

From: [REDACTED]
To: [Manston Airport](#)
Subject: TRO20002 Manston Airport
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In my previous submission as a regular commuter along Kent's roads I highlighted their deficiencies in respect to RSP's traffic and transport document where they forecast 64,906 heavy vehicle movements per year by year 20.

Recently the Government concerned about the viability of Manston Airport as a temporary Customs and holding station for Dover , carried out a controlled , orchestrated dry run of some 89 HGV s to assess the efficiency of the A256 (one of RSPs defined routes for staff, deliveries and HGVs) . Surely this highlights the fragile nature of this road and the A299/M2.

RSP state that new jobs will be formed at the Airport but there has been little consideration of the hospitality/ cafe culture jobs that exist at present and future employment growth on Ramsgate heritage assets where since 2017 a vibrant programme covering listed sites and conservation areas have been slowly achieving sustainable economic growth, which I believe if a cargo hub (where I understand all technical operations such as Air Traffic Control will be outsourced to Swanwick) the progress made in Ramsgate with visitors supporting the growing cafe culture, will be lost. I do not believe people wish to visit a Georgian seaside town , sit on a beach or bar and be subjected to the amount of cargo landings which RSP propose.

The documents fail to provide any detailed environmental assessment beyond 1 kilometre of the Airport's perimeter highlighting RSPs total failure to understand where Manston is situated geographically where a far larger assessment area should have been in the submission.

Andrew Doughty
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