

**From:** [REDACTED] >  
**Sent:** 15 January 2020 08:11  
**To:** Grant shaaps <[shappsg@parliament.uk](mailto:shappsg@parliament.uk)>  
**Cc:** Price, Richard <[RICHARD.PRICE@planninginspectorate.gov.uk](mailto:RICHARD.PRICE@planninginspectorate.gov.uk)>  
**Subject:** Manston DCO

Grant, no doubt you'll be aware that fuel contamination at schools under the flight path at Manston was regular as documented in the evidence presented to the planning inspectors.

<https://www.bbc.co.uk/news/world-us-canada-51112630>

Adem Mehmet

## **Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010.**

### **Application by Riveroak Strategic Partners Limited ("the Applicant") for an Order granting Development Consent for the reopening and development of Manston Airport in Kent.**

As an interested party in the above DCO I am responding to the request for further information and comment as requested in the letter from Susan Anderson, Head of Transport Infrastructure Planning dated 17 January 2020.

You have asked for comments on a range of issues and I provide below my responses.

#### **Unilateral Undertakings**

Your item 2 refers to the air quality in Thanet. This DCO if approved will allocate 2% of the UK's aviation pollution to Thanet where the onshore breezes concentrate air pollution in the main centres of population in our seaside towns. You will have seen various comments from other interested parties, in particular Mr Michael Child, that the Applicant has taken the wrong distance dispersal figure for particulate air pollution and on this basis any statistics provided by the applicant on this issue are not to be relied upon.

Your item 3 refers to the Applicant's proposed contribution to schools affected for 20 years to mitigate and minimise the noise effects on them. As you will see in comments below and those from many other interested parties, including Five10Twelve and NNF, the Applicant has used noise contours that have not been produced using correct assumptions. The consequence of this is that the Applicant has seriously understated the amount of noise that these schools will be subject to - as supported by alternative noise contours derived independently by the CAA. I have included, in the documents attached, photos and noise monitoring reports from when the airport was open in order to give a feel for the noise involved. There are 31 schools that will be affected, currently educating 9,934 children. £139,000 per year is in no way sufficient reparation. Providing adequate noise mitigation will require a large upfront cost at each establishment to replace or enhance windows and roof insulation and ongoing costs thereafter. The Applicant needs to reassess this amount and the way it is provided as it is woefully inadequate. There should also be provision in some way for noise mitigation for outside spaces generally at schools although how this will be done is difficult to imagine. Educational standards are not high in Thanet; it is a very deprived area. With regular disruption to both teaching and children's sleep should this project proceed, standards are likely to get worse - a factor the Applicant has chosen to ignore. I attach a recent article from The Times detailing noise effects and the recommendation from the WHO to reduce aviation noise levels to 45db during the day and 40db during the day.

#### **Draft Development Consent Order**

Your Item 18 refers to a time limitation on passenger air transport departures and arrivals. I assume this is to limit the arrival and departure of passengers to the airport for fear of local traffic congestion. If this is the case then I would point out that the same traffic issues will arise due to the large movement of freight trucks arriving and departing the airport along with a large number of fuel trucks delivering fuel to the airport. Perhaps the same limitation needs to apply to cargo planes. In addition, the Applicant has given various assurances that there will be no night flights; can I please ask that the specific prohibition of night flights for passenger, cargo and any other category of air traffic movements is included within the DCO, with exception of course for humanitarian flights. Late arrivals should also be included as banned during the night time as this is for the aviation sponsor to manage and control with substantial fines if not, and not for local residents with no control to endure. Night time should be defined as anytime between 9pm and 6am given the proximity of Manston to Ramsgate and Herne Bay.

## **Climate Change**

Your item 22 refers to carbon emissions and the need to achieve net zero in 2050. The Applicant's assessment of its carbon emissions are again quite suspect. The Applicant has repeatedly said it will only engage with freight operators who own and operate new, cleaner and less noisy planes. However during recent CAA focus group meetings the Applicant has engaged with a cargo airline, Magma Aviation, whose fleet has an average age of 25.8 years. There has been no viability assessment undertaken for this project and it is completely speculative given the long history of failure. Therefore, allocating aviation emissions to this venture to the detriment of other historically successful airports like Heathrow, Gatwick and Stansted seems unnecessary. Given the demand from the public in the UK and globally for governments to take immediate constructive action regarding climate change, opening a new aviation freight hub in the UK with poor transport links seems counter-intuitive.

