

The Manston Airport Case Team  
National Infrastructure Planning  
The Planning Inspectorate  
Kite Wing  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

30 January 2020

Ref: 20014343

Dear Sir/ Madam

**Re: Application by RiverOak Strategic Partners Limited for an Order Granting Development Consent for the upgrade and re-opening of Manston Airport: Representation by Ramsgate Neighbourhood Plan Group**

Thank you for the opportunity to submit further comments.

I am grateful that the Secretary of State has invited views from Kent County Council on the acceptability and adequacy of the Applicant's contribution of £139,000 per year for affected schools for 20 years to mitigate and minimise the noise effects on schools but would point out that the largest of the seven schools, Chatham & Clarendon Grammar School, occupies three listed buildings that lie under the proposed flight path. The proposed contribution in its entirety would not support adequate measures to mitigate and minimise the effects of noise on this school or counteract the long-term impact on the health and economic well-being of the students who represent the future of the area.

I have studied the Late Representations from Five10Twelve Limited and Mr Chris Low and agree with their content. With each passing month there is growing evidence of the worsening effects of the environmental crisis and the potentially damaging effects of air traffic on health. This week it has been pointed out that the official threshold to determine whether noise from jets causes significant disturbance is much higher than the limit recommended by the World Health Organisation – and certainly higher than levels deemed acceptable in RSP's DCO submission. There is still time for the government's new Aviation Bill to respond to these concerns and for the Planning Inspectorate to take them into account in determining this application for a Development Consent Order in respect of a defunct airport with a history of serial failures.

Jenny Dawes