

From: [REDACTED]
To: [Manston Airport](#)
Subject: Manston
Date: 05 February 2019 12:48:05

Dear Sir,

Further to my letter originally submitted in Feb [further copy sent] , I wish to add the following..

1. The government is committed to reducing pollution. Adults living near motorways with environment of nitrogen dioxide pollution have 40% more dementia and alzheimers.Histopathological features have even been identified in children and young adults living in polluted cities. Carbon monoxide is well proven as detrimental to life and hydrocarbons are neurotoxic. There is definite evidence that cognition is reduced with pollution, so our school children will be affected especially in Ramsgate. Add the noise and there is a confirmed recipe for a very poor outlook.

2. Noise. There are proposed flights day and night.Guaranteed no or little sleep and noise disruption all through the day. A great recipe for low work output, concentration and general well being.Ramsgate has just begun to recover and is beginning to prosper even with a possible re established ferry service. Who would book a holiday at the end of a runway?? have planes at roof top height and stay in a crash zone????!!!

3. I understand that Stansted has available cargo capacity,Gatwick wants an extra runway and Heathrow also wants to expand.They all have already established services with road and rail connections .Manston lacks these and is out on a limb miles from cities and industrial centers. Has anyone considered the other runways unused all over the country following WW2 ?nearer to where the cargo is destined.

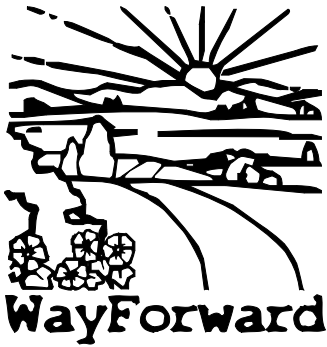
4. A survey in Thanet has shown that a Manston airport is NOT required and would blight Ramsgate and devastate surrounding villages.

Yours faithfully
Dr J Gledhill

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TR020002 - Manston Airport

“WAY FORWARD” submission to PINS – reference: 20014051



“Way Forward” is a group comprised of residents living in the hamlet of Way, just outside Minster. Our interest lies in the fact that our properties lie between 250 to 800 metres south of the Manston runway. We have 27 members and the area includes four listed Grade II properties, plus a Grade II* property.

RSP has commented about some of our listed houses: “Modern background noise is likely to be limited and assets may be sensitive to changes in background noise.” As this is a particularly tranquil area, with birdsong being the main background noise, RSP significantly underestimates the scale of change we will experience.

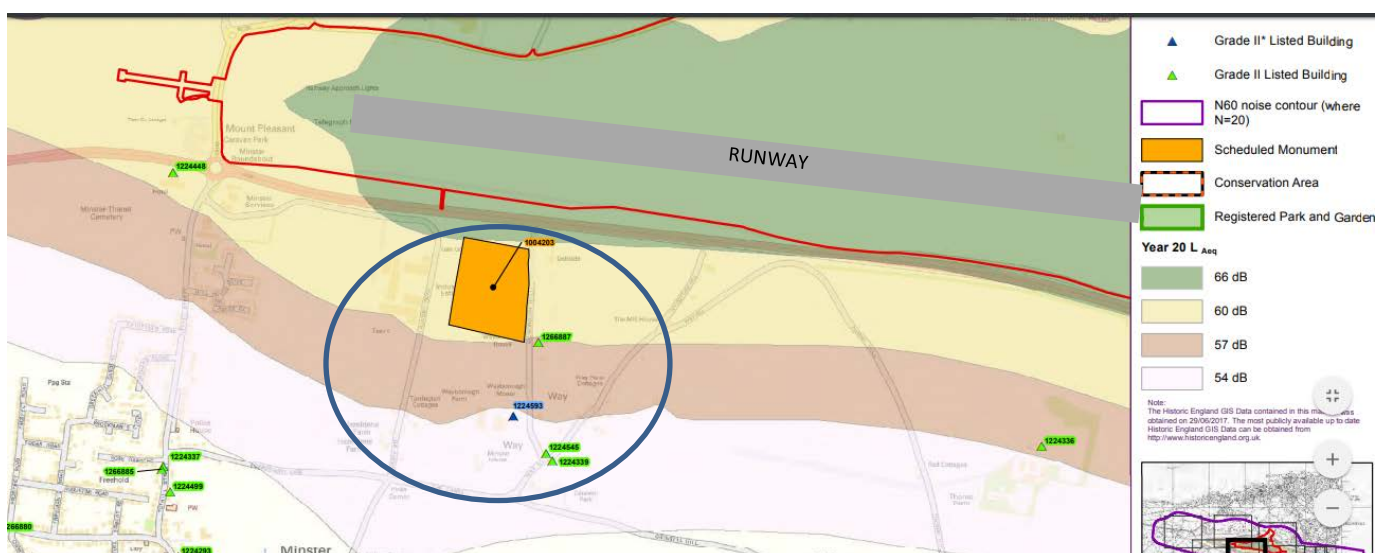
Before Manston Airport began as a private enterprise some 20 years ago, it was little more than a provincial airport. There were few scheduled daytime flights and unplanned night flights were rare. Even so, this provoked some disturbance for members of our community. When more regular flights began, such as those by EUjet in 2004, the disturbances increased, particularly the early morning movements. There were often unscheduled night-time flights which caused sleep problems. Located so close to the runway, residents of Way are only too aware of all aircraft movements: taking off, landing and taxiing.

