

## **Application by RiverOak Strategic Partners Limited for an Order granting Development Consent for the reopening and development of Manston Airport in Kent**

I totally support all the late submissions from Five10Twelve who appear to have done an awful lot of research on the matters raised by them.

These late submissions appear to have done their homework on these matters far far better than the actual applicant and used accurate information.

I cannot see how this can be Nationally Significant Infrastructure Project – there is absolutely no evidence of need.

A recent study by researchers at the University of Washington found plane emissions are polluting communities near an airport with a particularly worrisome type of “ultrafine” particles.

These particles are less than 100 nanometers in diameter and their impact on health is only beginning to be fully studied.

These particles are found in both vehicles and plane emissions but there is a crucial difference in the type of ultrafines emitted by cars versus planes.

The research also showed that communities under flight paths are exposed to those ultrafines when planes take off and land.

A higher proportion of ultrafine particles in jet emissions are so small they can penetrate the central nervous system when inhaled. Research also showed that communities are exposed to those particles when planes take off and land. Strong and consistent evidence indicates that long-term exposure to these particles is related to negative effects on the brain, nervous and respiratory system.

I have lived on the Nethercourt Estate for many years and the previous versions of this airport have consistently failed finally closing in 2015. Previously experiencing night flights when there was a ban on night flights – there appeared to be many “late flights”. Now this DCO wants to subject myself and my family to flights 24/7 at an airport that is totally unsuitable for many reasons where all were mentioned at the meetings with the Inspectors. [REDACTED] [REDACTED] and since the closure [REDACTED] [REDACTED] has improved immensely. The only way I found out about the DCO was via a neighbour I never received any notifications about consultations in the area.

Manston is totally the wrong location for any freight hub – not only will we have to endure the aircraft 24/7 the roads will be congested with the HGV’s travelling to/from the airport and also the daily fuel tankers that are mentioned in the DCO – we will have far more pollution coming from every single direction it seems.

The government has been positive towards climate change and this surely goes totally against the pledge made to this country to cut emissions.

World Health Organisation recommend reducing aircraft noise levels to 45 decibels in the day and 40 decibels at night and says the higher levels damage health and disturb sleep. The EU uses 55

decibels whilst in the past we have endured 90 decibels in the area. The official threshold used in the UK is much higher than the limit recommended by the World Health Organisation.

A recent report claims that aircraft noise is already blighting the lives of more residents than the UK government admits to.

If this DCO is allowed you are also subjecting a massive amount of residents to a blight on their lives, not just myself and my family, I can only speak through past experience of living under the flight path and I cannot even begin to imagine living on the flight path of cargo planes overhead 24/7. I sincerely hope I never have to find out.

Raymond Burns