

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** Re: Manston Airport - Noise-Insulation-Policy  
**Date:** 27 June 2019 14:00:42

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The purpose of copying you in on this email was to demonstrate the lack of any sensible support that those against the airport or merely campaigning for a sufficient and proportionate noise mitigation package are receiving from their local MP. Craig Mackinlay continues to suggest large scale support for the airport opening despite clear evidence from the last local elections where the majority of pro airport Cllrs were replaced with anti airport Cllrs that it's not, and never was, the case. On that basis residents are looking to the examiners to provide the support they are not getting elsewhere.

The huge majority of people in Ramsgate and Herne Bay, the two most affected towns, principally because they are under a very low 3 degree flight path (it's 5 degrees elsewhere) have no idea what's going to happen to them should this project come to fruition. Many of them have no idea there is even a plan to open the airport again at all and those that do think it will be on the same scale as previously with a few planes a week. Those who have taken an interest in this issue have been told categorically by the sponsor that there will be no night flights other than emergency and humanitarian flights but you know this is not true and there will be many night flights, now called late arrivals. If you couple this with the level of noise mitigation being offered when you compare it to that of other London airports like London City and Heathrow where we see more generous allowance being made with compensation at 57db and 55Lden, you can imagine how angry residents are going to be. These allowances are also based on more professionally and independently drawn up contours as well.

My fear is that should this scheme be approved the local and national political fallout will be enormous and destructive and the trust and reputation of the Department for Transport, The Secretary of State, The Planning Inspectorate and the government will be permanently damaged.

Adem.

On 27 Jun 2019, at 11:02, Manston Airport  
<[ManstonAirport@planninginspectorate.gov.uk](mailto:ManstonAirport@planninginspectorate.gov.uk)> wrote:

Adem

Please clarify your intention in copying an email address to another party to the Planning Inspectorate.

Kind regards

The Manston Airport Case Team

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**From:** [REDACTED]  
**Sent:** 27 June 2019 10:31  
**To:** Craig mackinlay <[craig.mackinlay.mp@parliament.uk](mailto:craig.mackinlay.mp@parliament.uk)>  
**Cc:** [manstonairport@pins.gsi.gov.uk](mailto:manstonairport@pins.gsi.gov.uk); [Richard.Price@pins.gsi.gov.uk](mailto:Richard.Price@pins.gsi.gov.uk)  
**Subject:** Manston Airport - Noise-Insulation-Policy

Craig, thank you for your response to my email regarding the need to ensure the residents of Ramsgate receive the same help with noise mitigation that those at London City and Heathrow enjoy. You appear to disagree.

I note that rather than relying on independent research either by your own team on Google or by using the HOC Library facility you have sought to rely on your friends at RSP for their advice an opinion, despite the importance of this issue. I find this quite concerning but it confirms my view and those of many residents that you will only act in order to reduce the costs to RSP of opening the airport and not in the interests of the residents you represent. By all means support the opening of an airport but you should be acting rigorously to ensure that the residents under the flight path get the same support as residents at other airports. Your claim that other airports are different from Manston is quite bizarre. 57db of noise is the same at any airport wherever it might be. The WHO is suggesting the level should be 54db, why aren't you arguing for this ?

Below are details of the noise mitigation schemes at London City and Heathrow. No need to rely on RSP for this, it's openly available on the websites of those airports. Perhaps you will review your position on this matter.

#### 1. London City Airport

Here is a link to the London City noise mitigation scheme.

<https://www.londoncityairport.com/corporate/Environment/Sound-insulation>

Here is an extract from it showing compensation at 57db.

Tier 1 covers the widest geographical area. Properties within the 57 dB LAeq,16h contour (Tier 1) are eligible for works to achieve an average sound reduction of not less than 25 dB. Properties with double glazed windows will already meet this acoustic standard. Properties with single glazing are offered 100% of the costs of secondary glazing or 100% of the costs of thermal double glazing.

The eligibility daytime noise contour level of 57 dB LAeq,16h is more stringent than that used at other UK airports. Some local homes are not eligible for Tier 1 works as they were built inside the airport's noise contours after particular dates when the growth of the airport and its noise impact would have been known by developers. Partly as a result of a higher standard of glazing required under Building Regulations and partly as a result of planning conditions attached to the relevant planning permissions, those developers were required to install adequate sound insulation during construction of the property.

#### 2. Heathrow Airport

Here is the Heathrow consultation document. You will see in Table 4.1 on page 24 that help is given at 57db and 55Lden.

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<image002.jpg>