

From: [REDACTED]
To: [Manston Airport](#)
Subject: For the attention of the Manston Airport Case Team- Consultation Response
Date: 01 December 2021 22:35:02

I note that the Secretary of State has extended the deadline for consultation on the draft Independent Assessors Report to 3 December.

You will recall my earlier submission of 8 July 2021 on behalf of the Canterbury Climate Action Partnership CCAP strongly objecting to any reopening/development of Manston for aviation purposes, which you had kindly acknowledged in your response of 9 July 2021. In this CCAP expressed its opposition notably in respect of carbon emissions, as well as other detrimental impacts such as noise and pollution.

The Independent Assessor's Report on 21 October, commissioned by the Department of Transport explicitly supports the conclusion of the Examining Authority report of 18 October 2019, that *'the levels of freight...could be catered for by existing airports'* and *'the Applicant has failed to demonstrate sufficient need'*, concluding 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. It is our view that these conclusions should be fully endorsed by the Secretary of State and that they serve to reinforce the objections already registered by CCAP and other interested parties, providing a clear case for abandoning the Proposed Development without further delay.

Although I appreciate that it is subsequent to the draft Report, I also wish to highlight the UK Government's adherence to the Glasgow Climate Pact approved by COP26, at which CCAP was officially accredited and present. In particular, Pa 17 on mitigation states *'Also recognises that limiting global warming to 1.5C requires rapid, deep and sustained reductions in greenhouse gas emissions, including reducing global carbon dioxide emissions by 45 per cent by 2030 relative to 2010 level and to net zero around mid-century, as well as deep reductions in other greenhouse gases'*. This policy commitment would, in our view, make it inconceivable to proceed with the envisaged Manston development, given the additional carbon emissions which this would generate.

I would be most grateful if our further objection in the light of the draft report, and our concern regarding the highly negative impact of the proposed Manston development on not only Thanet, but all of Kent, including the 140,000 residents of Canterbury District, and indeed nationally and internationally, is formally recorded and acknowledged.

Yours sincerely

Dr Carl Wright
Chair, Canterbury Climate Action Partnership
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