extend to

warehousing of freight; marshalling and control of freight both on-shipping UK and on-shipping worldwide. Much of the work can be by robots sorting palletizing and loading aircraft, all operating continuously even through an emergency. There is a pool of talented people in East Kent and with RiverOak's commitment to training a high tech service industry will develop. Do we really need to lay more concrete runways in Southern England with consequential release of CO_2 when there is an unused very large aircraft runway at Manston?

14/

Future of UK after Brexit

A successful enterprise will encourage more development, RiverOak have a nearby fuel bunker which can refuel aircraft. This bunker can be converted to alternative GREEN fuel, in particular ammonia NH_3 a simple high power density way of using Hydrogen. Nearby off the Kent coast is a very large wind farm development, there is a future possibility of harnessing electricity generated by wind to produce Hydrogen and or Ammonia by electrolysis. A fuel which can also be used to power local heavy road transport and coastal shipping, moving goods directly to London or the near continent.

Operating an airport passenger terminal and logistic handling of freight combining digital High Tech, Artificial Intelligence and Robotics; converging to new levels of advanced Tech. All leading to new ideas and develop new ways to manage airport infrastructure, potentially world beating.

Manston Airport offers passenger transport services that link to existing nearby rail and motorway services and located conveniently near major European sea ports and trade corridors. Plus there is space for terminal development with room for car parking and all that is required by passengers throughout the year. There are numerous benefits from development both on the airport and nearby infrastructure. East Kent already has sufficient border control forces to ensure security when needed. RiverOak have stated that direct employment on the airport will be for approximately 300 or more personnel immediately on opening. Off-airport support and future developments will raise this number beyond 3,000 in a short space of time. This will be of immense benefit to the community and will also greatly benefit the economy of the UK

Conclusion to part 13 and 14 above

There is just one answer YES we need another runway. At an airport employing the latest technology and demonstrating to the world professional achievement in the UK. We can simultaneously tackle the Thanet 14.9% unemployed 18-24 year old problem [KCC data] and provide young people with jobs and training for secure high status employment and the future GREEN economy.

Summing-up - Final Conclusion

The UK has a high level of need for Manston Airport and its expanded infrastructure summarized as the following:-

As 1 to 7 above - Economic need

As 8 to 12 above - Clean Green future

As 13 to 14 above – Meaningful secure future for young people.

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Written with sincerity by John Copeland