

2 December 2021

FAO: MANSTON CASE TEAM

**REDETERMINATION OF THE APPLICATION BY RSP LTD FOR AN ORDER GRANTING
DEVELOPMENT CONSENT FOR THE REOPENING AND DEVELOPMENT OF MANSTON CARGO
AIRPORT IN KENT.**

UNIQUE REF: 20014727

Dear Manston Case Team,

I write on behalf of the group Writers Against Manston Cargo Hub to state that we are in full agreement with the Examining Authority's recommendation that development consent should not be granted.

The Independent Aviation Assessor appointed by the Secretary of State for Transport agreed in the report published in October 2021:

'There have not been any significant or material changes to policy or the quantitative need case for the Proposed Development since July 2019 that would lead to different conclusions being reached (compared with the previous ExA conclusions) with respect to the need for the Manston development.'

Since 2010, 16 expert examinations have reached the same conclusion over the Manston's lack of viability. In the face of this overwhelming evidence, how is it that the DCO continues to be under consideration? It simply makes no sense. Apart from the proven lack of need, we are living in a climate emergency, when carbon emissions must be drastically reduced to meet the government's net-zero target by 2035.

There is no doubt that Thanet needs quality jobs that are sustainable – quite the reverse, then, of those on offer when the airport closed in 2014, employing fewer than 150 on zero-hour or part-time contracts.

The Manston site is full of potential for mixed-use prospects far greater and more imaginative than pure housing – wind farms, for example, creating training and employment, an aviation heritage site, light industries, the scope is endless. When the airport/housing deadlock is broken by the DCO finally being put to rest, we can work towards a positive future for the land.

For a Nationally Significant Infrastructure Project (NSIP) to be granted, a clear case for need must be established to offset the damage it would cause. RSP themselves admit it there would be a 'significant adverse effect' 'on the town of Ramsgate and the need is evidently not in place. Existing airports with motorway infrastructure have capacity for freight and unlike Manston, are in accessible locations.

All around Ramsgate, there are signs of restoration and regeneration as people move to the community and invest in its property and community. There are those who take advantage of the high-speed rail link to St Pancras and those who work from home, employed or self-employed.

Roger Gale MP likes to whip up xenophobia with divisive remarks about 'subversive incomers' and 'DFLs', but in reality, as those who live here know, he falls, as usual, way short of the mark. The town is full of people who freely dedicate time and energy to its revival in all kinds of ways, including:

- * volunteering as gardeners and litter pickers
- * removing graffiti and sweeping the streets
- * restoring vandalised storm shelters
- * running soup kitchens and refuge centres for the destitute
- * seeking grants and funding
- * campaigning to save community assets

With cargo planes polluting Ramsgate with noise and emissions, people will evacuate, taking their investment with them and leaving the town as an industrialised wasteland.

The UK's historic Royal harbour, with its rich past and honourable wartime history, is worth more than this.

Yours,

Writers Against Manston Cargo Hub