

From: [REDACTED]
To: [Manston Airport](#); Manstonairport@pins.gsi.gov.uk; [Richard Price](#)
Subject: Manston DCO
Date: 09 July 2019 21:21:13

Dear Sirs,

I write my final representation with a very heavy heart, but I would like to Thank you for your time and fair handedness during this examination.

NSIP.

As I have stated previously, I do not believe, nor have I seen any compelling evidence, in the never ending changed documentation, with ridiculously tight response times, or in oral evidence that RSP have proven this to be an NSIP, which as far as I understand, is the whole purpose of the application and a condition of it being granted. I therefore urge you to dismiss it.

Night flights.

The latest change to the night flights position seems to me to leave Ramsgate and it's residents in an impossible situation. RSP propose Humanitarian, Emergency and then limitless 'late arrivals' flights as it can land during the hours of 11pm and 6am. During 6am and 7am (still night time!) They can land as many planes within their 2000 QC as they can get in. Then, they can land as many flights as they can manage between the hours of 7am and 11pm.

So, their constant public protestation of no night flights is quite frankly, nonsense. Indeed, Mr Freudmann has been on radio and TV since the sale of the site claiming just this, again and again.

Health.

The health and well being of the residents of Thanet will be at serious risk if their proposal goes ahead. Particulate, PPM, pollution is a very real threat to us all. The Mental health of many people will be affected. Lack of sleep will be a real problem for us all, especially children who need to be sufficiently rested to be able to concentrate and achieve their full potential. Thanets' children, our future generation, will be hugely disadvantaged. My own grandchild will be one of them. RSP have not used the current WHO guidelines in their documentation, despite this being pointed out by myself and many others, so their assessment cannot be based on a worst case

scenario.

Personal safety zone.

What can be said, apart from, Why have they not assessed and planned for one? I thought I read this was a legal requirement. Surely the application is incomplete/flawed without it.

Noise.

I live directly under the flight path and have previously endured infrequent planes going overhead, both during the day and regularly 'late arriving' night flights at 90db+ RSP appear to say in their documentation that I will no longer experience this level of noise as the noise will be 'averaged out' and I will only hear it as 60db. I wish!

Of course, the reality is, myself, my family and the [REDACTED] adults I live with, will hear it as several events of (a possible) 90db+ This will be unbearable for one of them, who will have to move away from their 'family'. Why did local residents have to pay to have Noise contour maps produced to show the reality of the noise we will be subjected to? Why were they not in RSP documentation to begin with? Surely this shows that the 'consultation' we had did not show the reality of what was being proposed and was in fact down played hugely by RSP. Their documentation was seriously flawed from the outset. To add insult to injury they say that the CAA produced noise contours are 'rubbish' for want of a better word. How insulting.

Environmental Impact

RSP have not produced a satisfactory ES in my opinion and also insist that minimal or no damage will be done to local wildlife, our Thanet coast SSSI or the RAMSAR site Thanet and Sandwich bay. I find this unbelievable as does every other person I have spoken to.

Compensation.

RSP propose a vastly underestimated fund to mitigate for noise and ventilation(?) in affected local schools, incidentally they do not mention all of them either. These are our young people, our future, the ones that need protecting the most. Sadly, no amount could compensate for loss of outdoor amenity. Even if they do go outside, they will be breathing in contaminated

air due to the planes flying over their heads.

RSP propose to compensate very few properties for noise mitigation measures, and then propose a cap. In my opinion, they have seriously underestimated the bill for compensation and there should certainly be NO cap. Why are we in Thanet only offered compensation at 63db, when other airports offer compensation at 57db and proposed to be 54db in the near future. Is it purely because they either cannot afford it, as was said by their QC in their response to questions, or because they think they will be allowed to 'get away' with treating an already disadvantaged area less fairly than elsewhere?

Blight.

I believe RSP have said they will pay 'blight' compensation of 10% value of your property, with a limit/cap of £20,000.

After years of being told 'if you don't like it, Move!' by airport supporters, I had my home valued with a view to doing just that last week. It has been valued, currently, at £595,000. Firstly, I have no idea if I qualify for any sort of blight claim according to RSP 'rules' secondly, if I did, how could £20,000 be enough to compensate me for 10% of my property value? I would be severely out of pocket and in my view, highly unlikely to sell anyway, with my house being directly under the flight path.

In point of fact, Ward and partners in Ramsgate, whilst valuing my own property, disclosed that they had their first withdrawal of an offer on a house in Ramsgate last week, citing the DCO on Manston as the reason for that withdrawal, so, the blight may well already have begun.

I am sure I have left out many other points I would have liked to re-cap on, but, as the deadlines have become infinitesimally small windows of opportunity to read and respond, due in my view, to RSP flawed, incomplete application and their inability or will to meet deadlines and answer the huge amount of questions posed by the EXa arising as a consequence of this. I would like to lodge a complaint regarding that if I am able to do so.

Yours faithfully,

Barbara Warner

Ramsgate resident.

