

What's not changed.

(2014) Falcon Report (for TDC)¹

(2015) Avia Report (for TDC)²

(2016) Davies Commission³

(2019) York Aviation (for SHP)⁴

All said basically that:

- a) there is no unmet dedicated air cargo need that can't be accommodated by existing UK airports such as Stansted and EMA;**
- b) even if there were, Manston is in the wrong place to meet that need.**

The PI recommendation was that the DCO application should be rejected. "Need" was one of the several reasons given. The SoS overturned that recommendation. A JR was raised, and a week before the hearing, the SoS conceded that his reasons for rejecting the PI conclusions, including "need" were inadequate. **It follows that the PI's conclusions about "need" still stand.**

(2020) Alan Stratford Associates⁵ published an opinion piece by Peter Forbes, ASA's Director. This was published after the SoS overturned the ExA's decision. Forbes concludes that: **"... the location of any airport is fundamental and the development of a major cargo hub at Manston as proposed is simply not commercially viable. I cannot see any reason for the SoS's decision to approve the DCO application, beyond perhaps creating a false promise of jobs in a deprived area as we move into the expected economic recession."**

There is still no:

- rail connection (Thanet Parkway is 2km by road from the terminal, and is a passenger facility, not freight);
- motorway connection (the nearest motorway, the M2 is 30 miles from Manston. and Manston is 57 miles from the Dartford Crossing)
- fuel pipeline connection (all aviation fuel will have to be trucked in)

What has changed

Thanet has a new Local Plan⁶ in which the Government requires the Local Authority to build more than 17000 homes in Thanet, with the proposed Manston airport in their midst. Some of these homes will be built in Ramsgate and its environs, just a km from the end of the runway.

TDC has secured a considerable sum of money to help with Ramsgate's regeneration⁷. Ramsgate, a Georgian and Regency seaside town with over 500 listed buildings, has a flourishing (and post COVID) expanding tourism and hospitality industry. Since Manston closed, jobs and income in these sectors have risen.

Stansted Airport has Planing Permission⁸ for 16000 freight ATMs. This is 6000 more than their current level of operation, leaving plenty of headroom. RSP in their DCO submission do not anticipate reaching 10000 ATMs (the DCO threshold) until yr 6 (an arbitrary date and a moving feast. The Application was launched in 2019 and it's now 2021).

Conclusion

There was no unmet need prior to the PI's decision to reject the DCO Application.

There is still no demand that cannot be more than adequately met from existing airport capacity.

The SoS admitted that his reasons for overturning the PI's decision were inadequate. Therefore the PI's decision still holds good.

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References

- 1) [https://democracy.thanet.gov.uk/documents/s37990/Manston Stage 1 Report.pdf](https://democracy.thanet.gov.uk/documents/s37990/Manston%20Stage%201%20Report.pdf)
- 2) https://www.thanet.gov.uk/wp-content/uploads/2018/03/Final-Report-for-TDC-Manston-Airport-Viability-2016_2.pdf
- 3) <https://www.gov.uk/government/c consultations/increasing-the-uks-long-term-aviation-capacity>
- 4) [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-003643-Stone Hill Park - Annex 1 - Appendix 1 - York Aviation Commentary on Applicant's Responses to WQ's_Redacted.pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-003643-Stone%20Hill%20Park%20-%20Annex%201%20-%20York%20Aviation%20Commentary%20on%20Applicant's%20Responses%20to%20WQ's%20_Redacted.pdf)
- 5) <https://www.alanstratford.co.uk/aviation-insights/manston-airport-dco-promises-of-over-23000-new-jobs-are-flawed/>
- 6) <https://www.thanet.gov.uk/wp-content/uploads/2018/03/Thanet-Local-Plan-July-2020-1-1.pdf>
- 7) <https://www.thanet.gov.uk/future-high-street-fund-confirmation/>
- 8) <https://www.airportwatch.org.uk/2021/05/stansted-wins-appeal-against-refusal-by-uttlesford-council-of-its-plans-to-increase-capacity-to-43-million-passengers-per-year/>