

Dear Examiners

Comments on responses to the Examiners 4th questions, and on the draft DCO.

With your permission, I have addition feedback on recent application content and some requests and feedback I should like to make the Examiners aware of in respect of the draft DCO and our human rights, health and wellbeing.

Definition of Night-Time

I wish to challenge why the definition of night-time flying is proposed at 2300 to 0600 when it is recognised globally that this period customarily runs to 0700.

- 1) Therefore, I respectfully ask the Examiners to amend the night-time definition in the dDCO to be 0700. There is no justification for it to end earlier.

Definition of 'No Night Flights'

Allowing late running flights is not a commitment to no night flights. It is well documented that significant proportions of flights to Manston when it was previously open were late running. In fact, late running flights were so regular, one could consider them scheduled.

Allowing late running fights is to allow night flights.

- 2) Therefore, I respectfully ask the Examiners to amend the dDCO to confirm there will be no flights at all, scheduled, programmed, charter, late running, emergency or humanitarian between the hours of 2300 to 0700.

I would like to suggest that humanitarian and emergency relief is routed to those airports which permit night flights. There is no need to stop these flights taking off and landing from wherever they currently do so as I assume this is working perfectly fine somewhere else.

Late running flights are night flights and there used to be plenty of them, albeit those volumes pale into insignificance compared to the quota in this application.

- 3) With reference to question 4.10 (page 100) of the Examiners 4th written questions, it is the offer by RSP to reduce the QC quota, as long as it doesn't include late arrivals, which is the vehicle by which RSP is trying to subject us all to these night flights. This takes Ramsgate back to the bad old days of night flights and is literally the whole nub of the issue.

I cannot implore the examiners strongly enough to allow us all the surety that no night flights really does mean no night flights. Do not permit a reduced QC quota, just simply list what is not allowed, and that is nothing at all which resembles a plane to take off, or land between the hours of 2300 and 0700.

I should however, also like it noted for the record that whilst night flights are a significant issue, they are but one segment of my total opposition to the entire airport. Day or night.

Education & Residential inequity

I must ask how is it that Chatham and Clarendon Grammar school is defined as experiencing a likely significant adverse detriment and listed for compensation, yet the residents of Elms Avenue, the road on which the school stands, do not qualify?

I can only conclude from this that schools and residents are being treated unfairly and unequally.

Education and the lived experience should be of equal priority. It feels to me that the real lived experience of Ramsgate is being ignored in this application, almost wholesale.

I live opposite this school, and yet any impact on me would seem not relevant.

I would like to ask RSP and TDC who decided that education is more valid than a resident? Surely we are equal? It pains me to have pointed this out. Nobody should have to race to the bottom in who will be most adversely affected, but this is what is happening here. It is not an inclusive DCO.

With so much focus on the impact of education for schools with the misfortune to be under the flight path, let us remember the thousands of us who will be here for many years to come, who are in day and evening and night. Who won't be able to sit in our garden, or get 8 hours sleep again.

- 4) Therefore, I request that noise impact, mitigation and compensation should be based on the two independent CAA noise contour reports commissioned and paid for by No Night Flights and by 5 Ten 12 respectively.
- 5) I request that all of Central Harbour and All of Ramsgate Historic Action Zone should be considered high priority and entitled to compensation, as the CAA maps prove.
- 6) I request a formal statement of equality for the residents of Ramsgate and Herne Bay which provides for equity in respect of education and school children and residents. No one individual is more or less important than any other if they are potentially affected by the DCO, should it be granted.
- 7) I request all schools in Thanet are automatically listed for compensation.

That said, insulating my house won't stop my life or the town I call home being ruined by a plane over my head at 300 metres day and night.

Complaint in respect of the RSP failure to provide the correct noise contours

It seems to me that it is a breach of natural justice that the residents have had to pay to prove what residents have known all along. Land some planes this low over Ramsgate and we all face certain disaster in our lives from noise, health, pollution and danger.

How can it be that private individuals have to raise the funds to pay for our own noise contours? Why are we left as a group of individuals to challenge this flimsy unevidenced one-page business plan offering conveniently foggy noise contours, in this cavalier misinterpretation of the planning regulations which has the potential to decimate our town and health. This is an injustice.

We have no army of barristers. We have just ourselves, doing this in our spare time, raising cash from our own pockets. We have no high-profile supporters, no team of legals, no quick wins. All we have is certainty we are right, and our faith in the Examiners to do the right thing and reject this DCO for a wholesale lack of evidence in respect of all application criteria.

Nethercourt Estate

Looking at the RSP contours, how can it be that only a small cone of streets in Nethercourt are due for compensation? This is appalling for the residents of this area who live within shouting distance of the runway, as the Examiners will have witnessed themselves from their inspections. Our human rights are being ignored and this application simply doesn't make good sense.

- 8) Therefore, I respectfully request that ALL of Nethercourt should be in the highest compensatory level in the draft DCO. Each street and each house. Most people on this estate are of an older age profile, many of them have listed the appalling experience of former Manston incarnations in the revised commentary from Ramsgate Town Council which lists in appendices the application from Nethercourt Action Group.

How do you think this population is feeling? Years and years of anxiety and worry that somehow, someday, not only will the planes start up again but this time RSP wants to make it every 10 minutes not every 3 days. This level of threat, and the harm this application is doing right across the wonderful community of Ramsgate continues to shock me.

Revised Noise Management Plan

In the revised Noise Management Plan [REP8-004] submitted at Deadline 8, the Examiner is asking for feedback on this particular element of the proposal and I would like to share my support for no passenger flights between 0900 and 11.30. Further, I would like to suggest that 0800 is the more appropriate time to start this threshold.

- 9) Therefore, I wish to state my support for the draft DCO to contain a threshold of no passenger flights between 0800 and 11.30. I also respectfully suggest in the spirit of balance and logic that there is a further ban on passenger flights between the times of 1530 and 1800 each day.

We must remember there are two peak periods in the day, arguably with the end of the day experiencing worse traffic and environmental issues than the morning period. It makes no sense to assure the morning peak, but not the afternoon or early evening.

Why do we need a draft DCO at all?

Why is the Examination not completed before there is a need for a draft DCO? Surely you only need a draft DCO if a DCO is approved? From my amateur observations, this application remains unable to evidence need, viability or national significance. In fact, what this application tells us is that some mystery overseas funders are content to land a cargo plane over my house at 300 metres day and night.

Fundamentally, this DCO application offers a direct risk to my right to enjoy my property peacefully, under Protocol 1, Article 1 of the Human Rights Act 1998. The continued process is also ruining our peace of mind, health and wellbeing and is destroying community cohesion.

With so much missing, contrary, nonsensical and contradictory information to consider, it is clear this application is not in the national interest, never mind the local interest.

This was clear from the outset. Even TDC knew this. Labour or UKIP, they both concluded the same.

Thank you