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**To:** [Manston Airport; ManstonAirport@pins.gsi.gov.uk](mailto:ManstonAirport@pins.gsi.gov.uk)  
**Subject:** Manston site DCO  
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Dear Sirs

It is with great concern that an RSP subsidiary has nearly acquired the Manston site and after 9th July they will communicate directly with the SoS. Any submissions after the 9th July would be made outside the DCO process. This shows a poor regard for the DCO process but is unsurprising given the lack financial transparency and the generally amateur application. It has a feel of having been knocked up piecemeal with no care to accuracy. Thankfully you will be formulating the report to advise the SoS whether to agree the Application or not.

We note the contempt that RSP have afforded the DCO process and recognise that you have had to deal with that. Our concern is that the process has been allowed to continue given the appalling quality of the application and the failure of the applicant to provide answers in a timely manner. This makes an absolute mockery of the DCO process. Due diligence has not been possible throughout the DCO process as RSP have evaded and trifled with question after question. When they do answer, their contempt for the process shows in their lack of research, knowledge or desire to accurately answer or demonstrate how their plans will meet the criteria for a Nationally Significant Infrastructure Project.

The application based on Dr Dixon's report, which your honourable selves must have noticed, does not appear to be based on facts but completely fictitious projections which are absurd to read. Average 18 tonne ATM payloads are laughable. A lorry carries nearly twice that! That begs the question: As Dr Dixon's figures are bizarre, how then are the 10,000+ ATMs achieved in year 6 when it's dependent on over 65% increase between year 3-4? More, a rhetorical question really as it clearly isn't achievable.

We are thankful and in full agreement that the Exa has noted the impact on the local traffic and the timings of ATM movements. Traffic is routinely congested due to access in and out of the outlying villages and towns for school and employment related travellers. As there are no secondary schools in the villages, traffic increases significantly from 7.45hrs and continues through out the morning as community workers and most deliveries are on the move. Any airport related access via the Haine Rd area would have a very negative impact resulting in gridlock. I'm aware this already happens but it would, inevitably, get worse if. The two access roads to the Manston site are quickly congested at peak times and the access the nearest dual carriageway is a winding road which was not designed for HGVs of an NSIP scale. On the upside, 2 lorries could cart off the contents of two of Dr Dixon's cargo planes.

If the DCO is agreed there will have to be additional housing planned for other sites in the surrounding areas as that is a government driven requirement. That too will inevitably bring more road congestion during peak times. And affect the link roads towards London.

On reading the Manston Airport DCO TA Appendix L – Framework Travel Plan, it is of concern that the author of the report lacks confidence in its contents, such that a disclaimer is inserted referred to reliance on its contents by third parties. That would include ExA we presume. None of this document contains any references, so the stated facts such as describing what constitutes a vortex incident is not backed up and may be totally inaccurate. The problem is there is no time to check due the timing of this submission/deadline.

Brexit will not affect cargo going to airports already handling it. Brexit will not result in more cargo. Heathrow's third runway will be up and running sooner than if this DCO is granted and will be much greener for the wider environment than Dr Dixon's underloaded payloads.

The Aquifer does need protecting, so having a massive, dirty cargo hub running over it day and night places it at risk.

The RSP night quotas do not exclude late comers so there will be unlimited night flights if not specified otherwise in the DCO. We implore you to recommend specific wording in the DCO to prevent any risk of RSP allowing night landings and preferably an eye watering penalty should they treat it as contemptuously as this DCO process.

We look forward to reading your recommendation to the SoS.

Yours faithfully

Laurie Hudson  
Martin Hudson  
Nicole Hudson  
Jodie Hudson  
Luke Hudson  
Geoff Booth  
Mari Booth-Spain