From:	[redacted]
To:	Manston Airport
Subject:	Manston Airport Examination Authority - Attn. Mr Broderick
Date:	07 June 2019 20:18:09
Attachments:	Sandwich & Pegwell Bay Nature Reserve Concerns re Manston Cargo Hub 4.docx

Dear Sir,

I wish add my further concerns about the impact the proposed Airport (freight hub) will have on the local bird population.

Part of my letter was read out on Wednesday's hearing by my husband but sadly, was stopped in the middle due to lack of time. I have attached the complete letter to this email.

I hope you, as I, will be amazed at the rich and varied birdlife that abounds in and around the Manston area and I implore you to do all in your power to protect them for us and future generations.

Yours sincerely

Liz Langston
[redacted]

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PROPOSED CARGO HUB AT MANSTON AND ADVERSE EFFECT ON WILDLIFE IN THE AREA

Sandwich and Pegwell Bay Nature Reserve is a Ramsar wetland site of international importance and is also an SSSI, has SAC and SPA status. It supports a wide range of wading birds, many of which are specially protected by law, such as the little tern. Many birds overwinter in large numbers, feeding on the mudflats, saltmarsh and chalk cliffs including oystercatchers, redshanks, snipe and other significant birdlife that brings joy to the thousands of visitors to the area.

The proposed Manston Cargo Hub Airport will have a devastating effect on this vital area with constant noisy aircraft taking off and landing so close by. The applicants' contour map shows regular test and training flights will go right overhead the bay (TR020002/APP/5.2-4/Vol.4/Figs 12.4, 12.6 & 12.8), also flying at low altitudes which is likely to alarm and cause birds to take fright and fly upwards, possibly even getting struck by the aircraft itself.

These birds come to the area to feed and rest after long flights, many from Greenland and Canada using the place as a safe haven and a place to build their weight up again in readiness for breeding and further flight. Loud noises cause them to take flight, raising stress levels and using up energy reserves that in turn cause them to become exhausted. Exhausted birds fail to reach necessary weights to breed or be able to fly long distances again.

Researchers for The Institute for Ornithological Research, Helgoland Ornithological Station state that 'Waterfowl which take to the air because of an airplane usually stay in the air for one to three minutes, but sometimes also considerably longer. After this, it takes some time before the birds calm down again and resume their previous activity'.

They also recommend that flights do not take place 'over ice-free places of refuge for waterfowl during periods of frost.' During the autumn and winter period, daytime hours are significantly shorter and feeding periods are reduced to a small window during the day. Birds that are constantly interrupted will not obtain enough food to survive.

RSP's own survey concludes that 'significant [disruption] levels are unlikely to occur … if all over-flights are at, or in excess of altitudes of 500m … in excess of 1km from the SPA boundary; and … is outside the 80dB (A) noise contour' (TR020002/APP.7.4/p.53). However, Sandwich and Pegwell Bay Nature Reserve is 0.9km distance from the runway and flights overhead based on speeds of 120mph and a trajectory of 3% take off from the runway will be between 200m and 300m depending on the curvature across the bay (training flights particularly). At these altitudes, noise is unlikely to be under the 80dB range.

Equally worrying is that RSP even contradict their own survey information; regarding wading birds' tolerance to aircraft disturbance; they state, 'evidence indicates that they are an extremely wary species that does not habituate to stimuli rapidly. Considered to be highly reactive to aircraft, although some observations have shown no reactions to machinery operation or aircraft passing overhead.' (TR020002/APP.7.4/p.51). So, which is correct? 'highly reactive' or unresponsive? How high were the latter aircraft flying to elicit 'no reaction'? It would seem that RSPs survey findings are at the very least confusing and unreliable.

RSP also state that 'some degree of habituation is likely to occur, given that the aircraft departures and arrivals … will become regular and predictable' (TR020002/APP.7.4/p.53), but as their own evidence above shows, many breeds will not adapt to the disturbance and will either leave the site permanently or die out trying to survive.

In addition to the site mentioned, the surrounding Manston area is currently home to a great number of other bird species. Red kites, kestrels and sparrow hawks abound; there are lapwings which are in serious decline (down by 64%), cuckoos (56%) and skylarks (59%) but all thrive around the rich farmland area.

Another concern is the air pollution that will emit from the huge number of aircraft. This is also highly likely to adversely affect these birds. Studies show that the toxic chemicals emitted from aviation fuel can lead to respiratory problems such as inflammation of the lungs and reduced egg production. Birds are exposed to more airborne particles than humans because birds have a higher breathing rate and spend more time in the open air. Aviation fuel

contains Nitrous Oxide which, when settling onto water (such as the lake at the Pegwell Nature Reserve) can cause higher acidity and affect the invertebrates, fish and plant life many of the birds rely on.

We now have the beginnings of a Murmuration of starlings over the airport site – we and our grandchildren watch in wonder at the magical shapes these birds collectively make in the air. A noisy freight airport will certainly see this wondrous spectacle disappear as soon as it has begun. Starling populations have declined by over 60% and we are fortunate that these wonderful birds have chosen to make their home close by

RSP state that the hub is needed as a 'Nationally Significant Infrastructure Project' but it would seem that their extensive research on every other minutiae regarding the project is severely lacking in admitting the real devastation and likely end of the wonderful wildlife that abounds in the area.

Birds recorded around Manston, Cliffsend and the Pegwell Bay Nature Reserve:

Grey Heron	Great Tit	Kestral	Ringed Plover	Oystercatcher
Little Egret	Blue Tit	Goldfinch	Widgeon	Snipe
Cuckoo	Robin	Lapwing	Shelduck	Cormorant
Starling	House Sparrow	Redshank	Brent Goose	Black-tailed Godwit
Thrush	Tree Sparrow	Nightingale	Wheatear	Mallard
Chaffinch	Sparrowhawk	Blackbird	Barn Owl	Waxwing
Cetti's Warbler	Linnet	Whimbrel	Teal	Curlew
Dunlin	Bullfinch	Spoonbill	Whitethroat	Lesser Whitethroat
Avocet	Green Woodpecker	Greater Spotted Woodpecker	Skylark	Swallow
Red Kite				

Please note those highlighted in red are currently listed on the RSPB's highest level of concern (level 4).

In order to preserve this wonderful wildlife haven for us and future generations I urge you to reject RSPs applicationl.

Lizbeth Langston
7th June 2019