

From: 
To: [Manston Airport](#)
Subject: Ref: TR020002: Manston Airport / PRO Manston Airport Hub DCO
Date: 31 January 2020 20:46:33

PRO Manston Airport Hub DCO

(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.

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Dear Sirs

I believe that Nusrat Ghani MP, on behalf of the Secretary of State, notified Parliament of a decision to set a new deadline for the decision on the above application, adding a further FOUR months to the DCO decision by the SoS. This is most disappointing as, with the Examination completed, we were looking forward to the decision on 18th January 2020.

To now discover that those opposed to the reopening of Manston Airport were sending late submissions AFTER the cut-off date, which were accepted, upsets many of us as it is so biased.

Can you please explain why late submissions from Jason and Samara Jones-Hall known as "Five10Twelve" were accepted after cut-off? Their points were repetitions of previous representations with lots of copy and paste and said nothing new but, I believe, were meant to delay the DCO decision.

Kelvin MacDonald, the Lead Member of the Examining Authority sent emails on 10th July 2019 to those of us who had contributed with written submissions and participated in Oral Hearings (I did both) informing us that the Examiners had completed their examination for the Manston DCO Application at 23:59 hours on 9th July 2019 and that their findings and conclusions plus their recommendation would be sent to the Secretary of State for Transport no later than October 2019.

So, there was nothing further we could do to proclaim the future advantages of the new, reopened Manston Airport.

Why were the late submissions of Jason & Samara Jones-Hall aka "Five10Twelve" allowed? A Pro-Airport supporter who asked for their late submission to be accepted, even though **just one day late**, was denied. How can this be fair?

We now find that many anti-Airport submissions were being accepted way into December 2019! Those of us pro-Airport people who respected the DCO rules for the submission cut-off date now realise they could have had an extra SIX MONTHS to have collected further information for their submissions. We had no idea that the Planning Act 2008 allowed submissions after the cut-off date as nothing further was published for us to see until AFTER the Secretary of State's DCO decision was given the revised deadline.

It must have looked strange that suddenly no Pro-Airport submissions were received after the cut-off date set by PINS, whilst the Anti-Airport submissions kept coming and were accepted.

We have now been told that as there is a new deadline for the Secretary of State's decision, any

further submissions to Department for Transport must be submitted by 31st January 2020. Can you please confirm that no later submissions will be allowed after that date – with perhaps some anti-Airport people attempting to continue up to 18th May 2020 hoping to trigger a further delayed deadline for the DCO decision?

Thanet has never, ever, had the opportunities the Manston Airfreight Hub will provide. If we lose this investment for Thanet and East Kent it will be crazy and defy business logic. This is such a depressed area, in need of employment and this is a wonderful example of being able to provide apprenticeships for various trades (already arranged with local Colleges) and full-time work in the Airport itself as well as within local ancillary businesses. People here are desperate for decent jobs with a future.

The Department for International Trade wants to drive up exports to 35% of Britain's Gross Domestic Product, an ambitious goal but possible with the foresight to see how a freight-hub Airport, right on the coast, can strengthen our position to be a 21st century great trading nation.

Apart from a few anti-airport agitators, led on by Five10Twelve and copying their protests, polls that pro-airport supporters have taken have never fallen below 80% in favour of Manston Airport (more often closer to 90%). Although this project is for the National benefit of our Country and its trade, I sincerely hope this desired Local benefit for our local people/economy will be approved.

Yours faithfully

Mrs. Gillian Emans

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From: [REDACTED]
To: [Manston Airport](#)
Subject: Ref: TR020002 Manston Airport DCO
Date: 31 January 2020 22:34:14

Pro Manston Airport Hub

For the Attention of Secretary of State for Transport

Dear Sir,

One of the issues being bounced around by the opposition is that of noise with the reopening of Manston Airport. The antis say that it will endanger the hearing of children.

Young people and children are losing hearing because of the constant loud noise (music?) through the headphones they constantly wear or through the car speakers thumping out bass decibels – sounds which are with them for far longer than any passing aeroplane noise.

Youngsters are never without self imposed loud noise directly into their ears so all of this anti Airport rhetoric is, in my opinion, without point.

We know that planes are much quieter now, and in the same way as living by a busy railway line or main road, one becomes accustomed to the sound and it quickly ceases to be a problem.

I hope that the concerted, combined (and late) submissions from the anti airport people will not overshadow the wonderful opportunities this Airport will bring to such a deprived area as ours in Thanet.

Yours faithfully,

Mrs. Gillian Emans

[REDACTED]
[REDACTED]