

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** Manston Airport  
**Date:** 31 January 2020 23:59:51

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The Rt Hon Grant Shapps  
The Secretary of State for Transport  
Department for Transport Zone 1/18  
Great Minister House  
33 Horseferry Road  
London SW1P 4DR

## **Planning Act 2008 and the Infrastructure Planning (Examination Procedure) Rules 2010**

**Application by RiverOak Strategic Partners Limited (“the Applicant”) for an Order granting Development Consent for the reopening and development of Manston Airport in Kent.**

### **REQUEST FOR COMMENTS AND FURTHER INFORMATION**

I am a Ramsgate resident and co-founder of Extinction Rebellion Thanet, and I oppose RiverOak Strategic Partners’ plan to resume aviation activities at Manston airport in any form for a variety of reasons.

First and foremost, reopening the airport flies in the face of the UK’s international commitments on addressing climate change – and, specifically, the stated aim of making the economy net carbon neutral. On current trends, the UK is unlikely to achieve this target by the already unambitious date of 2050, even if projects such as this are not given the go-ahead. Research on the effects of climate change on the county of Kent alone shows that Manston could be separated from the ‘mainland’ by rising sea levels in just over a couple of decades, which puts its strategic importance of Manston to the UK into some perspective.

In addition to this, reopening Manston risks damaging Thanet’s leisure and tourism industry, especially in those areas, like Ramsgate, that lie directly beneath the airport’s flight paths. Consequently, the airport is unlikely to bring the net economic benefits that its supporters claim, which threatening to negatively impact on pollution levels, noise and quality of life for Thanet’s communities.

The disbenefits of reopening Manston significantly outweigh the benefits.

In addition, if the government gives RiverOak the green light, the chances are that its wildly and unrealistically optimistic business model will end up being the red light.

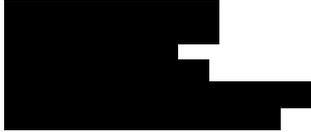
RiverOak has a poor record on transparency, financial performance and corporate responsibility, and is not well enough prepared for the challenge of running a successful commercial aviation operation at Manston. Due diligence on its own should end this

proposal's chances of going ahead.

Yours sincerely

**Peter Batt**

Journalist, commentator and author of [Psychopath Economics](#)



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