

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** 11th January Open Floor session  
**Date:** 15 January 2019 14:45:15

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Sirs

Please find below my representation at the Open Floor hearing. If you require any further information please let me know.

Regards  
Ann Marie Belsey

I speak as an interested party who is a East Cliff resident under what would be the main flight path for planes landing. And I object to this application for a 24/7 cargo hub airport.

To be clear I lived under the flight path when the airport was operational in its previous incarnation. Back then there were no regular night flights so the handful of daily flights was not a matter for concern.

Nonetheless our windows and building did shake but only a few times a day and rarely at night. The applicant has applied for night flights in this DCO application and has stated it wants a new S106. We can only assume this is because the current 106 bars the airport having night flights. Can we have clarity on this?

When the applicant held consultations we were advised that there was a requirement for a maximum number of flights of just over 17000. This application now allows for up to 83000 flights a year and we only learnt this in August so I am confused as to why the massive change and would like clarification on why the change? 83000 flights is over 200 flights a day or a flight every 6 minutes throughout every 24 hour period. So at full capacity we will be woken up 9 times an hour throughout the night.

If 83000 is a "theoretical" number then why include it? Can residents be presented with an application that is consistent and isn't this also what the Examiners would want/expect? Also if there is no intention for scheduled or chartered night flights (as stated at the public consultation) can the Applicant be advised to remove the requirement for night flights other than for humanitarian or safety reasons? Research shows that aircraft noise disturbing sleep leads to many illnesses in adults and children. It also shows that children perform less well educationally and behaviourally. Even the applicant states in its submission that there will be a significant adverse impact on the local community. Could these noise impacts and research be examined in much greater detail during the special sessions?

The applicant has made no attempt to seek to reach a statement of common ground for properties under the flight path. It has not discussed or assessed what it could do to provide measures to mitigate the noise and vibration impact on residents. Indeed even though aircraft would fly less than a few hundred feet above our property we are apparently not in need of any insulation to mitigate the night time impact (as I was advised at the consultation) even if we were allowed to make any changes given the listed status.

Our property and others like it, is a listed building and was built in 1840's and should not be subjected to all of this vibrational damage. I invite the examining authority to visit some of the historic buildings so they can see what the noise impact means in reality. [ I will email separately on this following the Chair's comments at the end of my representation].

The applicant also says in the noise mitigation plan that any breaches to noise parameters will incur what appear to be derisory fines if in breach of noise or number of night movements. Can the examining authority assess whether these are appropriate and who will be the enforcing authority. I believe the applicant yesterday said we could pursue any breaches through the courts but I can't see how individuals impacted can be expected to do this.

I understand that we should expect to see an operational management plan to be set out in relative detail at this stage so we as residents can understand the impact it will have on our lives and safety. So right now we don't really know the full impact on lives and well being.

Under the application TDC will have no role in signing off and or approving the request for night flights. This is in conflict with what the local community has been told. In deed historically TDC refused permission to a previous operator for night flights as it listened to the view of residents following a survey. Residents did not want night flights. It seems absurd that the SOS can determine whether residents lie awake at night rather than locally elected officials. The reality would appear to be that this DCO if approved would give no control over the extent of night flights and how the operations would be managed. Is the latter is a deliberate ploy or just the applicant not being prepared to do all the necessary work to provide a fully formed application?

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