

From: [REDACTED]
To: [Manston Airport](#); grant.shapps@dft.gov.uk; caroline.lucas.mp@parliament.uk; info@andymcdonaldmp.org
Subject: Comment on Letter dated 17/1/2020 Manston Airport
Date: 30 January 2020 21:34:56

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30th January 202

Ms Anderson and the Manston Airport Case Team

I write in response to your letter of the 17th January as both a Ramsgate Town Councillor and a Ramsgate resident.

I am aghast that we are still at the stage where information from all parties is needed before the fate of 40,000 residents in Ramsgate is to be decided. You first ask us to comment on the need case. Has not the excellent submissions from Five10Twelve, No Night Flights, and various other bodies already answered this? Surely the work from York Aviation alone would give you an idea of how ill put Manston is geographically for a freight hub. I ask you where is the compelling evidence from RSP that there is a need? I feel like we have continually fed the Planning Inspectorate with details, facts and proof, only to be asked for it yet again. Manston failed as both a passenger and freight airport in all the 15 years it was open, with all the companies that ran it, let's not forget, one of them being the director of this present group. It not only did not make a profit in those years, but ran at huge losses until it was on the open market for 18 months, without a buyer.

With regards to the current owners, RSP, Thanet District council twice, under two different political administrations went through soft market testing with them to see if they were eligible to run an airport, and both times RSP failed. Which is one of the reasons we are at the DCO stage at all. Who does due diligence on this company? Where is their money coming from? The department for Transport surely must have learnt its lessons from the Seabourne episode? As a Councillor, I am very worried about the lack of transparency to where the money is from. I'm extremely suspicious that RSP will not run the airport themselves, and say that they will get outsiders to run it. All of this comes at a cost, and with a proven no profit, high losses airport it sets alarm bells ringing when you consider that monies may be coming from off shore accounts.

Let us not forget that this is also a company that has used every opportunity to be dishonest with the area. In Herne Bay, for the consultation they advertised it in a paper on the day of the consultation, therefore very few people knew about the event at all. The wording on the display signs at these events said '30,000 local jobs', and had to be corrected after the public, myself included, questioned this, to be told it was a typo and those jobs would be anywhere from London to Essex in catchment terms. They did not produce accurate noise contours, instead two individual bodies Five10Twelve and No Night Flights did this. They have used a small group of people, who support the airport, to position noise monitors on their

land, and therefore not allowed a fair and accurate assessment of the true noise levels of a seaside town, 80% surrounded by water! This company is asking for Manston as an NSIP, I wonder, what checks are done on a company that would apply for such a thing?

As I stated in the beginning, I write both as a councillor, and resident, but Ramsgate aside, let's look at the emissions and targets held at central governments level. RSP are asking for 1.9% of the country's total airport emissions? With existing airports asking to expand, with climate change being paramount, and with a company with no track record for running an airport successfully, again I ask, why would you allow RSP to be granted the DCO? The emissions over Ramsgate and Herne Bay alone would be damaging to an already impoverished area, reliant on tourism, and fighting the problems that seaside towns have. The damage to children's schooling, sleep deprivation the health impacts that has are reasons enough not to allow this to go ahead. But on a national level, are you really prepared to sacrifice that percentage on a newcomer with no track record? And if so, what are the mitigation processes? What are RSP's plans to reduce their emissions to be in line with government guidelines? I would like that information please to be made public, as at consultations this whole area was waved away by RSP with the reassurances that new planes are cleaner and quieter these days...and yet, as far as I'm aware there are no companies lined up, so how do we know what planes will be used?

You have compelling evidence from Five10Twelve, and again, I reiterate other very excellent groups, such as Ramsgate Historical Society, No Night Flights, Ramsgate Town Council and so on explaining why this idea is bad for the area. Bad for the historical nature of a Georgian seaside town, with the only Royal Harbour in the country and many listed buildings. Bad for the residents, whom as a councillor I am at pains to point out need regeneration in various ways, but this blight on health, sleep and wellbeing not being the answer. Bad on the tourism in the area, that is burgeoning, and there are figures to prove this from TDC's website. And bad on the flora and fauna in the area, not only Monkton and Pegwell Nature reserves, but the open spaces and habitats that are unique to this part of the coast. The loss outweighs the gain, not just locally though, but nationally too. I ask you to read through previous submissions to see these arguments, all of which are a rebuttal on the flaky need case that others have already shredded as being unrealistic.

I conclude therefore, that this application be rejected. We are talking about a company that never got past the soft market testing of a local council. I am hoping that the rigours of the national government's bodies are equally thorough in looking behind the bluster and dig deep into the actual details this company is so good at hiding.

Regards

Cllr Anne-Marie Nixey

