

My principal concern about RSP's attempt to seek a DCO for the redevelopment of Manston as a cargo hub is the number of annual ATMs they propose: 83,200.

This would mean potentially more flights in a day than the old operation had in a year.

Please see the table (in four parts) which I have inserted at the bottom of this submission, showing the number of ATMs in the years leading up to Manston's closure due to insolvency.

Freight planes coming into land every 10 minutes, day and night, less than 1000 feet above Ramsgate, would come at an environmental price too high for the residents of any town to bear.

RSP's own submission admits there would be a 'significant adverse effect' on Ramsgate.

Faced with such an alarming threat to the place you live, the natural course of action would be to appeal to the local MPs, but both Roger Gale for N Thanet and Craig Mackinlay for S Thanet, openly back the proposal. Roger Gale goes so far as to say he will resign if Manston does not reopen.

Because of the inaccessibility of RSP's weighty documentation, the facts of what they are actually proposing are not widely known in the town. Among many, there is a perception that Manston will somehow reopen as a passenger airport, not a round-the-clock freight hub.

I have spoken to many of my neighbours in the East Cliff area, some of whom have lived here all their lives, yet were hitherto unaware that such a high volume of ATMs were under consideration.

No visitor would know that such a vast operation is being examined. Indeed, road signs continue to show 'Kent International Airport'.

Advertisements by the Save Manston Airport group, printed in the local press, make no mention of freight, cargo or night flights and include an overblown forecast of the creation of 10,000 jobs. Please see below, from the online publication The Isle Of Thanet News.



RSP want to invest £300million in Manston and East Kent, predicting 10,000 local jobs, with knock-on benefits for this deprived corner of the country.

RSP will offer training, education and apprenticeships.

MANSTON AIRPORT LATEST NEWS : [link](#)

Save Manston Airport association
www.savemanstonairport.org.uk

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The case for Manston reopening as an NSIP is fundamentally flawed. The site is flanked on three sides by sea, an hour from the M25 and 60 miles from the Dartford Crossing on dual carriageways, making it geographically unsuitable to be a freight hub. Studies by aviation experts (Falcon Consultancy 2014, Avia Solutions 2017, York and Altitude Aviation 2017/8) concluded that a commercial airport at Manston would not be viable.

RSP, a start-up company led by Mr Tony Freudmann, a struck-off solicitor (27 counts) with nine failed aviation projects to his name, has not produced convincing evidence of their business case, nor any reason to allay intense fears over their trustworthiness.

Ramsgate is an historic harbour town and its 40,000 residents cannot be the sacrificial lambs to a dubious start-up operation's profit-seeking.

For residents under the flight path, the figure of 83,200 ATMs is clearly the most concerning prospect.

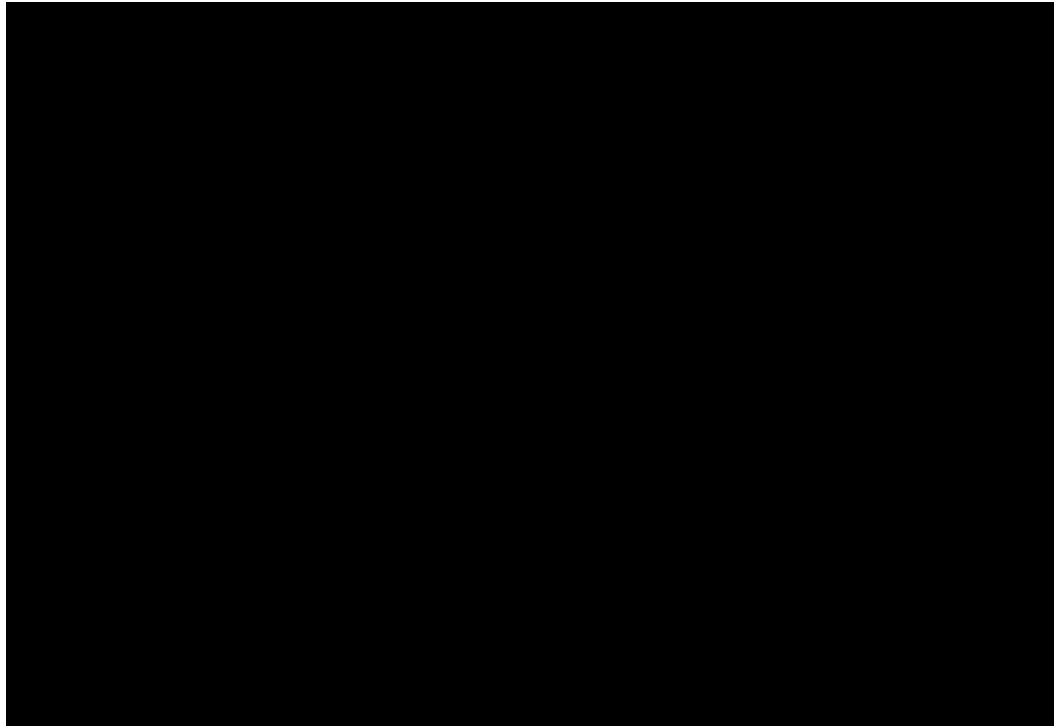
Roger Gale (known locally as the MP for RiverOak) states that 'there are no plans for scheduled night flights', but the nature of night flights means the majority would be chartered, so the statement is at best misleading.

