

From: [REDACTED]  
To: [manstonairport@pins.gsi.gov.uk](mailto:manstonairport@pins.gsi.gov.uk)  
Cc: [Richard.Price@pins.gsi.gov.uk](mailto:Richard.Price@pins.gsi.gov.uk)  
Subject: Noise Assessment  
Date: 10 April 2019 20:19:11

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I write in response to verbal comments made by Mrs Angela Stevens. Mrs Stevens comments that there was little disturbance from planes and she and students would wave at the pilots as they flew over the school at which she taught. I reproduce her comments below in quotes.

**"In my experience, if a plane flew over at break times, the children would often stop playing and wave to the pilots, who sometimes waved back. The children loved the planes. In all the years I taught there, not one child told me they disliked them. Occasionally, especially in the Summer months when all outside doors and windows were open, I might have had to stop teaching for just a few seconds if I was speaking when a plane flew over, but it was never considered a detrimental problem for me or the children - at all - ever!"**

The obvious contradiction here is that planes must have been incredibly low, which confirms my personal experience of planes over Ramsgate, for students to be able to see the pilots and for them to see the children waving and actually wave back. Mrs Stevens appears to admit that teaching stopped but it wasn't a regular occurrence. I think she's right in that when the airport was last operational there was disturbance but it was infrequent due to the small number of planes. The plans currently being assessed are very different with planes overhead very frequently each and every day disturbing the teaching at the many schools and other educational facilities directly under the flightpath. I think Mrs Stevens comments are helpful in concluding that planes are very low over Ramsgate and calling in to question the noise contours claimed by RSP which are completely out of line with real data from when the airport was open, which I sent you in my earlier representation together with evidence from the CAA at Heathrow again which I sent in my earlier representation.

Adem Mehmet

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**Cc:** [Richard.Price@pins.gsi.gov.uk](mailto:Richard.Price@pins.gsi.gov.uk)  
**Subject:** RSP DCO  
**Date:** 10 April 2019 19:20:48

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I refer to a recent submission by Dr John Pritchard suggesting that the rates payable by RSP will exceed the business rates of those businesses destroyed by RSPs plans. It would seem from his assertions that RSP will be making significant payments to Tdc as their operation and value grows. Given the likely significance of these amounts it would seem that, as a major project expense, RSP should have these amounts itemised in their detailed business plan showing the viability of this project. I would urge the ExA, given the assertions from Dr Pritchard to ask RSP to provide the itemised cost forecast for this expense to be paid to Tdc. I would also urge the ExA to ask RSP to supply the cost line for debt interest and dividend payments which given the size of the project planned and its perceived risk by investors will be very significant.

Whilst Dr Pritchard details the likely benefit to Tdc from rateable value, in order to assess the overall benefit of the project we need to deduct support from the taxpayer for this venture. RSP or it's investors are applying for relief under the Business Investor Relief program for investments made. This direct government support needs to be deducted from any benefit derived to Tdc from rateable value in order to assess the true benefit, if any, of this project. This direct government support for the project also needs to be assessed from an EU perspective to ensure it does not breach state aid rules for infrastructure projects.

Lastly it is gratifying to see confirmation from someone very senior in Smaa, the pro airport support group, that other businesses in Ramsgate will be damaged by RSP plans and that rates payable to Tdc will be lost if RSP plans are endorsed. The net gain will of course only be the difference between payments made by RSP less payments lost by Tdc from all of the other businesses.

Adem Mehmet

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