

Submission (deadline eight) to PINS Manston
12 June 2019

Dear Sirs,

As an East Cliff resident who works from home and the mother of two teenagers, I write to express my continued opposition to RSP's plans to acquire a DCO to appropriate the land at Manston from SHP.

Knowing you are eager to hear from the people who would be most affected by the cargo hub, I write from the heart, though I have spent many, many hours a week since I first learnt of RSP's plans (NOT from them, but another resident) appraising myself of the facts and reality of the 'significant adverse effect' (RSP's own words) of a freight hub at Manston.

Since the deeply flawed original consultation, there has been a lack of trust regarding RSP, a startup company registered offshore, led by a struck-off solicitor, Tony Freudmann. My mind was open, even hopeful, that this would be unfounded, but, as the subsequent DCO examination has progressed, my lack of faith has only increased.

They have failed to provide accessible information to residents at large. Many of my neighbours and people I speak to in town are unaware of their plans at all. If they do know about Manston 'reopening', many think it will be a convenient passenger airport, or perhaps something that honours the wartime history, not an industrial-scale freight operation, with flights up to every 8/10 minutes, day and probably night.

RSP have failed to produce any evidence that they care for anything except their own acquisition of land and financial gain.

They have failed to meet deadlines for producing clarity on their finances.

They have failed to produce adequate environmental assessment and noise mitigation for 40,000 people under the flight path.

Their proposed compensation package for households is woefully inadequate and far below government guidelines.

With this in mind, it is impossible to give credibility to their overblown business proposition of over 80,000 ATMs per annum or job forecast of '10,000', as advertised locally by Save Manston Airport. This raises false hope in an area where there is deprivation and poverty.

They have failed to be pinned down over night flights. The current allowance for 'emergency landings only' does little to assure residents when the lack of trust I've detailed prevails.

A climate emergency has recently been declared by the UK government and global forces are behind a reduction in air traffic. Air and noise pollution cause significant damage to health, both physical and mental. My husband and I both run businesses based at home. Planes coming into land overhead would make it impossible to carry out phone interactions, often of a sensitive nature.

I have [REDACTED] at a local school, approaching GCSEs. His bedroom on the top floor, around 300 feet below the flight path.

I have [REDACTED] and fear the impact of inhaled particulates for my family and friends.

I have lived in East Kent for 16 years and remember the old Manston operation well. When we moved a few miles up the road to buy our house in Ramsgate in 2015, the airfield was shut.

We have invested everything we have in the purchase of our house. Any equity that accrues is our pension plan. We have used local people for renovation and seen derelict houses in our streets being restored and invested in, not by rich people turning around a fast buck, but families attracted by the beauty and character of the unique and historic harbour town.

RSP would see a severe reduction in the value of our homes and end this investment in Ramsgate. HS1 has brought many to live in Thanet, bringing their money to spend in town, with the consequent benefit to the local economy.

Anyone who had the resources to move would do so, taking their money with them. The growing tourist industry, hotels, bars, pubs, shops, B&Bs, etc, would be severely compromised. Who wants to take their kids to a beach with planes coming in scarily low? Who wants to have a beer in the sun when noise drowns out your conversation?

The town and areas close to Manston would change completely and we would see it lose its unique character as it converted into a polluted, noisy flight zone. Yet RSP have failed to offer any kind of compensation or mitigation.

How's it possible even to consider 40,000 ordinary people's lives being so direly changed in order for a dubious offshore outfit to acquire land and financial gain for their shady investors? How can we place our health and safety in their hands?

I would like to commend the work of every concerned resident who has given up a huge amount of time to research and communicate the facts behind the myths that have arisen around RSP's bid. In the absence of any independent enquiries or neutral, MP, we have had to squeeze DCO work into our family, working and social lives (often to the detriment of all!)

We don't have recourse to lawyers. We have had to make our own enquiries, research exhaustively online, contacting agencies such as Natural England and even the Civil Aviation Authority for a noise contour assessment ourselves. We

have also dedicated time communicating via social media and with non-internet users who would have been oblivious to the facts due to the paucity of RSP's information.

We have been on our own with this. Politics aside, both Thanet's MPs swear allegiance to RSP and often, in my experience, ignore correspondence from a concerned constituent. Yet we are a formidable, fact and evidence-based force, 100% committed to raising the potential political, financial and environmental humiliation the Secretary of State will face if he places faith in RSP and grants the DCO.

Finally, I am grateful to the PINs Manston team for their probing into this DCO.

For all of us who have taken time off work to write our many submissions (respecting the deadlines set by you), losing income in the case of the self-employed, I would just ask that you read and carefully consider what we, the people who will suffer from this, have to say.

Yours faithfully,

Christabel Bradley