



RiverOak Strategic Partners

Applicant's Written Summary of Case put Orally - Noise Hearing and associated appendices

TR020002/D5/ISH3

Examination Document

Project Name:	Manston Airport Development Consent Order
Application Ref:	TR020002
Submission Deadline:	5
Date:	29 March 2019

MANSTON AIRPORT DEVELOPMENT CONSENT ORDER APPLICATION

DOCUMENT REFERENCE TR020002/D5/ISH3

APPLICANT'S WRITTEN SUMMARY OF ORAL SUBMISSIONS PUT AT ISSUE SPECIFIC HEARING ON NOISE

22 MARCH 2019

Laurence Suite, Building 500, Discovery Park, Sandwich, CT13 9FF

1 Introduction

The Applicant's written summary of oral submissions put at issue specific hearing was set out in the Examining Authority's (ExA) letter published on the Planning Inspectorate's website on 11 March 2019.

In what follows, the Applicant's submission is set out in the ExA's agenda.

2 Agenda Item 5: Applicant's Noise Impact Assessment

(a) *Baseline noise conditions*

The Applicant's noise impact assessment (NIA) is based on the following assumptions:

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(f) Revised Noise Mitigation Plan








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[illegible]

(g) Noise monitoring in construction and operation

[illegible]

'night time', start up and close down times and construction traffic movements which will deal with the ExA's Action 15

3 **Agenda Item 7: Matters Arising from Deadline 4 Submissions**

[illegible]

APPENDIX 1: Applicants Hearing Note on Actions requested at the Issue Specific Hearing on Noise and Vibration, held on 22 March 2019

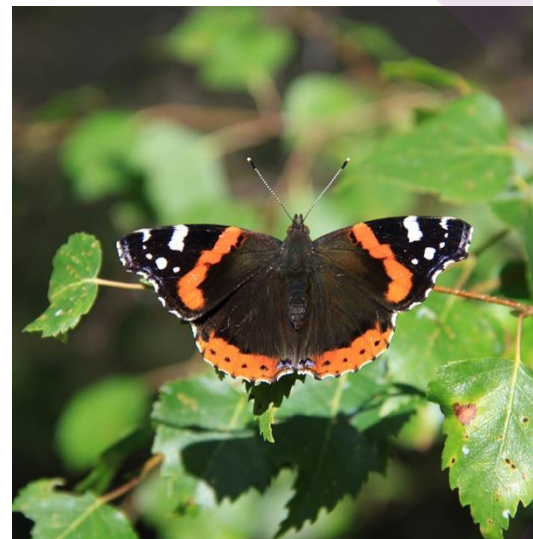


RiverOak Strategic Partners Limited

Manston Airport DCO

Applicants Hearing Note on Actions requested at the Issue Specific Hearing on Noise and Vibration, held on 22 March 2019

Deadline 5



Report for

RiverOak Strategic Partners Limited

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Document revisions

No.	Details	Date
1	Issue 1	29/03/2019

Contents

1. About this Document 4

2. The Applicant's Response 5

Table 2.1	The Applicant's Response	5
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Figure 12.21	Eligibility for Manston noise insulation and ventilation scheme
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Appendix A	Eligibility for Manston Noise Insulations and Ventilation Scheme
Appendix B	Listed Buildings

1. About this Document

- 1.1.1□ This note has been prepared in response to the actions arising from the Issue Specific Hearing 3 on noise and vibration, which was held in Sandwich on 22 March 2019.
- 1.1.2□ RiverOak Strategic Partners Limited's (hereafter referred to as 'the Applicant') response to the actions raised by the Examining Authority are listed in Section 2 of this document. Where necessary, further information has been appended to this document.

2. The Applicant's Response

Table 2.1 The Applicant's Response

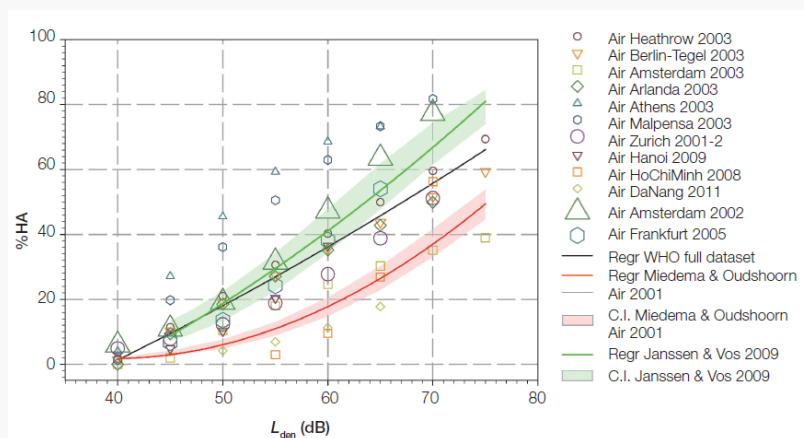
Action No.	ExA Description	Response
1	A list of properties falling within the proposed noise insulation and ventilation scheme for residential properties and a map showing their location	A list of residential properties eligible for the noise insulation and ventilation scheme are presented in Appendix A of this document, together with Figure 12.21 , which shows the location of the eligible residential properties on a map.
2	A note on the proportion of the daytime and night-time baseline noise monitoring readings removed due to wind speeds being above 5 mph	Appendix 12.4 Baseline Study of the ES [APP-057] includes summary statistics for each long term baseline survey location (LT1 to LT7). In line with best practice noise measurements which occur during precipitation and / or average wind speed greater than 5ms ⁻¹ have been removed from the baseline sound recordings. The last column in the table is described as 'Periods affected by rain %'. This describes the percentage of measurements where there was precipitation and / or wind speed greater than 5 ms ⁻¹ . For example, at LT1 28% of measurements during the day (07:00 -23:00) were affected by rain and or wind. These measurements were discarded from the analysis before the baseline noise level for that time period was derived. Similar statistics are provided for the other time periods assessed. The occurrence of wind >5ms ⁻¹ or precipitation was determined using a weather station mounted at baseline survey location LT3 – Grove House.
3	A list of UK airports at which the Integrated Noise Model is employed	Three example airports have been identified that used the Integrated Noise Model to develop their current Noise Action Plans (hyperlinks to the action plans are provided): <ul style="list-style-type: none"> ● East Midlands 2019-2023 Noise Action Plan ● Luton 2019-2023 Noise Action Plan ● Belfast 2013-2018 Noise Action Plan
5	Combined aircraft and traffic LAeq 16 hour and 8-hour contours if the traffic noise component exceeds screening	<p>We are not aware of any previous Environmental Impact Assessment (EIA) noise assessment where significant effects are determined using combined aircraft and road traffic noise contours.</p> <p>It is widely accepted that people respond differently to noise from different sources. This is illustrated by the evidence presented in the most recent World Health Organisation (WHO) guidance on noise (Environmental Noise Guidelines for the European Region, WHO 2018) which sets out separate source specific guideline values and noise dose-response relationships for Road, Rail and Aircraft noise. No guidance is provided for assessing the combined effects of exposure to multiple sources of noise.</p> <p>Whilst total noise from multiple sources can be determined, there is no reliable dose-response data to show what the effect of these combined sources of noise is on people. Therefore, it is more appropriate to consider the noise sources separately and determine the overall effect.</p> <p>We are therefore confident that the approach taken in the Environmental Statement (ES) is robust and any revised transport modelling that may be undertaken to confirm significant impacts should adopt a receptor-based approach, rather than a noise contour approach.</p>
6	A note on the use of the 60 dB LAeq (16 hour) day indicator time contour	This query was raised in the noise hearing in the context that UK design guidelines for the upper limit for internal levels in schools (Acoustic design of schools: performance standards - Building bulletin 93) are defined as 30-minute period noise levels whilst, the

