

Manston Airport DCO TRO20002

For the attention of:- The Manston Airport Case Team

Manstonairport@planninginspectorate.gov.uk

My PINS registration identification number is 20013678.

Dear Sirs/Madam

It is with regret that I have to contact your good selves again, in connection with the ongoing saga that is Manston Airport.

I would like you to note my opposition to RSP's plans to reopen Manston airport as a 24/7 cargo hub.

It is my understanding that Development Consent Orders have in the past been raised by Local or County Councils to purchase property so that new road systems, or similar projects, can be built. It still seems odd that a private company should be entitled to the same privilege to build a Cargo Hub on this old runway at Manston.

The meaning of Hub is that it is the centre of a wheel from which spokes radiate, take Manston as the hub and the road network as the spokes we then have our hub at an extreme corner of the U.K. and not in the centre. If you were to draw two imaginary lines of sight to encompass the whole of the U.K. with Manston as the starting points the resultant angle is approximately 115° of land mass leaving us surrounded by 245° of sea. It does not appear to be a very central location. As a long term resident of Central Harbour Ward in Ramsgate I would like to express my concerns accordingly.

1. A Cargo Hub of this proposed stature will inevitably impact on the present road system, as the volume of lorries along with their attendant noise and air pollution will increase to the detriment of the local environment and community.
2. I live in within sight of the local grammar school, Clarendon House, planes will fly low and directly overhead. I am concerned for our health and safety because of the increased noise and air pollution that will undoubtedly accompany such a large operation. A 24/7 cargo hub raises great concern for our children's education in this noisy and potentially disruptive environment, and at night to get enough sleep, as being disturbed once in the night will be once too many, and I fear that there will be more than one per night.
3. The flight path runs straight over Ramsgate and our 40,000 residents. If this was a new development it would surely never be considered by the Planning Inspectorate.

Noise levels and the attendant air pollution that will accompany these Air Traffic Movements will be a major concern, and have a high degree of impact upon us all.

4. The Buildings of Historic Interest and the Conservation Areas in Ramsgate will surely be at risk from the resultant vibration, noise and air pollution that will accompany such a large development. Nethercourt in Ramsgate starts 1.37km from runways end. Not 4km as RSP are quoting.

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Please listen to your own experts like the DCO examiners and the Ove Arup report the DfT commissioned which backs up the conclusions of the DCO Examiners.

There have now been 16 reports commissioned on Manston over the last 10 years and all have been negative as to the viability of an airport there in one way or another .

2010 BICKERDICKE ALLEN PARTNERS report night noise assessment

2011 YORK AVIATION Economic impact of night flying policy

2011 BICKERDIKE ALLEN PARTNERS noise

2014 FALCON report

2015 KCC position statement on Manston Airport

2016 TDC final report for Thanet District Council (TDC) Manston Airport Viability

2016 AVIA SOLUTIONS Riveroak response TDC Manston Airport viability final

2017 AVIA SOLUTIONS local plan representations review final

2017 AVIA SOLUTIONS analysis of report by Azimuth/Northwood on Manston

2017 YORK AVIATION for SHP summery report final

2018 ALTITUDE AVIATION report

2019 ALTITUDE AVIATION report update

2019 DCO Examiners recommending refusal of DCO on many issues including need

2021 YORK AVIATION for Jenny Dawes in redetermination of DCO

2021 ALAN STRATFORD ASSOCIATES for Ramsgate town council

2021 OVE ARUP for DfT/SoS

From Airport Watch Website: -

“Independent assessors for Manston expansion plans say there is no need for the extra air freight capacity. The Development Consent Order (DCO) for the re-opening and development of Manston as a freight airport was rejected by the High Court in February 2021. This was after Secretary of State for Transport, Grant Shapps, in July 2020 had decided to ignore the advice of the Planning Inspectorate (PI) in October 2019, that the DCO should be rejected. Grant Shapps said it should go ahead, but the court said there had not been enough detail for reasons to go against the advice of the PI. Grant Shapps then had to “re-determine” the DCO application, and people could submit reasons to the PI for why the airport proposal should be refused. A team was set up as “independent assessor” to investigate the justification for the airport's expansion, and report back to Mr Shapps. The team's report has now been published. It concludes that “the levels of freight that the Proposed Development could expect to handle are modest and could be catered for at existing airports ... Manston appears to offer no obvious advantages to outweigh the strong competition that such airports offer. ...the Applicant has failed to demonstrate sufficient need for the Proposed Development”.

The need for such a development has never been proven, and after consideration of the many testimonies of the good people of Ramsgate, and external consultants, I find it difficult to understand why the DfT do not accept the findings of the DCO Examiners and once and for all reject the DCO Application.

From the Davies Commission onwards, the disinterested assessment has been that there is no need for Manston Airport and it cannot succeed.

The good people of Ramsgate will have to live with the continuous environmental fall-out that a would arise from a decision to proceed with the Development Consent order.

Therefore I conclude that this application for Development Consent should be denied.

I urge the Secretary of State to follow the advice of Arup and the ExA and reject RSP's proposal.

Yours faithfully,

P. Hudson, Ramsgate.