

RESPONSE TO THE CONSULTATION ON THE INDEPENDENT AVIATION ASSESSOR'S DRAFT REPORT for Re-determination of the Application by RiverOak Strategic Partners Limited for an Order granting Development Consent for the reopening and development of Manston Airport in Kent.

I am a Ramsgate resident who has lived in the area through Manston's many changes from RAF airfield to Lorry Park. The points against the airport made in this submission are generated from my reading of official reports and from eyewitness evidence - I know exactly how loud and how low the planes are over the town, and this fact has not been dealt with honestly by RSP.

I agree with the Examining Authority's original decision. That was a robust examination and the recommendation to reject the Application was correct. I have read the report from the Independent Assessor, Ove Arup, and I can't see that there have been any changes to the situation since the Examining Authority's report. The fact is there is still no case for this airport.

For a DCO to succeed it needs to be of "National Strategic Importance (an NSIP) This means for an application to be passed the benefits must outweigh the cost of the impact on people's lives/health and the environment. This is clearly not the case with RSP's application for a freight hub at Manston as my key points and the reports demonstrate

To quote another Ramsgate resident *"You don't need a degree in environmental studies or aviation technology to know that a giant freight hub at Manston would be an injustice to Ramsgate's residents, just 500 feet under the flight path. Thinking of them lining up to land over the Clock Tower and historic harbour is enough to churn my stomach."*

Sixteen studies, including the planning inspectors' exhaustive research and the Ove Arup report (published Oct 2021 and commissioned by the Dept of Transport itself) show there is NO NEED for a cargo airport at Manston.

The application must be rejected on grounds of both expert advice and common sense

Key points against the Application

- This proposed airport is dangerously close to a highly populated area.
- Noise and pollution will affect shops, businesses and tourism.
- Air pollution will affect health.
- Noise will impact on the learning of children in several schools.
- The fact that night flights are not discounted and the decibel level is set higher than at other airports will impact on mental health in an area that is already battling social issues caused by deprivation.
- There is no demand for this freight hub and even if there was, the Airports National Policy Statement states that any extra need is best met by a north-west runway at Heathrow Airport.

- The reserving of this large brown field site has pushed housing onto green field sites, thus eroding farming, quality of life and contributing to climate change by the erosion of green spaces.
- The pollution caused by the airport and related transport will affect a large area of SSSI including salt marshes which are important for carbon capture.
- The possible jobs generated by a freight airport are not enough to offset the jobs lost in the industries destroyed by the airport.
- The airport will also deny the area future jobs in the industries the airport will prevent from coming to the area. If it hadn't been for the airport, we could have had the hugely successful film studios that ended up going to Ashford.
- The airport will put off future residents that would bring money into the area and has already caused some people to move out of the area. Only the rich can afford to move out of an area where property prices are trashed by the airport, so it will be the poorest people who are left to suffer the consequences of Government policy. Ultimately, the airport plan risks turning Ramsgate into an area of worse deprivation and social problems.
- The geography has not changed - this site is still on the tip of a large county which already has issues with weight of traffic.
- The airport has been proved unviable on several previous attempts and it is no more viable now. Money, time and effort is still being poured into a costly failure that is preventing more positive change from happening in the area.

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