

Firstly, I would like to state that I have found the process adjudicated by the Examining Authority to have been facilitated in a fair and expert manner, with an emphasis on accountability and transparency when the issues and evidence presented have lacked clarity.

There are however some flaws in this NSIP DCO Planning process which do not reflect on the individuals concerned but the system. I have attended the Discovery Park events on several days and what became extremely obvious was that RSP had very little evidence of assets, funding, accounts and were therefore unable to provide these for scrutiny which I found extremely concerning. These start up concerns such as RSP do not appear to be subject to the same level of scrutiny as a public sector organisation would be and whom this process is essentially designed for. As such RSP present a significantly higher risk and are far less likely to be able to have sufficient funding and financial back-up to deliver a Nationally Strategic Infrastructure Programme. The applicants have on numerous occasions been unable to provide evidence of their financial worthiness and the past history of the RSP directors appears to have been given insufficient consideration. I am extremely concerned by RSP's failure to evidence their ability to provide even the most basic noise mitigation measures to an infinitesimal number of those whom would be affected in Ramsgate, Herne Bay and the Villages.

We are now less than 4 weeks away from the end of the examination and yet further obfuscation in relation to unanswered questions (one hundred and seventy-five pages of them) of Fourth Written Questions! There will be many more questions relating to the June 28<sup>th</sup> deadline....surely this is cause for considerable concern and yet these questions will be unable to be answered within the timeframe?

I have lived and worked under the flightpath for 18 years and am well aware of the vagaries of a so-called night time exclusion zone which was often missed with EU jet. The 106 agreement was ignored by Infratil, the Bickerdale Allen (2011) report revealing 28.5% to 50% of Manston ATM's were late, so the night time ban was effectively pointless and a large percentage of Infratil flights landed between 11pm-7am.

We have on numerous occasions been told by RSP that their model of cargo hub does not require night flights but their latest submission suggests otherwise, unlimited night flights that are "late arrivals" and an absence of restriction on noise per plane. RSP use the word "unlikely", in relation to flights, I am afraid that offers no reassurance or comfort to residents in Herne Bay, Ramsgate or the Villages and I am extremely concerned and angry. The words "unlikely" suggest to me with this company and their track record that it is more than likely that there will be night flights and that there will aircraft causing a high quantity of noise disruption. They have been very "flexible" with their definition of what constitutes night which is generally regarded as being between 11-7 which provides people with the 8 hours' sleep generally considered the norm by health professionals for good physical and mental health.

**At first glance NS 4.10 (p 99-100) of ExA Q4** appears to offer a concession. It goes as follows; "The Applicant has considered the night time quota count of 3028 that it is proposing in the light of night time flights now only consisting of late-arriving flights plus, emergency and humanitarian flights and departing flights between 0600 and 0700. It is unlikely that there would be more than five passenger flights departing during that hour, and unlikely that any aircraft with a quota count of greater than 1 would be used. The applicant is therefore willing to reduce the quota count to 2000 (365x5 being 1825), but this would be on the basis that late-arriving, emergency and

humanitarian flights would be excluded from that total. If they are to be included as at present, then the Applicant would wish to keep the original figure of 3028.”

The same ruse has been used in the past by other operators and it will be all too easy to ignore or circumvent rulings. There needs to be a complete ban on night flights no scheduled flights, late flights, chartered flights only genuine humanitarian or emergency flights.

How many about turns and downright lies do RSP need to present before this whole process is thrown out and relegated to the bin and Ramsgate, Herne Bay and the Villages can move forward unconcerned by the blight these proposals have put on residents' lives for well over a decade. I would like to see the rightful owners SHP put in place their mixed development plans for housing, jobs and recreational use.

Your Sincerely,  
Jane Hetherington  
Ramsgate Town Councillor