

From: [REDACTED]
To: [Manston Airport](#)
Subject: For the attention of the Manston Airport Case Team.
Date: 21 June 2021 16:38:31

Dear sir/madam.

My ref: MAN - 067

I wish to submit further matters relating to my objections to the DCO of the above case.

(1) NEED AND VIABILITY

. The need and viability of Manston Airport arguably only exists with respect, in the minds of the Project Applicant, the support groups, aviation enthusiasts and certain local councillors and MP's, notably the MP Sir Roger Gale. Indeed, without the unstinting support and influence of the latter it is most unlikely that, given the historically negative aspects of the airport, it would never have been able to progress as far as it has to date. So much is now on record to show that their thinking is erroneous, most notably summarised in the findings of the PINS report, that many people are surprised at the SOS's decision to disregard its recommendations. There are currently five active airports at various stages of formal applications to expand, and three have planned future growth. (aef.org.uk). Putting aside COVID effects, all of these airports are operational and would be competing for their share of a likely shrinking demand. Even if demand were to attain pre-pandemic levels how would a re-opened Manston airport, given its unsuitable geographic location, hope to be competitive in any meaningful way. The applicants projected number of ATM's were already shown to be considerably optimistic, if not to be considered wildly exaggerated. Can re-opening Manston airport be justifiable in such doubtful circumstances?

(2) ANPS CURRENT RELEVANCE

The ANPS is now out of date and arguably should not be used in its current form without being updated, particularly if the government is truly serious in their pledge to cut emissions by 78% by 2035. This pledge is well documented and cannot be ignored. Its new policy should be inclusive of the latest CCC recommendations on future airport expansion and be fully inclusive of the latest 6th carbon budget ramifications. Until the ANPS has been updated no decision to re-open Manston airport should be given consideration by the SOS.

(3) IMPACT OF BREXIT

It seems that this is more likely to involve legislation and taxation and not for the need for more runway space or cargo facilities. As airfreight is more costly I would think that surface transport would still continue to handle much the same percentages as before. It has been stated that the border delays for surface transport may bring about a preference for the more expensive airfreight in some cases, but by no stretch of the imagination would this create a need for another UK airport. Also, I think it would be fair to say that such border delays will resolve in time once the conditions of BREXIT become more settled. I note also an argument being put forward that UK membership of the CPTTP will strengthen the need for Manston airport. Even if Manston's unsuitable geographical location could be ignored, I cannot see that existing airports will not be able to handle any additional airfreight which may be generated.

(4) COVID EFFECTS

Long term effects of COVID are not known for certain. Generally, experts within the industry seem to expect a significant foreseeable loss to the major carriers core business travel. The knock-on effect could lead to higher ticket prices for the budget ticket buyers. There is also doubt as to when and if leisure travel will return to pre pandemic levels, due not only to cost but travel uncertainty or loss of desire. UK runway space, already shown to have had spare capacity pre-pandemic, is likely to have even more post pandemic. How could re-opening Manston be justified given such future uncertainty.

Regards, Chris Burrows.

Sent from my iPad