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To: transportinfrastructure@dft.gov.uk; [Manston Airport](#); [Manston Airport](#)
Subject: Ref:TR020002: Manston Airport
Date: 28 January 2020 00:19:32

Date 28th January 2020

Department for Transport
Great Minster House 33 Horseferry Road London, SW1P 4DR
transportinfrastructure@dft.gov.uk

For the Attention of :
Susan Anderson, Head of Transport Infrastructure Planning.
Ref:TR020002: Manston Airport

PRO Manston Hub Airport DCO

Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010
Application by RiverOak Strategic Partners Limited (“the Applicant”) for an Order
granting Development Consent for the reopening and development of Manston Airport in
Kent.

Dear Madam,

I understand that Nusrat Ghani MP(on behalf of the SoS) notified Parliament of a decision
to set a new deadline for the decision on the Manston Airport DCO application”
(ReTR020002) adding a further four months to the DCO decision by the SoS.

Myself and my family, who were all born and bred in Ramsgate in the St
Lawrence/Newington and Nethercourt Estate areas, were shocked to hear that there was to
be no decision made on the application due by the SoS on the 18thJan 2020.

Please can you throw some light on the Civil Service time scales, and explain why late
submissions from Jason and Samara Jones Hall aka 'Five10Twelve', were accepted
AFTER the cut-off date for submissions, especially as they were simply elaborations on
their original representations with lots of repetition of copied and pasted sources in an
effort to bulk them out and (in our opinion) deliberately executed in an effort to delay the
DCO decision by the SoS, in which they seem to have been successful!

Kelvin MacDonald the Lead Member of the Examining Authority sent out email letters on
the 10th July 2019 to every one who contributed to the Examination through written
submissions and participated in oral hearings, of which I participated in both and most of
my families sent in written submissions. In this letter we were told that the Examining
Authority had completed their examinations for the Manston application at 23:59 on 9th
July 2019, and that their findings and conclusions arising from the examination plus their
recommendation, would be sent to the SoS for Transport no later than October 2019.
May we ask why the late submissions of Jason & Samara Jones Hall aka 'Five10Twelve'
have been allowed ?

Looking through Pro and Anti Manston submissions on the PINS website it is clearly only
Anti Manston submissions that have been allowed and accepted after the cut-off date.
We know of at least one Pro Manston friend who asked for their late submission (late by
one day, caused by technical problems) to be accepted but their request was denied, yet
many Anti Manston submissions were accepted late into December 2019. Whereas the Pro

Manston people, who respected and obeyed the DCO rules for the cut-off date for submissions, could all have had an extra 6 months to have researched and collected more information for further Pro Manston submissions. However we had no idea that the Planning Act 2008 allowed submissions after the the cut-off date. Why were these Anti Manston late submissions, **not published** on receipt and not until after the SoS DCO decision was set with a new deadline ? Did it not occur to the PINS Examiners as to why all Pro Manston submissions had stopped abruptly on the cut-off date, while Anti Manston submissions were still being received and accepted after the submissions cut-off date set by PINS ?

We have now been told that since the decision has been set to a new deadline for the SoS decision on the Manston Airport DCO application, that any further submissions to DfT must be submitted by the 31st Jan 2020, however, are submissions going to be allowed after the 31st Jan and right up to the 18th May 2020 and consequently trigger a further new deadline for the DCO decision by the SoS ?

If this should happen, I fear that without the Manston airfreight hub , not only will Thanet, which is one of the most depressed areas in the UK, lose the biggest investment that Thanet and East Kent has ever seen but also will nationally fall short of the expectations of Department for International Trade which will not achieve it's ambitious Export Strategy to drive exports up towards a 35pc of Britain's GDP, an ambitious goal to strengthen the UK's position to become one of the 21st Century's great trading nations !

The full implications of Brexit are still to be finalised. Please don't jeopardise our country's ability to trade around the world from an airfreight hub which will attract large businesses wanting to take advantage of a state-of-the-art freight and passenger hub that has the added bonus of being almost completely surrounded by sea and with a ready made workforce desperate for decent jobs.

Yours Faithfully

Mrs Christine Redmond

