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Subject: For the attention of: The Manston Airport Case Team
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Thomas Norton
Ref. No. 20013224
Manston Consultation 2nd Deadline 3rd December 2021

I would like to register my continuing opposition to RSP's DCO application to build a freight hub at Manston.

I live on the Nethercourt Estate in Ramsgate and once again we have been invited for more submissions for the DCO proposing re-opening of the disused Manston site as an airport freight hub. Just how many times have we got to go through this process. Report after report has concluded it is not needed or viable. The only one ever written in support was by Sally Dixon who is employed by RSP. It seems the only time she has been employed to comment on aviation related issues has been for companies where Tony Freudmann has been involved.

The plan, if implemented, would be an environmental disaster for me, my family and thousands of other residents. We have direct experience of the impact of Manston on our lives when the airport was open. Our lives were blighted by dirty, noisy, smelly old aeroplanes flying just over our rooftops. This affected the lives of the residents of Ramsgate and the whole of Thanet.

When the airport was open we suffered with old freight planes going over our houses. It will be the same again but all night long, so all residents will suffer with a lack of sleep, resulting in many health problems and thus putting a further strain on the Health Service. We had many nights where we were woken up by extremely noisy planes thundering over our rooftops. Once woken it was almost impossible to return to sleep. The lack of sleep affected me at work. Our lives have improved in the seven & half years it has now been shut. The truth is it only employed 150 people on zero hour part time contracts and there was no major negative effects when it shut.

In spite of River Oak's denial, night flights are still going to take place, as River Oak are applying for a night time quota of 3028 per year. This could mean unlimited night flights as RSP get to decide what constitutes a late flight and there is no protection for residents whatsoever. RSP come out with terms like "shoulder period" which in anybody else's book it is a night flight. They are also hiding the true noise impact behind average noise contours which are an average of an average, the true levels we experienced were 90db plus and they were only 450ft above our house. Noise levels of 100db were regularly recorded at Chatham House School which is in the centre of Ramsgate.

The only route to and from Manston to connect with the motorway network is the A299 & M2/A2. These roads are constantly congested and very often it only takes an accident and all roads are gridlocked. With thousands of new houses currently being built/planned this will exacerbate the situation even further, even without the airport.

Many children live on this estate and in Ramsgate directly under the flight path. There is no doubt their education will suffer as their learning ability will be affected due to being constantly awoken during the night. There are many schools under the flight path. Experience has shown due to the noise from planes classes would have to stop as it is impossible to hold a conversation let alone teach. The teachers will not be able to teach our children efficiently because the children will be unable to hear what is being taught. Children will be unable to concentrate at school, let alone hear what is being taught, this will affect their future prospects in life. With all the noise disruptions throughout every school day, their education will suffer. This is without taking pollution such as particulates into consideration and its impact on their health. Particulates can cross the lung/blood and blood/brain barrier how can we put all our children and teachers into such an environmental hazard?

Looking back at some of my newspaper clippings, I found there were some interesting comments. On 22nd February 1999 in the KM Extra, Lord Northbourne raised the subject of Manston airport development in the House of Lords. He said that the council issued an "existing use" certificate for the operation of Manston as a civil airport without attaching any conditions and that there was an established usage of 55,000 movements in and out each year.

He said that historically the type of aircraft used were Tiger Moths or today's single engine training aircraft and gliders. Lord Northbourne was concerned that developers might interpret this as allowing 55,000 jumbo jets into the airport each year. In a letter he says that it appears that the council's enthusiasm to create employment has led them to take a cavalier attitude to the control of noise and pollution.

Even RSP's own documentation it says that it will have a permanent adverse effect on the area and people's lives though they try to cover that up.

Ramsgate has just begun to thrive and the area has improved for the better. When the airport closed there were more jobs created in Ramsgate in the tourist and leisure industries. More money has been invested in these areas. A cargo hub would stop people investing in the area and many jobs would be lost. The DCO examiners concluded that RSP's job claims were greatly inflated and a cargo hub would lead to a net job loss. RSP are also downgrading the number of jobs they say will be available due to automation. As it was always RSP's claim it would be "state of the art" I have to wonder why they have only just come to that conclusion. Tourism in the area is booming and visitor numbers would fall, as no-one will want to visit an area where you cannot hear what is being said to you or it is impossible to get any sleep!

There is no evidence that we need a freight hub anywhere in the country as it has been shown in many reports there is adequate capacity at existing airports. To want to put it on the doorstep of so many people is ridiculous. It would affect not just the lives of the people of Thanet, but also the surrounding area as the roads are already full with current traffic, to propose even more lorries transporting freight and fuel to and from Manston would be a nightmare. I note not one major air freight carrier has written a submission in support of RSP's plans which to me is very telling and undermines RSP's case that there is a shortage of cargo slots in the UK.

Claims that an operation of this type located in the far south east of the country would be of national importance are unrealistic. Manston has never been anything other than a minor regional airport. It has been closed for seven years with no appreciable loss, nationally, regionally or locally.

Many people have relocated to this area over the last few years that have no experience of the noise generated by the airport or the effects on their health. Many of these have been kept in the dark about RSP's intentions, by deliberately not leafleting the area about consultations that were to take place. RSP has shown a lack of adequate consultation process, many residents received no notification from them. Nobody that I have spoken to on this estate has ever had any leaflet about the consultations. It seems RSP have gone out of their way not to inform the people who will be most affected. I have lost faith in our local MP's, who have shown no concern for us, as people that they have been voted in by, and whom they are supposedly representing. Anybody who has moved into the area and is opposed to the airport reopening is called a "subversive incomer" by Roger Gale who says he is proud of the title "MP for Riveroak"

Roger Gale, Craig MacKinlay and Grant Shapps have all got interests in aviation. MacKinlay has his own airline company MaMa Airlines, which is still registered with Companies House as active. Mr. MacKinlay has been in negotiation with Tony Freudmann regarding use of Manston for his airline, therefore looking after his own interests rather than the interest of people that he is supposed to be representing and who have voted him into the position thinking that he cared about the area.

We have had excellent independent expert reports from leading companies like York Aviation, Bikerdike Allen Partners, Falcon, Avia Solutions, Altitude Aviation, and Alan Stratford & Associates. Kent County Council produced a statement that showed how millions of tax payer's money was wasted in supporting Manston only for it to go bust. We had four experienced planning inspectors who conducted a long examination for the DCO. They took many hours of Oral evidence and hundreds of written submissions into consideration and the examiners conclusion was that the DCO should be refused on MANY issues. The DfT also commissioned their own report from Ove Arup. Unsurprisingly the Ove Arup report backs up the finding of the DCO ExA. How much more does the D of T need?

In total there have now been 16 reports commissioned saying that Manston is not needed or viable including Thanet District Council who spent £50,000 of tax payer's money. All these reports along with the fact it has failed three times tell us that Manston as a commercial venture does not work, isn't viable and is not needed so we would urge the Secretary of State for Transport to take notice of these reports and refuse RSP's DCO application. If by some injustice it is passed again we will, of course, be supporting a further judicial review.

The recommendation in the Examining Authority's Report of 18 October 2019 states that the DCO should NOT be granted.

There have NOT been any significant or material changes to policy or the quantitative need case for the proposed development since July 2019.

Therefore, I urge the Secretary of State to finally dismiss the application from RSP.

Thomas Norton