

**From:** [REDACTED]  
**To:** [PINS Manston airport](#): [REDACTED]  
**Subject:** deadline 4&5 submission Nethercourt Action Group reg 20013745 Ian Scott 20013013 Hilary Scott 20014097  
**Date:** 28 March 2019 15:16:42  
**Attachments:** [DEADLINE 4 & 5 FINAL.doc](#)  
[DEAD LINE 4 & 5 FINAL2.doc](#)

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Dead Sir/Madam please find attached a submission from Nethercourt Action Group (NAG) who comprise of 250 members opposed to RSP's plans to reopen Manston airport as a freight hub. As we have the same comments this also includes Hilary Scott 20014097 & myself Ian Scott 20013013

Yours Faithfully Ian Scott on behalf of members of NAG

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## NETHERCOURT ACTION GROUP REGISTRATION 20013745

### DEADLINE 4

This has been written from observations made by Nethercourt residents

We are grateful that PINS & the examiners visited St Lawrence & Nethercourt estate on Tuesday 19<sup>th</sup> March and could see for themselves how quiet the area is once you get off the A255 into the surrounding streets and how bad the noise impact would be on many thousands of residents. As well as homes there are several schools & a Scout & Guides hut all will be directly under the flight path too with planes less than 500ft overhead. We note that in attempt to play down noise & pollution impact RSP quote households not number of people. These are real people whose lives will be made a misery.

When the DCO was accepted in August 2018 RSP were told that very early on in the process they would have to deliver credible & legitimate funding information from investors whose credentials could be verified to be sound. Here we are three months & nearly half way through the process & in their latest answers to questions from the ExA yet again they have failed to do this. In the various incarnations of Riveroak they have had over four years to get funding in place but always fail to produce. They also state it is no longer a joint venture. As the company structure seems to be in disarray with no mention of what form it will take is it even a legitimate company for the purposes of a DCO? The list of investors is an absolute joke. They could be anyone and they have not made any genuine commitment. Can you imagine buying a house and exchanging contracts but telling the vendor we haven't got a mortgage, giving them a list of High Street banks with the names redacted and a list of their assets? We think you would be shown the door very quickly. This is a company supposedly capable of running an airport of national strategic importance with all the safety considerations that involves & they cannot even answer a basic necessity question of funding the project. We would really like to know how much longer PINS & the ExA intend on letting this farce continue before throwing out the DCO application.

We have seen the applicant now saying they will put a cap of 26,000 on ATMs, but later on in the latest noise mitigation plan ATMs are up to 38,000. There has been no local impact or environmental reports done on those figures. The 'physical capability' of the proposed airport is still 83,220 (for the cargo stands), 43,800 (for the passenger stands) plus about 36 (for the recycling stands) = 127,052 ATMs. This is the figure we believe any reports should be made on as caps can be lifted or increased at a later date.

We also note in the specific hearing on noise (Mon 18<sup>th</sup> March) RSP are saying there will be a ban on night flights between 11.00PM & 6.00AM quoting no "programmed" night flights (whatever that means), but are still saying that there will be 7-8 ATMs at night. How is this not night flights? To be honest it sounds like another RSP ploy to disguise their true intentions. If this is true why do they not remove their application for a large night time quota or at least dramatically reduce it? Again like ATMs night flights could be added or increased at any time at a later date as most cargo travels at night. RSP lied during the consultation period about applying for night flights saying they were only added because the planning inspectorate (PI) insisted. This proved to be a complete lie & the PI confirmed that it was perfectly acceptable for the DCO application not to include night flights & it was entirely RSP's decision to include them.

We believe that 38,000 ATMs also brings into play Public Safety Zones (PSZ). Will you now be telling the applicant they should be including these in their application with the associated exclusion zones & costing for a wider compensation scheme as any PSZ would cover a lot of Ramsgate? We also believe it would also cause a planning blight on many homes making it impossible or build extensions or loft conversions again hitting people lives & enjoyment of their properties.

