

From:



Subject:

FOR THE ATTENTION OF THE MANSTON AIRPORT CASE TEAM

Date:

20 August 2021 14:56:48

Attachments:

[Council - Minutes - 30 June 2021.pdf](#)
[Resident emails received re SoS call for evidence Item 10.pdf](#)
[2nd document of Resident emails received re SoS call for evidence Item 10.pdf](#)
[3rd document of Resident emails received re SoS call for evidence Item 10.pdf](#)
[Letter to RTC.pdf](#)
[Letter to RTC re Manston SoS Expert Opinion \(1\).pdf](#)
[Extraordinary Council - 7 July 2021.pdf](#)

Importance:

High

My understanding is that Cllr Stuart Piper has written to you in relation to Ramsgate Town Council procedures.

Whilst I cannot speak for Ramsgate Town Council I can give you information relating to the subject matter within the letter but in particular the procedures undertaken by myself with due diligence.

I attach the following documents;

1. Minutes from the meeting of Council held on 30 June 2021 which agreed to appoint Mr Peter Forbes to write the report in relation to Manston – to assist you minute 057 is what is required.
2. All documents (5) received by me personally from members of the public and shared with Council as part of the agenda papers for its meeting on 30 June 2021.
These documents are not considered confidential. The documents show that there was an even balance between pro and anti-airport opinions.
Cllrs may well have received other correspondence but the attached is all that were received by me and of course Council within its agenda documentation.
3. Minutes from the meeting of Council held on 7 July 2021 agreeing that the report written by Mr Forbes is sent to you along with a covering letter. It's the main minute within the document.

With regards to the Standards complaint involving 3 Members of this Council, my understanding is that no action is to be taken against the 3 Members and therefore it is reasonable to believe that this is not an issue.

I cannot comment on the allegations within the letter with regards to Mr Forbes.

Council agreed to appoint him to write the report via the democratic process with 14 Members in attendance.

I have copied the Chair of Council in to this email as before.

Best regards,

Eileen

Miss Eileen Richford

Deputy Town Clerk and RFO to Ramsgate Town Council

Tel: (01843) 598753

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Re: [Ramsgate Town Council Meeting, 30 June 2021 \(7pm\)](#)

Agenda item 10

We understand that the question of Ramsgate Town Council's (RTC's) response to the Secretary of State for Transport's call for evidence to inform his decision regarding the DCO application by RSP for a freight hub at Manston will be discussed and considered by the Council at the above meeting.

We are aware that RTC is a registered Interested Party in this matter, has previously made a submission opposing the proposed freight hub development, and will be considering its further response and evidence base for this latest consultation. As such, we are writing as local residents and business-owners to strongly support and recommend expert advice is sought by RTC in this matter, for reasons set out below.

Ramsgate is facing an existential threat. This is made crystal clear from the Planning Inspectorate Examining Authority ("ExA") Report and Recommendations on the Manston DCO application by Riveroak Strategic Partners (RSP), which after the most intensively scrutinised DCO examination the Planning Inspectorate has ever conducted confirms:

"...the ExA concludes and recommends that the Proposed Development would have an adverse effect on the aims of the HAZ for Ramsgate to grow into a prosperous maritime town where outstanding heritage and architecture coupled with new investment and development strengthens the economy for the benefit of the local community."¹; and

"... the ExA has concluded that the proximity of the airport and the orientation of its runway to Ramsgate means that there would be a negative effect on the tourism industry of Ramsgate resulting from the Proposed Development".²

In his own original Decision Letter - since quashed due to insufficient reasons provided for supporting development - the Secretary of State agrees:

"... the Secretary of State notes the ExA's view that the Development may well adversely affect the tourism industry in Ramsgate."³

It is abundantly clear and inarguable from this that Ramsgate - its residents, existing businesses, economy and future development potential - is being sacrificed for the benefit of Riveroak.

¹ Planning Inspectorate ExA Recommendation Report, para 6.3.183
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-005347-TR020002%20Final%20Recommendation%20Report%20to%20DfT.pdf>

² *Ibid*, para 6.3.182

³ Secretary of State Decision Letter, para 42
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-005348-Manston%20Airport%20DCO%20Decision%20Letter%20Dated%209%20July%202020%20FINAL.pdf>

Irrespective of the merits of the need case and highly questionable benefits to the rest of Thanet - both of which were called into serious doubt by the ExA following its thorough examination of the evidence - Ramsgate Town Council and its elected representatives have a civic and moral duty to protect Ramsgate and act in the best interests of the town and its residents.

It should also be noted that the airport's impact on Ramsgate - captured so perfectly by the ExA and agreed by the Secretary of State in his original decision letter, (since quashed) - runs counter to the **TDC Local Plan vision for Ramsgate**, specifically Policy SP11, which states:

"The Council will seek to support the continued regeneration and development of Ramsgate focusing on its maritime heritage and developing leisure role"⁴

The negative impacts on Ramsgate outlined by the ExA also run counter to the Ramsgate Levelling-Up Fund bid⁵, which focuses on three key areas: Ramsgate Port, The Royal Harbour and Assets to Connect to Opportunity. The bid includes development of new and distinctive visitor assets in Royal Harbour, to include:

- New boutique hotel;
- High end restaurant and brasserie;
- investment in quayside fishing facilities to enable the local fleet to store and sell their catch;
- New public realm adjacent to a refurbished clock tower to create a new town square;
- New community access point in central Ramsgate, including training kitchens, community teaching space, opportunities for intermediate labour markets and information exchange as well as space for existing local charities to operate out of.

It is impossible to see how this vision for Ramsgate can be successfully delivered - if at all - if RSP's alternative vision of an air cargo hub at Manston is granted a DCO, since this would result in cargo planes flying directly over the Royal Harbour at altitudes of 500ft - 600ft several times per hour.

Net Employment Impact

While it is clear that there is a genuine threat both to existing jobs, the growing economy of Ramsgate and realistic future vision of Ramsgate it is far from certain that the sacrifices made to support RSP's vision would result in any net jobs gain. It is a matter of statistical fact that Ramsgate - and Thanet, more broadly - saw far higher levels of unemployment when Manston Airport was commercially active than since its closure. In fact, unemployment in Thanet fluctuated around 10.5% - 13.4% in the period up until Manston's closure in 2014 and has since dropped to 5.5% in December 2020, having been as low as 4.1% as recently as June 2019⁶.

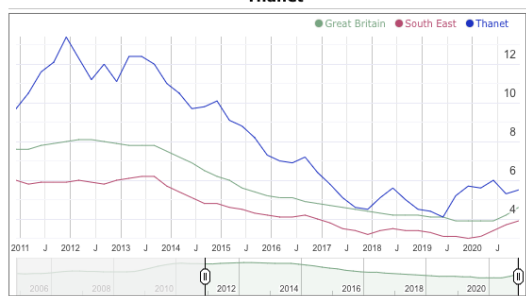
⁴ Thanet District Council Adopted Local Plan

<https://democracy.thanet.gov.uk/documents/s69015/Annex%203%20-%20Thanet%20Local%20Plan%20with%20appendices%20March%202020.pdf>

⁵ <https://www.thanet.gov.uk/thanet-submits-two-bids-to-the-levelling-up-fund/>

⁶ Source: Nomis

All people - Economically active - Unemployed (Model Based)
Thanet



The levels of employment promised by RSP at the proposed cargo hub are highly debatable and based on a business plan whose own author, Dr Sally Dixon of Azimuth Associates, admitted during the DCO hearings was not based on viability. Further:

- There is a long and well-recorded history of over-stating potential economic benefits during previous failed operations at Manston, with previous predictions of 6,000 jobs by 2010, (later altered to 2017), 3,500 jobs by 2018 and 7,500 by 2033. None of these predictions have ever come close to being materialised. In fact, at the time of closure in 2014, Manston employed 144 people, mostly in part-time positions.
- *“in relation to direct jobs, the ExA concludes and recommends that the numbers forecast by the Applicant are too high”⁷*
- In relation to indirect jobs the ExA concludes and recommends that any indirect jobs achieved *“would be at national level as opposed to a more local level, and consequently **would not benefit Thanet and East Kent** or the wider Thames Estuary to the same degree as stated in the Azimuth Report, and may provide more benefit to other areas with significantly different socio-economic baselines to the area surrounding the airport”⁸*
- With regards to prospective employment growth, paras 230 of the Planning [Inspector’s Report](#)⁹ on the TDC Local Plan and para 1.22 of the [Adopted Local Plan](#) make it clear that the Adopted Local Plan¹⁰ make it clear that the *“positive, aspirational”* Employment Assessment and Jobs Growth Strategy in the whole of the Local Plan is **not in any way dependent upon any potential jobs** that may or may not be created by the proposed development
- In relation to any potential jobs created through the proposed development only benefiting those **outside** Thanet and East Kent, this may lead to an increase in housing requirement in Thanet since *“The potential future use of Manston Airport as a cargo hub could give rise to an increase in employment which has not been modelled by the Strategic Housing Market Assessment (SHMA).”¹¹*

Conclusion

⁷ Planning Inspectorate ExA Recommendation Report, para 6.10.74
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-005347-TR020002%20Final%20Recommendation%20Report%20to%20DfT.pdf>

⁸ *Ibid*, Para 6.10.80

⁹ <https://www.thanet.gov.uk/wp-content/uploads/2020/04/Thanet-Local-Plan-Report-Final-22.03.20-1.pdf>

¹⁰ <https://www.thanet.gov.uk/wp-content/uploads/2018/03/Thanet-Local-Plan-July-2020-1-1.pdf>

¹¹ Planning Inspector’s Report - Examination of TDC Local Plan, Para 32

<https://www.thanet.gov.uk/wp-content/uploads/2020/04/Thanet-Local-Plan-Report-Final-22.03.20-1.pdf>

It is our belief that there are two possible futures at stake for Ramsgate. The first is the vision as set out in the Local Plan and supported by TDC's Levelling-Up Fund bid for Ramsgate, based on a prosperous maritime, tourism, heritage and hospitality led economy. This vision continues to build on what we can already see is a successful strategy.

