

From: [REDACTED]
To: Richard.Price@pins.gsi.gov.uk; manstonairport@pins.gsi.gov.uk
Cc: [REDACTED]
Subject: Manston DCO
Date: 27 March 2019 13:02:44
Attachments: [Figure 1 MANSTON map v1.pdf](#)
[Figure 2 Glide path over Ramsgate for Site Visit.pdf](#)
[DCO Noise Speech Notes 21st March 2019.docx](#)

Dear Richard cc Manston casework team

I attach copies of the map and diagram which were handed to you and the Panel members at the site inspection of Ramsgate Central Conservation Area on Tuesday 19 March. The map has been reset so the overlay information is clearer to read.

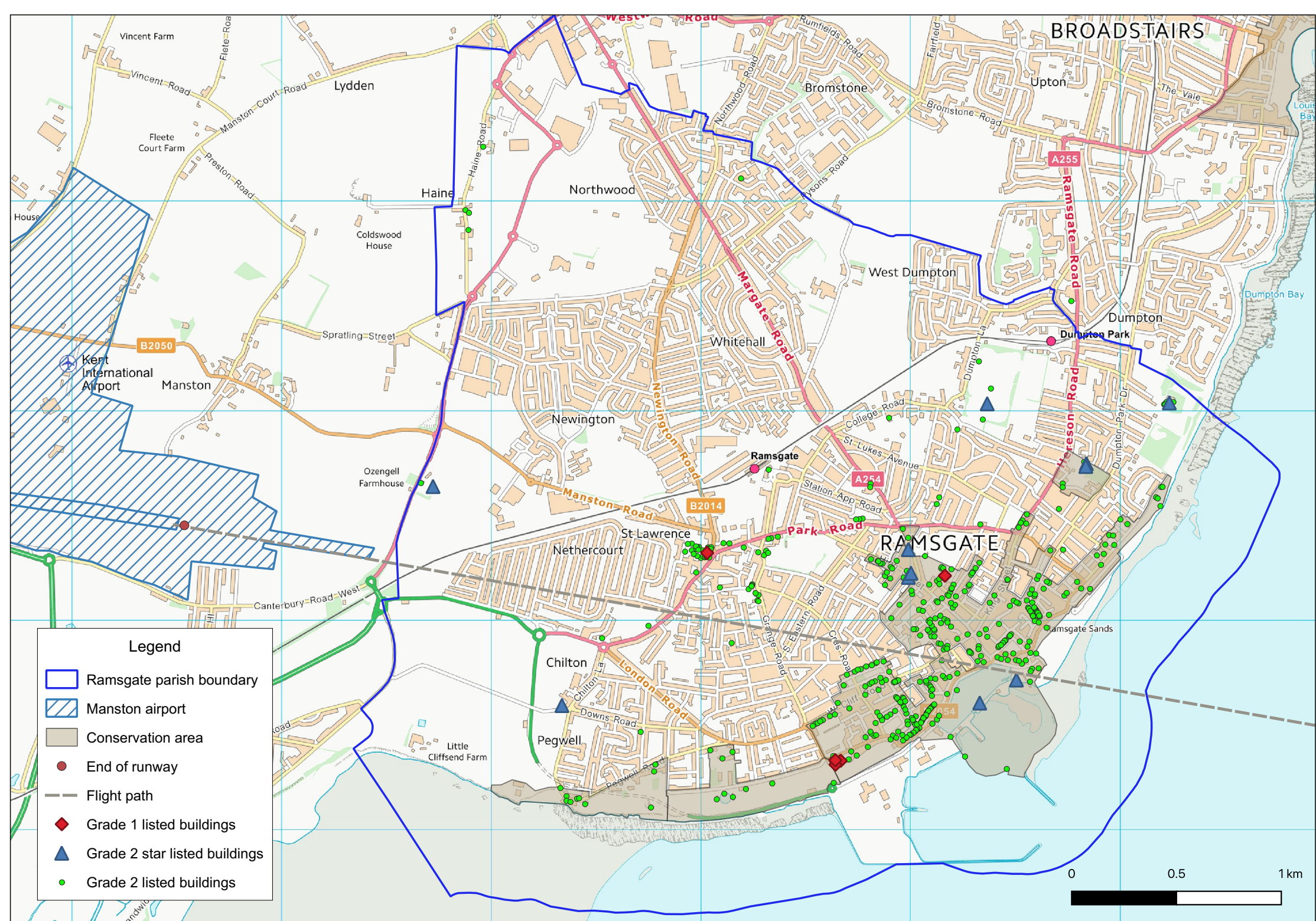
I also attach a copy of John Walker's speaking notes relating to his oral representations made at the Issue Specific Hearing on Friday 22 March.

