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**From:** Malcolm Kirkaldie [REDACTED]  
**Sent:** 31 January 2020 21:36  
**To:** Grant Shapps  
**Subject:** Manston DCO  
**Attachments:** DoT.pdf

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The Rt Hon Grant Shapps  
The Secretary of State for Transport  
Department for Transport Zone 1/18  
Great Minister House  
33 Horseferry Road  
London SW1P 4DR

BY EMAIL:

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[grant.shapps@dft.gov.uk](mailto:grant.shapps@dft.gov.uk)

31st January 2020

Dear Sir

**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.**

**REQUEST FOR COMMENTS AND FURTHER INFORMATION**

I write as a former member of the Manston Airport Consultative Committee (MACC) and the Kent International Airport Consultative Committee (KIACC).

Both of the above were a statutory body set up by the Government to liaise and deal with issues pertaining to Manston Airport. Not once has the Planning Inspectorate, DoT or RSP sought advice or met with any Committee members or the Chair of those committees. The main issue is that the local Authority (Thanet District Council) has significantly failed the local electorate in its complete failure to respond adequately during the Inquiry phase and along with the internal support at the DoT its been an unreasonable approach and has failed to deal with the precautionary principle when dealing with a DCO that is not commensurate with being a national infrastructure project.

Unlike HS2 and other infrastructure schemes where a robust consultation took place the Manston DCO has significant failures and weaknesses all have been well documented and I am not going to be wasting my time yet again bringing those up, however I am not prepared to stand idly by and watch my family endure the same issues that the Manston Committees had to deal with all the time! So lets keep this simple:-

1. A lack of a Safety Protection Zone.
2. The lack of proper Noise Monitoring and control.
3. Lack of additional Flight Path routing for training flights.
4. The issues of compensation and tile reinforcing on roofs.

The failing to deal with worst case as five10 twelve rightly points out in their submission dated 27th October 2019.

Furthermore I find that the DoT has somewhat discriminated against an entire community let alone individuals with time scales and its complete disregard for our health and well being whilst both of our MP's have sat idly by and supported an airport at 'Any Cost'!

This DCO if accepted will destroy more jobs than it creates.

It's very clear that Schools will go back to the bad old days due to A/C noise and it'll be worse with this DCO. Having to close windows and doors due to fuel vapour entering a house is unacceptable in this day and age.

The failure to deal with the cumulative and damaging affect of this DCO application has been understated!

Finally seeing that PINS are unable to answer this or the Inquiry Inspectors I will leave it for the DoT to answer will this DCO if accepted have repercussions on other applications to seize UK assets such as NHS estates and MOD land?

Yours Sincerely

Mr M Kirkaldie