The second is the RSP vision of a cargo hub, which the Planning Inspectorate Examining Authority (ExA) Report has shown will be detrimental to the current vision for Ramsgate's Future. The Secretary of State has previously agreed with this view.

It is clear, therefore, that these two visions cannot co-exist.

Consequently, Ramsgate Town Council is now at a fork in the road and must decide which of these visions to support. With so much at stake, it is crucial that this decision is evidence-based and informed by expert guidance focused on the key issues. There is clearly some urgency with this since the current Secretary of State's consultation calls for evidence for or against the proposed cargo hub development to be submitted by 9th July, in the first instance.

We therefore strongly support the motion for Ramsgate Town Council to commission expert advice to support its submission to this consultation, focusing on any or all of the following key issues:

- Whether there is any need (and therefore market viability) for the proposed airport development in this corner of Kent
- Realistic assessment of jobs potential and local impact, taking into account factors including future forecast of UK freight market, lack of rail freight interchange/local logistics and manufacturing base, onward freight transport in HGVs, HGV supply/skills issues etc
- Net impact of potential jobs created -vs- jobs lost and businesses put at risk by the proposed development
- Net impact on local economy and TDC Strategic Housing Market Assessment (SHMA) of jobs benefiting those outside Thanet/East Kent

Yours Sincerely

Jason and Samara Jones-Hall

Five10Twelve Ltd





28 June 2021

To the Ramsgate Town Councillors

Re: Agenda Matter 10: Ramsgate Town Councils' Response to the SoS Transport's Call for Evidence to Inform his Decision Regarding the DCO Application by RSP for a Freight Hub at Manston to Consider the Request by the Secretary of State.

We are local residents and business owners and we note with interest that following the High Court's Order dated 15 February 2021 quashing the decision to grant development consent for the upgrade and reopening of Manston Airport, the Secretary of State has issued his ['Statement of Matters'](#) and has invited Interested Parties to submit further representations for the purposes of his re-determination of the application. The deadline for any response is 9 July 2021.

Ramsgate Town Council is an Interested Party.

We strongly support the motion that Ramsgate Town Council respond to the SoS Transport's Call for Evidence and that response to be in the form of an evidenced report by an independent aviation expert.

We strongly call on Ramsgate Town Council to commission an evidenced report by an independent aviation expert as a matter of some urgency.

The reasons why Ramsgate Town Council should instruct an independent aviation expert are clearly set out in the [Examining Authority's Report of Findings and Conclusions and Recommendations to the Secretary of State for Transport](#) (the Recommendation Report).

The Recommendation Report states at: -

Para 6.3.108. “*The ExA concludes and recommends that **visual effects of the Proposed Development would cause harm to the Ramsgate Conservation Area and that such harm would be less than substantial***” (bold added for emphasis); and at

Para 6.3.182 - “*... the ExA has **concluded that the proximity of the airport and the orientation of its runway to Ramsgate means that there would be a negative effect on the tourism industry of Ramsgate** resulting from the Proposed Development.*” (bold added for emphasis); and at

Para 6.3.183 - “*...the ExA **concludes and recommends that the Proposed Development would have an adverse effect on the aims of the HAZ for Ramsgate to grow into a prosperous maritime town where outstanding heritage and architecture coupled with new investment and development strengthens the economy for the benefit of the local community.***” (bold added for emphasis); and

Para 6.7.119. “*The ExA concludes that the **visual impact of overflying aircraft will result in a negative impact, particularly in later years of operation when the peak ATM are achieved, that is capable of only limited mitigation*** (bold added for emphasis); and

Para 9.7.15. “*... **benefits are also dependent on the need for the proposed development; without the need and the forecasts based on this need, socio-economic benefits (aside from the education, training and skills commitments) would reduce further***” (bold added for emphasis).

Paragraph 1 sets out the Thanet Local Plan's job growth strategy and how the Thanet's economy should grow, develop and create new jobs and prosperity over the Plan period.

Para 1.12 specifically states that, “*The Heritage Action Zone in Ramsgate also looks to achieve economic growth by using the historic environment as a catalyst. Research from 2016 has found that creative businesses in Thanet have grown by 84% in four years. It is recognised that Thanet’s developing cultural and creative industry is an important component of the district’s economic and social profile. It is, therefore, also important that it is both supported and encouraged to grow.*”

Para 1.22 states that, “*The Economic Growth Strategy for Thanet identified transformational initiatives to focus on Thanet Local Plan Adopted July 2020 26 to deliver employment growth. These are:...Cultivating the creative industries across Thanet...*”

Para 1.24 states that, "Job growth in the district will be supported, promoted and delivered by;... providing for cultural and creative industries within the town centres..."

Policy SP04, states that "Economic Growth...Thanet's town centres are priority areas for regeneration and employment generating development, including tourism and the cultural and creative industries which will be supported".

Para 4.94, "The preservation of Thanet's heritage is considered to be an economic asset, and its maintenance and protection plays an important role in the district's economy and aids in regeneration and investment. In recognition of the array of historic assets, Ramsgate has been named as Heritage Action Zone in 2016 by Historic England. This will provide necessary funding and investment to restore a number of heritage assets and regeneration of the area".

Clearly it is therefore of the utmost importance that the question of Need is addressed and it is addressed by an independent aviation expert for the people and businesses of Ramsgate.

As the democratically elected members of Ramsgate Town Council it is of utmost importance that the people and businesses of Ramsgate are safeguarded and we call on you to invest in Ramsgate's future and commission an independent aviation expert as a matter of urgency.

Yours faithfully

Samara and Jason Jones-Hall
Ramsgatize Limited



RAMSGATE TOWN COUNCIL

Minutes of

Meeting of Council

Venue: The Custom House, Harbour Parade, Ramsgate.

Date: Wednesday 30 June 2021.

Present: Councillors; Albon, Ara (left after Item 10), Austin (attended from Item 8) Crittenden, Green, Hetherington, Huxley, Knight, Makinson, Moore, Nixey, L Piper, S Piper, Rusieki (left meeting Item 9) Wing and Young.

Miss E. Richford – Deputy Town Clerk (RFO), C Barton – Senior Technician for audio recording of meeting.

Council agreed that the meeting could be audio recorded.

048 **APOLOGIES**

None received.

049 **DECLARATIONS OF INTEREST**

None declared.

050 **QUESTIONS FROM THE PUBLIC**

There were no questions from the public.

051 **MINUTES OF COUNCIL MEETINGS**

Proposed by Cllr Albon, seconded by Cllr Young and **RESOLVED** that;

The minutes of the Extraordinary Council meeting held on 1 March 2021 (Minutes 130 -136) be agreed as a true record.

Proposed by Cllr S Piper, seconded by Cllr Hetherington and **RESOLVED** that;

The minutes of the Extraordinary Council meeting held on 14 April 2021 (Minutes 155 – 157) be agreed as a true record.

052 **COMMITTEE TERMS OF REFERENCE / POLICY DOCUMENTS – UPDATE
2021**

Council considered the report of the Digital Communications and Marketing Officer updating the Email Acceptable Use Policy and the Web and Social Media Policy in line with current legislation.

Proposed by Cllr Albon, seconded by Cllr Wing that;

The updated Email Acceptable Use Policy amendments as detailed in the report be accepted by Council.

RESOLVED

Proposed by Cllr Wing, seconded by Cllr Green that;

The updated Web and social media Policy amendments as detailed in the report be accepted by Council.

RESOLVED

Council reviewed the Terms of Reference for its Committees apart from the Finance and General Services committee as those Terms of Reference had been reviewed by Extraordinary Council on 23 June 2021.

Proposed by Cllr Nixey, seconded by Cllr Hetherington that;

The Terms of Reference for the Planning and Infrastructure Committee be amended as follows;

Page 1 para 3 **amend** to read:

“To consider matters pertaining to environment and conservation interests, including flora and fauna and the built environment only in relation to planning matters”.

Page 1 **Remove**; “Restrictions on Appointment” and “Members who are also members of the Planning Committee of Kent County Council and Thanet district Council may not be appointed”

RESOLVED

Proposed by Cllr Austin, seconded by Cllr Nixey that;

The Terms of Reference for the Town Promotion Committee be amended as follows;

Page 1 para 1 **amend** to read;

“A Committee of the Town Council established to consider and make recommendations to Council in relation to the promotion of Ramsgate as a place to live, work and visit”.

Page 1 individual points **add** point 6 to read;

“To undertake any other activities with the objective of promoting Ramsagte that are approved by Council”.

