


**From:**   
**To:** [Manston Airport](#)  
**Subject:** For the attention of the Manston Airport Case Team  
**Date:** 08 July 2021 19:22:15

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Here are my further representations:

### **No need for a freight hub at Manston - Planning Inspectorate**

After an extensive examination, and many inputs both verbally at the hearings, and submissions by mail from all interested parties, the Inspectorate concluded that there was no need for a freight airport at Manston as proposed by the applicant. Yet the Secretary of State decided on 9th July 2020 to ignore the finding by the Inspectorate and grant consent. The reasons for his decision which went against the examination board's findings were not given. The fact that the Secretary of State is now calling for further submissions would seem to indicate that there was no justification to be found.

### **Even less need since 9th July 2019**

At the time of the examination there was already spare capacity at many existing airports. At Heathrow it is almost certain that the third runway will be approved which will allow it to handle an increase in their ATM capacity. A slow recovery from the affects of Brexit and Covid could mean that even that capacity won't be required.

There is still spare capacity at Stansted Airport and a proposed expansion was reduced because of diminished forecasts.

There is substantial available capacity at East Midlands Airport and abundant scope to handle any increase in volumes at Manchester, Birmingham, and Doncaster Airports. All this is only compounded by the location of Manston which puts it at a huge disadvantage to all the before-mentioned airports.

### **Carbon emissions and climate change**

The UK's Sixth Carbon budget (22nd June 2021) implies that there can be no more than a 25% air traffic increase between 2018 and 2050 to meet net zero requirements and this has already been allocated to other airports.

### **Not only no need, but a detrimental affect on the local tourist industry and the health of local residents.**

The conclusions by PINS in this regard overwhelmingly recognised the detrimental affects on both residents health, the environment, and the existing vibrant tourist industry.

Therefore to go ahead with such a damaging proposal there would have to be proof of an extremely urgent and overwhelming need. The fact is that none can be demonstrated.

### **The current adverse affects of the proposal**

The Manston Airport site was owned by the group SHP who had proposed a mixed development of light industry and housing supported with a medical centre, community centre, and school which would have contributed with employment. Because of the proposal for an aviation freight hub Thanet District Council zoned the site as airport only in the delayed local plan, which has meant that many housing developments are being built on prime agricultural land in the village areas to meet Westminster's quota for housing for the area. This is ironical as it is believed by many that RSP in attempting to do something that has previously failed a number of times, has as their final objective to build homes, though unsupported without any supporting amenities. It should be noted that RSP originated from the original proposal by Riveroak, an American hedge fund dealing with Real Estate and with no experience in aviation and that the main proponent is a man that has a record of fraud.

**The urgent need for a responsible decision**

People in the area have had this proposal hovering over them for too long and it has led to a general feeling of uncertainty and even a hesitancy to invest. It is time that this came to a finality and the local people be given the opportunity to progress with a positivity that should be their right.

**PS.** I note that Mr Tony Freudman gained permission to lobby councillors at TDC on behalf of RSP. Something that I feel is somewhat unethical though true to form.

Barry Latchford

