

From: [REDACTED]
To: [Manston Airport](#)
Subject: Manston Airport
Date: 08 July 2021 08:42:10

To whom it may concern

As a resident of Ramsgate and a town councillor who also works locally, I am extremely disappointed and angry that we as a town have been put in the position yet again, of having to present the case against the airport. The majority off those who represent the pro case for the airport neither live or work in Ramsgate and will therefore be unaffected by the noise, pollution and total demise of the town we love. I attended several days of the DCO where the experienced and considered examiners dissected and examined the need for an airport and the RSP case and the experts found against RSP. The examiner's expert findings were then overturned on grounds of political expediency by the Secretary of State, Andrew Stephenson. Presumably on the grounds of the 2 local MP's heavy and suspect involvement in the whole long standing issue and the then need for their votes in the Commons. Sir Roger Gale in particular uses personal pronouns when describing his attachment to the airport, one would almost think he has a financial interest. However both local MP's consistently refuse to have communication with constituents who oppose the airport. Stephenson's letter gives no concrete reasons as to why he wished to overturn the examiner's decision. There was then a Judicial Review where the Secretary of State conceded that he did not provide "adequate reasons in his decision letter to enable the reader to understand why he disagreed with the Examining Authority Report on the need for the development of Manston Airport".....there are other major issues in relation to need and government CO2 targets, environment protection etc.

Response to the Letter from the Department of Transport rule 20(2) Infrastructure Planning Examination Rules 2010

- 1.Changes to ANPS -the third Heathrow runway still requires consent but would provide a significant increase in the availability of slots for belly hold aircraft and dedicated freighters, currently Heathrow handles 62%. The increase in ATM capacity would clearly negate the need for Manston.
- 2. The NEED - the need for Manston is dependent on long term demand for U.K. air freight, the availability of air traffic movement,and the cargo handling capacity at other U.K. airports and the local attraction of an airport at Manston. There have been changes in the global market since COVID and the U.K. market declined by 20.1%. In terms of longer term demand Boeing's 20 year forecast since July 2019 shows a reduction of 4% pa this would imply that the Azimuth and Northpoint forecast produced at the PINS enquiry should be reduced. The driver of air cargo demand in the DfT's forecasting model is U.K. Gross Domestic Product (GDP) this has been reduced since Brexit by 4% as opposed to remaining in the EU. The extra capacity at Stanstead and Heathrow should according to the PINS inspector continue to serve. The level of air cargo demand would not make an increase in air cargo or passenger capacity, commercially or financially viable. There is in addition substantial capacity at East Midland airport and other U.K. airports for any increased volume. Pricing constraints for U.K. emission targets will result in belly hold freight being favoured over dedicated freight. Manston's situation has not changed and East Midland is better placed to serve the "Golden Triangle" of prime logistic parks along the M1 from J15 to J24 and along the M6 to Birmingham, the new proposed logistics parks are not located near Manston either. In addition Manston does not benefit from the new Freeport locations. Manston's remote location puts it at a disadvantage with

regards to distribution PINS stated that “ Manston appears to offer no obvious advantages to outweigh the strong competition that such other airport offer” this has NOT changed.

- Carbon Emissions -8.2.74 the Proposed Development will have a material impact on the ability of the Government to meet its carbon reduction targets (and those of KCC and TDC). Clause 11.2.6 The ExA concludes that there are impacts of the Proposed Development in terms of climate change which weigh against making the proposed order. G7 summit resulted in the U.K. agreeing to cut emissions by 68% in 2030 and 78% by 2035 based on 1990 levels . Claims that Manston will be carbon neutral do not include aircraft using it or the lorries, fuel tankers etc. required to service this 24/7 hub, non-polluting planes are decades away. The U.K. is already lagging behind the targets. On 17 th June the Climate Change Committee published reports stating the targets were remarkable but the policy is not there. This development would also impair KCC targets and the climate emergency that TDC has declared. Manston’s 1.9% share of the U.K. aviation carbon target by 2050 is already allocated to other airports who have planning consent for expansion.
- Forecasted Employment-PINS report concluded that the level of new employment forecasted by RSP was inaccurate based on the incorrect use of employment multipliers and no adjustment for displacement effects this has NOT altered. The applicant has now downscaled the number of associated jobs!
- Airspace Change- the Applicant’s proposal necessitated approval from the Civil Aviation Authority (CA), 7 stages and 14 steps, and 4 gateways. The applicant has not as yet passed the 2nd stage the “Develop and Assess gateway” due to “ errors and inconsistencies”, this would require a full public consultation.
- Support - support in the air freight and logistics sector has been absent since the announcement of the DfT decision for reassessment and the applicant is not publicising any such support!
- Impact on Aircraft Noise- an important factor in the PINS inquiry and the fact that a considerable number of people in Ramsgate would be impacted by the noise and live directly under the flight path. Properties and lives would be blighted and physical and mental health impacted.
- Tourism- the impact on local tourism PINS inspector states “ the amenity impacts from the construction and operation of the Proposed Development would adversely affect the tourism industry in Ramsgate”. Since COVID the ‘staycation’ market has benefitted Ramsgate hugely, aircraft noise and emissions are not something that would attract people to our beaches, wildlife areas and coast.

To summarise the changes since the Application have reduced the NEED for an airport at Manston and the effect on climate change, aircraft noise, local tourism and the wellbeing of our residents remains. PINS recommended that consent for the DCO a should not be granted and there is no reason to change this.