Page 2 under Terms of Reference **amend** point 1 to read;

“To formulate and make recommendations to Council in relation to any strategies, plans or policies intended to improve the experience of living in, working in or visiting Ramsgate and to attract visitors, investors and residents to the town”.

RESOLVED

The Terms of Reference for the Radford House and Custom House Committee were considered.

Proposed by Cllr Albon, seconded by Cllr Nixey that;

The Terms of Reference for the Radford House and Custom House Committee to remain unchanged”.

RESOLVED

Proposed by Cllr Albon, seconded by Cllr Nixey that;

The Terms of Reference for the Amenities Committee be **amended** as follows;

Amend the Committee name to “Amenities and Environment Committee”.

RESOLVED

053 **EXTERNAL AUDITOR REPORT AND CERTIFICATE - ANNUAL RETURN 2019-2020**

Council considered the report of the Deputy Town Clerk (RFO) and the External Auditor Report and Certificate 2019-2020 noting that there were no other matters affecting the external auditors opinion to be drawn to the attention of Council.

Proposed by Cllr Albon, seconded by Cllr Green that;

This Council has considered and notes the External Audit Certificate 2019-2020.

RESOLVED

054 **GOVERNANCE AND AUDIT RETURN STATEMENTS 2020-2021**

Council considered the report of the Deputy Town Clerk (RFO), completed Annual Return and Internal Auditor’s report.

Proposed by Cllr Nixey, seconded by Cllr Green that;

ANNUAL GOVERNANCE STATEMENT

This Council certifies that the statements made in Section 1 of the Annual Return are a true record of the system of governance at Ramsgate Town Council.

ANNUAL ACCOUNTING STATEMENTS

This Council certifies that corrective action has been taken with regards to the 'except for' matters as detailed in the 2019-2020 Annual Return External Auditor Report.

Note There were no except for matters 2019-2020.

This Council certifies that the accounting statements made in Section 2 of the Annual Return for 2020-2021 are a true and fair record of the financial position of the council.

RESOLVED

055 **RAMSGATE FUND AND EVENTS FUND**

Council considered 4 applications to the Ramsgate Fund and 1 to the Events Fund.

RF 4 2021/22 – Thanet Community Development Trust

Proposed by Cllr Nixey, seconded by Cllr Green that;

Thanet Community Development Trust be awarded £3,000.00.

Council recommends that the guidebook is advertised more widely especially to children / schools.

RESOLVED

RF 5 2021/22 – Hi Kent

Proposed by Cllr Nixey, seconded by Cllr Hetherington that;

Hi Kent be awarded £753.00.

Council would like to be advised by Hi Kent whether the online classes can be recorded and used online for the benefit of others. Council may need the assistance of Hi Kent when it begins live streaming of its meetings.

RESOLVED

RF 6 2021/22 – Ramsgate Arts Barge CIC

Proposed by Cllr Green, seconded by Cllr Austin that;

Ramsgate Arts Barge be awarded £500.00.

THE PROPOSAL FELL

Proposed by Cllr Albon, seconded by Cllr Young that;

Ramsgate Arts Barge application is rejected as it does not fit the criteria.

RESOLVED

RF 7 2021/22 – Nethercourt 20 is Plenty

Councillor Green brought forward a request for funding towards progressing with a 20 mile per hour speed limit project for the Nethercourt estate as supported previously by Council.

Proposed by Cllr Nixey, seconded by Cllr Young that;

The matter to be brought back to the Finance and General Purposes Committee for further debate but £1,700.00 to be set aside from the Town Improvements budget to assist with the project.

RESOLVED

EF16 2021/22 – Global Generation Church – Lark in the Park Lite

Proposed by Cllr L Piper, seconded by Cllr Rusieki that;

Global Generation Church be awarded £3,000.00.

THE PROPOSAL FELL

Proposed by Cllr Albon, seconded by Cllr Green that;

Global Generation Church be awarded £2,000.00.

RESOLVED

056 **FREEDOM OF TOWN**

The Chair withdrew this item pending further information.

057 **RAMSGATE TOWN COUNCILS RESPONSE TO THE SOS TRANSPORT'S CALL FOR EVIDENCE TO INFORM HIS DECISION REGARDING THE DCO APPLICATION BY RSP FOR A FREIGHT HUB AT MANSTON TO CONSIDER THE REQUEST OF THE SECRETARY OF STATE**

Council considered the letter from the Secretary of State calling for more evidence.

Council had received all emails and letters received by the Deputy Town Clerk in relation to this item via email and had hardcopies for the meeting.

Proposed by Cllr Green, seconded by Cllr Hetherington that;

Due to the technical nature of the SoS questions, Ramsgate Town Council (RTC) recognises the need for expert advice before responding.

The short timescales imposed by the SoS has meant a swift negotiation with Peter Forbes of Stratford's, independent experts previously used by Thanet District Council.

They will agree to produce a draft for consideration by Council before the deadline of 9th July 2021.

Their charges are £2,000.00 for the draft. Should RTC require advice in responding to the SoS expert and others, the charge will be an extra £4,000.00.

RTC will be able to reclaim the VAT.

RESOLVED

058 **DEPUTY TOWN CLERK'S REPORT**

There was nothing further to report.

The Chair closed the meeting at 9.35 pm.



RAMSGATE TOWN COUNCIL

Minutes of

Extraordinary Meeting of Council

Venue: The Custom House, Harbour Parade.

Date: Wednesday 7 July 2021.

Present: Councillors; Albon, Ara, Austin, Crittenden, Green, Hetherington, Makinson, Moore, Nixey, L Piper, S Piper, Rusieki, Wing and Young.

Miss E. Richford – Deputy Town Clerk (RFO), D Williams – Digital Communications and Marketing Officer.

059 **APOLOGIES**

Apologies were received from Cllrs Huxley and Knight.

060 **DECLARATIONS OF INTEREST**

None declared.

Cllr S Piper stated that he formally objected to the Chair making the decision on behalf of Council in relation to declarations of interest. He also stated that he will complain to the Monitoring Officer at TDC that he felt that the decision from the meeting held on 30 July 2021 was wrong.

061 **RAMSGATE TOWN COUNCILS RESPONSE TO THE SOS TRANSPORT'S CALL FOR EVIDENCE TO INFORM HIS DECISION REGARDING THE DCO APPLICATION BY RSP FOR A FREIGHT HUB AT MANSTON - TO CONSIDER THE REQUEST OF THE SECRETARY OF STATE.**

Mr Peter Forbes of Alan Stratford and Associates Ltd presented his report to Council. Members were invited to ask questions for clarification of points in the report.

Proposed by Cllr Albon and seconded by Cllr Nixey that;

The draft report be used as RTC's response to the SoS transport's call for evidence to inform his decision regarding the DCO application by RSP for a freight hub at Manston.

Proposed by Cllr Wing, seconded by Cllr Crittenden and RESOLVED that;

A recorded vote be taken.

Councillor Albon - FOR

Councillor Ara - FOR

Councillor Austin - FOR

Councillor Crittenden - FOR

Councillor Green - FOR

Councillor Hetherington - FOR

Councillor Makinson - FOR

Councillor Moore - FOR

Councillor Nixey - FOR

Councillor L Piper - AGAINST

Councillor Rev. S Piper - AGAINST

Councillor Rusiecki - AGAINST

Councillor Young - AGAINST

Councillor Wing - FOR

10 FOR 4 AGAINST – THE RESOLUTION WAS CARRIED.

Council considered the letter provided by the Chair of Council as an attachment to the report.

Proposed by Cllr Crittenden and seconded by Cllr Green that;

The first 3 paragraphs of the letter be sent with the report as follows;

“Thank you for inviting Ramsgate Town Council to comment on your intention to remake your decision regarding RSP's application for a DCO regarding their intended freight hub at Manston.

It is not Ramsgate Town Council's intention to comment on the technical issues involved except to say that our understanding of the DCO process is that the applicant must show unequivocally a “need” for the proposed facility. “Need” in this context

meaning a facility or service that cannot reasonably be provided nationally by existing arrangements. Clearly in this case the expert planning inspectors, after an extensive investigation, one of the largest ever undertaken, found that this case had not been made.

Ramsgate Town Council has taken the best view that it could do to assist the Secretary of State to arrive at a decision based on fact rather than opinion, and to serve its electorate in the most effective way, was to commission a report from an independent aviation expert organisation. This organisation, Stratford's Ltd were given no guiding instructions other than to respond factually to the SoS's questions. Peter Forbes, Stratford's managing director's report is attached".

Proposed by Cllr S Piper, seconded by Cllr Wing and RESOLVED that;

A recorded vote be taken.

Councillor Albon - FOR

Councillor Ara - FOR

Councillor Austin - FOR

Councillor Crittenden - FOR

Councillor Green - FOR

Councillor Hetherington - FOR

Councillor Makinson - FOR

Councillor Moore - FOR

Councillor Nixey - FOR

Councillor L Piper - AGAINST

Councillor Rev. S Piper - AGAINST

Councillor Rusiecki - AGAINST

Councillor Young - AGAINST

Councillor Wing – FOR

10 FOR 4 AGAINST – THE RESOLUTION WAS CARRIED.

The Chair closed the meeting at 8.20 pm.