By year 2, RSP admit at least 11,356 homes would experience noise of 80 decibels [para 12.7.55, 28th bundle]. The resulting air and noise pollution would affect our physical and mental health, along with our sleep, work, children's education, environment and wildlife. Before the old airport closed in 2014, the noise from aircraft coming in to land was so great, GPs and teachers had to stop talking. Senior educationalist Mr Paul Luxmoore said in September 2018 that it would be 'an outrage' to inflict this on the schoolchildren of Thanet.

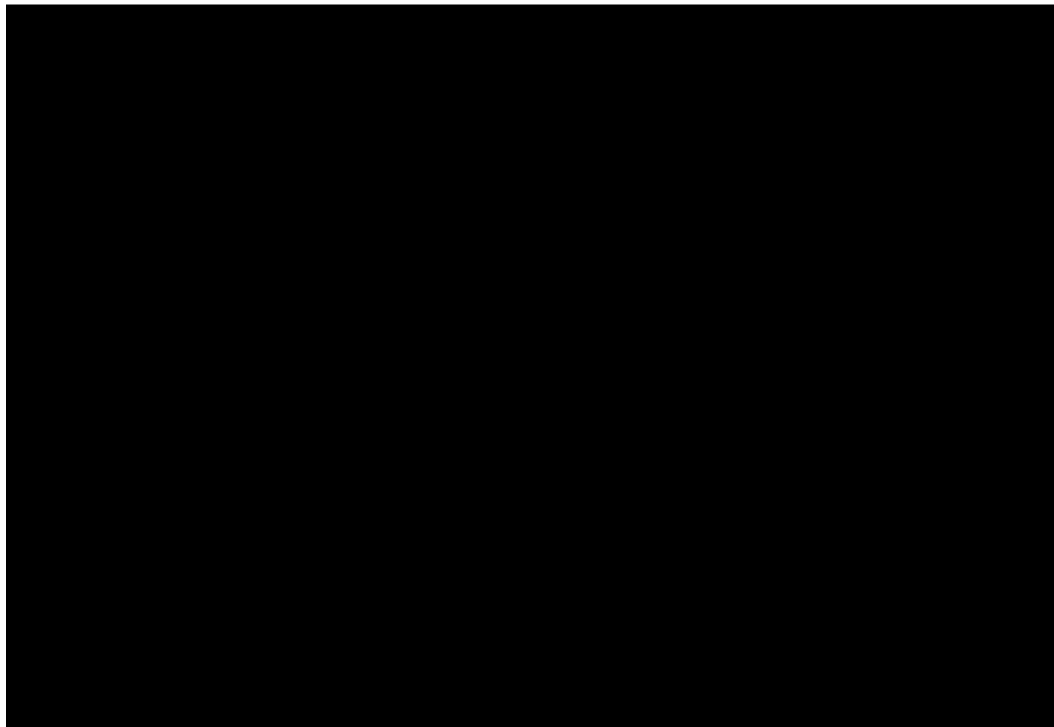
Those of us in line to suffer the worst environmental and financial effects of a cargo hub have no budget for lawyers or consultants. We have had to spend hours of our own time on a daily basis to seek out the necessary facts and information.

