

From: [REDACTED]
To: [Manston Airport](#)
Subject: For the attention of the Manston Airport Case Team
Date: 09 July 2021 23:49:12
Attachments: [55B89E24-B697-441D-AE90-DBEB32B6DAC](#)
[0A05DC79-37F1-4CB4-97E4-0F1B525412F4](#)
[18E3380A-8F9D-4692-AA0D-4735D845CF66](#)

Dear Case Team,

I am a resident under the proposed flight path living on [REDACTED] where I am raising 2 children [REDACTED]. The impact of this airport will significantly diminish the quality of life for our family. Since the previous representations I would like you to consider the following points.

Environment

In April the government announced in its 6th Carbon budget that the UK government will set in law to cut emissions by 78% by 2035 compared to 1990 levels and for the first time, it will incorporate the UK's share of international aviation and shipping emissions into those calculations. How can opening a new freight airport possibly be in line with those commitments? With existing airports running so far below their available capacity, there is no need for another airport. How are our children to believe any commitments you make when you are positively promoting the expansion of airfreight when it is so damaging to the environment and has no current serious visible route to a greener alternative to the current carbon combustion fleet.

Health concerns for the population of Ramsgate

It is not news that airports produce huge amounts of the following chemicals especially on takeoff and landing: CO₂, NO_x, CO, SO_x and low molecular weight polycyclic aromatic hydrocarbons (PAH), and particulate matter (PM) with associated PAH, and metals. I am sure all of your scientists have already made you aware of the health problems caused by all of these emissions. You are already aware that there are hardly any other runways intending to accommodate planes as large as Boeing 747s as close to housing as the proximity of this one to the Nethercourt area of Ramsgate. I am sure you have read many reports that prove that elevated levels of nitrogen dioxide can cause damage to the human respiratory tract and increase a person's vulnerability to, and the severity of respiratory infections and asthma. Long-term exposure to high levels of nitrogen dioxide can cause chronic lung disease. NO₂ along with other NO_x reacts with other chemicals in the air to form both particulate matter and ozone. Both of these are also harmful when inhaled due to effects on the respiratory system. This is all old news, but the fact that you ignore it only leads us to believe that the people of Ramsgate and in particular Nethercourt are considered to be expendable in order for the RSP to achieve their profits or the government to fulfil whatever deal it has made with them.

Secretary of State should consider the following factors:

1. The WHO says particulate pollution from fine particulate matter PM_{2.5} should not exceed an annual mean of 10 µg/m³. For PM₁₀ the limit is 20 µg/m³ annual mean. But the UK currently has higher limits for fine particulate matter: 40 µg/m³ annual mean for PM₁₀ and 25 µg/m³ for PM_{2.5}
2. Ella Kissi-Debrah was the first person in the UK to have air pollution listed as a cause of their death in a historic ruling by a coroner earlier this year. Almost a quarter of pupils in the UK attend schools where air pollution exceeds WHO limits. Schools and housing in Nethercourt will certainly exceed the UK's higher limits.
3. Following the Ella Kissi-Debrah coroner's report the the government said it would put the issue out to public consultation next January, with a view to setting new air pollution targets in October 2022. It would be inconsistent to set new targets on air pollution and at the same time permit an airport that would result in exposing a population to our pollution that exceeds those targets within a few years of the targets being set.
4. Ultrafine particles enter the body through the lungs and translocate with high toxicity to all organs. It is not hard to detect UFPs in the body. If the airport was to go ahead, demonstrating an increase in UFPs from the current position to one after commercial flights had commenced would be fairly straightforward. It is also easy to demonstrate the presence of the UFPs in the blood and organs. There is no doubt in the scientific world of the detrimental health effects of these pollutants. It would not be necessary to wait for premature deaths to occur before commencing a class action against the airport and the government for the deliberate poisoning of the people of Ramsgate.
5. The Mobile ObserVations of Ultrafine Particles (MOV-UP) study based at the Seattle-Tacoma International Airport on the impact of UFPs on the communities under the flight path has now demonstrated that UFPs from aircraft can be distinguished from those of road traffic and other sources. This will make any defence of the class action harder.

Conclusion

To grant permission to build this airport so catastrophically close to the population of Ramsgate will have an undeniable detrimental impact on the health of the citizens of Ramsgate who will have no choice but to suffer continual exposure to the pollutants. Premature deaths will ensue. You can only expect that myself and other citizens are not going to just watch you damage the prospects of our children. We shall raise a class action against the perpetrators of the pollution and those who permitted it when such decisions were contrary to declared policy. Every year more research is done adding to the volume of proof that will make the chances of success of any class action even greater. Please make the sensible and ethical decision to stop the development of the airport.

Kind regards
Karim Zaman

[Redacted signature]

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