

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** Manston Airport  
**Date:** 09 November 2021 15:41:36

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Dear Sir,

We are writing to once again state our opposition to the proposals by RSP to reopen the old Manston airport as a 24/7 cargo hub.

We live on Nethercourt - our house in Windermere Ave is exactly 1.77km in a straight line from the end of the runway (not 4km as stated by RSP) planes used to fly over us at 300ft and we are by no means the closest house. Many residents both here and at St Lawrence and Ramsgate town centre would be negatively affected if this scheme were to be permitted.. I won't repeat (yet again) all the arguments against the plan as you are fully aware of them.

Since 2010 there have been a total of 16 reports commissioned on Manston and all have been negative as to the viability of an airport there in one way or another . The DfT has copies of all these reports.

**2010** BICKERDICKE ALLEN PARTNERS report night noise assessment  
**2011** YORK AVIATION Economic impact of night flying policy  
**2011** BICKERDIKE ALLEN PARTNERS noise  
**2014** FALCON report  
**2015** KCC position statement on Manston Airport  
**2016** TDC final report for Thanet District Council (TDC) Manston Airport Viability  
**2016** AVIA SOLUTIONS Riveroak response TDC Manston Airport viability final  
**2017** AVIA SOLUTIONS local plan representations review final  
**2017** AVIA SOLUTIONS analysis of report by Azimuth/Northwood on Manston  
**2017** YORK AVIATION for SHP summary report final  
**2018** ALTITUDE AVIATION report  
**2019** ALTITUDE AVIATION report update  
**2019** DCO Examiners recommending refusal of DCO on many issues including need  
**2021** YORK AVIATION for Jenny Dawes in redetermination of DCO  
**2021** ALAN STRATFORD ASSOCIATES for Ramsgate town council  
**2021** OVE ARUP for DfT/SoS

The Planning Inspectorate spent a great deal of time examining the proposal and found that there was no need for it, as did the most recent report by Ove Arup. Surely it cannot be right to spend this amount of taxpayers money investigating and then completely ignore their conclusions - what is the point of employing the experts if the SoS takes no notice of them??

Also in light of the COP26 and increased awareness of the damaging effects of climate change caused by aviation it would be tantamount to a suicidal act to allow a new airport to open and increase the pollution at this critical time for the world trying to limit the damage. It doesn't matter if the on ground operations might be considered "green/ carbon neutral" it is time for the real pollution from planes in the air to be included rather than ignored in the calculations. There is no prospect of large cargo planes being non polluting in the near future so the UK must reduce flight numbers not increase them and be seen by the world to be serious about its

pledges to reduce greenhouse gases rather than increasing them by allowing yet more flights from yet another location.

Please make the sensible decision as recommended by the reports and the planning inspectors to halt this proposal for once and for all to end the blight on Ramsgate.

kind regards

Sue and Mike Holton



Roger Gifford

