

From: [REDACTED]
To: [Manston Airport](#)
Subject: Plans for Manston Airport
Date: 09 November 2021 10:19:31

To the Planning Inspectorate,

I'm writing in response to the Secretary of State's letter inviting comments on the independent aviation assessor's draft report, the suite of responses to his first consultation and other representations deemed relevant for the purposes of the re-determination of the application by RiverOak Strategic Partners Ltd to reopen and develop Manston Airport into a dedicated air freight facility able to handle at least 10,000 air cargo movements per year (<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/manston-airport/>).

I am strongly opposed to the grant of a development consent order (DCO) for Manston airport. As a resident of Ramsgate and the owner of a house that is immediately under the proposed flight path and as a parent of two children who attend schools underneath the flight path, I have serious concerns about the detrimental impact of Manston airport on my family's health and well-being as well as my children's development and education. As a scientist, I know that research has consistently revealed negative health effects of noise and air pollution arising from airports; I have lived in my current home since 2012, when the former airport was in use, and so have first-hand knowledge of the noise, smell and disruption by flights departing and arriving at Manston. In addition, night flights would disrupt sleep, and lack of sleep is known to significantly worsen health and quality of life.

The 26th UN Climate Change Conference of the Parties (COP26) has listed as its goals to develop ambitious emissions reductions targets that align with global net zero by the middle of the century and keep 1.5 degrees within reach. Another one of its goals is to adapt to protect communities and natural habitats. Neither of these goals is in line with a re-opening of Manston airport, thus compromising the UK government's plan.

An airport at Manston would have a considerable negative impact on the value of my property and the wider property market as well as on regeneration in Ramsgate. Tourism, which is currently underlying much of the positive developments in Ramsgate, would be negatively affected by Manston airport, as would the environment. The Examining Authority has recommended that the Secretary of State should not grant development consent. The independent assessor summarized in the most recent report: *"Taking into account the above data and analysis, there is no clear evidence that the recent growth in e-commerce sales has created 'a shift in transportation modes to favour air cargo'. Consequently, the Independent Assessor does not agree with the Applicant's position that growing e-commerce sales are driving a demand for additional runway capacity (for dedicated freighters in the South East)."* Previous commissioned independent experts have consistently found that Manston airport would not be viable. Moreover, the applicant, RSP, lacks financial credibility and any experience of running airports successfully. Also, I fail to see how the airport's location could be deemed to be of national significance, nor how the logistics of moving freight from the furthest southeastern point of the UK to the rest of the country, which will negatively affect traffic and transport infrastructures, can be cost-effective.

Linda Koch, PhD
