

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** To whom it may concern  
**Date:** 01 December 2021 12:41:50

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To whom it may concern

#### National Infrastructure Planning

A response to the Re-determination of the Application by Riveroak Strategic Partners Ltd for an Order granting Development Consent for the reopening and development of Manston Airport

#### Introduction

Many of the points made in this letter have already been made previously. I am registered as an interested party personally and as an RTC councillor. We are a left leaning administration and hold the majority on the town council, we have been consistently opposed to the airport for a multitude of reasons. We were returned with a far greater majority in the last election as a result of our airport stance. I also represent a group of mental health professionals working in the statutory and voluntary sector. Once again I am writing to put the case against Manston Airport becoming a 24/7 cargo hub. I have lived in Thanet for 21 years and I have worked for the NHS and voluntary sector services locally. I have provided evidence relating to the detrimental impact a cargo hub with its ensuing impact on sleep would have on the physical and mental health of Thanet residents. The impact on the developmental needs of children based in the areas and primary schools under the flight path has also been well documented in research in previous submissions and WHO statistics.

I have been involved in the NNF campaign for over 10 years and I am incredulous that the case for the development of Manston is still being mooted. There have been 16 reports since 2010 that have provided evidence that the airport is not viable and would have a devastating and detrimental impact on Ramsgate and Herne Bay. This year the Ove Arup report for DfT/SOS the latest of these reports finds there is no requirement for a cargo hub at Manston. As does the serious of reports by Avia Solutions, York Aviation, Altitude Aviation, Falcon Consultancy and Alan Stratford and Associates among others. The only report contradicting these findings was commissioned by RSP and discredited. These reports are written by experts with no ulterior motive other than the truth that Manston for numerous reasons is not positioned to be a successful freight hub.

#### Need and the DCO

I attended some of the DCO hearing which was expertly chaired by ExA. The absence of documentation, compounded the issues around the uncertainty over funding and the lack of clarity and transparency in RSP's case. A lack of accountability is I suppose to be expected when one considers that Tony Freudmann who leads this group is a solicitor who was stuck off on 27 counts of misappropriation of client funds.

However fundamental to the DCO process is the need for Manston to be considered as an NSIP which requires there to be a national need. This National need must outweigh the negative impacts such as those of the environment, health, employment etc this need has been refuted. The many expert reports have clearly stated that neither a cargo hub of passenger airport would be viable at Manston and all attempts have consistently failed. It is interesting that RSP attempted to use national need as a ruse because it obliterated many of the issues that would prevent a normal development application. The need issue was also negated by the fact that in 2019 at the time of ExA there was spare capacity at Stanstead and East Midlands Airports, the expansion of Stanstead is now on hold due to decreased need. A 3rd runway at Heathrow would increase capacity and Manston's location will always be disadvantageous.

I 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. The DCO exposed that there had been a number of companies that have been set up with no apparent financial base and no trail of verifiable accounts or financial backing. I 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 was overturned by the Secretary of State whose letter is completely unsupported by fact. We residents then raised the money (over £100,000) to support a Judicial Review which finds against RSP but the sorry saga continues.

#### Noise

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. The noise contours provided by RSP state that only 225 houses would be able to receive compensation as a result of the impact! My concern with the RSP submission is the difference between the noise contours that local residents were forced to commission, 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 (including the 2 MPs) 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.

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. The Manston Airport site was originally owned by SHP who proposed a mixed development of light industry and housing with an improved local infrastructure, this would have contributed to local employment. As a result of the zoning of the airport site, in the delayed local plan, much of the much needed (and required by government) local housing is being built on prime agricultural land. I and many believe that ultimately RSP whose origins lie in an American hedge fund specialising in real estate development will eventually build on the airport site.

#### Thanet Health

Thanet is an area of social deprivation where crime, unemployment and health outcomes including life expectancy are significantly poorer than the rest of Kent.

THANET CCG Analysis of Deprived Areas - Kent Public ...<https://www.kpho.org.uk/assets/Thanet-Profile>

Many of the health issues that are identified in the analysis of deprived areas would be increased by the proximity of a 24/7 cargo hub. In a disadvantaged area this would further compound these health related conditions. It is however not just physical health that would be impacted it is as stated earlier child development that would be impeded. In an area that also has shocking mental health statistics and the highest presentations of diagnostically recognised conditions, the impact of persistent noise pollution so close to the residential areas will increase the levels of psychological distress caused by noise pollution.