NOTE; ALL EMAILS BELOW ARE IN THE ORDER THEY CAME INTO MY IN BOX AND ARE NOT SORTED. ALL EMAILS ARE INCLUDED AND NONE HAVE BEEN HELD BACK NOR ALTERED IN ANY WAY EXCEPT TO ADD A NAME IF OMITTED.

Dear Councillor Nixey & councillor Green.

I am writing to you regarding the re-determination of the Manston DCO. As a resident that is opposed to the reopening I took part in the DCO process. We are directly under the flight path and will be among the worse affected. I did expect to be treated fairly by the government but it seems I was wrong . In spite of all the evidence against such a project Andrew Stephenson passed it. As my two RTC councillors I voted for you because of your anti-airport stance. I am hoping that continues and you will be sending a submission from RTC. As the aviation industry is in dire straits would it be best if RTC got expert advice this time as it seems it is needed ? The DCO examiners recommended refusal on so many issues and with the state all the big aviation companies are in there must be even less need. I do think we need someone with some standing field of aviation to do a technical breakdown. I have no doubts they will come to the same conclusions as the original examiners which is Manston will never be viable & is not needed

Ian Scott



.....
Good day Eileen, Here is the mail that I sent to SOS regarding the ongoing threat of a freight terminal on the seven year closed Manston site, I also sent five PDFs of medical evidence from many qualified experts they all point to the severe threat of the deadly particulates that come from fossil fuels, I do hope the RTC will also put forward their contribution to the SOS I thank you for your efforts and time. Ronald Blay.

More submissions on the proposed

freight terminal at Manston

Good day friends and fellow residents you may have heard that the monstrous proposal by River Oak Strategic partners is being pursued again by Tony Freudmann and our two MPs who seem so keen to back this death Knell for our town, more submissions have been asked for so I have put together the information on the threat to the town and health of it's residents, forgive me if it is not perfect as I am but a simple sailor and not a computer expert, to start this is from TDCs own report on air pollution at St Lawrence High Street that clearly shows when the airport closed down so did pollution, If it is allowed to to be passed instead of Londoners coming to the seaside for clean fresh air as they always have, us residents will have to go to London as the air there is now far better than years ago .

Firstly the pollution threat back in 2010 {when the airport was open to traffic } the air monitors went off the scale with Nitrogen dioxide readings, this was at St Laurence high Street Ramsgate and monitored by Thanet District Council, The readings in 2017 from the same monitor showed the air quality to be back to a safe normal {This is after the airport had been shut three years} this indicates that despite an increase in lorries and cars using this main thoroughfare the pollution has not risen to the very high

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readings of 2010 when the airport was being used . This is proof that Manston reopened as a 24/7 freight hub will threaten the health and well being of all residents that live close too the airport.

To RH Grant Shapps.

I am Ronald Blay I run a group "OAPs agaist a 24/7 freight terminal and am sending our submission in hoping it will be read and taken notice of its content I am talking about the defunct airport Manston that has now been closed seven years and has not been missed, there was some time ago a DCO by RSP to get control and reopen it as a 24/7 freight terminal there were a number of public meetings and the evidence put forward was judged by government officers,

Examining Authority Kelvin MacDonald BSc(Hons) FAcSS FRTPI CIHCM FRSA – Lead Member Martin Broderick BSc MPhil FIEMA – Panel Member Jonathan Hockley BA(Hons) DipTP MRTPI – Panel Member Jonathan Manning BSc(Hons) MA MRTPI – Panel Member Here is the result -----

Given all the above evidence, the ExA concludes that the levels of freight that the Proposed Development could expect to handle are modest and could be catered for at existing airports (Heathrow, Stansted, EMA, and others if the demand existed). The ExA considers that Manston appears to offer no obvious advantages to outweigh the strong competition that such airports offer. The ExA therefore concludes that the Applicant has failed to demonstrate sufficient need for the Proposed Development, additional to (or different from) the need which is met by the provision of existing airports. Since then this result was ignored by the government who decided to pass it. A JR was mounted by crowd funding and RSP backed out and the bid was squashed by the government.

Once again it is being racked over and more submissions have been called for,

Our town of Ramsgate is a holiday resort and former fishing port it was one of the worst bombed seaside towns in the last war when we feared an invasion, but now we are faced with another fear the threat to our health, quality of life, pollution from the deadly particulates, and the noise that heavy old aircraft flying over day and night will bring. Airport supporters many who do not live in this town call me a scare monger , but there is a huge amount of evidence from qualified medical teams that have done lengthy studies on this world wide health problem that proves my point that a freight terminal on the door step will kill our town and some residents in it. In the times we are in now with all the talk of global warming carbon emissions must be cut down and as a large aircraft burns a gallon of kerosene every second a freight airport that is proven to be not needed and miles from the nearest city should not be built too add to the carbon b build up we already have. I do hope who ever has the burden of

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decision will choose the right path to spare us this terrible threat to our health and quality of life . I have added a huge amount of information to back the fight for the residents of this lovely town of Ramsgate Ronald Blay.

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Dear Eileen, given the recent announcement that the SoS has requested further submissions from interested parties like RTC and the importance the issue has for Ramsgate and it's residents I think it would be entirely sensible for RTC to engage an expert to advise them on this issue and would urge all Councillors to support this motion.

Rgds Adem Mehmet

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Dear Councillor Nixey & Councillor Green

I am writing on behalf of our group Nethercourt Action Group(NAG). We are residents of Nethercourt opposed to Manston airport reopening. We are writing to express our concerns that in spite of the DCO examiners recommending it should be refused on so many issues Andrew Stephenson acting for the secretary of state passed it. Fortunately, the judicial review quashed it but we are now in limbo again a need to carry on fighting.

With the matter now being re-determined we would hope that Ramsgate town council will continue in their efforts to stop this blight becoming reality especially as most councillors were voted in on an anti-airport mandate. A submission from the council opposing the reopening & pointing out the devastating effect it would have on our town and, as the DCO examiners pointed out, it is not needed would be a good start bearing in mind we only have until the 9th July.

We attach a copy of our submission to the SOS which explains our group & objections

Ian Scott on behalf of NAG

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Dear Anne-Marie & David

Further to the quashing of the DCO & the re-determination by the secretary of state I am writing to ask for your continuing support in fighting this project. The DCO examiners concluded that the impact such a project would have did not warrant passing it. I was therefore shocked to see that Andrew Stephenson had passed it. I am a member of Nethercourt Action Group and this morning I have received an email from them saying they are pushing for RTC to get an expert opinion. I have to say I think this is an excellent idea given the state aviation is in. Manston wasn't needed before and it certainly isn't now but we need someone with some standing to say that as the DfT seems to be ignoring us.

Regards Hilary Scott, [REDACTED]

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Dear Eileen Richford,

It was the finding of the Planning Inspectorate that the reopening of Manston as an airport would be harmful to the town of Ramsgate.

As it is incumbent upon the town councillors to act in the best interests of the town, I am asking that you convey to the town councillors my belief that it is important to appoint a suitably qualified aviation expert to provide advice on the town council's response to the Secretary of State for Transport regarding this matter.

It is the responsible and professional thing to do..

There are a number of suitable consultancies which have given advice to TDC regarding the airport and know well its adverse impact on Ramsgate including Alan Stratford Assoc, York Aviation, Falcon and Avia Solutions. I suggest that Alan Stratford who did work on the Section 106 agreement between the airport operators and TDC is particularly well placed to understand the issues for our town.

I believe this issue is particularly important for Ramsgate now that TDC has a Conservative administration which is lobbying to reopen Manston.

Yours sincerely

Janet Davies
Ramsgate resident

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Dear Ms Richford,

As another deadline looms regarding the Manston DCO, I feel it important to offer my support for RTC to seek professional advice for their submission.

The threat of a cargo airport so close to our town is horrifying for so many residents under the flight path, who have read RSP's plans in detail and abhor the impact it would have on the environment, noise levels and economic prosperity in the long term.

As a resident of the East Cliff, I feel this is the single most important issue Ramsgate currently faces. It seems extraordinary that members of the public are being asked once more to submit further in-depth evidence when PINS recommended against Manston, even before Covid-19 took its toll on airlines and the Government has reaffirmed its commitment to climate change pledges.

It is vital for bodies such as RTC to consult experts so their submissions contain the most up-to-date and compelling reasons (once again) against the potential pollutant at Manston, with its overblown job forecast, and I reiterate that I lend 100% support in seeking this out.

Yours

Christabel Bradley

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Dear Eileen

I understand that a motion has been tabled for the RTC Meeting on Wed 30th June that RTC should instruct an independent aviation consultant to prepare a response on behalf of RTC to the Secretary of States current consultation on the Redetermination of the Manston/RSP DCO decision following the quashing of the earlier Decision by the Court on 15th february 2021.

On behalf of the Ramsgate Society I would like to support his motion.

The Society will be making its own representations ahead of the closing date on 9th July and we would be happy to share these with RTC as soon as they are available.

Regards

John Walker
Chairman
The Ramsgate Society

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Good afternoon

my name is Barbara Warner, I live in Ramsgate, directly under the proposed flight path of the proposed Cargo hub.