Action No.	ExA Description	Response
	rather than a 30-minute period/individual indicator noise events in assessing impacts on sensitive schools and community facilities	<p>ES presents screening criteria for schools as $L_{Aeq,16hr}$. Significant effects on the schools are predicted when the screening criteria is exceeded by 3dB or more.</p> <p>If the airport operates an evenly distributed timetable, the $L_{Aeq,16hr}$ at a given receptor would be equivalent to the $L_{Aeq,16hr}$. A distorted timetable could result in 30-minute periods throughout the day which are higher or lower than the $L_{Aeq,16hr}$. Whilst this is possible, we consider that the 16hr metric is an appropriate ES screening criteria that will reliably identify schools which will typically and regularly be exposed to noise levels that could lead to exceedances of guideline values of BB93. The screening criteria adopted in the ES is consistent with other major infrastructure schemes examined and approved by the Secretary of State, such as High Speed 2 Phase 1 and the A14 Huntingdon to Cambridge Improvement Highway Scheme.</p> <p>Furthermore, we consider that there are sufficient safeguards in place to protect all schools potentially effected by noise from the airport. Paragraph 3.4 of the revised Noise Mitigation Plan [REP4-023 Revised Noise Mitigation Plan] commits to assess the need for mitigation at all schools within the 50dB $L_{Aeq,16hr}$ noise contour. This is regardless of whether a significant effect has been identified at the school or not. All schools will have an assessment undertaken which takes into account the design criteria set out in BB93 since, as agreed in principle with Public Health England [paragraphs 4.1.18 and 4.1.19 of the Draft Statement of Common Ground between the Applicant and Public Health England, REP4-008], paragraph 3.2 of the revised Noise Mitigation Plan now makes reference to BB93 in the definition of “reasonable” noise insulation and ventilation for schools:</p> <p><i>“3.2 For the purposes of this paragraph a reasonable level of noise insulation and ventilation is defined according to the use of the building in question. In the case of schools, “reasonable” in this context means:</i></p> <p><i>3.2.1 taking account of the existing building structure;</i></p> <p><i>(a) a level of insulation and ventilation designed to achieve acoustic conditions inside rooms consistent with BB93: acoustic design of schools – performance standards; or</i></p> <p><i>(b) where existing conditions already exceed acoustic conditions defined in BB93, a level of insulation and ventilation designed, as a minimum, to maintain existing acoustic conditions inside classrooms.</i></p> <p><i>(c) alternative ventilation which avoids overheating in classrooms.”</i></p>
7	A note on ‘dose-response curves’ and where the onset of annoyance from aviation noise begins to occur	<p>Annoyance is a commonly used indicator to measure the quality of life impact of environmental noise exposure on communities around airports. Annoyance responses from social surveys together with noise exposure data are used to determine exposure-response relationships (ERFs). For annoyance, ERFs are usually expressed the percentage of the population highly annoyed (%HA) by a noise source at a given level.</p> <p>In 2017 the WHO completed a systematic review of the evidence surrounding the different health determinants of noise, including annoyance. The review informed the recommendations set out in WHO’s 2018 guidance on noise (Environmental Noise Guidelines for the European Region, WHO 2018). Figure 13 of this guidance presents Exposure response Functions (ERFs) from 12 aircraft noise studies. (It is important to note that the noise metric on the y-axis is L_{den} not $L_{Aeq,16hr}$. A common conversion between the two metrics is $L_{Aeq,16hr} = L_{den} - 2dB$).</p> <p>There is a large variation in the ERFs between the studies, however, a clear relationship between increasing annoyance with increasing noise level can be seen. WHO undertook a regression analysis of the data in all studies to generate an ERF. This is shown as a black line in the figure.</p>

Action
No.

ExA Description

Response



It is important to note that WHO's most recent guidance provides guidance on the onset of effects. It does not define limit values, nor does it set "effect levels" (LOAEL, SOAEL, UAEL etc). The [WHO Environmental Guidelines for the European Region \(2018\)](#) state that "data and exposure-response curves derived in a local context should be applied whenever possible to assess the specific relationship between noise and annoyance in a given situation". This is acknowledged by Government in their [draft aviation strategy](#) who make the following statement on the WHO 2018 guidance:

"3.106 There is also evidence that the public is becoming more sensitive to aircraft noise, to a greater extent than noise from other transport sources, and that there are health costs associated from exposure to this noise. The government is considering the recent new environmental noise guidelines for the European region published by the World Health Organisation (WHO).⁷³ It agrees with the ambition to reduce noise and to minimise adverse health effects, but it wants policy to be underpinned by the most robust evidence on these effects, including the total cost of action and recent UK specific evidence which the WHO report did not assess."

