

From: [REDACTED]
To: [Manston Airport](#)
Subject: For the attention of the Manston Airport Case Team
Date: 09 July 2021 23:19:10

Dear Sir/Madam,

I have lived in Ramsgate for the past 10 years and Ramsgate is my wife's hometown. We have chosen to raise our two children here, our daughter [REDACTED] and son [REDACTED] so they could grow up near the sea and enjoy the local countryside. When we moved here the airport was in operation flying intermittent freight and pilot training flights and I remember it feeling like the planes were skimming over the rooftops of the local houses almost making you feel like you should duck. You could taste the pollution in the air and the noise would shake the windows.

From when the airport closed it felt like the town was able to breathe again and we have seen the town growing from strength to strength. People have been relocating here away from their chaotic lives in cities to take advantage of the beautiful coastline and historic town. We are seeing cafes and shops opening, we have numerous galleries, amazing restaurants and bike hire for people to enjoy the surrounding area. The town has a fresh energy and desire to improve.

In the advent of COVID the interest in Ramsgate has increased. People are finding a newfound freedom in working from home and deciding to move to our beautifully located town and be by the sea. Tourists are coming on 'staycations' enjoying the beaches and restaurants. Jobs are being created and the economy of the town is growing despite the chaos we are experiencing.

If the airport was to open again this would all change. People are not interested in visiting or living in a town that is at the end of a runway with frequent low flying aircraft passing many times an hour. Polluting their town, schools, and homes.

In response to your request, I ask the following:

- 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;

With the re-instatement of ANPS we are seeing the possibility of increased capacity at Heathrow. The intension for this expansion will increase Heathrow's capacity up to 700 flights a day. Heathrow is in a far more strategic location for freight arriving or leaving the UK than Manston, which is in the most easterly point of Kent and cut off from the north of the UK by the Thames Estuary.

With the anticipated increase in flight capacity in the southeast provided by Heathrow, why do we need an airport to open in Manston?

- whether the quantitative need for the Development has been affected by any changes since 9 July 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);

Since the COVID19 pandemic there has been a dramatic reduction in the need for air travel, so much so that airports such as Heathrow Airport have seen reductions in flights that they believe will take 5 years to recover to 2019 levels, if ever. This has even led to the delay of its 3rd runway by 5 years. If the capacity of all the other airports in the southeast, or even the UK, has reduced by this level, where is the requirement to instigate a new airport? Surely the proposed extra capacity should be picked up by the

availability at other airports.

Manston Airport is not a strategically sensible location to have an airport or freight hub. This has been demonstrated by the number of failed attempts to run it as a commercial airport in the past. Manston is located at the most eastern point in Kent. The route to most UK destinations is over an hour along the M2 to the M25 or the M20 to the M25. Both these motorways are already congested with domestic traffic and also international freight arriving from the various ports including the Port of Dover the UK's busiest artery to/from Europe.

It is obvious that increasing traffic on this route is not a desirable situation for both congestion and pollution reasons. The proposed Manston site recognises this, so are proposing moving freight from the airport to the Port of Ramsgate where it will be transported by electric barge to London, where it will continue its journey. In this scenario freight arriving will be unloaded from the plane, loaded on to some form of transportation (with possible carbon impact), transported by road through the town of Ramsgate where it will be loaded again onto a barge where it will travel to be handled again in London. This does not sound like a fast or efficient way of handling freight; it also doesn't sound a fast option for companies, and it sounds like it will be disruptive to the rest of Ramsgate. Manston is in the wrong location for where the traffic is travelling to, when there are many other options in strategically better locations.

- **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; and**

It is inspiring to see that the UK government has set the world's most ambitious climate change target into law to reduce emissions by 78% by 2035 compared to 1990 levels. This will limit the volume of greenhouse gases emitted over a 5-year period from 2033 to 2037, taking the UK more than three-quarters of the way to reaching net zero by 2050.

The Carbon Budget will ensure Britain remains on track to end its contribution to climate change while remaining consistent with the Paris Agreement temperature goal to limit global warming to well below 2°C and pursue efforts towards 1.5°C.

As mentioned, for the first time, this will incorporate the UK's share of international aviation and shipping emissions – an important part of the government's decarbonisation efforts that will allow for these emissions to be accounted for consistently.

The Committee on Climate Change has provided its very extensive report on the 6th Carbon Budget. On aviation the recommendation is there should be no net expansion of UK airport capacity unless the sector is on track to sufficiently outperform its net emissions trajectory and can accommodate the additional demand. In producing this recommendation, the Committee has produced a number of scenarios, finding that the "Baseline" of the Government will not yield sufficient savings in CO₂ to obtain net zero by 2050.

The Baseline is not being met at present, therefore, the question, that should be asked, is that if Manston Airport is reopened to facilitate freight flights, which regional airport(s) would the Government plan to close in order to make up the greenhouse gas reduction required?

The intention for Manston is to predominantly run air freight flights. Typically, air freight planes are higher sources of pollution than passenger planes and when compared to other forms of freight transportation will typically have CO₂ emissions 44 times higher than that of container ships.

- **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.**

Ramsgate is a small town with a large community of families and businesses. The town's proximity to Manston means that it sits directly in the flight path positioned pretty much at the end of the runway. Should the airport start operating again the impact from pollution from the planes, noise pollution and visual impact of a constant stream of low flying planes is going to impact the wellbeing of the town and its inhabitants.

It has been suggested that the airport will create jobs in the local area. The jobs that are created will be small in comparison to the damage the airport will do to the local tourist trade and Ramsgate's appeal as a place to live. It will also make the town less desirable for businesses to invest in the future. An example of this could be Wetherspoons have recently built their flagship pub (the biggest in England) in Ramsgate creating a large number of local jobs, would they invest in this way if the town is marred by a stream of low flying planes overhead. The Royal Sands Development is currently being built on the seafront at Ramsgate. This is a huge mixed-use development that is selling a luxury lifestyle. It has supported local jobs in its construction and will go on to create jobs through its hotel and restaurants. Will people buy the apartments if they are going to be showered with pollution, when sitting on their balcony trying to take in the sea air. For the sake of a few jobs at the airport, a town is going to lose out on a future of investment and growth.

Many thanks for your time and consideration,

Regards,

Cliff Grout