We also see that RSP are stating the pipeline from Manston to Pegwell is in “excellent condition”. Our understanding is that it leaks badly and when a large amount of water was put down it to test very little reached the end. We would ask the ExA to investigate further as this has the possibility to undermine & pollute the aquifer that supplies drinking water.

RSP have said they have done a baseline DB level at Nethercourt. Where was this done, when & at what time? We ask because once you get off the A255 to the majority of Nethercourt there is very little ambient noise unless you count birds singing. Given the experience of Ramsgate residents we dispute the updated noise contours and wonder why real life decibel readings, which are available, were not used. Who would be responsible for noise monitoring & night flight activity, the applicant? Given the way operators at Manston (including the time Mr Freudmann was employed there) rode roughshod over residents when it was operational this would not be acceptable. He makes out he was only a “foot soldier” at Manston but he is being disingenuous about problems with noise & night flights as he was a director there during a time it was operational. We would also like the examiner to question RSP as to the location of the noise monitor used to get a baseline decibel reading for Nethercourt as we have had feedback that it was placed on the property of pro-airport residents who support RSP. The location of every noise monitor used by RSP seems to at the address of a Save Manston Airport member. If this is the case it is hardly independent & open to all sorts of interference.

As a group we are very worried that should the DCO succeed RSP are trying to remove the local authority, Thanet District Council from control over Manston & wants the Secretary of State to fulfil this role. We suspect that it is in the applicant’s interest to take control away from local councillors as at some point they will no doubt want to vary any S106 agreement and feel they will have a better chance with no local involvement.

The applicant has gone out of their way not to fully inform residents of their proposal and the possible impact on their lives. Our Nethercourt group has people in nearly every street on the estate & not one person received a notification from RSP in the post about their consultation so it is not unreasonable to conclude that RSP did not include Nethercourt estate in its mail drop. The few of us that did make it were met with rudeness & aggression from both Mr Lawlor & Mr Freudmann. Mr Lawlor in particular was very bullying in his attitude. We find it very unfair that the application is not what was consulted on by the applicant and as individuals we are expected to wade through hundreds of pages of documents to see what has been added. In the issue specific hearings we see that the applicant cannot provide any evidence to viability, has not done any costings and doesn’t even have a business plan. Again in the issue specific hearings it seems RPS don’t know what or who they are and cannot tell the examiners where funds for the project are coming from. Even now we are still meeting people who have no idea of the scale of the proposed development. RSP went out of their way to mislead, confuse & obfuscate during the consultation process & are still doing so. We would urge PINS & the ExA to employ expert opinion and to allow SHP to further time to be able to question the applicant fully.

## **Our Statement from the issue specific hearing on noise on Friday 22<sup>nd</sup> March 2019**

I'm speaking today on behalf of the 200 residents of Nethercourt in Ramsgate who have joined together to express concern about the freight hub proposals.

Could I ask the examiners to get some clarity from RSP concerning exactly what they require concerning daytime and night time flights as it is impossible to judge the environmental impact including noise without this information?

As I understand the latest iteration from RSP, they claim a limit of 38,000 flights a year, and a quota count of 3028 at night time. They have redefined "night time" as ending at 06:00 rather than the accepted standard of 07:00. .

RSP also suggest that late arrivals will be acceptable.

Residents recognise the inspectors for taking time to visit Ramsgate including Nethercourt. I hope they appreciated that other than St Lawrence High Street; Nethercourt is a quiet residential estate. Aeroplane noise day or night would have a huge impact on resident's quality of life.

Many of my residents experienced the airport when previously operating. They know what up to 100 flights a day and possibly 7 or 8 flights a night would be like.

In our written submission, we shared with the inspectors the minutes of the KIACC consultative committee, which contain the results of noise monitoring at Clarendon School in Ramsgate. We know from direct measurement that noise levels of 95-100 decibels were normal, and I can personally vouch that this disrupted teaching at the school.

We also submitted over 30 personal accounts of what impact the previous airport had on people's lives both through noise and pollution.