Since the EIA for Manston Airport commenced, government has set LOAEL values for aircraft noise in its [Response to consultation on noise policy in 2017](#):

"2.70 The government acknowledges the evidence from recent research⁵ which shows that sensitivity to aircraft noise has increased, with the same percentage of people reporting to be highly annoyed at a level of 54 dB LAeq 16hr as occurred at 57 dB LAeq 16 hr in the past. The research also showed that some adverse effects of annoyance can be seen to occur down to 51dB LAeq."

2.71 Taking account of this and other evidence on the link between exposure to noise from all sources and chronic health outcomes, we will adopt the risk based approach proposed in our consultation so that airspace decisions are made in line with the latest evidence and consistent with current guidance from the World Health Organisation."

2.72 So that the potential adverse effects of an airspace change can be properly assessed, for the purpose of informing decisions on airspace design and use, we will set a LOAEL at 51 dB LAeq 16 hr for daytime, and based on feedback and further discussion with CAA we are making one minor change to the LOAEL night metric to be 45dB LAeq 8hr rather than Lnight to be consistent with the daytime metric. These metrics will ensure that the total adverse effects on people can be assessed and airspace options compared. They will also ensure airspace decisions are consistent with the objectives of the overall policy to avoid significant adverse impacts and minimise adverse impacts."

The "recent research" referenced is the [CAA's 2014 Survey of Noise Attitudes](#) (SoNA 2014). SoNA 2014 sampled populations living near nine airports in England (Birmingham;

Action No.**ExA Description****Response**

East Midlands; Gatwick; Heathrow; London City; Luton; Manchester; Newcastle; and Stansted), with 77% of the sample living around Heathrow airport.

The ERF derived from the SoNA study is presented below:

Average summer day noise exposure, $L_{Aeq, 16h}$ (dB)	% highly annoyed
	SoNA 2014
□ □ □	□ □ □
□ □ □	□ □ □
□ □ □	□ □ □
□ □ □	□ □ □
□ □ □	□ □ □
□ □ □	□ □ □
□ □ □	□ □ □
□ □ □	□ □ □

8

A breakdown of the components of the overall cost estimate for the Revised Noise Mitigation Plan [REP4-022] including an assessment of the measures needed to be undertaken at the Smugglers Leap residential caravan park

A breakdown of the components of the overall cost estimate for the Revised Noise Mitigation Plan is provided as **Appendix C**.

11

A list of the QC2 and QC4 aircraft used in the assessment for the quota count

The following table lists QC2 and QC4 aircraft from the forecast:

Approach		Departure	
IATA Code	Aircraft model	IATA Code	Aircraft model
QC 2			
744	Boeing 747-400	76V	Airbus A330-200
		77X	Lockheed L-100 Hercules
		748	Boeing 747-800
		76Y	Boeing 767-400
		332	Boeing 767-300
		LOH	Boeing 777-200
QC 4			
N/A		744	Boeing 747-400

12

A note on Basner, 2006 assessment of additional awakenings being based on

We acknowledge that the Basner 2006 study (Aircraft noise effects on sleep: Application of the results of a large polysomnographic field study. The Journal of the Acoustical Society of America 119, 2772 (2006) was based on residents already exposed to aircraft

Action No.	ExA Description	Response
	observations at an existing operational airport where the surrounding population have to an extent become habituated to night flights	<p>noise. The study investigated 61 residents in the vicinity of Cologne / Bonn airport over 9 nights. It is the most comprehensive study on aircraft noise awakenings to date. As acknowledged by Public Health England [paragraphs 4.1.15 of the Draft Statement of Common Ground between the Applicant and Public Health England REP4-008] the data still under-pins the most recent WHO guidelines on sleep disturbance (Environmental Noise Guidelines for the European Region: A Systematic Review on Environmental Noise and Effects on Sleep). Similar studies have not been undertaken for new airports.</p> <p>Our study of additional awakenings was undertaken in Year 2 and Year 20. In Year 20, the surrounding population will have become habituated to aircraft noise. In Year 20 the number of events was significantly below the threshold for triggering additional awakenings.</p> <p>In Year 2, the forecast aircraft movements are much lower. In Year 2 paragraph 12.7.56 of the ES [APP-033,034,035] stated that “<i>N-above contours demonstrate that residential properties in the vicinity of the Proposed Development will be exposed to up to one aircraft noise event in excess of 80 dB LASmax on an average night</i>”. This is a very low number of noise events. Because of this, and whilst the Basner research is based on people already exposed to aircraft noise, it is considered unlikely that an equivalent study for a new airport would alter the conclusions of the ES for the opening, even if such a study was available.</p> <p>It should also be noted that the ban on scheduled night flights between 23:00 and 06:00 will mean that typically flights will be limited to the hour between 06:00 and 07:00 which is a less sensitive part of the night period.</p>
13	A list of locally or nationally listed buildings falling within the proposed noise insulation and ventilation scheme	<p>Figure B1 in Appendix B of this document identifies listed buildings in relation to the noise insulation and ventilation scheme contour for Manston Airport.</p> <p>The figure demonstrates that there are no listed buildings within the noise insulation and ventilation scheme eligibility contours.</p> <p>During the noise hearings, the ExA made reference to listed buildings at Nethercourt Estate and Liverpool Lawn. The applicant can confirm that these buildings do not fall inside the noise insulation and ventilation scheme contour.</p> <p>Listed buildings at the Nethercourt Estate comprise two Grade II listed gate lodges to the former Nethercourt Park (Figure B1 1045840 Upper Lodge and 1336658 Lower Lodge).</p> <p>Liverpool Lawn is within the centre of Ramsgate and comprises Georgian terraced houses focused around a central lawn. There are a number of Grade II listed building entries, many of which comprise multiple properties. These comprise 1054018 (Figure B1), Nos 1-19 inclusive, with railed areas; 1085345 (Figure B1) 20, 21 and 22, Liverpool Lawn; 1085346 (Figure B1) 24-33, Liverpool Lawn; 1367450 (Figure B1) Liverpool House, Liverpool Villa, Nos 34 and 35 and railings; and 1054046 (Figure B1) Grace Cottage. There are further Grade II listed buildings immediately to the north-east at Adelaide Terrace and to the south at Prospect Terrace.</p>
14	A third revision to the Noise Mitigation Plan including inter alia clarification of structures and procedures of the Community Consultative Committee	A revised version of the Noise Mitigation Plan has been submitted.
16	Consider a tailored mitigation scheme	The Aviation Policy Framework States the following regarding tailored noise insulation and compensation:

