

Hoverport plan raises serious concerns

A lack of transparency NG did not disclose that they always intended to use the hover port in their Environmental Statement. Instead, they stated that the site would only be used for monitoring and maintenance, with no civil engineering works planned. A detailed construction plan was only released after the consultation on the Change Request had closed. This denied the public the chance to comment on what is clearly a major change.

A fragile and unprotected environment: Heavy machinery risks cracking the very fragile surface, releasing colliery spoil and damaging the surrounding saltmarsh. No ecological surveys have been carried out, despite the unique mosaic habitats. NG now say they will survey the site and work with an ecologist, but without baseline data there is no evidence that rare species can be protected.

Threats to wellbeing and access

The hoverport is one of Thanet's few truly wild spaces and is especially valued because it is accessible to people with limited mobility, including wheelchair users who can reach the water's edge. Despite this, the impact on health, wellbeing and accessibility has been dismissed as "insignificant".

NG also downplay the impact of construction traffic crossing the King Charles III Coast Path and the Contra Trail cycle route. In reality, they expect vehicle crossings between 4 and 40 times a day, throughout a two-year construction period from 2027 to 2029. That means repeated disruption to well-used public paths for years.

It is unacceptable.