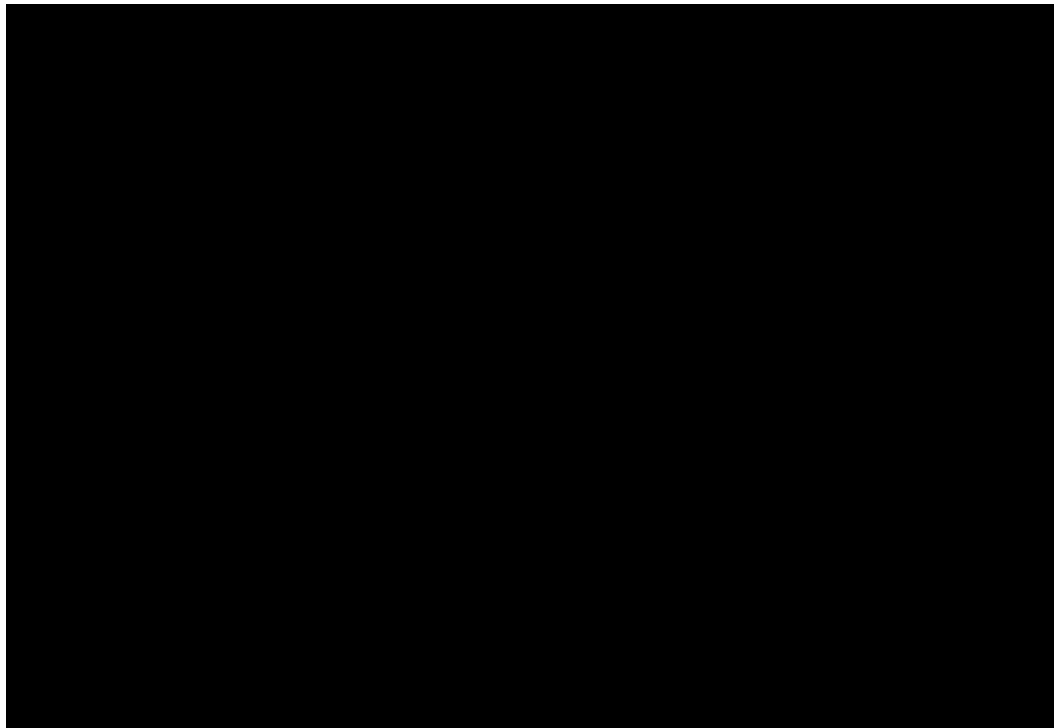
Thank you for your time in reading my submission and I trust that my voice as a resident of Ramsgate will be heard.

TABLE SHOWING PREVIOUS ATMS AT MANSTON 1990-2014:

