

Redetermination of the Application by River Oak Strategic Partners Limited for an Order granting Development Consent for the reopening and development of Manston Airport in Kent, Unique reference 20013027

I am responding continuing my support for the reopening of Manston Airport.

Views have been submitted by those against Manston Airport about the provision by existing airports to take up freight by bellyhold, in passenger planes. This is all very well providing there is available space.;

Manston, has an existing runway, with sea on three sides and any pollution will quickly disperse. Why do some people think it is correct to dump more pollution on Heathrow, and the London suburbs, or any other areas for that matter.

If the airport is refused, other development will be granted, such as housing, industrial units, shops, all producing an increase in pollution, not caused by the occasional plane landing or taking off.

The Airport will remain as an open area in between flights, not the case for the rest of Thanet, where green fields and other open spaces, are rapidly disappearing under development, not to mention the congestion caused by extra traffic, if Manston is allowed built over.

If the runway is allowed to be covered by development it can never ever return to an airfield and some other green field site in another part of the country will then be covered over.

Facts and figures can be manipulated to prove anything. it seems to me that if River Oak think they can make a success of the Airport, then they should be given a chance. Other options can come later if they fail.

My comments reported in my earlier submission still stand, no need to repeat them once more.

Gordon Sencicle.

27<sup>th</sup> November 2021