

To: Secretary of State for Transport  
% Planning Inspectorate,  
National Infrastructure Planning

Date: 19 November 2021

Our Ref: SoS/R/015

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**For the attention of the Manston Airport Case Team**

- A. This submission is in response to the SoSFT's letter of 21 October 2021 and specifically paragraph 6.
- B. We submit our comment to the First Round of Consultation herewith as a formal consultation response to the Second Round of Consultation.
- C. Our comment is in response to the Applicant's submission [[TR020002-005769](#)] (For ease of reference we will be following the Applicant's numbering).
- D. **In response to the Applicant's submission [[TR020002-005769](#)] - Page 2, Paragraph 5 and In response to the Applicant's submission known as Annexe 3 [[TR020002-005768](#)] : No Need**
- We respectfully refer the Secretary of State to our response labelled SoS/R/011 submitted on 16 November 2021 specifically Pages 1-4.
  - We strongly support the submissions of Jenny Dawes [[TR020002-005743](#)] and Ramsgate Town Council [[TR020002-005680](#)] and their subsequent submissions to the Second Round of Consultation.
  - We strongly support the [REDACTED] - [REDACTED] - [REDACTED] - [REDACTED] specifically at Paragraph 4.2.
  - We strongly support the Submission to the Second Round of Consultation by the Nethercourt Action Group of its Independent Aviation Expert's report in response to representations made to the First Round of Consultation and the [REDACTED].
  - We respectfully refer the Secretary of State to our response labelled

SoS/R/012 submitted on 18 November 2021.

- We respectfully remind the Secretary of State that at the Transport Committee on 21 September 2021 in response to a question from the Chair as to whether [Heathrow was] still looking at a third runway for Heathrow?

**John Holland-Kaye** (Chief Executive Officer, Heathrow Airport) responded: *“Yes, absolutely. It is not just for Heathrow; it is for the UK. If we want to provide the benefits we have talked about, connecting all of Britain to global growth, providing the capacity for cargo as well as for passengers—we need an expanded hub airport. That is the only way we can take the battle to Paris, Frankfurt and Schiphol. Parliament voted for that a few years ago. We have paused that, of course, during the pandemic but we will be getting back onto that as soon as we can”*<sup>1</sup>.

**E. In response to the Applicant’s submission [TR020002-005769] - Page 2, Paragraph 5 and In response to the Applicant’s submission known as Annexe 3 [TR020002-005768] : New Evidence since November 2021**

- Southend Annual Report was recently published which stated that London Southend Airport was successful in its application for a Port Infrastructure Fund grant to support the transition of its cargo operations through Brexit<sup>2</sup>.
- In October 2019, London Southend Airport announced a new partnership with a major worldwide logistics operator (Amazon). The logistics operation forms part of a wider global network which operates 24/7, to and from other airports within Europe<sup>3</sup>.

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<sup>1</sup> Q55 Transport Select Committee Oral evidence: Airlines and airports: supporting recovery of the UK aviation sector, HC 683 Tuesday 21 September 2021 Ordered by the House of Commons to be published on 21 September 2021. Available online at: [REDACTED] (accessed 19 November 2021)

<sup>2</sup> Southend Airport Annual Report 2020-21

[REDACTED] (accessed 19 November 2021)

<sup>3</sup> *Ibid*