I am writing to ask if Ramsgate town council or Thanet district council will be employing an expert to respond to the SOS latest request for information/submissions? As this decision is absolutely crucial to the wellbeing of Ramsgate people I would like to think the answer would be a resounding yes. If you haven't already employed one, please do so! It is ludicrous that the PI recommended refusal based on all of the evidence, yet still the SOS carries this forward, I have responded to every single one of the requests for representations from interested parties. I feel sure there will be NOTHING good for Ramsgate people if he overturns their recommendation in my opinion. TDC have declared a climate emergency I believe, how could this possibly sit alongside this and not be challenged by either RTC or TDC.

Barbara Warner

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Dear Eileen,

As the Department for Transport has yet again asked for comments about the reopening of Manston Airport, I would like it known that my husband, David, and myself, fully support the opportunity for private investment and jobs the unique and newly modernised Manston Airport will bring to Thanet. In our opinion the advantages far outweigh the disadvantages.

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We have both been residents of Ramsgate for many years and follow RTC when we can. We were horrified to learn that, despite the majority of residents showing in various polls their support for the airport, the present RTC decided to spend our personal money to support a JR campaign by Jenny Dawes, which we objected to and which has caused a delay in the DCO process. It worries me that now the DfT has asked for more comments, RTC will yet again speak for the minority of residents and not the majority. I personally don't think RTC should be using Ramsgate money on this issue at all anyway! There are lots of Ramsgate projects needing attention and our money!

Therefore, I would like it noted that both David and I support the airport and object to any more Ramsgate money being put towards the Judicial Review.

Kind regards,

Angela and David Stevens

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Good Afternoon,

I am contacting you to confirm my backing for the airport at Manston. The airport should be reopened as an airport, with jobs, also apprenticeships for the youth of Thanet. Obviously local & surrounding areas, will also benefit financially from it. I can see no reason for the use of public money being used towards the Manston Airport Judicial Review. We need Manston to flourish as a focal point for the area of Thanet, bringing the area back, adding to the prosperity of all, those working at the airport, those learning a trade at the airport, those benefiting financially with trade and work with the airport, it doesn't make sense to not want to move forward, keeping Manston as an airport.

Regards
Trevor Shilling

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D Armstrong
it is with much regret that it has come to my attention that the elected representatives of this council do not want the airport to reopen but will gladly fly from another area when it suits them, and WILL GLADLY listen to the few mainly new residents of the town who think they know best it is with this in mind that I object to them waisting any more of Ramsgate taxpayers money being pledged to stop the Airport which will WHEN REOPEN make much-needed EMPLOYMENT I AWAIT YOUR COMMENTS ON THIS MATTER.

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Dear Eileen,
Following the recent request by the Secretary of State for further submissions from interested parties re RSP Manston Cargo Hub proposal. I would like to put my support behind RTC engaging the services of an expert to advise on this issue and would encourage all Councillors to support this.
Best,
J Bradley.

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I would like it to be known that my wife &I are totally against using tax payers money in trying to sabotage the opening of Manston Airport. Philip &Sue Hunt

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Whilst I appreciate that RTC should debate and respond to the Secretary of State for transport re Manston DCO. I am writing to express my objection to any further public funds contributed to the Judicial Review fund without reference to the public. The attitude that a councillor was elected on a anti airport ticket does not give them carte Blanche to take this as a signal of public acknowledgement as many did not vote at the last election as there were not candidates of sufficient standing and views to select from. As a previous response from the Town Clerk to myself the only redress we have is at the next election to which I look forward to.

Regards

Mr T J Huckstep.

Hello,

Thanks for your time. I'm writing in the hopes that the ramsgate council can do all it can to prevent Manston from becoming an airport.

I live in Ramsgate. My family lives in Ramsgate. I love Ramsgate. Please help our town from being ruined by an airport.

I work from Ramsgate and my work would become impossible to do with regular unhealthily-high-decibel aircraft movements overhead.

My wife as well as some of the children in our extended family all have breathing difficulties. The pollution from these cargo planes will be detrimental to their health. We will be forced to move from ramsgate, at a large financial loss - house prices aren't the best under flight paths.

I understand the secretary of state is asking what has changed in recent months.

I can say that cargo planes have not become less polluting.

They have not become less noisy.

Breathing has become no less necessary to human life.

Human rights have not become less important.

Our commitment to lowering carbon emissions is just as crucial as it was a few months ago.

And everyone I meet who lives here is against this threat to our health and prosperity.

What has changed is that Ramsgate's visitor numbers are up. Our staycation tourism and leisure industries are booming and giving jobs (all of which would be irradiated by the airport). Our working practices have changed... I no longer need to fly for work like I used to and that will not change.

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The need for business flying will not return to pre-pandemic numbers. Therefore we don't need extra airport capacity.

I am aware that there have been wildly inflated numbers regarding the jobs that the cargo hub will bring. But we all know that the logistics of modern state-of-the-art freight operations are largely automated. This airport will bring about a deficit in jobs, as it will kill our tourist industries and provide precious few jobs. Furthermore, how many children is it OK to put in hospital with breathing difficulties to create a job? 1 child per 100 jobs? 2 per thousand? I think the number is zero. No job should come at the cost of a child's health and well-being.

The airport has been called zero-carbon! This is a nonsense. Cargo planes are highly-polluting. Trucking in and out goods and fuel are highly polluting. To not count the planes and trucks that make up an airport when you're assessing its environmental impact is a nonsense.

Manston was a 1920s airfield for tiny-little planes. Its proximity to peoples' homes and workplaces and schools could be justified then. We didn't know better. But we do know better now; a modern air-cargo hub is a different polluting beast, and has no place this close to peoples' homes. No airport in this country has homes this close to a runway.

Thank you for your time, and please help to keep ramsgate on a path to prosperity not on a flight path to ruin!

Robin Temple, Ramsgate resident.

Dear Sirs, We as Ramsgate residents do object to any more of the public money being use to stop the reopening of the Airport. My wife and I are both for it, so stop wasting money on only your views and not the veivs of your constituents. VERY DISGRUNTLED RAMSGATE RESIDENTS. Pinewood Close CT12 6DH Mr & Mrs N Baker

Ms Richford

It has come to my attention that RTC is to consider its further comments to the SOS with regard to the reopening of Manston as an freight hub.

May I take this opportunity to strongly object, as a resident of Ramsgate, to any further negative comments. The airport is much needed for job opportunities, in an area of deprivation and high unemployment.

Further I most strongly object, as a Ramsgate ratepayer, to any further funds being used for a judicial review without a referendum on the issue for the people of Ramsgate.

Yours faithfully

Kathy Stevens

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Dear Councillors

As the Council previously supported the Judicial Review for the DCO, I sincerely hope they will continue to do so after the Secretary of State has asked again for comments from interested parties. Ramsgate residents do not need planes overhead, it will destroy our harbour and are lives will be blighted by this.

I will be sending a submission of my own questioning varies parts of the DCO and the decisions made etc.

I am quite happy to forward to you once I have done so.

Kind Regards

Rita Burns

.....
Dear Eileen.

I notice with interest that you intend to spend public money in support of another JR to prevent the opening of Manston Airport.

Not only am I opposed to this expenditure of tax payers money to satisfy a few individuals.

I am also opposed to this blatant attempt to prevent much needed employment coming to what is a highly deprived area and the prosperity this would bring.

You should note that there would be no expense to this council required by RSP to open the airport and in fact the council would gain.

Yours A Allen

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Dear Eileen and Cllr Anne,-Marie

As a resident of Manston, I wish to advise you that I whole heartedly support Manston Airport reopening and object to any more public money being pledged towards the Manston Airport Judicial Review.

Kind regards

Kim Hart

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Dear Madams

We are writing to say that we are very upset that you as a local council, have decided without any consultation to the residents of RAMSGATE, to waste our public funds on your point to get the Airport stopped from reopening.

My Wife and I pay our council tax and we are both for the reopening of the Airport, so can you please stop wasting any more public money on only 1 side of the argument.

VERY DISGRUNTLED RAMSGATE RESIDENTS

Mr and Mrs N Baker

Pinewood Close

Ramsgate.

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I understand that there is to be a meeting of the RTC on Wednesday, 30th June and that people who have previously campaigned against these plans have been asked to re-submit their views to you. I can't understand why this is necessary as it has all been said before and the body responsible to the government made it clear that the creation of an airport was not in the best interests of anyone apart from the developers. The Secretary of State for Transport took it upon himself to decide otherwise and as you know the matter was subject then to a judicial review, which in turn threw it out. If it helps to make local residents heard, then the following is a shortened version of what I have submitted previously.

“Are you really willing to jeopardize the future of local children?

It is a known fact that sleep deprivation is extremely harmful to health especially for children who need to be alert and focused to learn. The WHO have published reports on this subject. (It is also commonly used in torture!) Adults also need to be able to give their best at work.

I have lived in my present home for 43 years and know from experience the difference between being woken at night and unable to get back to sleep and the benefits of a peaceful night's sleep. Where I live the aircraft are IMMEDIATELY overhead between 246 and 307 metres and the noise is tremendous. If you are in the garden during the day the earth vibrates and so do your inner organs. Healthy? I don't think so.

I would very much like to know who decided that Manston was of “national importance”. If it is so important why did the government dispose of it in the first place? Every company who has tried to run an airport at Manston has been unsuccessful. How can a company with NO TRACK RECORD AT RUNNING ANYTHING think that they can change all that. The person who I understand will be fronting the business does have a track record - OF FAILURE - actually at Manston!