Action No.	ExA Description	Response
		<p><i>"3.40 Any potential proposals for new nationally significant airport development projects following any Government decision on future recommendation(s) from the Airports Commission would need to consider tailored compensation schemes where appropriate...."</i></p> <p>The correct interpretation of the above statement is that there is no single 'off the shelf' noise mitigation scheme that could be applied to all UK airports; any noise mitigation scheme needs to be tailored to the circumstances of the individual airport. Therefore, in the case of Manston Airport, the noise insulation and ventilation scheme has been tailored to individual circumstances in the following ways:</p> <ul style="list-style-type: none"> ● <input type="checkbox"/> Noise insulation is offered for night time noise as well as daytime noise. Night time noise has been a major concern for stakeholders and raised throughout consultation on the scheme; ● <input type="checkbox"/> The provision of noise insulation will avoid the significant adverse effects of those newly exposed to noise inside their homes as a result of the opening of Manston Airport, covering the cost of insulation and ventilation; ● <input type="checkbox"/> The plan seeks to ensure that the scheme is proactive in that preferred contractors will be appointed to manage and carry out the works, rather than leaving this to property owners; ● <input type="checkbox"/> Where impacts that cannot be mitigated directly or do not fall within the noise insulation and ventilation contour, a separate community trust fund has been established to provide compensatory measures to be determined through consultation and to be administered by a community consultative committee. ● <input type="checkbox"/> A community consultative committee with an independent chair will be established to oversee the implementation of the Noise Mitigation Plan. ● <input type="checkbox"/> A school's liaison committee will be established; and ● <input type="checkbox"/> The effectiveness of the scheme will be monitored by the Community Consultative Committee. <p>Further details of the scheme can be found in the Noise Mitigation Plan; however, it is certainly the case that compensation is tailored and that the commitments within the Noise Mitigation Plan go beyond the minimum Aviation Policy recommendation to offer <i>"financial assistance towards insulation"</i> to properties exposed to noise levels above 63dB LAEQ,16hr.</p>

□

Appendix A

Eligibility for Manston Noise Insulation and Ventilation Scheme

The eligible properties for the Manston noise insulation and ventilation scheme, i.e. those within both or either the 63 dB $L_{Aeq,16hr}$ and 55dB $L_{Aeq,8hr}$ aircraft noise contours at the year of forecast maximum capacity (i.e. Year 20), have been identified based on the AddressBase Plus address dataset. For each address object (i.e. address point) the dataset contains the following parameters that allow identification properties within a noise contour:

- □ Latitude and Longitude coordinates;
- □ Full address (including street information, postcode, town name); and
- □ Classification codes specifying the type of the address object (i.e. residential dwelling or commercial use).

The eligible properties are listed in Error! Reference source not found., which also indicates which of these properties fall in the respective contours for the opening year (i.e. Year 2). The location of each property is presented as a point in **Figure 12.21**. In **Figure 12.21**, polygons (Labelled A-E) have been drawn around groups of properties to assist readers in identifying where a property is listed in **Table 1**. The column labelled 'Polygon' in **Table 1** specifies the associated polygon in **Figure 12.21** that the property is contained within. In total 232 properties were identified as eligible for the noise insulation and ventilation scheme.

For the purposes of the Environmental Statement (ES), the number dwellings estimated as qualifying for noise insulation was based on CACI dataset, which provides the number of dwellings corresponding to different postcode points (multiple properties are represented by a single point at the postcode point). CACI data does not identify individual addresses and therefore could not be used to identify specific buildings. AddressBase Plus provides more accurate identification of individual properties as each property is associated with a point located at the centroid of the property. The use of the AddressBase Plus dataset has resulted in small differences in the numbers of properties identified within the contours.

Table 2 Address of eligible properties for Manston noise insulation and ventilation scheme. Polygon ID refers to Figure 12.21

ID	Polygon (see Fig. 12.21)	Address	Postcode	Eligibility for noise insulation and ventilation			
				Y2 DAY (63dB)	Y2 NIGHT (55dB)	Y20 DAY (63dB)	Y20 NIGHT (55dB)
1	A	16 KIRKSTONE AVENUE RAMSGATE	CT11 0NT				X
2	A	180 WINDERMERE AVENUE RAMSGATE	CT11 0NU				X
3	A	178 WINDERMERE AVENUE RAMSGATE	CT11 0NU				X
4	A	7 DRYBECK AVENUE RAMSGATE	CT11 0NX				X
5	A	8 DRYBECK AVENUE RAMSGATE	CT11 0NX			X	X
6	A	5 DRYBECK AVENUE RAMSGATE	CT11 0NX				X
7	A	1 DRYBECK AVENUE RAMSGATE	CT11 0NX				X
8	A	11 DRYBECK AVENUE RAMSGATE	CT11 0NX				X
9	A	9 DRYBECK AVENUE RAMSGATE	CT11 0NX				X
10	A	3 DRYBECK AVENUE RAMSGATE	CT11 0NX				X
11	A	4 DRYBECK AVENUE RAMSGATE	CT11 0NX			X	X
12	A	6 DRYBECK AVENUE RAMSGATE	CT11 0NX			X	X
13	A	15 DRYBECK AVENUE RAMSGATE	CT11 0NX				X
14	A	10 DRYBECK AVENUE RAMSGATE	CT11 0NX			X	X
15	A	2 DRYBECK AVENUE RAMSGATE	CT11 0NX			X	X
16	A	28 CONISTON AVENUE RAMSGATE	CT11 0PN				X
17	A	26 GRASMERE AVENUE RAMSGATE	CT11 0PP				X
18	A	28 GRASMERE AVENUE RAMSGATE	CT11 0PP				X
19	A	27 GRASMERE AVENUE RAMSGATE	CT11 0PP				X
20	A	21 GRASMERE AVENUE RAMSGATE	CT11 0PP				X
21	A	29 GRASMERE AVENUE RAMSGATE	CT11 0PP				X
22	A	25 GRASMERE AVENUE RAMSGATE	CT11 0PP				X