Charlie Wilson, a reader in energy and climate change at the University of East Anglia, said at the Science Media Centre in London last week "we desperately need consistent, concerted direction toward net zero." Building new airport capacity is clearly inconsistent with that.

Lorraine Whitmarsh, Director of The UK Centre for Climate Change and Social Transformations said, at the same venue, "By providing that capacity, you're going to make flying more attractive and easier, and we want to be doing the opposite."

## **Late Representations**

### **1. Five10Twelve dated 17 October 2019**

This representation is entirely-fact, based relying on independent experts that have made representations in both writing and orally during the examination. It should therefore be relied upon entirely and has my full support. The inspectors heard evidence from many parties during the very long and detailed hearing that supports the position within the representation that there is no need for aviation capacity at Manston.

### **2. Five10Twelve dated 27 October 2019**

This representation supports those made by many others including myself and the NNF Group that the Applicant's assessment of the effect of the proposed operation has not been carried out by relevant experts in an independent way.

The noise contours provided by the Applicant were derived by an individual with no previous experience of providing them, a fact admitted during the hearing. These are technical analyses requiring the relevant expertise as acknowledged by the CAA who has a dedicated team operating in this area. The Applicant chose not to employ these experts but fortunately Five10Twelve did so, at great expense. The CAA-derived contours support what all the residents of Ramsgate have known from the start, having experienced an operational airport from time to time (until it failed again and again and shutdown), that the entire population of Ramsgate from the coastline to the airport will be hugely affected by noise, pollution and air fuel particulates. This should not be a surprise as Ramsgate is only a few kilometres from the airport.

The need for a Public Safety Zone to be provided immediately is also entirely sensible and consistent with the appropriate rules and legislation.

This representation from Five10Twelve must be relied upon heavily in making a decision regarding this DCO and should be a basis for refusal given how comprehensively it undermines information provided by the Applicant.

**3. Five10Twelve dated 1 November 2019**

I would agree entirely with the comments made in this representation. Ramsgate is a town of much heritage interest with many Georgian houses on the seafront directly under the very low flight path from Manston. Activity is advanced with parties like Heritage Lab, for instance, seeking funding to restore a number of buildings of significant interest. The Applicant has sought to provide noise contours that exclude these properties from its obligation to provide noise mitigation in the full knowledge that given their listed status it is almost impossible to provide anything remotely adequate.

**4. Five10Twelve dated 19 December 2019**

This representation goes to the heart of the issue with the Applicant, who has not followed the proper framework in the correct manner throughout this entire DCO process. The initial consultation was seriously flawed. DCO examinations are, by design and by law, supposed to stick to a strict 6 review timetable and be totally transparent. This DCO produced an unprecedented 5 rounds of questions from the Planning Inspectorate Examining Authority, (most DCOs only have one or two – there have never been more than 3 rounds before), resulting in a whopping 682 pages of questions for RSP to answer. The UK average for all other DCOs is just 63 pages of questions. It is clear that the application was not properly constituted with consideration given to all relevant issues. The Applicant failed to provide coherent and/or consistent answers to questions asked over a six month period and due to their own inadequacy are being given another 4 months to provide further answers. The Applicant has shown complete disrespect for the DCO process and the planning inspectors' examination, together with of course those residents of Ramsgate and Herne Bay that will be devastated by their operation. This DCO should have been terminated and refused long ago.

**5. Five10Twelve dated 20 December 2019**

This representation, like the previous one relates to the honesty and transparency of the applicant and whether the assessment of the DCO to the planning inspectorate is in line with its known likely operation. I will highlight just one of the points made by Five10Twelve by way of example but many others highlight many more throughout this process.

The environmental statement was modelled on 2 flights in a half hour (4 flights an hour), no bunching and no concentration around a particular hour. The applicant is now saying there will be up to 8 flights per hour, there will be bunching and there will be concentration around a particular hour. On this point alone it is clear to see that the basis upon which we are being asked to assess this DCO is not the base case that the Applicant is looking to apply.

You will also have seen the exasperation shown by the inspectors regarding night flights which the Applicant has maintained there will not be. The inspectors saw through this and concluded openly, orally and in writing that there would in fact be night flights. This is fundamental to the impact on the town.

## **6. Five10Twelve dated 23 December 2019**

This representation addresses a number of public cost and reputational issues of which there are many since the negative impacts of this project are far-reaching.

