

Manston Airport Deadline 8 Submission (TR020002)

Manston Hearing Discovery Park – 5th June 2019

Dear Sirs,

I spoke briefly at the above hearing and would like to expand on some of the issues raised.

Air pollution – Martin Pearce from RSP claimed that there would be no significant effect from aircraft movement, and that there would more pollution from surface vehicles, but this was an unsubstantiated claim? According to Boeing's Web site for example, the 747 burns approximately 4.2 gallons of fuel per mile (12 litres per kilometre) or around 1 gallon of fuel every second, and burning 1,200 gallons on take-off. It would take a large number of vehicles to match the pollution produced by even one take-off.

Noise contours - How accurate are contours RSP have produced. They have no direct measurements from actual aircraft movements, or even confirmed types of aircraft to be measured. There was also some confusion over whether 60dB or 63dB contours would be used for compensation.

There was a claim that road noise is measured at 50db, however Ramsgate is made up of a large number of minor narrow roads where there is little traffic. Any aircraft movements would therefore have a considerable effect on the residence as the noise levels would be starting from a low background.

Noise insulation for Schools – This has been set at 50db by RSP, and four schools were identified. They have suggested that a Community Fund of £50,000 per year would be available - but that it was not appropriate to set money aside now as it may not be needed until 15 to 20 years' time! The source of community fund was also not made clear.

I have been in contact with Debra Liddicoat the Headteacher of Chatham and Clarendon Grammar School, and she assured me that she has had no correspondence from RSP on any level, particularly with regards to noise insulation. The schools two sites are designated as Grade II listed buildings, which would be incredibly difficult and very expensive to sound insulate, as any visit would verify. Having both taught and invigilated exams at the school, I am fully aware of the impact over-flying aircraft had on the children in the past, and that was with far fewer flights than those RSP are proposing.

I am also very concerned at the proposed flying hours up to 2300hrs and from 0600hrs. Even for an adult living near or under the flightpath, this would make it difficult to get a good night's sleep. But for young children these hours would have much more serious effects on their health and education.

Compensation – At £10,000 per property and with an overall figure of £2.75m for 275 properties, I feel that the levels of compensation are seriously underfunded. I am a newly elected Councillor in Thanet, with my Ward being the Thanet Villages (which includes the airport site). It was of particular concern to me to listen to the comments on the Smugglers Leap site. There are forty mobile homes in what was an old quarry, and being mobile homes, they are not that well insulated against noise. I estimate that the nearest properties are a mere 80 meters to the side of the flightpath, and as the photo below clearly illustrates how close aircraft have flown to the site. The photo was sent to me by a resident, and was taken when the airport was operating. RiverOak however admitted that they had not put aside any funding for relocation or sound-proofing of the mobile houses on the site.



The proposals put forward by RSP clearly show a disregard for the effects of a Cargo Hub Airport on the local population. Their plans are deeply flawed, with vital information such as funding and a clear business plan missing or lacking detail. This leaves no option but for the DCO to be rejected by the Planning Inspectorate.

Regards,

Trevor Roper