Could you kindly acknowledge receipt.

Best wishes

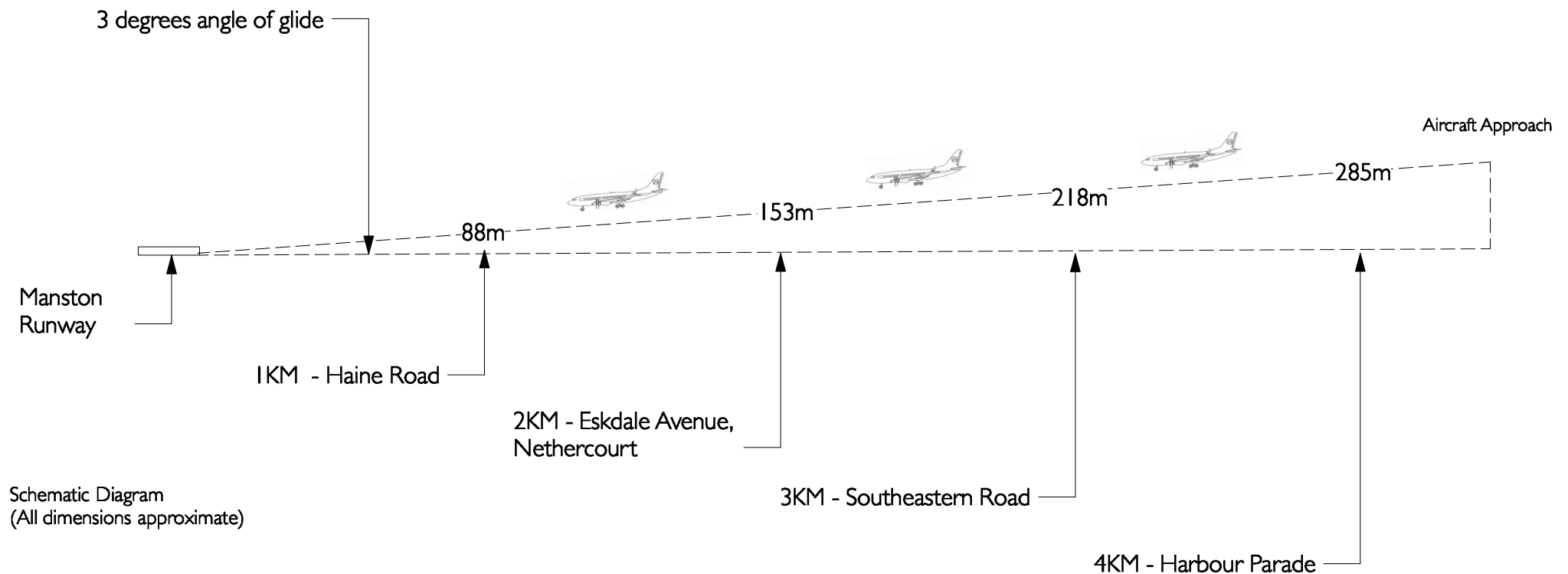
Nigel Phethean
Vice Chair Ramsgate Society

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>



Section along eastern landing approach over Ramsgate

1. Typically a cargo freighter landing approach is at 120mph on a path angle of 3 degrees
2. Aircraft will be at an altitude of 300 meters crossing the perimeter of Ramsgate Royal Harbour
3. Typically a landing aircraft crosses runway threshold at an altitude of 15 metres



Thank you for this opportunity to address the Panel.

My name is John Walker and I'm a resident of Ramsgate and Chairman of the Ramsgate Society which is the civic society for the town of Ramsgate. The society was founded in 1964, is a registered charity and has some 700 members. The Society is a member of Civic Voice, the national body for civic societies in England and is dedicated to helping make Ramsgate a better place to live, work and visit.

