



30th January 2019

Planning Inspectorate
Temple Quay House
Temple Quay
Bristol. BS1 6PN

My registration identification number 20013367

Dear Sir/Madam

Further representation on the application for Development Consent
by RiverOak Strategic Partners Ltd for the old Manston Airport Site

I previously submitted, in July 2017 and in February 2018, my adverse comments and objections regarding the proposal by RiverOak Strategic Partners (RSP) to reinstate the old Manston site as an airport. I now submit my further observations in accordance with the planning Act 2008 and my status as an interested party.

My family live at Beltinge, in Herne Bay, just 10 miles away and directly below the Manston flight path, so I have been greatly concerned that, during the past couple of years, RSP have chosen NOT to properly and widely inform us and the thousands of other residents of Herne Bay about the so-called "consultation" which they conducted regarding their plans to apply for a Development Consent Order to allow them to develop a 24 hours a day and 7 days a week cargo airport on the old, perpetually commercially unsuccessful and long closed Manston airport site - which they do not even own! This lack of involvement is appalling.

The latest "consultation events" that we did learn about, with barely 24 hours notice, amounted to just one session held last year in Thanet and one in Herne Bay which, in my opinion, were totally insufficient to allow the many interested and affected residents to attend and find out about their plans. I was personally unable to do so. Although I have not seen an actual copy of it, I gather that their "consultation" documentation ran to thousands of pages, with many technical sections and complicated analysis of several aspects, including a highly questionable environmental impact assessment, which in itself was again provocative and overwhelming for ordinary people to read and understand. A much simpler, intelligible, easy to read and widely circulated document would have been preferable because no proper, meaningful, ongoing and understandable two-way consultation with members of the public affected by their proposals has actually taken place. Equally, the number of professional and strategic team members that RSP have apparently engaged to support their application looks designed to impress both the public and the various planning authorities - but I hope that they will all see through this unrealistic and futile exercise and reject it.

Our experience at Beltinge, during several years of living under the flight path when various previous companies operated from Manston airport, was an extremely noisy, intrusive and unwelcome issue both during the day and particularly at night when ancient cargo aeroplanes would often fly quite low and disturb peaceful sleep and pollute the atmosphere. I never again want to return to that situation which was a constant threat to the health and wellbeing of entire families.

I also find it impossible to believe or accept the contention by RSP that resurrecting an airport at Manston for air freight will meet an identified and growing need in the South East of the country - and the prospect of employing up to 30,000 people at Manston in the future is just laughable! To illustrate this point I would mention the successive disastrous but predictable financial and operational failure of several previous attempts over the years to provide both passenger and cargo services on the Manston site - and the massive losses that were incurred by the companies involved.

Situated on the Isle of Thanet in the far north-east corner of Kent, in a coastal area almost surrounded by water, Manston is also remote with difficult communication routes and geographically entirely in the wrong location for easy access. I do understand, however, that London Stansted may have spare capacity sufficient to allow for any foreseeable extra demand for freight services and there is likely also to be greater capacity for freight at London Gatwick if their request to bring their reserve runway into use is approved.

I fully support the present owners' plans to develop the Manston site for much needed residential, business and recreational purposes in Thanet and beyond - and I applaud their great success in developing the old Pfizer site at Sandwich. It is such a shame that RSP's interference - and the shameful willingness of Thanet District Council to entertain and encourage this ongoing fiasco - continue to prevent the owners' proposals from progressing and moving ahead with the speed required - particularly in relation to the number of new houses that the government would like to see built in the area.

Both as a former resident of Thanet and as a more recent resident of Beltinge in Herne Bay for nearly 19 years, I have previously objected to various proposals to redevelop the old Manston airport for both passenger and cargo flights which history has shown to be an impossible and completely financially unrealistic pipe dream by the several organisations who have sought to do so. I have always been totally opposed to any and all night flights - and the latest prospect of anything from 16 to 46 aircraft (which may allegedly be noisier than before) being permitted to fly low again during the night over Herne Bay and Thanet from a redeveloped Manston in the future fills me with absolute horror. Roger Gale, the local Member of Parliament, who once stood at my front door whilst canvassing for re-election and told me he was totally opposed to night flights, should be thoroughly ashamed of himself for changing sides. I still wonder what possible incentive persuaded him to change his mind and continue to get involved with RSP and so actively support their plans.

Of further great concern is the recent revelation that RSP has failed to provide within the required time period full details about its financial assets, accounts, company structure and its Directors - and appears to be delaying or avoiding submitting this vital information which is so necessary to show that they are a capable, respectable, credible, honest and well qualified and resourced organisation.

This situation only serves to confirm and strengthen the suspicions held by many people that RSP is an amateurish ill-managed outfit that has little or no assets or guaranteed source of funding, nor any proper audited accounts in addition to no previous experience of running a successful aviation company. It is difficult to understand how they could possibly raise, from any yet to be identified investors, the countless millions of pounds necessary to acquire the Manston site by compulsory purchase and then go on to comprehensively develop it into an efficient, fully functioning and profitable commercial airport serving the whole of South-East England and beyond.

Their outrageous proposals, if they were ever to get approved, would ruin the quality of life in East Kent (i.e. Thanet and the surrounding areas, including Herne Bay) and make everyday life for so many people an absolute misery.

Such misery would result from the extra noise, indefensible air pollution, massive road congestion by freight lorries, adverse effects on children's education and the serious threats to physical health, sleep, mental health and general wellbeing of adults and children alike that RSP's ill-conceived and unrealistic project would bring to this whole area - and specifically to the people living directly under the flight path.

Much public money, time and effort has already been spent on this farce – and it is about time that it was brought to an end and further unnecessary expenditure avoided.

I object in the strongest possible terms to the entirety of the RSP plans.

I urge your Inspectors and the Examining Authority Members, in the light of RSP's failure to provide within the required timescale the funding, accounts, company structure and director information requested to support their submission, to reject forthwith their application for development consent and prevent any further time, effort and public finances being spent and wasted on this fiasco.

Yours faithfully

D R Woollett