RSP has stressed throughout consultations with the public that there are “no plans” for night flights; and only when challenged has admitted that there will be no “scheduled” night flights. As cargo flights are usually chartered, it is true that they are neither planned nor scheduled. But, whatever the qualification, the effects for residents will be the same. RSP has attempted to conceal that its proposals clearly show evidence of night flight planning.

The EU recommendations for noise levels are a maximum of 55 dB(A) in the daytime and 50 dB(A) at night. Above that level, evidence shows there are health problems associated with an increased incidence of hypertension and related health problems. Even RSP has admitted that “aircraft noise would increase to a point where there would be a perceived change in the quality of life for occupants of buildings in these communities”. There is substantial evidence about the negative effects of noise and air pollution, particularly upon children and the elderly. In the past we were regularly subjected to the smell and fumes from aircraft which aggravated symptoms of asthma sufferers and, in terms of the type and number of aircraft which RSP expects to welcome, these effects will be considerably intensified.

To quote the World Health Organization “Environmental noise should be considered not only as a cause of nuisance but also a concern for public health and environmental health”.

Sound contours produced by RSP



The blue line delineates the area of the residence of the “Way Forward” submission.

The diagram above shows that, according to RSP information, the nearest properties in our group would be subjected to 66dB and the furthest 54dB. Although we do not believe the contours to be accurate, even so all Way Forward properties would be above the EU indication of noise pollution levels. This clearly would cause sleep and health problems, in particular for the closest properties. An important point to remember is that disturbance from aircraft noise can be greater in areas with low background noise than in urban areas

Compensation from RSP is very limited compared to, for example, the third runway at Heathrow. The latter has set aside £700 m to be able to offer either compensation, or compulsory purchase, on 3,750 properties in an area up to 3 Kilometres from the runway (with full market value plus 25%). There is also another £700m noise insulation scheme to compensate a further 160,000 homes most impacted by aircraft noise. In contrast, RSP has proposed a noise mitigation budget of only £5.6m, which includes only £4,000 compensation per household over 63dB. According to RSP's information therefore, virtually all of the houses in the Way Forward group, all within 850 metres of the runway, would not be eligible for compensation. Yet even as uncertainty hovers over the project, homeowners in the area, set to experience up to 54dB plus, are already experiencing difficulty in attracting buyers. With the blight of a nearby Cargo Hub airport dramatically transforming the character of our hamlet, the value of our houses will fall dramatically.

Airport supporters and the two local Thanet MPs have made claims that over 85% of Thanet residents want the airport back: a manipulated figure, drawn from a small selected sample and based upon questions evoking local nostalgia for Manston and its limited activity. False claims and myths have also fed into garnered support: e.g. that the airport will provide "30,000 jobs within East Kent and the wider economy", that there will be no regular night flights, that there exist many other brown field sites just as suitable for housing developments, and that the resurrection of the airport will spare Thanet further housing development: "we want an airport not houses!" As a result, instead of utilising the Manston brownfield site, thousands of houses are now being planned for green field sites in the surrounding district, but without the corresponding infrastructure conceived by its owners for the Manston development. The majority of Thanet residents have in fact not bothered to respond to any Consultation because they firmly believe that the failure of the airport over the last twenty years rules out any possibility of re-opening. But, amongst the 2,073 respondents to the DCO application to PINS, local reaction counted 52% against the hub airport and only 46% in favour.

PINS itself has expressed concerns about funding and environmental concerns. It should also take into account that Labour rejected RSP's CPO plans when it controlled TDC, followed by UKIP who also rejected RSP as an indemnity partner due to lack of financial information. At the time of writing, and despite persistent requests from PINS, RSP has still not shown clear evidence of financial backers. This should signal the unsuitability of RSP to follow through on a DCO.

PINS should also reflect upon RSP's flawed consultation process, which deliberately scoped out major stakeholders, stifled opportunity for critical enquiry and feedback, and extended its documentation from 3,900 pages for the first application to over 11,000 pages now submitted to PINS. In addition, a number of our members who live within a kilometre of the airport, and therefore should have been provided with information from RSP, received nothing.

Three attempts have been made, over a 15 year period, to make Manston a commercial success: all have resulted in heavy financial loss for investors. There have also been six reports by aviation experts as to the viability of Manston as an airport, all reporting that the site is unsuitable. It is therefore clear that any attempt to open the airport would fail, but by then there would be irretrievable damage inflicted upon this historic and beautiful area.

We therefore urge PINS to reject the DCO application by RSP.