

To: The Manston Airport Case Team in Response to the Ove-Arup Report

MANSTON AIRPORT

Interested Party: Margarita Moscoso, Resident of Ramsgate
objecting to the granting of the DCO for a Cargo Air Freight Facility at Manston.
3rd December 2021

Once again we are asked to confirm our objections to a plan that is running the risk of dying of old age, maybe that is the plan that if we continue to be asked again and again some of us will have died of old age!

To grant a Development Consent Order (DCO) it is necessary for the applicant to prove that their 'plan' is of national importance ie. Of benefit to the United Kingdom. RSP have failed to show that its plan is of national significance or even that it would be financially successful. In fact it has failed to prove that it is necessary or practical.

Pollution comes to mind as the first major stumbling block! Not only from the cargo planes landing and taking off, but the additional road haulage necessary to transport the goods arriving by air to their eventual markets. Presumably, the cargo planes would not leave empty so this would be a two way issue. Manston Airport is located in the wrong part of the southeast, surrounded by water on three sides and with only two major roads connecting it to the rest of the UK. No-one can do anything about our geographical location!

Noise is my next objection. Who, in their right minds would consider such a location with low flying over two main towns, Ramsgate and Herne Bay, and effectively making life in those towns unbearable? When the airport was operational there were occurrences when coming in to land resulted in damage to at least one roof in Ramsgate due to the creation of an air vortex. That it can happen even once shows what possible physical damage can result to buildings on the landing and take off flight paths. Extreme noise has shown to be damaging to people's mental health and I don't think that what is left of the NHS in East Kent, particularly provision for mental health, would be able to cope with additional demand.

Historical Architecture There are many listed buildings in Ramsgate, I cannot speak for Herne Bay. Even among the unlisted buildings there are some jewels. Buildings that for the last 15-20 years have been lovingly restored would risk damage to their construction.

Profitability Yes, the airport was active 10 years ago but with so few flights that it could not afford to keep going financially. So what would be different this time and has a market been identified and proven to be accessible to the cargo arriving at Manston? Why was this demand not identified at the time when it went bust and was virtually given away with massive debts?

Reports Just how many more reports is flying ace Grant Shapps going to commission in the hope of someone saying something positive about the Manston DCO?