

**From:**   
**To:** [Manston Airport](#)  
**Subject:** For the attention of the Manston Airport Case Team  
**Date:** 08 July 2021 15:07:54

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Dear Sir/Madam

May I first state that I am slightly exasperated in having to write to you again after several submissions in the past. One would have thought, that after PINS thoroughly rejected the DCO application, there would have been nothing further to add. Especially since the climate crisis and economic circumstances have only added further woes to the aviation sector.

But nevertheless, I feel compelled to point out the following:

Increased capacity at other UK airports.

The proposed third runway (and the option preferred by the government) at Heathrow airport will provide an increase in freight capacity. Even though the construction of the third runway is still a decade away from completion, any increase in demand for freight cargo can be more than accommodated at both EMA and Stansted both of which have spare capacity.

UK government forecasts of GDP growth has been significantly reduced as a result Covid and Brexit, further reducing the demand for a new operational airport in the wrong location.

As the government strives to meet its climate obligations towards reducing carbon emissions, it stands to reason that transporting freight will be more favourable to passenger bellyhold rather than dedicated freight planes. The latter tend to be older and therefore more polluting.

As the sixth carbon budget has now been enshrined in UK legislation, the government will be obliged to reduce carbon emissions by 78%. Allowing a new airport to open at Manston would fly in the face of adapted policy.

Ramsgate and its residents deserve better than this DCO. The noise and pollution associated with the proposed airport would wreck a nascent tourist industry which provides employment for a far larger number of people that Manston ever did or ever will.

Yours sincerely  
Ms Hubertina Frencken