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To: [Manston Airport](#)
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Subject: For the Attention of the Manston Airport Case Team
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To: The Manston Airport Case Team

MANSTON AIRPORT

Interested Party: Margarita Moscoso, Resident of Ramsgate **objecting** to the granting of the DCO
9th July 2021

Here we are once again on the subject of the potential development and reopening of Manston Airport as a freight hub.

I love and admire Ramsgate for many reasons such as its historic architecture, its beautiful scenery, the Royal Harbour and last but not least its gutsy and resilient residents. Ramsgate has been greatly in the news in the last few years, alas, however, for the wrong reasons and all leading back to decisions made by this current Government; Seaborne Freight comes to mind and, for different reasons, Manston Airport promises equal notoriety.

The Planning Inspectorate carried out thorough research and fact finding when considering the DCO application. Its conclusions, delicately phrased, found it not proven that Manston Airport was of national significance and that it was questionable that it would make any money, I have paraphrased in my own words. Furthermore, whether or not the applicants actually proved they had the money to develop the project was somehow lost in time due to the question never being answered directly with proof.

We are asked to have in mind 4 points as the focus of our submission:

<i>the extent to which current national or local policies (including any changes since 9 July 2020 such as, but not limited to, the re-instatement of the ANPS) inform the level of need for the services that the Development would provide and the benefits that would be achieved from the Development;</i>
As we fight our way through the pandemic, airports up and down the country are crying out for work. Before the pandemic there was spare capacity for cargo, now it is to be seen how many more airports extend their cargo traffic and not just as belly hold. The aviation sector will take years to recover to the levels of pre-pandemic times, if ever.
<i>whether the quantitative need for the Development has been affected by any changes since 9 33July 2019, and if so, a description of any such changes and the impacts on the level of need from those changes (such as, but not limited to, changes in demand for air freight, changes of capacity at other airports, locational requirements for air freight and the effects of Brexit and/or Covid);</i>
As above, it is expected that the aviation industry will take some years to recover from the effect of the pandemic on travel, some 5 years has been widely quoted in the press. Behaviours have also changed in the business sector with the introduction of Zoom for remote 'face to face' meetings, thereby reducing the need or desire for business travel.
<i>the extent to which the Secretary of State should, in his re-determination of the application, have regard to the sixth carbon budget (covering the years between 2033 – 2037) which will include emissions from international aviation;</i>
During lockdown we became aware how clean the air had become, therefore proving what polluted air we had been become used to breathing. Not only the motor car, but aviation has been the cause of this pollution, many noting how wonderful it is to see a sky which is not full of chem-trails. The residents of the UK are now fully aware of what has caused the pollution in our towns and countryside, its effect on our health and its direct link to climate change. If this Government allows the DCO, given our involvement in trying to limit our own emissions and those of other countries, they will become a laughing stock world-wide. It cannot be a case of 'do as I say' rather than 'do as I do'. It is also high time the Government stopped subsidising aviation fuel.
Please note that it is not only the aviation pollution that we should be considering here, but the increased need for lorries to carry goods from Manston northwards. There is not the road infrastructure to carry such a large operation, if their figures are to be believed, in East Kent. We have the M20 serving Dover to the M25 and beyond and the A299 which joins the M2. With pre-pandemic traffic

levels it did not take much to bring the road network in East Kent to a standstill.

any other matters arising since 9 July 2019 which Interested Parties consider are material for the Secretary of State to take into account in his re-determination of the application.

Manston has been very useful as lorry park during our transition out of the EU, but is no longer needed, even for that. Trade is picking up and Dover is handling the freight which has been moving easily for many years without a freight airport at Manston. With the exodus of people from London to the Kent coast, following the lockdown of the pandemic, the public are looking for open spaces, fresh air, and scenery to enhance the quality of their lives; not having to shut themselves indoors because of the overhead noise. Since 2019 many houses have been built, and many more planned, in and around Manston, the lives of those residents would become intolerable if the DCO were granted.