

From: [REDACTED]
To: [Manston Airport](#)
Cc: [Richard Price](#)
Subject: Manston DCO Hearing Deadline 12
Date: 09 July 2019 20:11:25

Dear PINS

I am writing for the final time to state my objections in the strongest possible terms to the application for a DCO by Riveroak Strategic Partners. Their cargo hub is superfluous to requirements, ill-thought-out and in the wrong place. It will not bring in the promised jobs - but it will bring air pollution, massive amounts of HGV traffic on roads not able to support it, and many more decibels of disruptive noise to very many more residents than RSP's sketchy documentation suggests.

I believe the Human Rights Act gives me the right to the quiet enjoyment of my life and my home. If this is taken away, as it would be by the proposed cargo hub, it breaches my human rights. This can only be done for reasons of national security or other pressing need. RSP's scheme does not fall into that category.

I understand that if the Secretary of State should be minded to grant the DCO s/he needs to show that I and the 40,000 other affected residents of Ramsgate have had adequate information and a full opportunity to raise our objections. With 170+ pages of written questions from yourselves awaiting an answer from RSP 10 days ago and many pages of responses issued in the last few days, including on crucial issues for the affected communities such as night flights and noise contours, this is clearly not the case.

RSP's documentation (or lack of it) remains a major concern. Throughout the process it appears to me that they have dealt highly disrespectfully with both you as the Inspectorate and certainly with the local communities whose lives will be dramatically affected if they succeed in their aims. Throughout the process, despite employing an eye-wateringly expensive legal team, they have appeared cavalier and slipshod in their approach - a terrifying combination for an organisation planning to run something as safety-crucial as an airport! I have yet to see a credible business plan, financial projections or rationale for this as a NSIP. And now I gather that since acquiring SHP's land RSP have indicated that they intend to deal directly with the Secretary of State. Does the process permit this? If so it makes a mockery of the many many hours you and local residents have spent on this.

I do not have time at this late stage to go through all the arguments yet again, but I am appending below a further cut-and-paste expression of concern about night flights.

Thank you for your efforts and helpfulness throughout this process, which are very much appreciated by all of us here.

Regards
Tricia Austin Hartley
[REDACTED]

Dear Planning Inspectorate,

I write as a deeply worried local resident about the Manston Airport DCO.

I refer to the Applicant's Answers to Fourth Written Questions dated 29/06/19 (TR020002/D9/FWQ Examination Document).

At Ns 4.10, under the heading *Quota Count Night Time*, the Applicant says:

*"The applicant is therefore willing to reduce the quota count to 2000 (365*5 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."*

Applicant's Response: The NMP (at TR020002/D9/2.4) has been amended to

reflect this, at paragraph 1.8.

If the Examining Authority allows this, it will be exposing the local residents to the threat of an unlimited number of night flights.

There would be nothing to stop the Applicant from allowing “late” arrivals to land at any time, at any noise level, between 2300 and 0600. This has never been consulted on, nor has it been modelled by the Applicant and presented for examination to the Examining Authority.

This has the potential to be extremely damaging to residents’ health, well-being and the local economy. It is completely and utterly unacceptable.

I therefore wish to object to the Examining Authority allowing the Applicant’s suggestion at Ns.4.10 to remain in the Noise Mitigation Plan for the Manston Airport DCO.

The Applicant has consistently said to the public that it does not need night flights and that there will be no night flights. Let us hold the Applicant to that in the clearest possible terms in the Noise Mitigation Plan and in the draft DCO: no flights, scheduled, chartered, or otherwise labelled, late or on time, between 2300 and 0700.