In order for the decision to be in favour of the DCO, the Applicant needs to show that the benefits of this scheme outweigh the costs. It is clear from this representation and many others including mine, that the costs to set against this project are vast. Additionally, it has not really been possible to quantify any benefits since the Applicant has not conducted any viability assessment to ascertain what these benefits might be and the likelihood of them actually being delivered. The Applicant has merely listed benefits that might accrue if this project were successful but with no assessment of the likelihood of success and weighed these against costs which they have generally underestimated, distorted or ignored. York Aviation, a company respected enough for the government to use it regularly for aviation related purposes, has stated that there is no need for further freight capacity, that the work done by Azimuth (a one person consultancy with no relevant experience) is seriously flawed, is not a viability assessment and that Manston will fail again if opened.

We must also not forget that despite regular requests throughout the examination period, and still to date, the Applicant has not provided an adequate funding statement, bringing into doubt its likely delivery. The Applicant referred to various examples of provisions regarding funding from other DCOs in their funding statement in an attempt to defend the lack of verification of funding for this. However, when we look at the nature of these other companies we can see they have long term experience of successful operation in their chosen fields. Companies like Covanta (Mkt Cap \$2.5bn), Able (Cap £0.5bn) and Hitachi (Mkt Cap Yen 3.7 trillion) have years' of significant experience of raising funding and delivering projects of national importance, are publically quoted and rated by the major international rating agencies with evidence of significant balance sheet strength openly and transparently available to the examiners of those projects. Therefore the degree of scrutiny and requirement in their funding statement is naturally much less than we must expect for the Applicant which has no experience of successfully funding or operating an airport, no balance sheet of substance and does not and has never generated any income. We must also take into consideration that the sponsors for these projects did not choose, as the Applicant has done, to arrange themselves via offshore tax havens like the BVI and Belize in order to hide from examination the details of their funding arrangements.

We have seen recent embarrassment for the government when it awarded a ferry contract to a company with no ferries and we are in danger here of allowing an offshore owned and funded company with no experience of successfully running an aviation operation of being granted a DCO by the same government.

## **7. Chris Lowe dated 6 January 2020**

This representation addresses and further supports the two main concerns of the residents of Ramsgate and Herne Bay: those of pollution and noise.

You will have seen in my comments above, that representations from Michael Child identify various inaccuracies in the environmental assessment undertaken by the Applicant regarding particulate dispersal. You will also have seen from my comments above that the noise contours used to assess the noise impact of the project have not been based on worst case or even likely case but an unrealistic best case, chosen by the Applicant to minimise the cost of noise mitigation. Noise contours were constructed by someone with no previous

experience of doing so as admitted at the examination hearings. The CAA were commissioned to provide independent noise contours by both Five10Twelve and NNF and show a very different picture, one which supports the experience of those living under the flight path when the airport was operation on a much smaller scale than envisaged under this DCO.

I urge all involved in assessing this scheme to look at the photos that have been provided by myself and others, and the noise monitoring recordings taken independently when the airport was operating. It is only by doing this that you might get some small insight into the level of noise experienced by the residents of Ramsgate.

Please see attached three documents showing noise monitoring data collected when the airport was operational, a recent Times article relating to the impact of noise and photos of planes going over Ramsgate as they leave the sea.

## 2.2 Monthly Data

July 2012							
Date	Time	L <sub>Amax</sub> (dB)	SEL (dB)	L <sub>Aeq</sub> (dB)	Dur (s)	Airport log	Airline
01/07/12	14:00	94.4	101.1	87.2	24		
01/07/12	16:02	84.8	91.7	80.0	14	C152	
02/07/12	10:35	92.0	99.1	86.0	20		
03/07/12	17:59	94.4	101.3	87.5	23		
04/07/12	10:41	81.8	92.5	77.9	28		
04/07/12	15:10	91.2	97.2	84.6	18		
05/07/12	11:39	83.1	91.7	77.01	28	C152	
06/07/12	10:02	94.6	101.4	87.8	22		
06/07/12	11:42	91.3	93.2	80.2	19		
07/07/12	07:06	81.4	73.9	91			
07/07/12	11:39	88.8	96.0	83.0	19		
07/07/12	12:21	75.3	83.3	72.7	11		
07/07/12	12:38	82.4	89.8	79.3	11		
07/07/12	13:06	84.0	93.9	80.5	21		
09/07/12	08:02	96.3	102.5	89.4	20		
09/07/12	12:04	93.3	100.1	86.5	22		
09/07/12	15:00	77.6	86.1	72.3	23		
09/07/12	15:37	86.4	93.2	77.5	36		
09/07/12	18:36	87.8	97.7	79.5	63		
09/07/12	22:58	90.0	97.4	84.7	18		
09/07/12	23:38	86.6	93.0	80.7	16		

