

PINS Submission 16th February

Thank you for permitting me to extend my earlier submission



I write from the perspective of a concerned resident, a mental health professional (I am the Principal Psychotherapist and Operational Team Lead for the Kent Early Intervention Service) and the elected governor for Thanet on the board of the NHS Community Trust. I also speak for a number of local mental health professionals as lack of sleep is one of the first issues we explore in any mental health assessment. As will be obvious from my work and interests the impact on the health of the residents of Herne Bay and Ramsgate is my paramount concern. I moved to this area 17 years ago in order to pursue job opportunities both within the NHS and voluntary sector where I have managed local services and I am extremely worried about the effect of a 24/7 cargo hub on our local communities. A factor that does not appear to have been emphasised in the communications from SMA supporters and RSP is the huge difference in the impact of a potential future cargo hub, an East Midlands type model and the past operational usage of the airport. Manston has now been shut for quite a period with many locals either unaware as they are new residents or forgetting the impact low flying cargo planes had on the area.

Since the airport closed 4 years ago the residents of Ramsgate and Herne Bay have enjoyed living in their homes undisturbed by low flying, noisy, cargo planes. The noise of which in the past has completely, obliterated

conversation socially and for me professionally too. Having lived and worked under the flight path for over 17 years I can verify the impact noise had both in West Cliff Rd. Ramsgate where I managed the substance misuse service, at the community mental health team, and in outreach appointments in Ramsgate. Consultations and assessments have been halted as has all therapeutic work because dialogue has been impossible to hear. As a resident of Spencer Square when EU jet was operational, I can also testify to the impact of late-night flights which although then unscheduled occurred because of delays etc. Residents under the flight path were often woken by the noise of these flights and by the lights from the aircraft which penetrated upper floor windows in an extremely concerning manner. The proposals discuss 17,000 to 80,000 additional ATM's flying over this area at a height of 150 metres above the town this will devastate both Ramsgate and Herne Bay.

RSP appear to have down played the existing data on past airport operations and the evidence deduced from these noise metrics does not indicate the worst case scenario. Additionally the basic noise footprints appear to describe 20,000 people as being impacted with sound levels of 80 dbLAS (max) whereas it would appear to be nearer 50,000. Noise monitors from previous operations were reported on to the airport consultative committee through the local authority and exist for a 10 year period from 1999 onwards. In 2010 Bickerdale Allen analysed the noise contours to explore the impact of night flights in a possible 2018 context. TDC commissioned a review from Bureau Veritas and both the findings and Bickerdale Allens calculations were queried as having downplayed the noise impact, which is what RSP has continued to do. The Environmental Assessment suggests that that 10,139 dwellings will experience maximum noise exposure of levels in excess of 80 Db LAS (max). The Bickerdale Allen report suggested that 31,000 people in 14,299 dwellings experienced noise impacts in excess of 85dBSEL when Boeing 747-400 used Manston's east runway. Using a westerly direction 18,802 people in 9,027 dwellings were experiencing levels over 85dBSEL, thus the total number affected is just under 50,000. RSP's application discusses households rather than people and their application estimates half the Bickerdike Allen figures.

Noise decreases effectivity and increases the risk of accidents in the home. Thousands of people in Ramsgate and Herne Bay whose houses are under the flight path will be affected by the noise, if it wakes you up it is obviously too loud. Even if it does not wake you it speeds up your heart rate, lowers your immune system and creates stress. It impacts conditions ranging from hypertension to psychosis (Stress Vulnerability model). Noise impacts blood pressure and cardio vascular disorder (Otis). In a study around Cologne airport it was proven that 55 decibels and above increased the likelihood of a heart attack by 66% in men and 139% in women. 10,000 people a year die from cardiovascular and respiratory diseases resulting from plane admissions. Numerous studies in high income countries show chronic noise interferes with reading acquisition, long term memory and attention issues (Evans 2006). Repeated exposure to unpredictable noise undermines motivation and effects academic achievement and can cause learned helplessness (Cohen, Evans, Stockholm and Kraftz). Night flights cause more pollution than day flights and sleep deprivation increase

- "In a categorical analysis Huss and colleagues observed significant mortality from myocardial infarction with aircraft noise only in the highest group of 60dB (A weighted or more, other studies found associations with hypertension outcomes with levels 50dB (A weighted) or more" (Di Huang, XuPing Song and Kehu Yang, 2015)
- " the RANCH study (Road traffic and aircraft noise and Children's cognition and house) of 2844 children aged 9-10 from 89 schools around London Heathrow, Amsterdam Schiphol and Madrid Barajas airports found exposure -response associations between aircraft noise and poorer reading comprehension, and poorer recognition memory.....reading comprehension begins to fall below average at around 55 dB (Stansfield SA, Berglund B Clark, C, Lopez-Barrio I, Fischer P Ohstrom E et al 2016)
- Results suggest association between community exposure to aircraft noise and the health indicators poor general health status, use of sleep medication, and use of medication for cardiovascular diseases (E. Franssen, CMAG van Wiechen N Nagelkerke, and E. Lebert 2004)

In a report prepared by Queen Mary's University of London: Aircraft Noise effects on Health, prepared for the airport commission 2015

" The health effects of environmental noise are diverse, serious and because of widespread exposure, very prevalent Basner et al 2014). For populations around airports aircraft noise exposure can be chronic. There is an increase in evidence that preventative measures, policy. guidelines, insulation and limit values assist. Efforts to reduce exposure should primarily reduce annoyance, improve learning environments for children (a significant number of local schools are directly under the flight path), and lower the presence of cardiovascular risk factors and cardiovascular disease (Basner et al 2014).

