

From: Alan Welcome [REDACTED]
Sent: 09 July 2019 00:11
To: Manston Airport <ManstonAirport@planninginspectorate.gov.uk>; Manston Airport <manstonairport@pins.gsi.gov.uk>; Richard Price <RICHARD.PRICE@planninginspectorate.gov.uk>
Subject: Manston DCO Deadline 12

Dear Planning Inspectorate/Richard

At the end of this email please find the Statement of Concern supplied by NNF - slightly amended - with which I am in full agreement.

I'll start with a few brief comments of my own.

SHP Submissions

I note that SHP wishes to withdraw its submissions to the DCO process (so long as it gets its money!). While SHP is at liberty to withdraw its objection to the DCO I respectfully suggest it should not be allowed to withdraw submissions it has already made as these form an integral part of the process to date. I have no idea of the legal position here but logically and morally these submissions should stand.

APPLICANT'S OVERALL SUMMARY OF CASE DOCUMENT TR020002/D11/OSOC - conclusion

I'll add my comments in bold to each line of the applicant's conclusions

"In conclusion, there is an overwhelming case in favour of the grant of development consent". **Rsp has done nothing concrete to demonstrate this and has failed to produce a credible business case. The notion that this is a NSIP remains as risible as it was when RSP first mooted the DCO.**

"Inevitably a major infrastructure project such as this will cause some adverse impacts but those impacts have been minimised and mitigated to a significant degree through careful design and a suite of control mechanisms secured through the DCO". **In its public facing statements RSP has consistently attempted to deny that its plans will have any significant impact - particularly in terms of noise and air pollution. However it has clearly been aware that the local impact would be very serious and has buried this unwelcome information as deeply as possible. Far from minimising and mitigating these impacts RSP continues to attempt to word the DCO in such a way that it will be able to do much as it likes re. night flights (please see statement of concern below). As for mitigation - RSP is doing its utmost to avoid its responsibilities to the residents of Thanet and beyond - Ramsgate and Herne Bay in particular.**

"The benefits of the project significantly outweigh its adverse impacts and development consent should be granted". **The impacts are certain and dire - the benefits are speculative and uncertain and definitely not to the advantage of the local population. Development consent should not be granted.**

WHAT DO I HAVE TO DO NOW?

It seems that RSP now intends to deal directly with the SoS. Will this process be transparent? If not why not? Can I lobby the SoS? If so, will the SoS take any notice - will I get replies?

STATEMENT OF CONCERN

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 (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.”

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 modeled 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 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 (**or preferably earlier**) and 0700.

Please acknowledge receipt of this message.

With kind regards

Alan Welcome