

From: [REDACTED]
To: [Manston Airport](#)
Subject: For the attention of the Manston Airport Case Team
Date: 09 July 2021 17:12:03

It is with great concern that I'm writing yet again regarding the proposed development by RSP of the Manston site as a cargo airport. The Planning Inspectorate has already found this proposal not justified in terms of **need** and recommended that the DCO should not be granted. This conclusion was reached after hours of expert and other evidence submitted to the experienced planning team and I understand this evidence and the report will be taken into account again in this current review. Unsurprisingly, many in the local community are baffled that we find ourselves having to restate our objections against a proposal that is not needed and that would: threaten the ongoing rejuvenation of the local tourist economy; would impact the RAMSAR and SSSI at nearby Pegwell; and would seriously damage the health, quality of life and environment especially for the 40,000 residents in Ramsgate.

Manston is situated in the far south east of Kent in Thanet, bordered on three sides by sea and with only one main access road from London, the A299 which is a dual carriageway. Given this is the only route in and out of Thanet, any accidents or maintenance to the carriageway results in major traffic disruptions. From experience, one small jam causes endless tailbacks and gridlock throughout the area. This route would be the proposed road for access to the airport. The site at Manston is also far removed from the main industrial areas in the midlands. From a logistics perspective, moving goods many miles down the UK to reach Manston would be more expensive, more time consuming and would significantly increase the carbon footprint at a time when the focus is rightly on environmental impact and climate change.

In addition, air freight is expensive and generally used for high value and, in particular, time sensitive products. Given this, it seems ludicrous to suggest an airport located in the very furthest reaches of Kent would be a viable proposition given the additional travel time required to and from Manston. Various reports have also shown that significant capacity is available in other UK airports, for example, East Midlands Airport (EMA) handles over 440,00 tons of goods each year and has ample room to grow. Established airports also have proven infrastructure and if the expansion of a third runway at Heathrow proceeds (Heathrow carries most of the UK's freight), this would further reduce any conceivable need for further development.

As we approach COP26 later this year, there is an expectation of leadership from the UK. Air freight is a known carbon intensive method of freight transport and there is an urgent need to address the social and environmental impacts. Around 60% of air freight travels in the hold of passenger planes but the remainder is carried on specialist freight services which often need to leave at specific times of the day to make international connections thus freight services are often pushed to more unsociable hours. Given the prospect of night flights over a population of 40,000 plus, environmental damage to a thriving coastal community and impacts on a nearby RAMSAR and SSSI, it is surely inconceivable that a further review would overturn the PINS' recommendation and approve a new cargo airport at Manston in Kent. The Judicial Review demonstrated the flaws in the Government's previous response and it is about time that the planning and aviation experts were fully listened to and RSP's proposals finally and completely rejected.

Yours faithfully,

Lesley Chater