

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** For the attention of: The Manston Airport Case Team  
**Date:** 03 December 2021 14:58:32

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Kay Norton

Ref : 20013487

Manston Consultation 2 Deadline 3<sup>rd</sup> December 2021

I would like to register my continuing opposition to RSP's DCO application to build a freight hub at Manston.

I live on the Nethercourt Estate in Ramsgate, the area which will be the worst affected if Manston airport re-opens. We took the brunt of the noise and pollution before, which affected our health and environment.

My Children and Grandchildren deserve the best future that is possible and because of that I am totally against the application to build a freight hub at Manston.

My Grandson has passed the Kent test and therefore eligible to go to Grammar school. He, along with us and his parents thought he would go to Chatham and Clarendon Grammar school, the closest one to where he lives, but with the threat of Manston re-opening his parents decided that he should [REDACTED], which is over half an hour walk away. His future and wellbeing is of paramount importance to them and they felt he wouldn't be able to achieve as well at Chatham and Clarendon if there were to be planes flying just overhead at all times of the day and night. He would be unable to hear or concentrate at school and would be unable to get enough sleep to enable him to stay alert at school.

All children who live in Ramsgate, along with the many children who live on this estate and the whole area, will have their learning ability affected due to being constantly awoken during the night. They will be unable to concentrate at school, let alone hear what is being taught, this will affect their future prospects in life.

One of the meetings about the airport proposals many years ago was held in Chatham House Grammar School, as it was then called. At this meeting the speaker had to stop talking for a few long minutes whilst an aeroplane flew over, because no-one could hear what he was saying. That aeroplane certainly proved our point!

If the plans that RSP have put in are implemented, I feel it would be an environmental disaster for me, my family and thousands of other people.

SIXTEEN AVIATION REPORTS (ALL PROVING CATAGORICALLY THAT THERE IS NO NEED FOR A CARGO HUB AT MANSTON)

2010 BICKERDIKE ALLEN PARTNERS

2011 YORK AVIATION

2011 BICKERDIKE ALLEN PARTNERS

2014 FALCON

2015 KCC

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\*

There is sufficient capacity at other existing airports that are strategically better positioned in the country, therefore proving that Manston is not needed.

In the RSP documentation it says that it will have a permanent adverse effect on the area and people's lives.

We have been told that RSP has no limit on Air Traffic Movements during the night despite its "worst case" assumption of 8 flights per night, which was quoted at a consultation meeting. It now seems that they are applying for a quota count system which could mean unlimited night flights, even though they say different.

A few years ago we suffered with old freight planes going over our houses at about 450ft day and night, with decibel readings of 90db + (recorded at Chatham House school & in KIACC reports which were being sent in by Nethercourt action group). It will be the same again but all night long, residents will suffer from a lack of sleep, resulting in many health problems and thus putting a further strain on the Health Service.

My Husband [REDACTED] when the airport was operational. Since the airport closed his asthma has gone. The only conclusion is that it was caused by the pollution from the planes, as this is the only thing that has changed. No planes, no pollution, no asthma! Many others illnesses have been attributed to pollution from aircraft, which we certainly noticed when Manston was operational.

Since the airport has closed Ramsgate has become a better place to live and many more people have been attracted to the area. A cargo hub would stop people investing in the area and many jobs would be lost. Tourism in the area would fall, no-one will want to visit an area where you cannot hear what is being said to you or it is impossible to get any sleep! Only today there was a report about how tourism has risen in the area over the past couple of years.

Vibrations would have an adverse effect on my house and many beautiful old buildings in Ramsgate which need protection, not shaken and destroyed. Even Pugin would have been appalled; his house is right under the flight path!

Our local church, St Laurence church, which was built in 1062, and is one of England's oldest. It was cracked by an earthquake and struck by lightning years ago. The planes come right over it and would shake it to pieces.

Ramsgate has the largest conservation area of Regency and Victorian houses in the county. These older buildings are particularly difficult to insulate and are susceptible to vibration.

Even if we could all insulate our houses, a cost which we certainly cannot afford, we cannot live inside a house which the noise wouldn't permeate, for 24 hours a day, 365 days a year! We need our outdoors to enjoy and fresh air to breathe, which has been shown to prove a necessity to us all both mentally and physically over the past 18 months.

There is no evidence that we need a freight hub as there is adequate capacity at existing airports. It would affect not just the lives of the people of Thanet, but also the surrounding area as the roads are already full, to propose even more lorries transporting freight and fuel to and from Manston would be a nightmare.

Even the bird numbers in our garden have gone up since Manston closed; they didn't like the pollution either! So it must affect the nature reserves in the area as well.

We once had a pond which we, our children and our grandchildren loved. It attracted a great deal of wildlife. Problems started when Manston was operational as a commercial airport. The surface of the pond was very frequently covered by an oily type of film; the only explanation was pollution from planes. We gave up trying to keep it clear, and could no longer enjoy it, so eventually decided to fill it in. Our wildlife suffered again as a consequence of the airport.

We do need more jobs in our area, but feel these will come from the sustained increase in tourism in Thanet over the last few years & SHPs proposed technical business park development at Manston. Any jobs created at the proposed airport will probably be filled from outside our area & zero hour contracts as they were before. There would be very few jobs for locals!

The recommendation in the Examining Authority's Report of 18 October 2019 states that the DCO should NOT be granted.

There have NOT been any significant or material changes to policy or the quantitative need case for the proposed development since July 2019.

Therefore, I urge the Secretary of State to finally dismiss the application from RSP.

Kay Norton