

The Manston Airport Case Team
National Infrastructure Planning
The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN

30 January 2020

Ref: 20014383

Dear Sir/ Madam

Re: Application by RiverOak Strategic Partners Limited for an Order Granting Development Consent for the upgrade and re-opening of Manston Airport: Representation by Ramsgate Neighbourhood Plan Group

In response to the request for comments and further information may I confirm that Ramsgate Coastal Community Team (RCCT) has considered the contents of the letter to RiverOak Strategic Partners Limited (RSP) dated 17 January 2020, in particular the items of correspondence listed in the section headed 'Late Representations'.

We are grateful to Five10Twelve Limited and to Mr Chris Lowe for their submissions. We concur with the content of the seven submissions listed.

RCCT is one of around 150 Coastal Community Teams created at the instigation of the Ministry of Housing, Communities and Local Government. Each team is expected to "work to unlock barriers to economic development and create sustainable economic growth and jobs".

RCCT is concerned with the economic well-being of the whole of Ramsgate, a coastal town with a population of over 40,000. We have considered the plans put forward by RiverOak Strategic Partners Limited and have serious concerns about the shape shifting nature of these proposals. We endorse the conclusions reached by Five10Twelve Limited.

Any economic advantage that might accrue from the proposals is outweighed by serious dis-benefits to the local economy and to the health and well-being of the local population. We also believe that the proposals run counter to current government thinking with its emphasis on environmental concerns and re-balancing the economy so that the north of England is treated more equitably. An emphasis on relocating trade and industry to the northern counties would be undermined by further directing airfreight to the south east.

We also note that RSP's proposals rely on 'good road links' and are concerned only with securing access to the site. Any improvements required to rail or road connections would come at a cost to the public purse. At the time of the Roman Empire, Thanet was an island. Government flood maps indicate a likelihood that rising sea levels would sever road links: RSP has made no provision for this in its plans.

Mr Low refers to reports on the impact of PM2.5 particles on public health. It is now acknowledged that pollution from airports can travel up to ten miles. "Public Health: Sources and Effects of PM2.5,

published by DEFRA, states that “there is understood to be no safe threshold below which no adverse effects would be anticipated.” The report goes on to list the conditions exacerbated by exposure to PM2.5. Thanet is the fourth worst area in the country for the shortage of GPs. Its hospital too is understaffed and under threat. RPS has failed to acknowledge the detrimental effect its proposals would have on the population of Thanet. The additional costs arising as a result of increased air pollution would have to be met by the public purse.

RiverOak Strategic Partners Limited’s application for a Development Consent Order poses a major threat to our community. We ask that the application be refused.

Jenny Dawes
Chair, Ramsgate Coastal Community Team.