

14 June 2019

Dear Sirs,

I write to you as a former resident, a friend and relative to many current residents and a regular visitor of Ramsgate.

I believe that RSP's plans to re-open the former Manston airport would have significant negative social impacts. I also do not believe that the potential economic benefits that RSP claim actually exist.

I was born and bred in Ramsgate and attended Newington infant and primary school in the 1970s. I do remember being in classes and being disturbed by the RAF flights as they occasionally flew overhead. Looking back, whilst it seemed extremely exciting at the time, upon reflection, it did negatively impact our education. Is it a coincidence that the worst performing secondary school in the area was the one that was geographically closest to the runway? Given the work that the WHO and others have done in this area, I do not believe it can be.

*The effect of loud aircraft noise impaired their reading comprehension. As a result, schools near big international airports were "not healthy educational environments", said a team from Queen Mary's School of Medicine, London.*

I do not believe that RSP have properly considered the educational impacts that an extremely busy international freight hub would cause on local schoolchildren. If their plans are to fly at night and clearly, they are, this problem would be exacerbated by the lack of sleep that schoolchildren would suffer with freight planes flying overhead all night. This is a serious health issue that would negatively affect the whole population. These and other health implications are discussed in the following article: <https://oem.bmj.com/content/61/5/405> . Clearly RSP have not considered these. Their lack of an adequate noise contour model and their derisory compensation plans show that they have no regard for the welfare of the local people and as such, I believe their proposed development should not be granted consent. A company with serious credentials would be more open and transparent.

Then there is the question of funding. RSP have always been extremely evasive about who their backers are. Registered in a string of Central American and Caribbean countries, their ownership does not stand scrutiny. It would be extremely concerning for an international airport to have majority shareholders who were drug barons or illegal arms dealers or indeed involved in human trafficking. As such, I believe that they MUST show that their backers are respectable businessmen who are out to make a profit in the conventional way.

The records show that in the history of Manston airport, as a commercial venture, it has never made a profit. The reasons for this are multiple but the main reasons are that it is too far from the heartland of the country and is too far from main roads to be easily accessible. The road infrastructure has not changed since it closed. Neither has there been significant investment in the rail network. How suddenly would the significant losses be turned into profit by eliminating passenger services? Passenger services are more profitable. To this end, I do not understand where RSP would find backers with integrity. I also believe that unless RSP are able to show that they are backed by law-abiding people, the development proposal should not be granted.