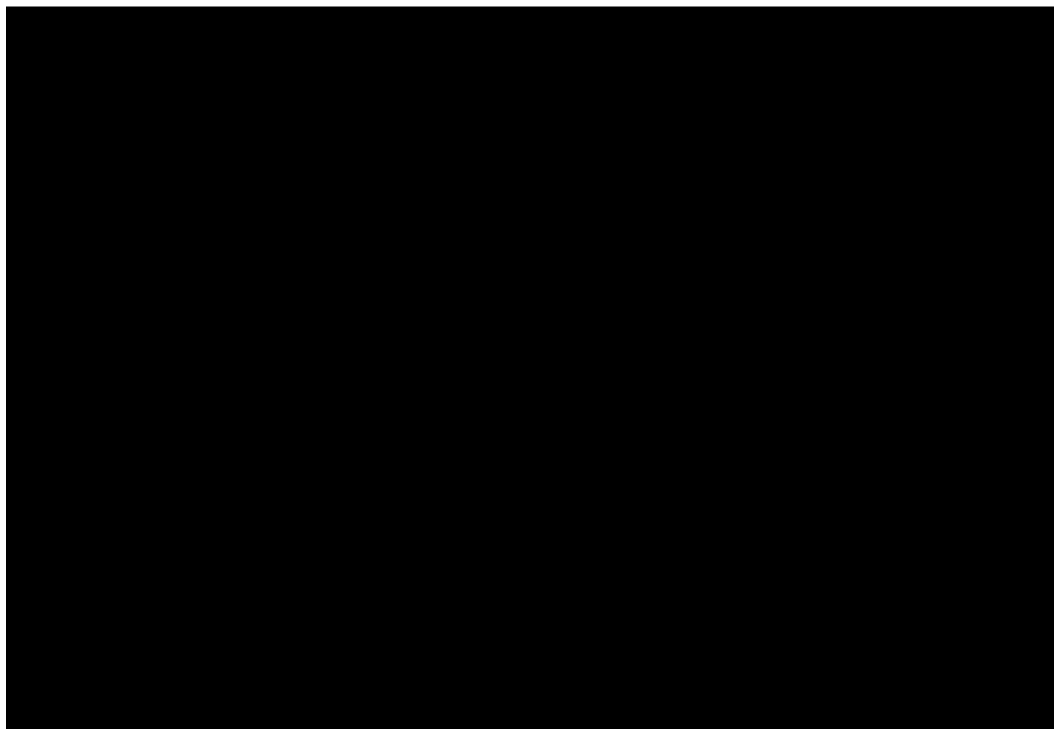


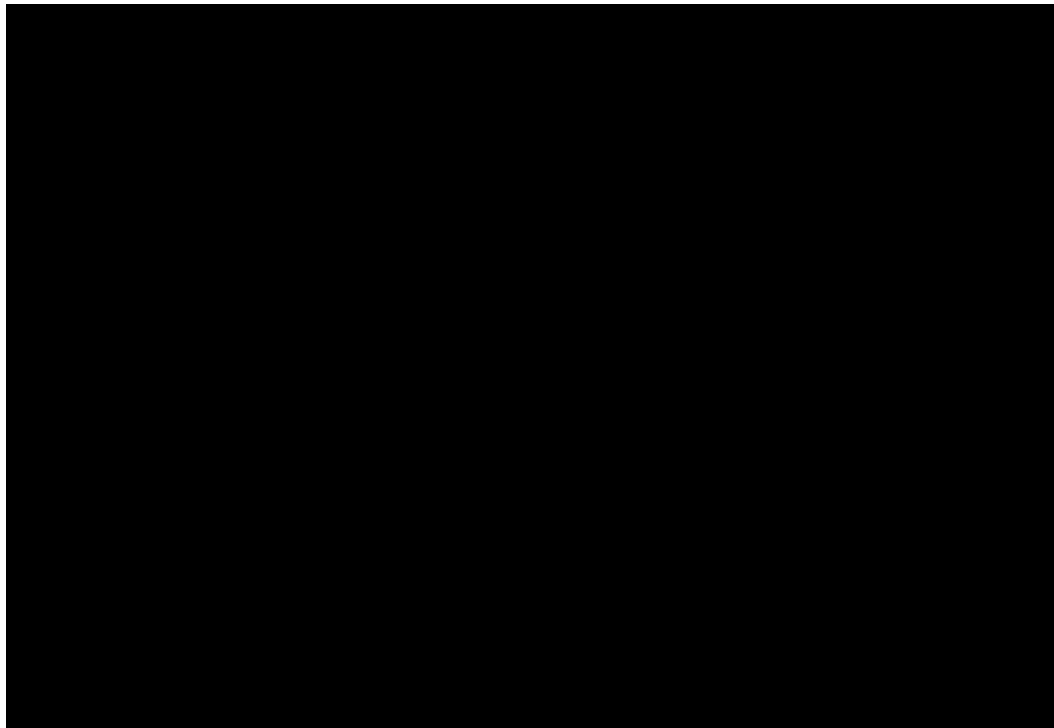
MANSTON	1990	1991	1992	1993	1994	1995	
Passengers (headcount)	18,608	4,414	6,459	7,810	3,382	2,523	
Freight (tonnes)	2,068	2,925	1,938	2,204	5,326	5,073	1
Passenger ATMs	342	86	91	130	53	49	
Freight ATMs	105	187	155	152	203	227	
Total ATMs	447	273	246	282	256	276	



