

John Copeland



**Support for DCO and reopening of Manston Airport
based on my letters of 04.07.21 & 01.11.21 plus additional comment**

Re-determination of the Application by RiverOak Strategic Partners Limited, for an Order granting Development Consent for the reopening and development of Manston Airport, Kent.

Submissions made under Planning Act 2008 and Rules 2010

High Court order dated 15th February 2021 quashed the 19th July 2020 decision by Secretary of State granting development consent to RiverOak Strategic Partners Limited for proposed development and reopening of Manston Airport

Simply stated any new investment and development within the U K is of benefit to the greater community. When that investment is directed to a comparatively deprived community then there is a beneficial levelling up within society, on this occasion rural East Kent centered on Manston Airport will benefit. This is an important decision following Brexit and a national commitment to self-determination, also a step towards a brighter economic future for the UK.

This letter is supplemental to the preceding letters and has evidence of additional support to statements made in those letters. Support published since the earlier submission date. This additional evidence is submitted at this time due to the revised final submission date actioned by the DoT

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Regarding the future of air freight "Bloomberg News" reported Nov. 18th Boeing Aircraft has switched production from passenger aircraft to freighter aircraft due to the unprecedented demand for international airfreight. Other specialist builders converting existing passenger aircraft to freight aircraft are fully booked to the end of 2025. The top 100 airlines utilizing digital booking have seen airfreight capacity grow by 20% during 2019/2020 and jumped again in the first 6 months of 2021.

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The South Korean Government has announced Nov.17th that it expects to phase out fossil fuels by 2050 and that by then industry will be driven in a large part by carbon neutral ammonia fuel. They plan to start commercial anhydrous ammonia fuel production by 2027, anticipating world-wide demand. The beauty of this fuel is its ability to directly replace gasoline with a fuel able to burn in all types IC engines with similar power density and requiring similar storage and safety considerations.

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CONCLUSION

There is pent up and growing demand for international airfreight as reported by Bloomberg News, it has been made clear by several operators in the UK that additional air freight facility near to London will be necessary for future expansion. It is sensible that new investment in the latest technology and state of the art freight handling is most desirable. Manston Airport has a promised commitment by Riveroak to provide the investment and training of specialist to achieve this goal.

Developments in jet fuel will make this mode of transport more carbon neutral. The South Korean Government's statement highlights the timescale of change, it is now imminent. Manston Airport is needed now so that we have time to develop the UK's future air freight and transport strategy to meet the needs of the mid-century. Make Manston the premier Air Freight Hub in the UK.

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Written with sincerity by John Copeland