

For the attention of the Manston Airport Case Team

The National Planning Inspectorate
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

6th July 2021

Dear Sir/Madam

Planning Act 2008 and the Infrastructure Planning (Examination Procedure) Rules 2010

Re-determination of the Application by RiverOak Strategic Partners Limited ('the Applicant') for an Order granting Development Consent for the reopening and development of Manston Airport in Kent

I refer to the Department for Transport's letter of 11 June 2021 and, in particular, the second bullet point of paragraph 2 of that letter.

In my letter regarding the application of 5 October 2018, I set out the reasons why I considered that the Applicant had failed to make out a financially viable and sustainable case for a DCO to re-open Manston Airport as a cargo hub.

In my view, the case for re-opening the airport has been seriously weakened by the pandemic. From widespread reports (by the UK Government, IATA, OECD and the media as well as airlines and airports) it is clear that airline revenue has dramatically fallen in the last 18 months with the shrink in demand for passenger flights and the airline industry is in crisis. Several airlines have collapsed and the crisis is continuing (for example, Stobart Air has just gone into liquidation).

Airports have also been adversely affected by the pandemic as revenues have generally fallen and the future business climate is very uncertain. I would therefore submit that the Applicant now needs to demonstrate that its case for re-opening and developing the airport takes full account of the adverse

impact of the pandemic (in the short and medium term, at least) and if it cannot do this then the application should be rejected.

Yours faithfully

Lionel Jermy

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