Thanet already has the poorest physical and mental health statistics in Kent this information is available through are local CCG and the Indices of Social Deprivation, with average life expectancy in some parts of Thanet being 69, 18 years lower than the best in the county. The paper "Mental health inequalities and Economic Deprivation" found a noticeable difference between east and west Kent with the east having greater risk factors Thanet has higher than Kent average rates for all neurotic conditions. Higher than average rates in England and highest in Kent figures for serious mental health with more patients registered in primary care in greater proportion than other CCG's and the highest levels of admissions for psychosis in Kent. Unrelenting constant noise will impact on all mental health conditions as sleep is one of the most important predictors for poor mental health, whether it be anxiety, depression or the more severe mental health presentations.

Thanet is an impoverished area with an absence of opportunity for the young who often do not return if they have the qualifications to attend college or university. The Stone Hill Park development offers an exciting mixed package that will address Thanet's housing needs and provide thousands of future employment opportunities in a range of businesses, in addition to the construction of a regional sport and leisure destination, a major attraction in Kent. Additionally, Thanet needs the wide range of mixed development and the landscaped housing that the SHP plans would bring to the old airport site. Working in the social care sector I am all too well aware of the lack of decent housing locally for our young people and the

dependence on the often extremely unsatisfactory private rented sector. We need a credible local plan in order to implement an appropriate housing policy instead we have had the Local Plan blocked by the UKIP/ Tory led council. Our local MP's who do not have the best interests of their constituents at heart are self-serving and self-promoting. Sir Roger Gale appears to revel in his title as the MP for River oak, "Sir Roger oak" and has far too close a relationship with Tony Freudmann and RSP. I find it difficult to believe that either local MP would want to be associated with Lawlor or Freudmann both of whom have a very dubious past, additionally Freudmann's long association with Manston has been attached to a history of business failure.

Both MP's regularly attend RSP events yet have never met with Stonehill Park who rightfully own the old airport site, they forget that they are elected officials and public servants. James Brokenshire Secretary of State for Housing, Communities and Local Government has written to the council last week voicing his concerns in relation "to the low level of housing supply and delivery in Thanet". Yet TDC and our elected MP's are still prevaricating and wedded to the idea of a 24/7 cargo hub on the only piece of land suitable to provide the required number of properties and mixed usage development. For far too long concerned citizens have been left appalled by the incompetence of local politicians and by their refusal to act in the best interests of the local population. I participate in a number of local projects and I am shocked by the lack of vision and involvement of local councillors and MP's.

I am aware that many members of No Night Flights will be writing in connection to the viability of this DCO because of the dubious nature of the company and their finances and the track record of the individuals behind RSP. Claims in relation to jobs (RSP claim to be planning to provide 30,000 jobs locally) and future potential developments have been made. In view of the mechanised nature of a 24/7 cargo hub which is what is proposed, these are completely bogus figures, the old airport employed approximately 150 individuals most being part time. Claims relating to employment opportunities do not appear to correlate with employment at other cargo hubs ie East Midland. The harsh reality is that 7,000 jobs locally depend on tourism these jobs will disappear if a 24/7 cargo hub blights both of the towns. A recent article in the Ramsgate Community Magazine February 2019 reveals tourism in Thanet has increased to 4.2 million and is worth 319 million to the local economy.

House prices will decrease and the regeneration experienced in both towns based on a tourist/leisure economy will regress. The noise mitigation suggested by RSP is completely inadequate and impossible in listed property and the compensation appears to fail to include most under the flight path. The Journal of Real Estate Finance and Economics 33(2):91-103 February 2006 discusses the impact of higher noise levels and the reduction this causes to surrounding property in a 2.5 mile radius it discusses as a conservative estimate a reduction of just below 10%.

E. Franssen, CMAG van Wiechen N Nagelkerke, and E. Lebert) Aircraft noise around a large international and its impact on general health and medication use

Huss A, Spore, Egger M Roslin, M "Aircraft noise, air pollution and mortality from myocardial infarction" Epidemiology 2010;21:829-36 (PubMed)

Huang d, Song X Cui Q, Tian J and Yang K, "Is there an association between aircraft noise and the incidence of hypertension? A meta-analysis of 16784 participants" Noise Health 2015 Mar-Apr: 17 (75): 93-7 doi: 10.4103/1463-1741.153400 (PubMed)

Stansfield SA, Berglund B Clark, C, Lopez-Barrio I, Fischer P Ohstrom E et al Aircraft and road traffic noise and children's cognition and health : A cross-national study Lancet, 2005; 365: 1943-9 (Pubmed)

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