10/07/12	12:24	94.3	101.0	88.1	19	P28A	
10/07/12	16:24	95.1	101.3	88.0	21		
10/07/12	19:31	79.0	88.6	75.0	22		
11/07/12	17:14	95.5	101.1	87.7	21		
12/07/12	04:11	78.1	87.7	73.7	24		
12/07/12	10:37	93.8	100.4	87.1	21		
13/07/12	07:51	73.1	82.1	71.5	11		
14/07/12	11:28	92.7	100.0	86.2	23		
15/07/12	02:05	86.9	93.5	81.9	14		
15/07/12	08:41	88.1	100.1	82.0	62		
15/07/12	13:18	93.8	100.6	87.3	20		
16/07/12	10:59	86.3	94.0	81.8	16		
16/07/12	20:43	93.8	100.9	87.4	22	B744	ACX
17/07/12	10:07	92.2	100.1	86.0	25		
17/07/12	17:28	93.0	100.2	86.6	22	R44	
19/07/12	08:50	94.3	101.3	87.2	25		
20/07/12	04:23	79.9	90.9	76.2	29		
20/07/12	09:14	92.8	100.1	86.2	24	B744	CLX
20/07/12	10:05	82.1	91.5	78.0	22	R22	
20/07/12	11:36	83.7	92.8	78.8	24		
21/07/12	13:55	83.2	91.7	78.6	20		
21/07/12	17:00	90.7	99.1	80.3	73	C152	
22/07/12	07:06	82.3	89.7	76.2	21		
22/07/12	16:53	81.0	91.2	77.7	22	C152	



27/09/12	09:06	93.3	100.4	86.5	24		
28/09/12	11:35	94.0	101.2	88.3	19		
29/09/12	06:42	86.0	95.0	78.1	47	B744	ACX
29/09/12	13:08	92.6	99.7	85.9	23		
29/09/12	13:13	86.4	93.0	80.8	16		
30/09/12	09:06	86.7	95.2	83.6	14		
30/09/12	13:52	95.4	102.4	88.7	22		

There were 173 noise events were recorded of which 26 corresponded with movements at Manston airport.

There are a number of things that could have triggered the noise monitor to record a noisy event for example a motorbike passing, machinery, engine or thunder.

The aircraft which triggered the noise monitor to record include:

- B744 - a long range high capacity wide body airliner
- B733 - a long range high capacity wide body airliner
- A306 - long range wide body airliner
- C152 - a primary and aerobatic capable trainer
- R44 - light helicopter
- PA28 - a small light aircraft
- R22 - twin bladed, single engine light utility helicopter
- J328 - turboprop airliner
- FA50 - long range mid sized corporate jet
- GLEX - Ultra long range high speed corporate jet
- B06 - two bladed single engine helicopter
- DC10 - long range airliner/freighter
- A124 - Heavylift freighter.

The airlines that these were associated with included Cargolux (CLX), Air Charters (ACX), Sun Air of Scandinavia (SUS), City Jet (BCY), Trans Mediterranean Airlines (TMA), Virgin Islands Shuttle (VSS), Small Planet Airlines (LLC), Avient Aviation (SMJ) and Air Atlanta Icelandic (ABD).

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Thanet District Council,  
PO Box 9, Cecil Street,





# Jet noise affects more people than feared

**Ben Webster** Environment Editor

Aircraft noise is blighting the lives of more residents than the government admits, a new report says.

The official threshold used in the UK to determine whether noise from jets causes significant disturbance is much higher than the limit recommended by the World Health Organisation.

The Civil Aviation Authority says 57 decibels (dBA) of aircraft noise between 7am and 11pm has been deemed “significantly annoying” and mitigation may be required, such as airports paying for homes to have double glazing. The EU uses a slightly lower threshold of 55 decibels. The WHO recommends reducing aircraft noise levels to 45 decibels in the day and 40 decibels at night and says that higher levels damage health and disturb sleep.

The report, commissioned by the Campaign to Protect Rural England (CPRE), uses Gatwick as an example and finds that 75km<sup>2</sup> around the airport is impacted by aircraft noise above



Aircraft noise has been linked to disturbed sleep and other health issues  
ALAMY

55 decibels but 409km<sup>2</sup> above 45 decibels.

It comes as parliament begins scrutiny of the government’s Aviation Bill, which will enable a major redesign of flight paths across the UK that could result in areas not overflown being affected by aircraft noise. The report recommends using the WHO threshold when deter-

mining expansion plans and deciding mitigation measures as it says “this better reflects people’s experience of aircraft noise”.