I also believe that the ultimate destination for any freight taken into Manston is not even in Kent. Therefore, it will have to be taken by road no doubt at least north of the Thames. Heard of the Dartford Crossing? There is no need for more to be said about the dreadful congestion there already. Gatwick, since the pandemic struck, has masses of vacant capacity and is already operational with trained staff ready and waiting to start work again. Other airports north of the Thames, such as Stanstead, have vacant capacity and should be used. Delivering goods as near to their ultimate destination as possible makes good business sense as any successful organisation will confirm.

There is also the problem of fuel for aircraft. I understand that there is no underground service of fuel available. Again it would all have to be delivered to any proposed airport by road.

Pollution is another big problem. Since Manston closed I have not had to constantly clean tiny black spots from my white window frames. I can't believe that we were all unknowingly inhaling this poisonous substance for years. The government's own projections for making the country carbon neutral by 2030 cannot possibly be met by allowing even more polluting aircraft to be filling our skies.

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The local roads are already congested enough without having dozens of heavy goods vehicles adding to the problem. The condition of many of the roads also needs to be taken into account. KCC are always saying there are not enough funds to keep them in proper safe condition especially when we have wet/frosty winters.”

I trust this matter will be treated with the seriousness and attention it deserves because it will affect many lives.

Patricia.

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Dear Eileen

Please find attached letter with regard to agenda item 10 at the forthcoming RTC meeting of 30th June 2021, 7pm, submitted in our capacity as both local Eastcliff residents and local business owners.

Please note our local Eastcliff councillors have also been cc'd.

All the best
Jason and Samara Jones-Hall

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Dear Eileen

I attach a letter in relation to the upcoming RTC Council Meeting on 30 June 2021. I am writing as a local resident (as well as local business owner) and have copied in my local councillors.

Please do confirm receipt of the attached letter and confirmation that it will be put to the Council Meeting of 30 June 2021 in support of Agenda Matter 10.

Cheers

Samara

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Dear Eileen,

I have just heard that RTC are considering a response to the DCO and there is a rumour that they are contemplating paying an “expert” to help write their response.

As a Ramsgate resident I would like to express my support for the reopening of Manston and I am totally opposed to RTC spending our money on fighting the DCO.

Kind regards,

David Stevens XXXXXXXXXX

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Hi. I wish to make it crystal clear that as a lifelong resident of Ramsgate I object to my so called local council spending ANY of the funds for the town towards the ridiculous Judicial Review that one of

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your members has started. Such time has already been wasted by people purposely trying to scupper the plans for Manston.

Ramsgate and Thanet needs something to attract businesses here to combat the poor unemployment record we have. The development of the airport will bring construction jobs to build it, then a number of positions to staff it then once it becomes established large companies will seek to locate near to the site which could bring thousands of jobs.

I cannot understand how RTC think they have the right to spend Ramsgates money on this J.R without seeking its publics permission. You are supposed to be serving the people of Ramsgate. I for one would vote very differently now if we were asked if we wanted a town council as you have just turned into a clone of the clown council at TDC.

So, please be aware that my household(4 voters) are against you pledging money from the town towards this J.R.

Yours

Steve Boyle

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Permission to share given by sender;

Stuart, I've just seen some communication between you and Kathy Stevens in which you state that RTC will have to come up with evidenced based statements regarding the Manston issue. I thought you might like to see the conclusions of 4 experienced planning inspectors after a long evidenced based examination where they stated that the Manston DCO should be refused.

I hope you will properly consider these conclusions from 4 experts when making any further consideration on the Manston issue.

Regards Adem Mehmet

Clause 8.2.25 The applicant has failed to demonstrate sufficient need for the Proposed Development.

Clause 8.2.74 the Proposed Development will have a material impact on the ability of Government to meet its carbon reduction targets.

Clause 8.2.180 The ExA has significant doubts over the calculation of direct, indirect/induced, and catalytic job numbers.

Clause 8.2.177 Direct jobs at the airport would be 19% lower than forecast.

Clause 8.2.184 The Proposed Development would adversely affect the tourism industry in Ramsgate.

Clause 8.2.143 The proposed interference with the Human Rights of individuals is not justified.

.....
Stuart, further to my earlier email here is some further evidence regarding RSPs assertions regarding night flights. Whilst they claim there will be none, the examiners concluded that there would in fact be flights at night. Please see below extracts from RSPs application where they ask for a quota for planes at night and also where they state they would expect there to be on average 7 aircraft movements on a typical busy night of our 365 day year. RSP intentions are clear.

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I also attach a letter from MP Richard Burgon raising concerns about expansion at Leeds Bradford airport, in particular regarding ultra-fine particles. Manston airport is much closer to residential areas than Leeds Bradford, so these issues are even more serious for Ramsgate.

I hope you will consider the effect this will have on the health and wellbeing of your Ramsgate constituents.

Regards Adem Mehmet

- 1.4 An aircraft cannot take-off or be scheduled to land during the Night Time Period where:
 - 1.4.1 the operator of that aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the airport authority to verify its noise classification and thereby its quota count; or
 - 1.4.2 the operator claims that the aircraft is an exempt aircraft within paragraph 1.2, but the aircraft is not indicated as such an aircraft in Part 2 of Appendix 1 to this plan.
- 1.5 Any aircraft which has a quota count of 8 or 16 cannot take-off or land at the airport during the Night Time Period.
- 1.6 The airport will be subject to an annual quota during the Night Quota Period of 4000. Each take-off or landing at the airport during the Night Quota Period is to count towards this annual quota.
- 1.7 No passenger aircraft will be scheduled to take-off or land during the Night Quota Period.
- 1.8 The scheduling of passenger aircraft during the Shoulder Period will be subject to an annual quota of 2000. Each take-off or landing of a passenger flight during the Shoulder Period is to count towards this annual quota.

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6.8.50. The Applicant's ES in Chapter 12 states [[APP-034](#)]:

"12.7.38 The assessment of aircraft noise is presented for both Year 2 and Year 20 using the forecast aircraft movements as shown in Appendix 3.3. Year 2 is considered the 'opening year' and Year 20 is considered the 'worst-case' year in terms of noise by the Applicant.

12.7.39 The forecast assumes that total aircraft traffic will grow from approximately 33 Air Transport Movements⁸ (ATMs) for a typical busy day in Year 2 to 79 ATMs per typical busy 24-hour day in Year 20. There will also be an average of approximately 16 non-ATMs per 24-hour day in all years including general aviation and training flights.

12.7.40 During the daytime period (between 07:00 to 23:00) the Proposed Development is forecast to handle approximately 72 aircraft movements during a typical busy day and during the night-time period (between 23:00 and 07:00) it is forecast to handle an average of seven aircraft movements on a typical busy night.

12.7.41 At its forecast capacity, the Proposed Development will have a total of 19 freight stands and four passenger stands. The freight stands will be constructed at the north of the site and at the existing terminal building and therefore passenger stands will be constructed on the northeast of the site around a new passenger terminal....

....12.7.45 The assessment of aircraft noise presents the combined noise effects of airside ground noise and aircraft air noise for the Proposed Development."

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Richard Burgon MP
Member of Parliament for East Leeds

Rt Hon Robert Jenrick MP
Secretary of State for Housing, Communities and Local Government.
Ministry of Housing, Communities and Local Government
2 Marsham Street
London
SW1P 4DF

12th March 2021

Dear Secretary of State,

I am contacting you on behalf of many of my constituents who have raised concerns about the proposed expansion of Leeds Bradford Airport (planning application 20/02559/FU). This application includes a new terminal building alongside substantial changes and additions to the airport.

I objected to this proposed expansion, as did the Members of Parliament for the Leeds Central, Leeds West, Leeds North East and Leeds North West constituencies. It would have an environmental impact upon the people and communities we represent and, indeed, contribute to the situation of environmental danger faced by all of our society - locally, nationally and internationally.

Thousands of objections, from residents and organisations in Leeds and throughout West Yorkshire, were submitted to this planning application to expand Leeds Bradford Airport, which was conditionally approved at the Council Planning Hearing on 11th February 2021.

As I have said previously, in the National Planning Policy Framework (NPPF) used by Councils when evaluating planning applications, paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development. It is clear that the proposed Leeds Bradford Airport expansion does not meet the objectives set by the NPPF as it would compromise the ability of future generations to meet their own needs.

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One of the key reasons behind the decision to approve the expansion of the airport rested upon the incorrect presumption that emissions from airports and the aviation sector generally are not an issue a local authority has to take into account when assessing planning proposals. This presumption is in contradiction to the Climate Change Committee's guidance to the Government which can be found here:

The United Kingdom is under various international obligations to reduce our carbon emissions and under the Paris Agreement the UK is bound to limit the global temperature rise to well below 2C. In addition the UK Climate Change Act commits the UK to be net zero by 2050. The impending climate catastrophe necessitates going further and faster than this, however the proposed Leeds Bradford Airport expansion (20/02559/FU) - literally - flies in the face of even these commitments.

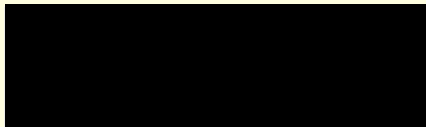
The ultra fine particles that come from jet engines are now one of the major health concerns in relation to any airport expansion. Not only are these produced at take-off and landing but have been found 14 miles from an airport and on the basis would affect people living in my constituency. New research has shown that these particles can have serious adverse health impacts even at levels lower than the current World Health Organisation guideline limits.