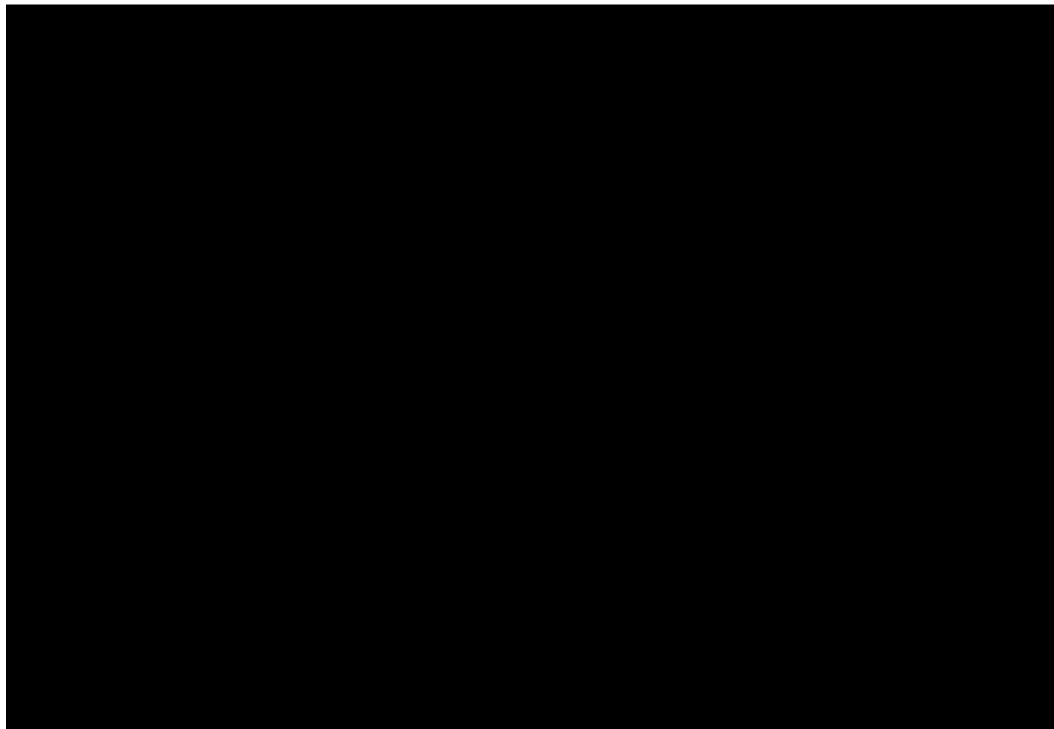


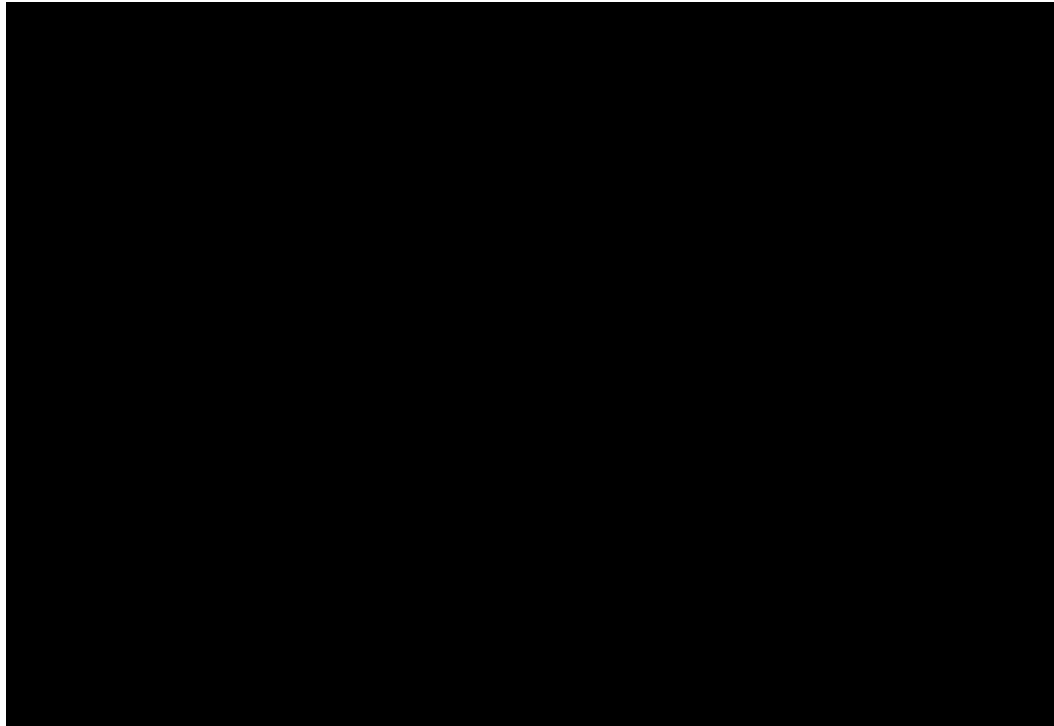
1996	1997	1998	1999	2000	2001	2002	2003	2004
941	2,936	2,269	1,511	7,594	5,761	52	3,256	100,56
1,918	2,206	5,655	22,785	32,239	35,521	32,240	43,026	26,62
13	62	46	46	64	26	5	25	2,60
92	68	223	700	920	911	800	1,081	73
105	130	269	746	984	937	805	1,106	3,33





2004	2005	2006	2007	2008	2009	2010	2011	
100,592	206,875	9,845	15,556	11,625	5,335	25,692	37,169	4
26,626	7,612	20,841	28,371	25,673	30,038	28,103	27,495	3
2,603	4,454	139	164	128	98	660	1,083	
730	177	322	444	412	485	491	389	
3,333	4,631	461	608	540	583	1,151	1,472	





2008	2009	2010	2011	2012	2013	2014	2015	2016
1,625	5,335	25,692	37,169	8,262	40,143	12,385	-	-
1,673	30,038	28,103	27,495	31,078	29,306	12,696	-	-
128	98	660	1,083	255	1,129	392	-	-
412	485	491	389	432	511	229	-	-
540	583	1,151	1,472	687	1,640	621	-	-

