

From: 
To:
Cc:
Subject: Response to ARUP Report
Date: 15 November 2021 15:03:02

Dear Sir Madam,

Response to Arup Report.

The request for further responses following the ARUP Report is a chance to address what is perceived as necessary to highlight many misconceptions.

The DfT engaged ARUP as independent consultants to examine the question of NEED, the point that was conceded as not having been fully explained when the Decision to Grant the Manston DCO was given..

A request for a Judicial Review was submitted by Ms Dawes, the Review was not tested in Court, by the Judge, due to the DfT lawyers conceding that the question of Need was not fully explained, by the decision maker..That is a matter of conjecture, as it's entirely possible that the Review could have agreed with the Secretary of States decision to Grant .

Be that as may... The parameters set, were to examine need. Yet on perusing the ARUP Report, it reads as a rehash of the Planing Inspectorates Report.

The Examination spent an inordinate amount of time during the process engaging on the questions around Compulsory Acquisition..That at the time was fairly reasonable, with some aspects over emphasised. However prior to the end of the Public Hearing, RiverOak Strategic Partners successfully gained control of the Airport Freehold from Stonehill Park, the previous owners..Who then went on record to state that all of their objections to the DCO were no longer applicable...

Yet PINS decided not to recommend that the DCO be granted.

After a lengthy time the SoS decided not to accept the PINS recommendation, and the Decision to Grant was set out in the House of Commons.. With the reasons to Grant given.

Now after yet more lengthy delay, we have the ARUP Report..

In its pages, it's patently obvious that they have revisited the Planning Inspectorates very lengthy report, and took as gospel many submissions and reports that were given to the Inspectors, which have been proved to be inaccurate at best..Was that the question posed to ARUP ?

I believed the report was to concentrate on the question of need, and in particular the changes in the perceived need since 2019, and the conclusion of the Inspectors Examination.

What has changed in relation to the need for Manston Airport to have the Development Consent Order Granted ?

Well with Brexit and Covid a lot has changed, and the situation is still in a state of flux.

There is certainly an increasing need for Airfreight, Globally, and Nationally.

There are numerous articles in the Aviation Press that support that.

Covid saw massive reductions in air passenger flights, with aircraft grounded all over the world.. As the global rollout of vaccines gathered momentum, this situation has gradually improved, and is now getting back to near normal. However Airfreight is still increasing in flights and tonnage .

There are only so many “slots” and available cargo stands in the U.K.

As passenger traffic increases, airports reduce the available “slots “ for Freighters.

Manston is proposed to be a dedicated cargo hub, giving priority to freighters, unlike other Airports...Therefore relieving some of the pressure on other Airports.

Brexit is yet to fully impact on the cross channel air cargo that is trucked from continental airports, it is anticipated that could cause problems at very short notice..Airfreight is most often time critical, and delays can be very frustrating and expensive to all concerned..

Customs checks on this traffic can slow up the smooth transition of cargo at the drop of a hat...

Manston could and should be available to reduce what has to cross the Channel..

The job situation in Thanet and East Kent is probably one of the most critical in the U.K. ...It is accepted as an area of extreme deprivation. Government and County Council Statistics are available to prove that. Aspirations for school leavers are practically non-existent...Are they to be condemned to a life of benefit dependency ? What is needed, and urgently so are good jobs, with prospects to advance. RSP are proposing to create training positions and well paid jobs, in various disciplines...They are already working with educators at secondary schools and Kent Universities, preparing for the green light to get everything up and running.

Manston is practically a blank canvas in the Airport arena. The other U.K. Airports have very little room to expand...Its now unlikely that Heathrow will continue with its expansion plans, Gatwick too has no extra land to expand, nor has Luton, East Midlands nor Stanstead.

RSP are fully embracing the Green Agenda, utilising technology for renewable electrical power, and also the Hydrogen, and bio fuels onsite.

Future proofing is certainly within the plans of RSP for Manston.

So, the NEED for Manston as an Airport is certainly underlined..

Thanet requires jobs with prospects .

The U.K. needs more Freight handling stands and facilities

Aviation needs to be fully embracing the reduction of carbon emissions, Manston is fully committed

With regards to the Government Committee to “Levelling Up” Thanet is the poorest area in the South East , and Manston can move the bubble on the spirit level by creating many much needed careers

The need for private investment in major businesses is something all governments wish for...RSP is prepared to invest hundred's of millions of pounds to create a modern, efficient, green, and profitable Airport, without relying on public funds

There are many more good reasons to underline the absolute need for the DCO to be Granted , I know others are preparing responses to include all the references that support their submissions.

Liam Coyle

