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To: [Manston Airport](#)
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Dear Ms Kopala

Thank you for your invitation for further representation.

During the previous representations I was diverted due to my old school becoming a focus of the infected blood public enquiry, I am now a core participant in that enquiry and so most of my civic duty is focussed in that direction. Please excuse this shot and not very comprehensive reply.

My main representations which remain unanswered relate to the applicant's dispersion distance for particulate matter. At the moment a cargo jet engined aeroplane movement burns several tonnes of kerosene on or near the ground. Unlike a car or lorry the particulate matter in the exhaust isn't filtered. The larger pm10 particles fall to the ground within about 1km of the burn. The smaller pm2.5 particles stay in the air for longer and are still found at dangerously high levels several km from the burn.

In the planning application documents the applicant wrongly took the dispersion distance for pm2.5 as being that for pm10, they also failed to take into account the effect of the onshore breeze adjacent to concentrations of population downwind from the fuel burn, this tends to contain the air pollution envelope.

Since the application was last ongoing we have experienced the coronavirus pandemic which is partly spread by pm2.5 airborne droplets, so considerable further research has occurred related to this size of particle. This may in some ways both help to understand the problem better and help to mitigate it, particularly in terms of local mortality.

We were also members of the EU meaning that we were subject to EU particulate regulations, now we are no longer EU members there appears to be some level of uncertainty over UK regulation and measurement of particulate air pollution, I assume this will need clarifying in terms of how it relates to the proposed Manston emissions.

Both the pandemic and leaving the EU has had a considerable impact on the demand for aviation in Southeast England, (I take Southeast England to mean a triangle with apexes Oxford, I.O.W. and Thanet) already containing two major airports which are running well under capacity and appear to be likely to remain that way for some considerable time.

Best regards Michael Child