ID	Polygon (see Fig. 12.21)	Address	Postcode	Eligibility for noise insulation and ventilation			
				Y2 DAY (63dB)	Y2 NIGHT (55dB)	Y20 DAY (63dB)	Y20 NIGHT (55dB)
23	A	24 GRASMERE AVENUE RAMSGATE	CT11 0PP				X
24	A	30 GRASMERE AVENUE RAMSGATE	CT11 0PP				X
25	A	32 GRASMERE AVENUE RAMSGATE	CT11 0PP				X
26	A	23 GRASMERE AVENUE RAMSGATE	CT11 0PP				X
27	A	31 GRASMERE AVENUE RAMSGATE	CT11 0PP				X
28	A	17 GRASMERE AVENUE RAMSGATE	CT11 0PR				X
29	A	19 GRASMERE AVENUE RAMSGATE	CT11 0PR				X
30	A	32 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
31	A	33 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
32	A	31 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
33	A	27 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
34	A	25 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
35	A	29 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
36	A	24 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
37	A	30 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
38	A	26 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
39	A	28 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
40	A	23 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
41	A	20 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
42	A	22 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
43	A	21 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
44	A	36 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
45	A	38 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X

ID	Polygon (see Fig. 12.21)	Address	Postcode	Eligibility for noise insulation and ventilation			
				Y2 DAY (63dB)	Y2 NIGHT (55dB)	Y20 DAY (63dB)	Y20 NIGHT (55dB)
46	A	34 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
47	A	37 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
48	A	35 BORROWDALE AVENUE RAMSGATE	CT11 0PS				X
49	A	27 DERWENT AVENUE RAMSGATE	CT11 0QA				X
50	A	20 DERWENT AVENUE RAMSGATE	CT11 0QA				X
51	A	22 DERWENT AVENUE RAMSGATE	CT11 0QA				X
52	A	31 DERWENT AVENUE RAMSGATE	CT11 0QA				X
53	A	23 DERWENT AVENUE RAMSGATE	CT11 0QA				X
54	A	29 DERWENT AVENUE RAMSGATE	CT11 0QA				X
55	A	30 DERWENT AVENUE RAMSGATE	CT11 0QA				X
56	A	33 DERWENT AVENUE RAMSGATE	CT11 0QA				X
57	A	26 DERWENT AVENUE RAMSGATE	CT11 0QA				X
58	A	25 DERWENT AVENUE RAMSGATE	CT11 0QA				X
59	A	28 DERWENT AVENUE RAMSGATE	CT11 0QA				X
60	A	24 DERWENT AVENUE RAMSGATE	CT11 0QA				X
61	A	18 DERWENT AVENUE RAMSGATE	CT11 0QA				X
62	A	21 DERWENT AVENUE RAMSGATE	CT11 0QA				X
63	A	39 DERWENT AVENUE RAMSGATE	CT11 0QA				X
64	A	34 DERWENT AVENUE RAMSGATE	CT11 0QA				X
65	A	38 DERWENT AVENUE RAMSGATE	CT11 0QA				X
66	A	35 DERWENT AVENUE RAMSGATE	CT11 0QA				X
67	A	37 DERWENT AVENUE RAMSGATE	CT11 0QA				X
68	A	32 DERWENT AVENUE RAMSGATE	CT11 0QA				X

ID	Polygon (see Fig. 12.21)	Address	Postcode	Eligibility for noise insulation and ventilation			
				Y2 DAY (63dB)	Y2 NIGHT (55dB)	Y20 DAY (63dB)	Y20 NIGHT (55dB)
69	A	36 DERWENT AVENUE RAMSGATE	CT11 0QA				X
70	A	170 WINDERMERE AVENUE RAMSGATE	CT11 0QB			X	X
71	A	172 WINDERMERE AVENUE RAMSGATE	CT11 0QB			X	X
72	A	174 WINDERMERE AVENUE RAMSGATE	CT11 0QB				X
73	A	176 WINDERMERE AVENUE RAMSGATE	CT11 0QB				X
74	A	75 WINDERMERE AVENUE RAMSGATE	CT11 0QB				X
75	A	79 WINDERMERE AVENUE RAMSGATE	CT11 0QB				X
76	A	160 WINDERMERE AVENUE RAMSGATE	CT11 0QB				X
77	A	81 WINDERMERE AVENUE RAMSGATE	CT11 0QB				X
78	A	158 WINDERMERE AVENUE RAMSGATE	CT11 0QB				X
79	A	168 WINDERMERE AVENUE RAMSGATE	CT11 0QB				X
80	A	164 WINDERMERE AVENUE RAMSGATE	CT11 0QB				X
81	A	77 WINDERMERE AVENUE RAMSGATE	CT11 0QB				X
82	A	162 WINDERMERE AVENUE RAMSGATE	CT11 0QB				X
83	A	166 WINDERMERE AVENUE RAMSGATE	CT11 0QB				X
84	A	87 WINDERMERE AVENUE RAMSGATE	CT11 0QD				X
85	A	89 WINDERMERE AVENUE RAMSGATE	CT11 0QD				X
86	A	91 WINDERMERE AVENUE RAMSGATE	CT11 0QD				X
87	A	85 WINDERMERE AVENUE RAMSGATE	CT11 0QD				X
88	A	93 WINDERMERE AVENUE RAMSGATE	CT11 0QD				X
89	A	83 WINDERMERE AVENUE RAMSGATE	CT11 0QD				X
90	A	95 WINDERMERE AVENUE RAMSGATE	CT11 0QD				X
91	A	97 WINDERMERE AVENUE RAMSGATE	CT11 0QD				X