I hope the inspectors will use this information to assess the credibility of RSP's theoretical calculations of noise impact.

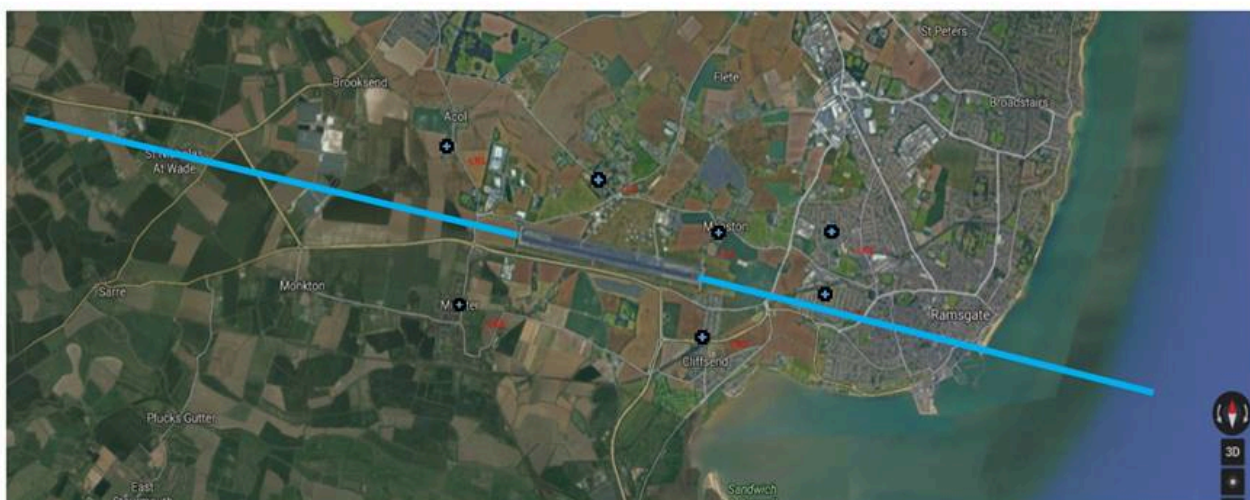
Our previous experience is that with time, unless operations are strictly controlled, the boundaries and limits on flight numbers, QC counts and flight times are stretched to meet commercial imperatives. It is disturbing that PINS don't seem to be addressing the need for a 106 agreement with teeth and an effective Consultation Committee. One of the inspectors at the open floor meeting said that PINS would not be imposing any development control agreement, despite being able to do so in the legislation..

## **NETHERCOURT ACTION GROUP Ref:20013745**

We have been told that these are the locations of the ambient noise monitors that RSP have used. Of these only Windermere is anywhere near the flight path so what use are these in measuring ambient noise? The one in Windermere Avenue is in the noisiest location on Nethercourt estate as it has a Railway directly behind. There is also a Tesco supermarket open from 6.00am to 12.00pm, a petrol station, a small business estate & Manston Road a busy route. They seem to have been chosen more for the fact that they are property's of pro-airport members of Save Manston Airport than any other reason we can see. It certainly is not to give a true impression of the noise impact Manston reopening would have on Ramsgate.

Location of noise monitors.

Note: the monitors appear to have been sited Feb-March 2017, all in residential back gardens



Monitoring point	Address	Save Manston airport member?
LR1	Orchard Cottage, The Street, Acol	Yes – Sheila Bransfield and David Hayfield
LR2	14 Beaumont Close, Manston	Yes – Chris Bromley
LR3	Grove House, Manston Road	Yes – Christopher Wilson
LR4	23a St John's Avenue	Yes – Konnor Collins and Helen Smith
LR5	117a Cliffview Road, Cliffsend	Yes – Keith and Margaret Nichols
LR6	45 Tothill Street, Minster	Yes – Scott Fleming
LR7	68 Windermere Avenue, Ramsgate	Yes – Jessica Scott



Location of 68 Windermere Avenue Nethercourt estate