This is a non technical presentation and my message to the Panel is simple: if this DCO is approved Aircraft noise will cause substantial harm to the quality of life in Ramsgate, adversely affecting the lives and well-being of its residents and visitors and their enjoyment of its rich and varied heritage.

WHY IS NOISE SUCH A CRUCIAL ISSUE IN THIS CASE

First because of the proximity of the airport to the town.

The town as a whole is contained within a zone between 1.2km and 4.15km from the eastern edge of the airport site. You will be aware of the closeness of the runway to the town from your site visit on Tuesday and of the height of the planes over the town as they come in to land.

On a 3 degree descent approach over Ramsgate aircraft would pass over the Royal Harbour at a height of just 285 metres descending over the town to just 90 metres over Nethercourt.

Second because of the scale of the proposed activity at around 70 ATMs per day. This is more than three times the highest level recorded when the airport was last operational 5 years ago.

In this connection RSPs' consultants Wood in their Environmental Impact Assessment Volume 5 Non-Technical Summary state:

4.1.46. " Again, in year 20, significant adverse effects have been identified as being likely as a result of an increase in noise in the following communities which are in the vicinity of the airport and flight paths: Ramsgate; Manston; St Nicholas at Wade; West Stourmouth; and Pegwell Bay."

4.1.47. “In these communities, aircraft noise would increase to the point where there would be a perceived change in quality of life for occupants of buildings in these communities or a perceived change in the acoustic character of shared open spaces within these communities”

Third: Because it is important to appreciate that noise is not experienced by human beings as a statement in a document. It is a physical experience the effect of which cannot be adequately conveyed or reproduced on paper in a report.

A sudden burst of noise at 80 decibels as a plane flies low over the town is a physical experience similar to an alarm clock going off on your bedside table in the morning.

Of course if you average 80 decibels over a 24 hour period, this theoretical figure, calculated on paper, may not be enough to wake you up in the morning because this is not how the noise of the alarm is experienced. Yet this averaging seems to have been the approach that RSP have taken in assessing the effect of noise over the town. The fact is that each low flying aircraft noise is experienced as a single noise event over a few minutes not averaged out over 24 hours. Unfortunately people do not always fit neatly into consultant’s methodologies.

THE IMPACT ON RAMSGATE’S HERITAGE

The town, relative to its size (over 40,000 population), has a large number of heritage assets: 456 listed buildings and structures and four conservation areas.

The eastern flight path passes directly over the centre of the town where the majority of heritage assets are located. You will have seen this clearly from the map handed out at the site inspection on Tuesday.

Overwhelmingly, the majority of listed buildings are in private ownership and hence crucially dependent on their owners confidence for their continued maintenance and improvement

As we set out in our Written Representations investor and market confidence has been improved by the Heritage Action Zone designation in 2017 but it remains fragile.

It's worth mentioning here that we are very disappointed with Historic England's focus on archaeology in and close to the airport boundary in their comments to the Examining Authority. They completely overlooked the adverse effect of noise on the way people appreciate and enjoy the historic environment. We drew this omission to their attention and we understand they have recently written to the Panel referring to the possible consequences of aircraft noise on the long term objectives of the HAZ which are to utilize the towns important heritage assets as a way reviving the local visitor economy.

MITIGATION

Measures to insulate against noise are limited especially so in the case of listed buildings. For example TDC does not permit double glazed replacement sash windows in Listed Buildings so secondary glazing is the only option.

The applicants' claims that the negative effects of noise are counter balanced by major job opportunities presented by the airport are highly speculative and greatly over-estimated and we have amplified this in our previous evidence to the Examining Panel.

IN CONCLUSION

Confidence is a fragile commodity. Once damaged a process of rapid decline can quickly envelope a local community, with dilapidation and a loss of civic pride following rapidly in its wake.

To some extent this has already happened in parts of the Central Conservation area which embraces the shopping areas in Harbour Street, High Street, Queens Street and Kings Street. However proposals to halt and reverse this process are currently being formulated as a result of the Government's recent Future High Street Fund to help tackle High Street and

Town Centre decline. These efforts will be greatly undermined should this DCO be allowed.

We urge the Panel to consider these matters very carefully when balancing what we consider to be the exaggerated benefits of the Scheme based on the applicant's implausible claims, compared with the unavoidable adverse effects that will be inflicted on the town and its residents.