ID	Polygon (see Fig. 12.21)	Address	Postcode	Eligibility for noise insulation and ventilation			
				Y2 DAY (63dB)	Y2 NIGHT (55dB)	Y20 DAY (63dB)	Y20 NIGHT (55dB)
92	A	5 WHINFELL AVENUE RAMSGATE	CT11 0QE			X	X
93	A	3 WHINFELL AVENUE RAMSGATE	CT11 0QE			X	X
94	A	7 WHINFELL AVENUE RAMSGATE	CT11 0QE			X	X
95	A	1 WHINFELL AVENUE RAMSGATE	CT11 0QE			X	X
96	A	4 WHINFELL AVENUE RAMSGATE	CT11 0QE				X
97	A	2 WHINFELL AVENUE RAMSGATE	CT11 0QE				X
98	A	8 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
99	A	22 KENTMERE AVENUE RAMSGATE	CT11 0QF				X
100	A	23 KENTMERE AVENUE RAMSGATE	CT11 0QF				X
101	A	12 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
102	A	6 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
103	A	15 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
104	A	20 KENTMERE AVENUE RAMSGATE	CT11 0QF				X
105	A	26 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
106	A	11 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
107	A	17 KENTMERE AVENUE RAMSGATE	CT11 0QF				X
108	A	19 KENTMERE AVENUE RAMSGATE	CT11 0QF				X
109	A	16 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
110	A	24 KENTMERE AVENUE RAMSGATE	CT11 0QF				X
111	A	14 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
112	A	18 KENTMERE AVENUE RAMSGATE	CT11 0QF				X
113	A	25 KENTMERE AVENUE RAMSGATE	CT11 0QF				X
114	A	3 KENTMERE AVENUE RAMSGATE	CT11 0QF				X

ID	Polygon (see Fig. 12.21)	Address	Postcode	Eligibility for noise insulation and ventilation			
				Y2 DAY (63dB)	Y2 NIGHT (55dB)	Y20 DAY (63dB)	Y20 NIGHT (55dB)
115	A	2 KENTMERE AVENUE RAMSGATE	CT11 0QF				X
116	A	4 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
117	A	1 KENTMERE AVENUE RAMSGATE	CT11 0QF				X
118	A	7 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
119	A	9 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
120	A	5 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
121	A	10 KENTMERE AVENUE RAMSGATE	CT11 0QF			X	X
122	B	BUSH FARM HIGH STREET RAMSGATE	CT12 5BQ	X	X	X	X
123	B	WILLOW BANK HIGH STREET RAMSGATE	CT12 5BQ			X	X
124	B	ROWAN COTTAGE HIGH STREET RAMSGATE	CT12 5BQ			X	X
125	B	WHITEBEAMS HIGH STREET RAMSGATE	CT12 5BQ			X	
126	C	ROSE FARM SPITFIRE WAY RAMSGATE	CT12 5BU			X	X
127	C	8 POUCE COTTAGES SPITFIRE WAY RAMSGATE	CT12 5BU			X	X
128	C	7 POUCE COTTAGES SPITFIRE WAY RAMSGATE	CT12 5BU			X	X
129	C	5 POUCE COTTAGES SPITFIRE WAY RAMSGATE	CT12 5BU			X	X
130	C	3 POUCE COTTAGES SPITFIRE WAY RAMSGATE	CT12 5BU			X	X
131	C	6 POUCE COTTAGES SPITFIRE WAY RAMSGATE	CT12 5BU			X	X
132	C	1 POUCE COTTAGES SPITFIRE WAY RAMSGATE	CT12 5BU			X	X
133	C	4 POUCE COTTAGES SPITFIRE WAY RAMSGATE	CT12 5BU			X	X
134	C	2 POUCE COTTAGES SPITFIRE WAY RAMSGATE	CT12 5BU			X	X
135	C	ALLAND GRANGE FARM ALLAND GRANGE LANE RAMSGATE	CT12 5BX			X	X

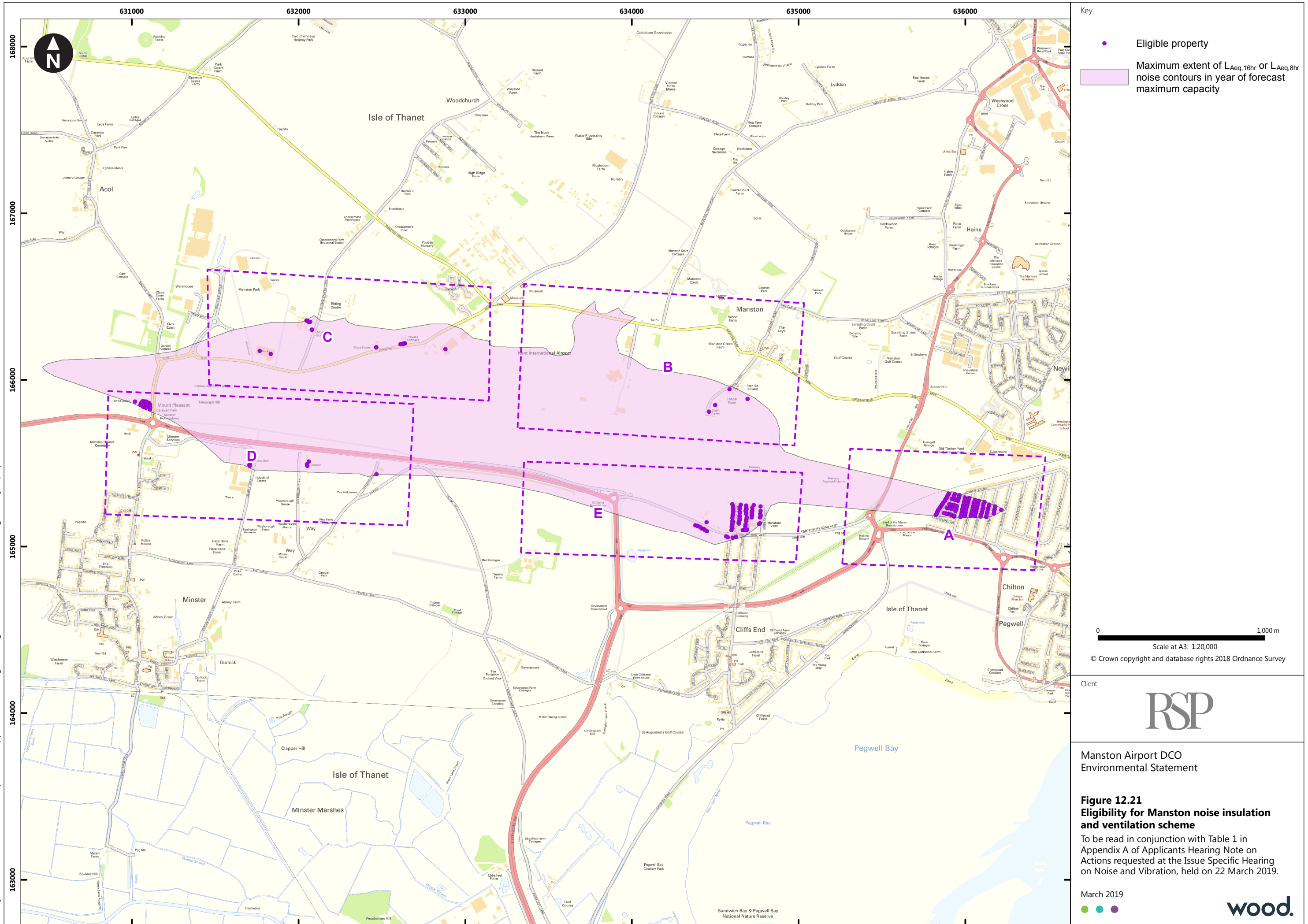
ID	Polygon (see Fig. 12.21)	Address	Postcode	Eligibility for noise insulation and ventilation			
				Y2 DAY (63dB)	Y2 NIGHT (55dB)	Y20 DAY (63dB)	Y20 NIGHT (55dB)
136	C	14 ALLAND GRANGE LANE RAMSGATE	CT12 5BX			X	X
137	C	13 ALLAND GRANGE LANE RAMSGATE	CT12 5BX			X	X
138	C	10 ALLAND GRANGE LANE RAMSGATE	CT12 5BX			X	X
139	C	12 ALLAND GRANGE LANE RAMSGATE	CT12 5BX			X	X
140	C	CHEESEMANS FARM ALLAND GRANGE LANE RAMSGATE	CT12 5BZ			X	X
141	C	MERLIN HOUSE MERLIN WAY RAMSGATE	CT12 5FE			X	X
142	C	SAPPHIRE HOUSE SAPPHIRE WAY RAMSGATE	CT12 5FL	X	X	X	X
143	D	TAN-ET LODGE MOUNT PLEASANT RAMSGATE	CT12 4AU				X
144	D	31 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
145	D	40 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
146	D	34 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
147	D	29 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
148	D	22 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
149	D	19 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
150	D	21 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
151	D	28 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
152	D	30 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
153	D	35 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
154	D	37 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
155	D	26 MOUNT PLEASANT RAMSGATE	CT12 4AX			X	X
156	D	18 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
157	D	20 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
158	D	33 MOUNT PLEASANT RAMSGATE	CT12 4AX				X