Health Issues Caused By Living Near an Airport | [REDACTED]

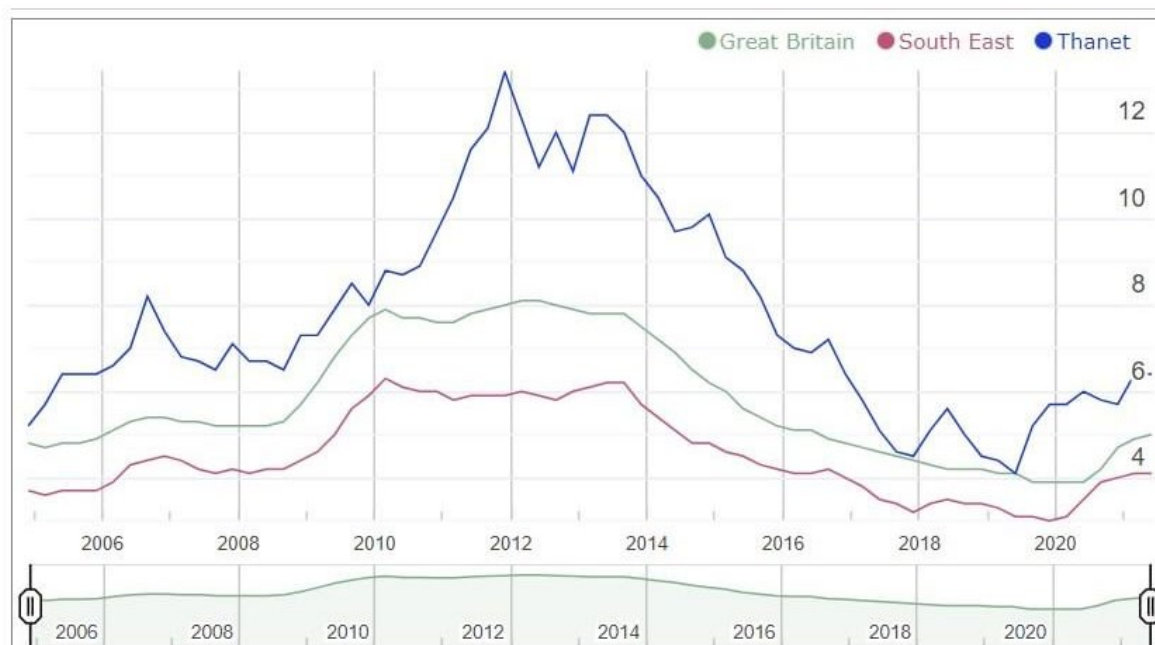
Noise pollution health effects: Impact on mental and physical [REDACTED]

Noise Pollution Isn't Just Annoying — It's Bad for Your [REDACTED]

#### Employment

It is often argued by Airport supporters that there are no local jobs and that the airport will bring training and employment. The airport when it shut employed 140 and with the increase in automation it is dubious that many additional jobs would arise. However existing jobs in tourism and hospitality would be jeopardised by this occurrence.....as a cargo hub would destroy this burgeoning field. Thanet already has a number of job vacancies in hospitality, light industry, the NHS, social care etc all jobs with prospects that require education and training for decent careers. We recently had a situation where our local MP Sir Roger Gale a keen supporter of Manston was bemoaning the fact that produce was rotting at Thanet Earth because there was nobody available to pick the tomatoes so clearly plenty of jobs are available locally!

One can see from the graph below that employment has increased since the airport shut which indicates the importance of hospitality and tourism to our area.



Thanet Earth 'bins' £320k of produce - Fruitnet.com<http://www.fruitnet.com/fpj/article/thanet-earth-bi...>

#### Politics and Climate Change

We residents need our voice to be heard above the dissembling, disingenuous, characters involved in this scheme. 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 Sir Roger Gale has been so personally involved with the RSP bid that one can only question whether there is a financial motivation and neither local MP live in a property that is directly effected by the airport. Our South Thanet MP chairs the group of Conservative climate change deniers so is resistant to the climate change implications of a 24/7 cargo hub. Sir Roger Gale whilst acknowledging climate change issues as being important on other fronts appears unable or unwilling to relate them to Manston and the impact this will have locally and nationally. When the DCO was rejected the finding was overturned by the government minister Grant Schnapps, there was no evidence to overturn this but this minister whose obsession with aviation has since been exposed by the Sunday Times was allowed to do this.

We desperately require closure on this disruptive and unsettling project.

Yours Sincerely,

