

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** Manston Airport  
**Date:** 14 February 2019 11:12:20  
**Attachments:** [Manston airport.doc](#)

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To whom it may concern.

Many thanks for your previous communication. I understand from the Nethercourt Action Group that we need to write in again with our objections. I, personally can't see the point of this if my original submission has been ignored. However, in trying to have this dreadful application by a company who do not have any connection with this area and who do not care about the blight on so many lives, thrown out for what it is (in my opinion) attempting a lawful(?) land grab. How can it possibly be right for a company with no connection whatsoever to this area (or possibly this country) to decide they want the land and because it is not for sale to attempt to obtain it by trying to persuade the powers that be that the land is of national importance and to get the law to obtain it for them. I reiterate my original submission which is attached.

My experience from living here when the airport was operational was not always pleasant and that was in the days when only a few aircraft used Manston:

- (a) The noise was deafening – you couldn't hear the radio, television or use the telephone when they were overhead. The noise was multiplied many times over when they staged air shows there. I know what almost constant noise will be like from the days when aircraft were training there with their "circuits and bumps" which went on for hours.
- (b) When you are woken up during the night it took ages to get back to sleep again. If this were to happen many times a night I fear for the sanity of us all.
- (c) If you were in the garden during the day, then the ground shook as the aircraft passed overhead and you could feel your internal organs 'vibrate' too.
- (d) Our house suffered from hairline plaster cracks from the vibrations.
- (e) After dark when planes approached the runway they would turn on their landing lights and the whole room would be lit up until they had passed overhead.
- (f) My plastic window frames were always covered in little black greasy spots. We must all have been inhaling this substance whilst it was suspended in the atmosphere.
- (e) When aircraft had passed overhead there was always a vortex of air which followed. This is a most eerie sensation and sometimes that in itself was followed by a sort of "echo" vortex.
- (g) Aircraft passing over my property were very low usually about 500 – 800 feet above the roof. I live DIRECTLY under the flight path – not a hundred feet to the right or the left – and it doesn't take much imagination to appreciate the decibel levels we experience.

I understand that your representatives have been invited to see the area for themselves but, of course, there will not be any aircraft of the size and nature of this application anywhere within dozens of miles. Please do not let this matter ruin so many lives. This

area is a pleasant place to live and I have been in my current home for over 40 years. I have lived with previous attempts to run the airport and I know from personal experience that the blight would be considerable not just for residents but for visitors. The local people have worked hard over the years to promote our town and it would be criminal to see all that work and aspirations to count for nothing just at the whim or greed of other persons.

The registration ID given to my original submission is No. 20013036.

Mrs. P.J. Porritt

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Are you really willing to jeopardize the future of local children?

It is a known fact that sleep deprivation is extremely harmful to health especially for children who need to be alert and focused to learn. The WHO have published reports on this subject. (It is also commonly used in torture!) Adults also need to be able to give their best at work.

I have lived in my present home for 40 years and know from experience the difference between being woken at night and unable to get back to sleep and the benefits of a peaceful night's sleep. Where I live the aircraft are IMMEDIATELY overhead between 246 and 307 metres and the noise is tremendous. If you are in the garden during the day the earth vibrates and so do your inner organs. Healthy? I don't think so.

I would very much like to know who decided that Manston was of "national importance". If it is so important why did the government dispose of it in the first place? Every company who has tried to run an airport at Manston has been unsuccessful. How can a company with NO TRACK RECORD AT RUNNING ANYTHING think that they can change all that. The person who I understand will be fronting the business does have a track record - OF FAILURE - actually at Manston!

I also believe that the ultimate destination for any freight taken into Manston is not even in Kent. Therefore, it will have to be taken by road no doubt at least north of the Thames. Heard of the Dartford Crossing? There is no need for more to be said about the dreadful congestion there already. Airports north of the Thames have vacant capacity and should be used. Delivering goods as near to their ultimate destination as possible makes good business sense as any successful organisation will confirm.

There is also the problem of fuel for aircraft. There is no underground service of fuel available. Again it would all have to be delivered to any proposed airport by road.

Pollution is another big problem. Since Manston closed I have not had to constantly clean tiny black spots from my white window frames. I can't believe that we were all unknowingly inhaling this poison substance.

The local roads are already congested enough without having dozens of heavy goods vehicles adding to the problem. The condition of many of the roads also needs to be taken into account. KCC are always saying there are not enough funds to keep them in proper safe condition especially when we have wet/frosty winters.

Sent to Planning Inspectorate on 18<sup>th</sup> September, 2018 at 17.55 pm