ID	Polygon (see Fig. 12.21)	Address	Postcode	Eligibility for noise insulation and ventilation			
				Y2 DAY (63dB)	Y2 NIGHT (55dB)	Y20 DAY (63dB)	Y20 NIGHT (55dB)
159	D	25 MOUNT PLEASANT RAMSGATE	CT12 4AX			X	X
160	D	39 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
161	D	24 MOUNT PLEASANT RAMSGATE	CT12 4AX				X
162	D	2 DELLSIDE WAYBOROUGH HILL RAMSGATE	CT12 4HR			X	X
163	D	1 DELLSIDE WAYBOROUGH HILL RAMSGATE	CT12 4HR			X	X
164	D	ASHENMEADE WAYBOROUGH HILL RAMSGATE	CT12 4HR			X	X
165	D	MILL COTTAGE WAY HILL RAMSGATE	CT12 4HU			X	X
166	D	TELEGRAPH HILL INDUSTRIAL ESTATE RAMSGATE	CT12 4HY			X	
167	E	54 CANTERBURY ROAD WEST RAMSGATE	CT12 5DU			X	X
168	E	40 CANTERBURY ROAD WEST RAMSGATE	CT12 5DU			X	X
169	E	46 CANTERBURY ROAD WEST RAMSGATE	CT12 5DU			X	X
170	E	50 CANTERBURY ROAD WEST RAMSGATE	CT12 5DU			X	X
171	E	52 CANTERBURY ROAD WEST RAMSGATE	CT12 5DU			X	X
172	E	48 CANTERBURY ROAD WEST RAMSGATE	CT12 5DU			X	X
173	E	44 CANTERBURY ROAD WEST RAMSGATE	CT12 5DU			X	X
174	E	42 CANTERBURY ROAD WEST RAMSGATE	CT12 5DU			X	X
175	E	22 CANTERBURY ROAD WEST RAMSGATE	CT12 5DU			X	
176	E	20 CANTERBURY ROAD WEST RAMSGATE	CT12 5DU			X	
177	E	24 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X	X	X	X
178	E	20 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X		X	X
179	E	22 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X		X	X
180	E	14 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X		X	X
181	E	13 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X		X	X

ID	Polygon (see Fig. 12.21)	Address	Postcode	Eligibility for noise insulation and ventilation			
				Y2 DAY (63dB)	Y2 NIGHT (55dB)	Y20 DAY (63dB)	Y20 NIGHT (55dB)
182	E	15 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X		X	X
183	E	11 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X		X	X
184	E	18 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X		X	X
185	E	12 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X		X	X
186	E	16 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X		X	X
187	E	17 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X		X	X
188	E	21 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X		X	X
189	E	19 KING ARTHUR ROAD RAMSGATE	CT12 5DX	X		X	X
190	E	5 KING ARTHUR ROAD RAMSGATE	CT12 5DX			X	X
191	E	3 KING ARTHUR ROAD RAMSGATE	CT12 5DX			X	X
192	E	2 KING ARTHUR ROAD RAMSGATE	CT12 5DX			X	X
193	E	8 KING ARTHUR ROAD RAMSGATE	CT12 5DX			X	X
194	E	4 KING ARTHUR ROAD RAMSGATE	CT12 5DX			X	X
195	E	9 KING ARTHUR ROAD RAMSGATE	CT12 5DX			X	X
196	E	10 KING ARTHUR ROAD RAMSGATE	CT12 5DX			X	X
197	E	1 KING ARTHUR ROAD RAMSGATE	CT12 5DX			X	X
198	E	7 KING ARTHUR ROAD RAMSGATE	CT12 5DX			X	X
199	E	8A KING ARTHUR ROAD RAMSGATE	CT12 5DX			X	X
200	E	6 KING ARTHUR ROAD RAMSGATE	CT12 5DX			X	X
201	E	7 CANTERBURY ROAD WEST RAMSGATE	CT12 5DY			X	
202	E	16 CANTERBURY ROAD WEST RAMSGATE	CT12 5DY			X	
203	E	18 CANTERBURY ROAD WEST RAMSGATE	CT12 5DY			X	
204	E	5 CANTERBURY ROAD WEST RAMSGATE	CT12 5DY			X	

