

**Planning Act 2008 – Section 89 and The Infrastructure Planning
(Examination Procedure) Rules 2010 – Rule 8 etc**

**Application by RiverOak Strategic Partners Ltd for an Order Granting
Development Consent for the upgrade and reopening of Manston Airport**

Ref: 20012199

Dear Sirs

With reference to the above I give below my reasons for believing that the reopening of Manston Airport is essential to the economy and social structure of East Kent, and indeed, for the country as a whole.

G.1.4 – The fact that an airport has existed at Manston for over 70 years indicates that the primary factors are in place i.e. runway, fuel facilities and ancilliary buildings. Housing applications would therefore require the total reconstruction of the whole area, including safety measures concerning decontamination of fuel storage areas.

G.1.9 - The planning application for thousands of housing on the airport site is a financial opportunity for those involved in this application. There is no consideration for the unemployment in the area of Thanet and the South East. There would only be a short employment term involved in the building of these properties. What the area needs is long term employment which will be far better interpreted in the jobs at the proposed airport, ancilliary workers at the airport and long term investment in the area through trade.

AQ1.1 – The question of air quality concerns is raised by those against the airport reopening. I would counter these with my own concerns regarding the application for thousands of homes to be built on this site. The homes would provide family housing, each property with at least one car. The concerns over air pollution over this whole area would be far greater with the volume of road traffic emissions these would involve. The roads in the area would not be able to cope with the volume of traffic these proposed houses would bring.

Ec.1.7 – The introduction of thousands of houses in the proposed application by SHC would put unbearable pressure on the South East Kent water table. This is already at breaking point and would cause severe problems with drainage and supply.

E.1.10 – The problem of noise pollution is greatly exaggerated. All properties within a certain area of the airport would be adequately sound proofed. The modern aircraft being proposed for the freight operation are all a great deal quieter nowadays and with shorter take off and landing the noise would be kept to a minimum. Please see below.

E.1.17/18/19/20/21 – See Chapter 18 of the ES {App-035}.