“If you have decided to live somewhere with certain expectations of the quality of life and ‘quiet’, you will experience noise as much more annoying than if you were expecting it,” it adds.

Kia Trainor, CPRE Sussex di-



rector, said: “We are becoming more sensitive to low-level aircraft noise. For many people it is not just a minor annoyance. Noise has been linked to serious health issues such as cardiovascular disease, depression and anxiety and disturbed sleep.

“There are also other less quantifiable impacts such as fear and the stress caused by the discovery that a formerly quiet location where you live is increasingly blighted by noise pollution.”

The report calls for independent research into the impact of aviation noise on health. It says the Independent Commission on Civil Aviation Noise, created last year and funded by the Department for Transport, should be given statutory powers “so that communities’ distrust of the aviation industry is reduced”. The Department for Transport said the proposed changes to flight paths would include ensuring aircraft climbed and descended more steeply, therefore disturbing fewer people.

Grant Shapps, the transport secretary, said the changes would also help cut delays and reduce the carbon footprint of flights by allowing planes to take

Aircraft noise blight [See more](#)

  4

 Like

 Comment



1. Albion Hotel, Albion Place, Ramsgate



2. Pegwell Bay



3. Nelson Crescent, Ramsgate



4. Wellington Crescent, Ramsgate



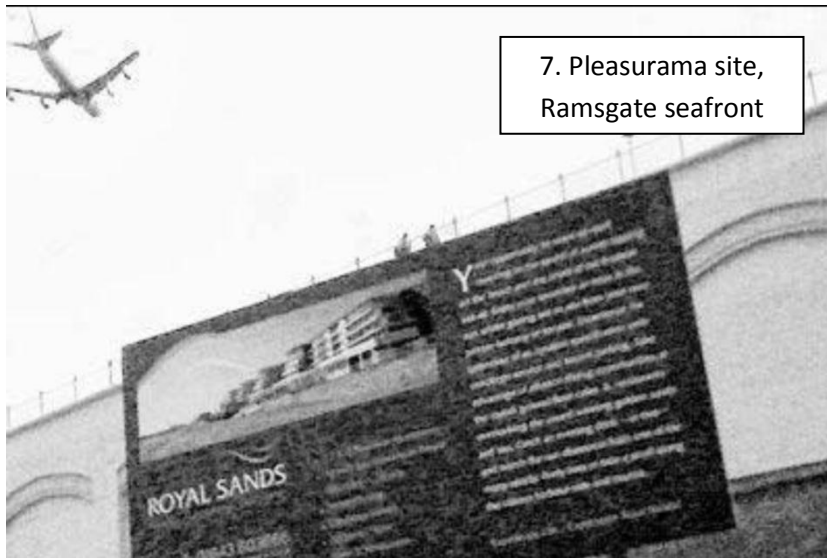
5. Ramsgate Marina



6. Flats off King Street, Ramsgate



7. Pleasurama site, Ramsgate seafront



8. Lift from Madeira Walk to Pleasurama site, Ramsgate seafront



**Manston DCO submission from Adem Mehmet re reputational risk and Potential Press Headlines if DCO is approved**

**██████████ to climate change and opens aviation hub in Kent**

***UK Government uses DCO powers to help offshore company with no planes, no money and no aviation experience to open an airport in Kent***

**██████████ hands UK airport to ██████████ offshore company**

***UK Government blows Paris accord by reopening previously failed airport in Kent***

**██████████ busts UK climate credentials opening an aviation freight hub in Kent Grant**

**██████████ uses government powers to support struck off solicitor to open an airport**

***UK Government puts interests of offshore ██████████ company ahead of climate change emergency***

***UK Government increase CO2 emissions by opening aviation hub in Kent***

***Taxpayer funding given to offshore company to finance airport expansion during climate change crisis***

***Conservative MP Sir Roger Gale finally delivers airport***

***Plane loving gives go ahead to aviation mates***

***destroys Ramsgate by opening massively polluting aviation freight hub in Kent***

***opens airport on the island of Thanet over the heads of 40,000 residents of Ramsgate***

***solicitor gets go ahead to open the airport he already before***

***Despite no viability report but UK Government gives permission for new aviation freight hub***

***Despite government employed aviation experts categoric statement that it will fail Government opens aviation hub in Kent***

***Governments house building credentials questioned as they give permission to reopen a failed airport on 700 acres of prime housing land***