

**From:** Terry Huckstep <[REDACTED]>  
**Sent:** 14 May 2019 13:46  
**To:** Manston Airport <ManstonAirport@pins.gsi.gov.uk>  
**Subject:** Noise

[REDACTED]

From Mr Terence Huckstep

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Dear PINS,

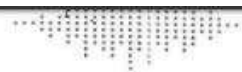
I am sorry this is late in the day but hopeful acceptable as I feel it has bearing on environmental issues with alleged noise. Unfortunately I was unaware that we could make further comment after relevant representations.

After initial comments where much has been made of noise over Ramsgate to the East of the runway I was mindful of a development in the pipeline who's planning application in 2014 has impact I believe on the negative comments and has the approval of Thanet District Council.

I refer to a planning application number OL/TH/14/0050 for the development known as Manston Green which stretches from land to the East and West of Haine Road almost to the runway.

This application includes a noise profile conducted by Sharps Redmore Acoustic Consultants with respect to aircraft noise and predicted movements up to 2033 with the anticipated decibel of landing aircraft and the effect on housing within the proposed development. They also provide levels of insulation of the homes to acceptable national standards and comments on the changes to levels with increased air traffic and the recognition of better aircraft with lower noise profiles. I believe significantly that these profiles were made when the older aircraft were in service and way above profiles of aircraft anticipated in Riveroak Strategic Partners proposed development.

Here is the text from the planning portal on next page.



Reference: Manston Green  
Project No: 1313276  
Date: 24<sup>th</sup> June 2015

#### Technical note

Re: Manston Airport potential growth to 2033 – noise implications

- The 2009 Kent International Airport Masterplan is the starting point for assessing future noise from the airport (under an aspirational future growth scenario which has not been realised).
- For the noise assessment in the ES we referred to the 2009 Masterplan, and the future worst-case (2018) daytime noise contour contained therein. This was considered a robust future aspirational position against which to design and assess the proposal site.
- The Masterplan also sets out a future aspiration beyond 2018 to increase passenger numbers from 2.2 million passengers per annum in 2018 to 4.7 million in 2033, and air traffic movements from 46,000 in 2018 to 74,000 in 2033.
- In context, the 2033 aspirations would make Manston about  $\frac{1}{3}^{\text{rd}}$  of the current size of Stansted, the UK's fourth busiest airport at approximately 15 million passengers and 120,000 air traffic movements per annum.
- As noted in the Masterplan itself, it is not possible to accurately produce predicted noise contours for the 2033 aspirational situation because of the likely change in aircraft types and noise signatures in the interim period (in fact a likely reduction in noise levels as aircraft become increasingly quieter).
- However, if we were to assume exactly the same aircraft mix as 2018 and a simple doubling of aircraft movements, overall noise levels would increase by 3 dB. This would have the effect of adding 3dB to the noise contours (i.e. the 57 dB contour would become 60 dB, the 63 dB contour would become 66 dB, and so on).
- The masterplan sets out the following assessment levels (which relate to the contour levels shown in the document):
  - 57 dB - community becomes aware of airport noise
  - 63 dB - noise mitigation of some form is recommended for residential dwellings
  - 69 dB - the area closest to the airport within which residential land use is discouraged.
- No residential areas of the proposed development site are within the 57 dB 2018 contour, the lowest threshold set out in the airport Masterplan.

- If we were to factor up the contours by 3dB to account for a doubling of air traffic movements from 2018 to 2033, the southern half of the development site would most likely fall within the 57 dB contour, but it is unlikely that any proposed residential zone would fall within the within the theoretical 63 dB contour and no areas would be within the 69 dB contour. The proposed mitigation strategy would effectively address noise at those levels through simple design in the fabric of the buildings, as set out in the ES.
- By comparison, a large area of Ramsgate to the east of the airport would be most likely be within the 57 dB contour and a number of isolated properties to the west of the airport would be well within the 63 dB contour, and some could be within the 69 dB contour. At these levels, the airport would be providing sound insulation works or grants to existing properties, as set out in the KIA Masterplan in that the 2018 contours "indicate the potential requirement for some properties to be noise insulated as our airport grows and develops."
- It must be noted that the performance of new-build properties with bespoke sound insulation incorporated into their construction will perform far better against aircraft noise than any sound insulation works retro-fitted to existing dwellings as would be the case with an airport sound insulation grant scheme. In other words, the new properties which form part of the proposed development are likely to be better protected from aircraft noise than any existing dwelling in Ramsgate, even if the airport were to provide sound insulation under some future mitigation scheme.
- It can be concluded from that exercise, that any constraints on development of the airport, be it limits on flights, or the provision of sound insulation, would be dictated by existing properties already exposed to, or expected to be exposed to in 2018, greater levels of noise than the future aspirational 2033 Masterplan would produce at the proposed Development site.
- We are satisfied that our assessment, the site masterplan and the mitigation strategy is robust and deliverable, and takes into account a more than realistic and reasonable worst-case future position for the airport. We have now assessed this for the 2033 future aspirational airport masterplan and come to the same conclusion.

Further to the written submissions here are the noise profile maps.



I feel that much has been said about noise over the town, personally I live right next to the glide path and noticed very little noise from aircraft and the little that there was became unnoticeable after a few weeks of moving in. It would appear that with improved insulation the acceptable levels of noise can be achieved from what I have read in RSP's proposal they are providing financial aid to any alleged affected property.

I feel that the fact that Thanet District Council have approved outline planning on this application and the closeness in proximity it is to the airfield negates a lot of the concerns over perceived aircraft noise after all if this was going to be a problem then surely Thanet District Council would not of given outline consent.

I still firmly believe that a working airport and jobs are what Thanet needs.

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