

**From:** Jill Saunder-Airs [REDACTED]  
**Sent:** 15 February 2019 21:37  
**To:** manstonairport <manstonairport@pins.gsi.gov.uk>  
**Subject:** Manston Airport - Deadline 3

Your reference for me: 20013718

Dear Sirs,

Following on from the hearing at the initial enquiry held in Margate Winter Gardens I was asked to supply a link to two things I mentioned during my submission.

### **1) Adobe Huts for noise mitigation**

One of the things I mentioned was the Adobe huts originally designed to be used in earthquake zones and now used in many schools near Heathrow as noise mitigation during outside lessons and play. Please see the link below:

[Earth houses give pupils refuge from Heathrow noise ...  
https://www.theguardian.com/world/2013/apr/22/prefabs-heathrow...](https://www.theguardian.com/world/2013/apr/22/prefabs-heathrow...)

### **2) The effects of aircraft noise on children's learning**

I also made reference to research which had been conducted regarding the effects of loud aircraft noise on children's learning and said I would supply a link. There is much research available on the subject as clearly it is a major concern for educators and parents. I have selected this example as it includes research from three different countries, so gives a wide reference base.

In the American Journal of Epidemiology which looked at schools in the UK, Netherlands and Spain for their research entitled **Exposure-Effect Relations between Aircraft and Road Traffic Noise Exposure at School and Reading Comprehension: The RANCH Project** the following was found:

*“ In all three countries, the same inverse relation between aircraft noise exposure at school and reading comprehension was found (table 5, test of heterogeneity  $p = 0.9$ ). In the Netherlands and Spain, a 20-dB(A) increase in aircraft noise was associated with a decrement of one eighth of a standard deviation on the reading test; in the United Kingdom, the decrement was one fifth of a standard deviation. The size of the effect did not differ for high and low socioeconomic position. In terms of reading age, when the national data relating to the reading comprehension tests were used (16, 17), one eighth of a standard deviation was equivalent to an 8-month difference in reading age in the United Kingdom and a 4-month difference in reading age in the Netherlands. No comparative national data were available for the Spanish ECL-2 test (18).”* a link to this research is below:

<https://academic.oup.com/aje/article/163/1/27/84998>

### **3)Traffic congestion**

My final point was regarding the potential problems on roads which are not intended to carry more traffic than they are already experiencing. I include a table\* from Highways England to show the increase in traffic from 200 to 2017 at just one junction near to the Dartford crossing, taking in the A2, M2 and A2050. It shows that in the year 2000 the total number of motor vehicles using that junction was **27,064** – increasing year on year so that by 2017 the total was **37,782**.

*\*please see table in separate email*

In addition to the increase in traffic shown on this table\*, which might reasonably be expected to continue to increase in any case, year on year, a further influx of Heavy Goods Vehicles and Fuel Tankers back and forth along these roads to Manston would be adding greatly to the burden on the A2, M2 and Dartford Crossing.

A further consideration the QE2 Bridge, which along with the tunnels is referred to as the Dartford Crossing, which was closed 675 times from January 1 to December 31, 2017.

This is an average of 1.8 closures a day, either due to a road traffic collision, emergency repairs or even 'icicles'. Please see link to article below:

<https://www.essexlive.news/news/how-many-times-dartford-crossing-1450454>

Yours sincerely,

Jill Saunder-Airs

- Table to be sent be separate email to follow



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AADFYear	CP	Estimation_method	Estimation_meth		Region	LocalAuthority	Road	RoadCategory	Easting	Northing	StartJunction	EndJunction	LinkLength_km	LinkLength_miles	PedalCycles	Motorcycles	CarsTaxis	BusesCoaches	LightGoodsVehicles	V2AxleRigidHGV	V3AxleRigidHGV	V4or5AxleRigidHGV	V3or4AxleArticHGV	V5AxleArticHGV	V6orMoreAxleArticHGV	AllHGVs	AllMotorVehicles			
			od_detailed																											
2000	16096	Counted	Manual count		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	0	148	21375	323	3105	822	77	107	212	682	213	2113	27064			
2001	16096	Counted	Manual count		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	3	355	24878	336	3381	737	85	110	190	684	307	2113	31063			
2002	16096	Counted	Manual count		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	5	316	24722	270	3337	698	78	99	172	709	239	1995	30640			
2003	16096	Counted	Manual count		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	2	206	25159	365	3541	698	107	105	192	650	301	2053	31324			
2004	16096	Counted	Manual count		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	7	304	25588	269	3948	685	88	78	206	840	346	2243	32352			
2005	16096	Counted	Manual count		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	5	245	26332	313	3940	719	99	102	205	1015	304	2444	33274			
			Estimated using previous year's																											
2006	16096	Estimated	AADF on this link		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	5	267	26780	301	4129	740	99	111	186	907	329	2372	33849			
2007	16096	Counted	Manual count		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	29	296	26910	266	4434	798	87	132	145	990	412	2564	34470			
2008	16096	Counted	Manual count		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	4	257	25085	226	4527	805	102	130	170	1434	356	2997	33092			
			Estimated using previous year's																											
2009	16096	Estimated	AADF on this link		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	4	269	24759	237	4677	746	102	125	157	1236	345	2711	32653			
2010	16096	Counted	Manual count		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	1	197	26344	214	4441	679	68	156	122	974	448	2447	33643			
			Estimated using previous year's																											
2011	16096	Estimated	AADF on this link		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	1	194	26186	216	4543	667	72	172	92	946	466	2415	33554			
2012	16096	Counted	Manual count		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	1	198	26439	123	3920	558	116	113	99	732	664	2281	32962			
			Estimated using previous year's																											
2013	16096	Estimated	AADF on this link		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	1	209	26123	128	4162	569	127	130	76	720	699	2320	32942			
2014	16096	Counted	Manual count		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	0	184	26930	196	4675	621	96	102	91	1061	613	2584	34568			
			Estimated using previous year's																											
2015	16096	Estimated	AADF on this link		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	0	190	27742	193	5196	649	109	107	117	1098	636	2715	36036			
			Estimated using previous year's																											
2016	16096	Estimated	AADF on this link		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	0	197	28572	197	5612	689	105	121	122	1055	665	2757	37335			
			Estimated using previous year's																											
2017	16096	Estimated	AADF on this link		South East	Kent	A2	TA	605000	159570	M2	A2050	7.9	4.91	0	199	28560	202	5978	720	106	130	124	1078	685	2843	37782			