Your Sincerely,
Jane Hetherington
Ramsgate Town Councillor

Sent from my iPad

From: [REDACTED]
To: [Manston Airport](#)
Subject: Manston Airport
Date: 09 July 2021 22:47:59

Dear Sir/Madame,

I am registered as an interested party personally and I also represent a group of mental health professionals working in the statutory and voluntary sector. As such I took time off work to attend several days of the hearing of the protracted DCO process. I would like to thank the EXa for what I have perceived to be their fair and judicious approach. Their forensic questioning relating to the absence of documentation and clarity in the issues around funding and transparency, that underlined much of what I heard was appreciated, but obfuscation appeared to be the tactic adopted by the RSP lawyers. I and my colleagues remain incredulous that time and time again RSP have failed to provide the required evidence base and accompanying documentation. We still cannot believe that the DCO process happened when one considers the lack of accountability and transparency and the calibre of the individuals involved with RSP and this whole extended land grab. There appears to be a number of companies that have been set up with no apparent financial base and no trail of verifiable accounts or financial backing. We like many other residents feel very angry and resentful that this process has been protracted over a period of 10 plus years. A period of time which has further impacted on the degeneration of an already impoverished area. When the examiners found against RSP we residents thought that would be the end of this saga, but then the decision is overturned by the Secretary of State whose letter is completely unsupported by fact. We residents then raise the money (nearly £100,000) to support a Judicial Review which finds against RSP and then this.....

I have lived and worked in Ramsgate since 2000 running local voluntary sector and NHS services in addition recently to operating a private practice from home. I was aware of how Manston and cargo flights impacted on my service which was directly under the flight path in West Cliff Rd as was my house in Spencer Square in the early 2000's. EU jet were in many ways more intrusive than the cargo flights as their operational times often occurred outside their prescribed hours and it was an experience that awoke me from sleep, I was therefore glad when their operations ceased. The ongoing uncertainty in relation to Manston has caused me and many others considerable anxiety and sleepless nights. The closure of the airport in 2014 was a welcome relief and I looked forward to the site being utilised by SHP and a mixed use development enhancing the area with jobs and a variety of housing, unfortunately this has not happened. As mental health professionals and NHS staff, we are all too aware of the paucity of jobs, training and housing within our area and a poverty of aspiration that impacts on the young people of Thanet. Poverty is the main factor that influences the physical and mental health inequalities that prevail locally and I have already submitted and presented in relation to this with local mental health statistics and the impact lack of sleep has on mental health WHO etc.

My concern with this submission is the difference between the noise contours that local residents were forced to commission, that bare little resemblance to the data produced by RSP. This gives us as a group further cause for concern in relation to the community and our work in it as the sleep contours financed by residents reveal a far more worrying and realistic picture of what the inhabitants of Ramsgate may be forced to endure if this project comes to fruition. As none of the directors or indeed many of the key figures promoting the RSP plans live locally they will remain unaffected by the noise and air pollution it will not be their physical and mental health that suffers in pursuit of a profit. They will not experience working with patients where it will be impossible to hear what

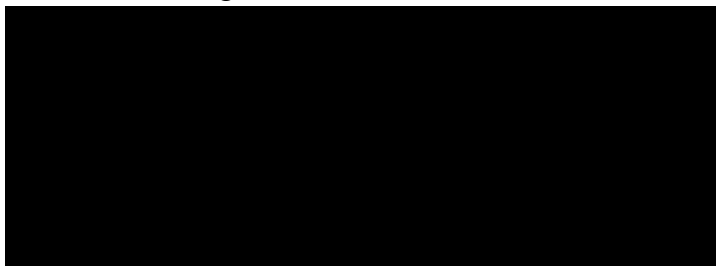
the client says, (the community mental health team is situated extremely close to the end of the runway). The noise contours provided by RSP state that only 225 houses would be able to receive compensation as a result of the impact of noise. The government contours indicate a far greater number and the contours adopted by London City airport cover a still greater area including mine and many of my colleagues homes, I doubt £4,000 would be sufficient to triple glaze my house which like many in the area is Grade 2 listed. Although of course should RSP receive the permission to proceed with their cargo hub our houses will be unsaleable the financial and future implications of which are extremely concerning to a number of us.

The noise impact is considerably understated in RSP's contours my house and that of nearly 38,000 people in Ramsgate not counting Herne Bay will experience noise levels of over 54 dB LAeq, this is the onset of significant community annoyance and will impact on the learning experience of children at a number of local schools. This will be daytime noise and it has been made patently obvious at the hearing that the RSP model relies on night flights no matter their denials and mendacity.

I cannot state in strong enough terms the appalling impact this RSP development would have on the communities of Herne Bay and Ramsgate. There has been so much social and economic progress locally that has been impacted by the uncertainty of the Manston situation. We residents need our voice to be heard above the dissembling, disingenuous, characters involved in this scheme. Why do they not take their scheme to Prestwich but of course we know the answer to that?

Why are our local MP's and current right wing district council pro airport, of course none of them live in Ramsgate? The MP for North Thanet has been so personally involved with the RSP bid that one can only question whether there is a financial motivation and neither local MP is prepared to discuss the situation with those opposed to the RSP plans. There is no need for this cargo hub as the expert commissioned by RTC states and indeed all the already submitted evidence to the DCO and JR process confirms. The opinion of experts and evidence based submissions appear in this process to be completely ignored which I find very worrying for the democratic process.

Yours Sincerely,
Jane Hetherington



In 2015u
UKIP 33seats 36%
Conservatives 18 seats 31%
Labour Party 4 12%
Independent 1 1%

Green 0 2%

2019

Conservatives 25 38%

Labour Party 20 30%

Thanet independents 7 10%

Green Party 3 9%

Sent from my iPad