

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** Objection to Manston Airport reopening  
**Date:** 09 July 2019 21:46:48

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Dear Planners,

I am chair of Friends of Spencer Square, and our local residents object to the following-

\*Night flights:

\*Noise pollution:

- As you all know from previous submissions by TGP, noise pollution is damaging to physical and mental health (which is already poor in this area) and disrupts education

- The Human Rights Act says that we're all entitled to respect for our private and family life and enjoyment of our homes, and that anyone making a decision that interferes with this (eg by granting a DCO) must show that those affected have had full information on its impact and the chance to object. RSP's information on noise contours is inaccurate, so the information available from them does not pass this test.

\* National need: The only rationale for a DCO is overwhelming national need - but there's spare cargo capacity at Stansted and East Midlands (which are both very well networked and have extensive supporting infrastructure) and Heathrow is supposed to be building a third runway! There is no national need for this facility.

\* Jobs: RSP's justification for blighting our area (to use their own words, 'significant adverse effects' are expected on the quality of life of residents in Ramsgate and surrounding areas!) is that their cargo hub will bring in much-needed jobs to Thanet. But cargo handling is almost entirely automated, jobs at airports are primarily for passenger services, and even these are reducing as technology takes over services - so this is raising the hopes of the people of Thanet quite unjustifiably.

\* Viability: Manston has failed as a commercial airport several times because it's surrounded on 3 sides by water and has poor onward transport infrastructure - so it was a great place for an RAF base but an inappropriate place for a commercial airport. There's no evidence that this proposal is any more viable than previous ones - in fact, it appears to be less so: RSP's business plan involves achieving more than 100% of the existing national cargo market, which seems a tad unlikely. It depends on taking business from places like Stansted, which will fight this tooth & nail (and relying on business from other airports surely must mean

there isn't a national need for expansion anyway!)

Melanie Lee