

From: [REDACTED]
To: [Manston Airport](#)
Subject: Submission re Manston
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Submission from OAPs against a 24/7 freight terminal

To Grant Schapps

For the past few years myself and many more have had the threat to our town hanging over our heads from a proposed freight terminal, this bid is led by the same man who has failed three times with different operators to make it succeed and is a struck off former solicitor. There have been dozens of independent inquiries by very qualified groups, one was carried out by the government officers over many weeks at the Winter gardens Margate they came to this conclusion, -----

The ExA Report recommended that there was no need case for the Proposed Development, summarised in their Report of Findings and Conclusions: "Given all the above evidence, the ExA concludes that the levels of freight that the Proposed Development could expect to handle are modest and could be catered for at existing airports (Heathrow, Stansted, EMA, and others if the demand existed). The ExA considers that Manston appears to offer no obvious advantages to outweigh the strong competition that such airports offer. The ExA therefore concludes that the Applicant has failed to demonstrate sufficient need for the Proposed Development, additional to (or different from) the need which is met by the provision of existing airports." (E.R 5.7.28)

Overall, the Independent Assessor concludes that there have not been any significant or material changes to policy or the quantitative need case for the Proposed Development since July 2019 that would lead to different conclusions being reached (compared with the previous ExA conclusions) with respect to the need for the Manston development. In particular:

- The changes to policy, notably the withdrawal and reinstatement of the ANPS and adoption of the Thanet Local Plan, do not significantly change the policy context that was in place at the time of the Examination;
- The recent growth in e-commerce sales is not driving a demand for additional runway capacity for dedicated air freighters in the South East;
- Although there have been short term changes in the balance between bellyhold freight and dedicated freighter activity during the Covid-19 pandemic, these changes are not expected to be permanent, notwithstanding growth in ecommerce and changes to the UK's trading patterns post-Brexit;
- There is unlikely to be a significant reduction in bellyhold freight capacity (once the passenger market recovers) due to the introduction of narrow-bodied twin-engine aircraft;
- Despite the uncertainty concerning the timescale for the Heathrow Airport Third Runway, changes since July 2019 as described do not lead the Independent Assessor to reach a different conclusion on the need case for Manston Airport. East Midlands Airport has sufficient capacity to handle additional dedicated freighter services should the market demand them, while the planning determination at Stansted confirms that significant freight capacity remains available; and
- There is no new evidence to suggest a different conclusion should be drawn in respect of the locational performance of Manston compared to East Midlands Airport, and to a lesser extent Stansted, to that of the ExA

Report.

There are many others all stating that Manston freight terminal is not needed and should not be allowed to be opened as it will certainly fail again.

The one fact that has been ignored is the forty thousand local residents whose lives will be blighted by Noise, a high contributing factor to strokes heart attacks and nervous illness. Pollution from the particulates that large aircraft pump out of exhaust emissions as they burn a gallon of kerosene a second, the small particulates can get in the blood stream and the larger ones into the lungs, this evidence is backed up by the many tests done near airfields by fully qualified medical teams and can be found on the internet if you care to look .

I do hope you read all the submissions from people like myself who just want to save our homes our town and all the people in it and visiting, from what would be a fateful decision to all of us.

Ronald Blay.