Due to the very serious environmental considerations related to this planning application, I am calling on you, as Secretary of State for Housing, Communities and Local Government, to consider the UK's national and international obligations related to this development.

Please take this correspondence as formal notice that I am hereby registering my request that the Government "call in" this planning application, with a full and independent inquiry to rigorously assess this matter.

I look forward to receiving your prompt reply regarding your decision.

Yours sincerely,



Richard Burgon MP

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The deputy RTC clerk

I was disgusted to learn that RTC threw away £10,000 to object to the much needed reopening of Manston Airport.

It has been brought to my attention that you propose to throw even more of our money at this objection. I want to make it clear that I object strongly to you abusing my rate payment to satisfy your own wishes.

Regards

Brian Farrant

(Flight Path Resident)

.....
Ramsgate Town Council,
Dear Councillor Nixey and Councillor Green,

With the matter of the re-opening of Manston Airport being re-determined, I implore the Ramsgate Town Council to continue the fight against the DCO taking place. To re-open the airport will be catastrophic to the people of Ramsgate with the horrendous noise and pollution from continuous day and night flights.

It has been really pleasant living in Nethercourt since the airport closed. We can sit in the garden and hold a conversation. The drinking water for birds no longer turns red and the foliage of our vegetables and flowers are no longer covered with a coating of aviation fuel (our neighbours had it analysed). We can sleep through the night without being woken by low flying, noisy aircraft (the fitting of triple glazing and extra loft insulation made no difference). We have enough noise and air pollution already from Canterbury Road East without the aircraft.

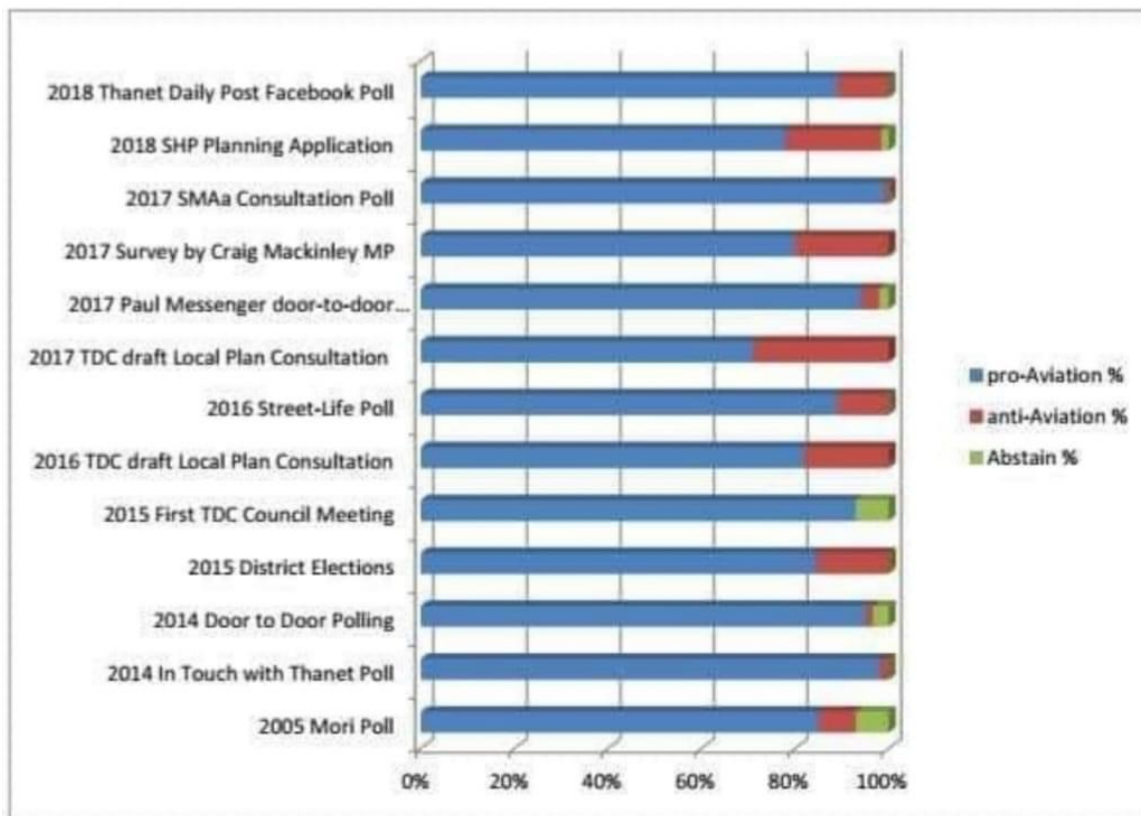
Yours faithfully,
Adrian Perkins.

.....
Dear Eileen,

Further to my previous email about the airport, David has now written in his support for the airport independently. I would therefore like to say that I too support the airport and do NOT support any of Ramsgate's money being put towards any person or project that would hinder the reopening of it. No money please for "experts" helping an anti-airport letter to the Secretary of State for Transport, nor for a further JR, should that be necessary!

As you can see from the chart below, from the first Mori poll to 2018 when the DCO was running, support for the airport was far greater than that of the anti-airport people. Also, it is important to note that by the 2018 poll, it was widely known that Manston was to become a cargo hub!

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The pro/anti Manston Airport data as bar graphs - 2005 (Mori Poll) to current.
- abstain is not always valid.

With all of the support groups on social media, even if some names are duplicated, there are over 10,000 names of support for Manston Airport. Admittedly they don't all live in Ramsgate and I can understand people living under the flight path being concerned, but they are a very small minority. The Queen still lives happily in Windsor Castle, under the Heathrow flight path! No structural, health or tourist trade problems noted!

So, to summarise, I object to RTC spending any more money regarding the Manston Airport DCO. As a Ramsgate resident I fully support the reopening of the airport.

Kind regards,

Angela Stevens

.....
As a supporter of the re-opening of Manston Airport I strongly object to any more public money being used for another Judicial review.

Mrs. Jacqueline Danton.

.....
Dear Eileen

I believe that on this coming Wednesday a motion will be brought before the town council calling for RTC to respond to the SoS and to seek to obtain professional advice in order for them to be able to do that.

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The impact that a freight hub will have on the quality of life in Ramsgate is enormous and I would therefore strongly SUPPORT the motion in order to help RTC with their response.

Yours sincerely
Ineke Frencken

.....

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2ND DOCUMENT

I should like to register my support for the reopening of Manston Airport. The country would benefit from a dedicated cargo facility. The area needs the opportunities that investment in the proposed development of Manston will bring.

The alternative development, that some seem so keen on, would be yet more housing for down from Londoners or London boroughs and is not what the area of Ramsgate and Cliffsend needs.

E A Smith

[REDACTED]

.....
I live in Ramsgate, very close to Manston Airport.

I would like to notify you that I do not think any money from the Ramsgate Town Council should be spent on trying to block Manston as an Airport.

The Airport will bring jobs and it will bring visitors, both of which are much needed by Ramsgate.

Any money Ramsgate Town Council have should be spent on improving the area, not wasted of fighting a campaign to stop the Airport from re opening.

Kind regards
Nicky Galer

.....

[REDACTED]

29th June 2021

Ramsgate Town Council
Custom House
Harbour Parade
Ramsgate
CT11 8LP

Ref: DCO Manston Airport

Last year and previously we all took part in the DCO examination process which cost us time and money only for an overwhelming recommendation by the examiners to refuse to be totally ignored.

I live at the west end of the Nethercourt estate in Ramsgate which is only 1.3 km from the end of the runway, closer than any other cargo hub in the UK. I also live directly under the flight path.

It's a beautiful part of the country with many attractions and a host of wildlife peculiar to our region so I don't want to see it spoilt and ruined. The people in our area have been working hard to attract new businesses, new visitors and improve our life expectancy, not reduce it so I ask you to think very carefully about the residents at the end of the runway, the children's vulnerability and the health of the residents of Ramsgate whose lives and well-being will be blighted by Manston re-opening.

Since 2014 when the airport closed it has been peacefully blissful, cleaner air, no noise pollution from dirty, old, obsolete and unsafe aircraft which has helped our area to become an attractive holiday destination which in turn has helped local independent companies thrive and increase. If you add the

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2ND DOCUMENT

airport to this equation many of these companies will move away and then what will become of our beautiful coast, our parks, our beaches and most of all people's health.

I am also concerned that our 2 MPs have always fought hard for the airport to re-open without any concern for the people that are against it and we have never been offered any political representation to support us. I also believe that both MPs have an interest in other areas of the aviation industry.

Another question that I find hard to understand is why the government have ignored the advise from the examining consultants that they employed to assess all the facts and then go against the findings of their own examining board. A total waste of time and tax payers money. I find this contradictory and immoral.

For the reasons above I ask Ramsgate Town Council to support the local people that oppose the opening of the airport and back the examining boards outcome.

Yours sincerely

Mrs Lynne Goff

.....
Good evening, I'm writing to you about the funding by RTC opposing the opening of Manston I have never given my consent for its use in this way surely its intended for the upkeep of Ramsgate Town, a misuse of funds. Regarding Manston opening surely its a good thing the benefits for our young regarding employment aviation has a lot to offer. Also the spin off of services can also be beneficial to our area. I'm Ramsgate born and bred have witness the decline over the years there's much to do in our area and I feel sure that with the investment in Manston we can look forward to better times. I have read the for and against arguments in depth but I'm convinced that having Manston operational will be a good outcome for us all.