ID	Polygon (see Fig. 12.21)	Address	Postcode	Eligibility for noise insulation and ventilation			
				Y2 DAY (63dB)	Y2 NIGHT (55dB)	Y20 DAY (63dB)	Y20 NIGHT (55dB)
205	E	3 CANTERBURY ROAD WEST RAMSGATE	CT12 5DY			X	
206	E	ST. REMO ARUNDEL ROAD RAMSGATE	CT12 5DZ	X		X	X
207	E	RONALDSWAY ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
208	E	SERENDIPITY ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
209	E	NIRVANA ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
210	E	CASA MIA ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
211	E	OHIO ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
212	E	LAMORNA ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
213	E	WHITE WALLS ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
214	E	BILLION ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
215	E	MILTOM ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
216	E	NURSERY HOUSE ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
217	E	THE HOMESTEAD ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
218	E	THE BUNGALOW ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
219	E	PATROL ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
220	E	HEIMETLI ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
221	E	CHEZ NOUS ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
222	E	BAYVIEW ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	X
223	E	BRADGATE ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	
224	E	KATRINA ARUNDEL ROAD RAMSGATE	CT12 5DZ			X	
225	E	DAVENGREY WINDSOR ROAD RAMSGATE	CT12 5EB			X	X
226	E	BAY VIEW WINDSOR ROAD RAMSGATE	CT12 5EB			X	X
227	E	CEDAR TOP WINDSOR ROAD RAMSGATE	CT12 5EB			X	X

ID	Polygon (see Fig. 12.21)	Address	Postcode	Eligibility for noise insulation and ventilation			
				Y2 DAY (63dB)	Y2 NIGHT (55dB)	Y20 DAY (63dB)	Y20 NIGHT (55dB)
228	E	CHANNEL VIEW WINDSOR ROAD RAMSGATE	CT12 5EB			X	
229	E	1 MANSFIELD VILLAS WINDSOR ROAD RAMSGATE	CT12 5EB			X	
230	E	2 MANSFIELD VILLAS WINDSOR ROAD RAMSGATE	CT12 5EB			X	
231	E	PARK VILLA WINDSOR ROAD RAMSGATE	CT12 5EB			X	
232	E	5 CLIFF VIEW ROAD RAMSGATE	CT12 5ED			X	





Appendix B

Listed Buildings

Figure B1 – Listed buildings in the vicinity of the airport



Appendix C

Cost Implications of Revisions to the Noise Mitigation Plan

Technical note:

Cost Implications of Revisions to the Noise Mitigation Plan.

Introduction

As noted by the Examiner during the recent hearings for the DCO for the Manston Airport project, the scope and provision for compensation/mitigation in the Noise Mitigation Plan has recently been increased.

A financial provision of £5.6 million was previously allocated in connection with the noise mitigation plan and the ExA has requested confirmation that, with the additional sums payable to affected persons, the £5.6 million provision will still be sufficient.

The table below shows a breakdown of the previous mitigation costing assumptions together with the new costings.

In summary it is confirmed that the £5.6 million provision will not be exceeded under the terms of the new noise mitigation plan.

NMP Offer	Properties affected (No)	Old costing	New costing	Notes and assumptions
Relocation - purchase of properties in the UAEL	8	£1,600,000.00	£1,600,000.00	Revised analysis using postcode data shows that as few as 2 properties may fall within the UAEL contour. Nonetheless for budgeting purposes the assumption remains that 8 properties valued at £400,000 per property will need to be purchased. Each property is assumed to have a residual property value (after relocation) of £200,000
Insulation & Ventilation- a maximum grant of £10,000 per property in the SOAEL	275	£4,000,000.00	£2,750,000.00	A conservative assumption of 1000 affected properties was previously adopted prior to noise modelling being undertaken. Following the ExA's request to show properties on a map postcode data has now been used to refine the estimate of affected properties to 232 (including some properties in Smugglers Leap Caravan Site). For budgeting purposes a conservative estimate of 275 properties at £10,000 per property has been used for the purposes of financial planning.
Relocation allowance of £5,000 per property in the UAEL	8	-	£ 40,000.00	Previous assumption was based on CACI data and included eight properties eligible for relocation. Postcode data suggests that this could be as few as two properties however eight properties have been assumed for the purposes of financial planning.
Other relocation (2.5% property value to £15,000 maximum)- to be paid to owners of properties in the UAEL that are seeking relocation.	8	-	£ 120,000.00	Previous assumption was based on CACI data and included eight properties eligible for relocation. Postcode data suggests that this could be as few as two properties however eight properties have been assumed for the purposes of financial planning.
Community Fund- to be established in perpetuity to fund initiatives within the 50 dBAL _{Aeq} contour.	N/A	-	£1,000,000.00	Assumed to be £50,000 per annum over a 20 year forecast period.
TOTAL		£5,600,000.00	£5,510,000.00	

Issued by

Kate Godsmark

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Approved by

Nick Hilton

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APPENDIX 2: Note on the input and role of CBRE in informing the determination of the noise contour used to identify Category 3 persons in the Book of Reference

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9

APPENDIX 3: Data on late-running Ryanair flights

Ryanair last scheduled flights

1. The data on late-running Ryanair flights is based on the information as shown on Ryanair's website as at 1 March 2020.

2. The data on late-running Ryanair flights is based on the information as shown on Ryanair's website as at 1 March 2020.

3. The data on late-running Ryanair flights is based on the information as shown on Ryanair's website as at 1 March 2020.

4. The data on late-running Ryanair flights is based on the information as shown on Ryanair's website as at 1 March 2020.

5. The data on late-running Ryanair flights is based on the information as shown on Ryanair's website as at 1 March 2020.

6.

7. The data on late-running Ryanair flights is based on the information as shown on Ryanair's website as at 1 March 2020.

8.

Belfast International

9.

10. The data on late-running Ryanair flights is based on the information as shown on Ryanair's website as at 1 March 2020.

11.

Birmingham

12.

13. The data on late-running Ryanair flights is based on the information as shown on Ryanair's website as at 1 March 2020.

14.

Bournemouth

15.

16. The data on late-running Ryanair flights is based on the information as shown on Ryanair's website as at 1 March 2020.

17.

Bristol

18.

