

From: [REDACTED]
To: [Manston Airport](#)
Subject: DCO Deadline 5
Date: 27 March 2019 15:43:08

Dear Sirs

Please find enclosed a written version of my representation at the Open Floor hearing on March 18 2019.

When the airport was still operational we had to endure noise levels (90 db+ were regularly recorded) that rendered concentration and conversation impossible. Regular training flights took place which meant that every few minutes a plane would come in to land, touch and immediately take off again. The noise was unbearable. In an industrial environment levels like this would neither be allowed or tolerated.

RSP has used noise contours that are not consistent with previous evidence from Thanet District Council when the airport operated on a much smaller basis. They also appear to contradict CAA noise measurements at Heathrow Airport where no reading at 3.8km from the end of the runway was less than 90db which begs the question as to how come noise levels at St Lawrence (1.6km from end of runway) and central Ramsgate (3.2km from end of runway) can be lower?

RSP are proposing to situate noise monitors at the Ramsgate end 6.5km from the runway. This would place it almost 3km out to sea which renders monitoring useless and makes a mockery of the actual noise levels we would suffer under.

Falcon Consultancy, Avia Solutions, York Aviation and Altitude Aviation all assess Manston as unavailable. These are all respected international aviation industry consultancies. RSP is relying on the advice of Azimuth Associates, a one woman band based in Whitstable. The dedicated freight market in the UK is declining. Manston is 79 miles from London and classified as a regional airport. Traffic at regional airports is likewise declining.

We have to ask why international investors would want to invest in an airfield at the tip of England which has repeatedly failed as an airport and contrary to such much respected professional advice? There is no statement in the Funding Statement about what would happen to the land if the airport were to fail again. We can only assume that the land would then pass to MIO Partners to do with as they wish.

In their own application RSP state that '**significant adverse effects have been identified as being likely as a result of an increase in noise**' for communities in Ramsgate and that '**in these communities, aircraft noise would increase to the point where there would be a perceived change of quality of life for occupants of buildings or a perceived change in the acoustic character of shared open spaces within these communities**'.

Because we value our health and our peace and quiet in our own homes and gardens we strongly object to the applicant's proposal and urge PINS to reject RSP's application for a DCO.

Kind regards
Ms Hubertina Frencken
on behalf of Plains of Waterloo Community group and on behalf of myself in an individual capacity.

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