Yours sincerely E Knight

.....
Dear Town Clerk,

I hope you're well. It has been brought to my attention that David Green may be bringing a motion to RTC to respond to the SoS on Manston and seek professional advice to help oppose it. I would like to confirm my strong support for this.

Unlike many of the pro-Manston, SMAa contingent, that a cargo hub will not detrimentally impact, I am a Ramsgate resident of harbour ward that will be directly under the flight path.

I oppose Manston on the grounds of climate change (it is completely contrary to HMG's sixth carbon budget), on the grounds of local pollution (noise and air), on the grounds of Alan Stratford's statement (below) and on the detrimental impact to Ramsgate's growing tourism and creative industries. I'd like to demonstrate some key facts to support some of this:

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In 15 May 2014, Manston Airport last closed, with a loss of 144 jobs and losses of £10,000 a day. In 2017, Thanet welcomed a record 4.2 million visits, meaning the value of Thanet's visitor economy grew by 9.2% since 2015.

Across the UK, 11% of people are employed in tourism. In Thanet that number jumps to 19%, i.e. almost one in five. Tourism is now worth £320 million a year to the local economy and supports, directly and indirectly 7,950 jobs (source: Visit Kent; link below).

Nearly one in five visitors to Thanet are from London, with a key demographic being the 20s to early 40s age range. In an unfortunate coincidence, this is also a demographic that is perceptually more attuned to climate change & pollution.

In summary, tourism grew since the airport last shut, injects more into the local economy in one year than RSP's Freudmann promises in total (£300M) and tourism employs 55-times as many people as the airport last did. However, I will take the leap of faith to suggest that the key demographic of tourists would not visit with a polluting cargo hub operating close by and pro-Manston supporters would rather believe smoke and mirrors promises, rather than be acknowledge the significant growth in tourism growth.

Helpfully, the new TDC chair **Cllr Ash Ashbee**

commented on these positive results at the time, when she was Cabinet Member for Coastal Development: <https://www.thanet.gov.uk/thanets-tourism-economy-now-worth-319m-as-visitor-numbers-rise-to-4-2-million-in-2017/>

<https://theisleofthanetnews.com/2020/04/14/five-year-plan-aimed-at-boosting-tourism-to-thanet/>

The 'need' and location:

Alan Stratford stated that Manston cargo hub plans are "flawed and will only potentially benefit the developer rather than provide the promised 23,000 new jobs... key disadvantage of Manston is its location at the extreme SE corner of the UK."

[REDACTED]

Noise:

Experts say that anything above 85 decibels can damage your hearing. Noise levels under previous flight Manston paths have been measured as loud as 100 decibels.

Roger Gale, the ardent lobbyist of Manston but not believing that Ramsgate children are deserving of his sympathies:

"I am not remotely unsympathetic to the concerns expressed by colleagues representing seats in west and south London. My daughter has a home in Chiswick under the flightpath to Heathrow. I am a sufficiently infrequent overnight stayer not to have become acclimatised to the air traffic, so I understand what it means, and I also have considerable concern for the quality of the air that my six-year-old grandson, Soren, will breathe during the course of his young life."

There are far too many reasons to oppose Manston, but too many to list for this email.

Ramsgate trusts in you!

Kind regards, Matthew, [REDACTED]

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I write to express most strongly that more public money should NOT be used for another review against Manston Airport.

Thanet being one of the most deprived areas need the Airport up and fully working to provide jobs and prosperity for the people living in the whole of Thanet. Ramsgate is a small part of the area. RTC are doing an injustice to the majority of Thanet residents by even considering wasting the public money. Depriving them of jobs and a prosperous future which Manston can Provide.

Yours sincerely
Margaret Cook.

.....

Dear Councillors,

We are writing to express our deep concerns about the possibility of the re-opening of Manston Airport. We are concerned that in spite of the DCO examiners recommendation that it should be refused for so many reasons the Secretary of State still passed it. We are now in limbo with the re-determination.

We would hope RTC will continue to fight RSP's proposal for a 24/7 cargo hub and we feel the Councillors should be obtaining expert advice to help them stop this terrible plan devastating the whole of Ramsgate. It would be an environmental catastrophe if it is allowed to re-open given the noise & pollution such a project would cause.

Tom and Kay Norton
Nethercourt Estate

.....

Dear Mrs Nixey, Miss Richford

I notice that on the Agenda of the RTC meeting this evening is an item to discuss your response to the SoS Transport's call for evidence to inform his decision regarding the DCO application by RSP for a freight hub at Manston.

As a Ramsgate resident (and one who lives under the flight path) I would like to voice my support FOR RSP's plans. I do NOT give my consent for public money to be used to fund a JR intended to stop their plans coming to fruition.

I'm not sure what weight - if any - my voice has, but I am rather shocked that Ramsgate Town Council seems to be acting without any consultation with local residents on the matter. Surely a referendum or at least a survey should be carried out to ascertain the views of local residents.

I will keep this short - the essential is that I am in favour of RSP's plans which I believe will bring jobs to the region which in turn will have a spin off effect into the local economy (in a way that more housing never will).

Many thanks for bringing my views to the Council's attention this evening.

Kind regards
Alison Wilby
Goodwin Road, [REDACTED]

.....

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I am absolutely disgusted as someone who was born and bred in Ramsgate and a council tax payer that RTC can use public funds to fight against Manston Airport, what an immoral thing RTC have created. How can RTC justify this ?? It is NOT their money, it is the residents money. Yes some people are against the airport, many of whom have not been born and bred here, so how is it that RTC are representing these residents and not others ?? There needs to be a serious investigation into how RTC can get away with using public funds to fight for a minority of residents, but not all residents ???

A very angry resident

Mr Leslie F. Hazel

.....
Can someone explain to me WHY & HOW RTC can use public funds to fight for a minority of residents who are against Manston Airport ?? Why doesn't RTC represent ALL Ramsgate residents, they are not, but still using funds paid by ALL residents ?? This is absolutely disgusting behaviour on behalf of RTC and should be stopped immediately !!

Disgraceful, I venomously object to RTC using public funds

Mrs M A Anderson

.....
Dear Town Councillors
I would like to object to the reopening of Manston airport again as a cargo hub for the following reasons. 1. The noise and disturbance over Nethercourt. 2. The harbour area is now more lively with the cafe culture and it would detrimental to the ambience of the area. 3. With the country going more GREEN surely we should not be encouraging more heavy flying depositing CO2 into the atmosphere.

RonCramphorn, Nethercourt

.....

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3rd DOCUMENT

Dear Cllrs & Ms Richford,

I am hearing that RTC may yet again be asked to provide funds for the Judicial Review of Manston Airport.

I must say that as per the last time, I am totally opposed to this and it should not even be up for consideration by either the Town Council or the District Council.

Surely the Town Council should be there to welcome inward investment into the area and can see the benefit's that the Airport will provide, & whilst I understand that some Councillors were elected on the issue of saying no to Manston, in my mind, you are being very short-sighted as to what the benefit's will be. So, I request that you put the area 1st and NOT approve ANY MORE of the public's money into this.

Yours faithfully

Margaret Sole (Mrs)
Ramsgate East Cliffe Ward.

.....
Dear Deputy Town Clerk

Please take this email as formal support for the upcoming motion for RTC to respond to the SofS decision and to seek professional advice. As a resident with children I am concerned for the physical and mental health impacts of a cargo hub. I also feel that with RTC's establishment, Ramsgate is finally looking better and feel all that hard work will be ruined. Ramsgate is on the up and we can feel it!

Many thanks
Sara Spark

.....
Dear Eileen,

I believe Cllr Nixey has asked about the source of the polls. Here is the info. The first is from the 2018 poll, when residents knew the airport was to be a cargo hub. The second diagram is taken from Dr Beau Webber, Chairman of SMAA, who arranged the various polls.

I trust this is helpful.

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3rd DOCUMENT

Thanet Poll

2018-06-29, 22:02 (2.5 days)

- 292 – Houses
- 2.3K – Airport
- 89% Airport

22,882 people reached

383 Comments

235 Shares

Multiple Polls etc.

For 41/2 years SMAa have been collating results from multiple polls - both on the web and door-to-door; results from TDC, from elections, council voting & local plan consultations; and RiverOak Consultation surveys.

Kind regards,

Angela Stevens

.....
To whom it may concern

I am writing once again, or it is possibly third time again, to express my concerns that to allow Manston to reopen as an airport is even being considered after being turned down by experts who are all in favour of NOT allowing a freight airport. Why one person was able to override their decision is unbelievable.

As a resident of Nethercourt for 34 years the only time I felt I would have to move house was when those freight plans flew over my house. The noise was deafening and I might add this often went on at 1 or 2 in the morning, despite all the promises that this would not happen. Therefore for certain this would be the case once more should they be allowed to fly. The people who seem to want this are under the impression that it would mean cheap flights to Europe and lots of local jobs. I think we are all aware this is a fallacy and would never happen.

Can we please have a once and for all refusal and no more delays.

D Brown

Nethercourt resident.
.....