

Minster Marshes. The Hoverport. 19/01/26

I shall, for convenience, refer to National Grid as 'NG.'

Noise and Vibration: In the past there is evidence to suggest from local people that the Hoverport was noisy across Thanet. There are well documented reports that residents could often hear the hovercraft arriving or leaving the Hoverport. This demonstrates how far sound carries, even overland. The noise and vibration that NG would cause would be disastrous for the nearby inhabitants, and damaging to the fauna of the adjacent Nature Reserve. The noise from the NG installation would be considerably more impactful as per noise assessments made at similar locations.

Amenity: This area contributes greatly to the health and wellbeing of a wide catchment, not just Minster and Ramsgate. People can frequently – every day – be seen walking, running, cycling past the old Hoverport. The Bay is frequently used by water sportspeople, such as kitesurfers; and fishermen dig for bait. There is a popular Parkrun route, well-used every Saturday of the year. Thanet is a cramped area, with limited open space. New housing developments and urban sprawl are exacerbating the situation as the population continues to expand. Space for nature is at a premium in an area that is already depleted of open green spaces. The potential to enjoy nature is being constantly eroded. This will make the situation even worse.

Many people nowadays suffer from environmental anxiety, and amenities such as these are vital to their wellbeing, both mental and physical. Many scientific studies prove the influence of mental health upon the physical; and we all know how overloaded the NHS is.

NG regards the impact on people as "insignificant." This is obviously untrue. (If it were true, you would not have all these protests.) Closures of the King Charles III footpath, and the cycle route, up to 40 times a day is hardly insignificant – that's nearly twice per hour, even if you use a 24-hour clock.

Habitat: Since the closure of the Hoverport, this area has been slowly 'rewilding.' This can be seen in the presence of 'pioneer' species, such as silver birch – often among the first to recolonise. It is an ongoing process and should not be disregarded.

The hoverport is a unique mosaic habitat which NG haven't carried out any ecological surveys on.

Furthermore, the old concrete 'apron' used in the past for the hovercrafts' launch, is not strong. Rapid breakup caused by the workings of NG would release toxic colliery waste from beneath it, into the Bay and saltmarsh.

Finally, The hoverport is a special place because it's accessible to people with limited mobility – wheelchair users can get right by the water's edge to see bird life. NB have assessed this impact as 'insignificant'. That is incorrect.

The hoverport is very fragile – putting heavy machinery on it will cause it to crack up, releasing the colliery spoil and inevitably damage the saltmarsh.

Transparency: NG did not include the Hoverport in their Environmental Statement. They did not issue a detailed plan, until after they closed the consultation re their changes. Therefore, that is not even a proper 'consultation.' They did not include this intended use of the Hoverport in their 'statutory consultations' of late 2023.

NG is repeatedly changing – or admitting to – its plans after the event of a deadline.

NG has no apparent regard for transparency, human wellbeing, or the natural environment – vital in these days of urgency re climate change.

Submission no. on the form, given to me: SA2C6103C