

From: [REDACTED]
To: [Manston Airport](#)
Subject: TR020002 response
Date: 16 November 2021 00:47:19

FAO manstonairport@planninginspectorate.gov.uk

Re. proposed creation of a cargo hub airport at Manston Kent by Riveroak Strategic Partners (TR020002)

Dear Sir/Madam

RSP's DCO application was examined very thoroughly and fairly by the Examining Authority (ExA) in an exhaustive, forensic process between 9 January 2019 and 9 July 2019. I attended and contributed at a number of the sessions and took a keen interest in the proceedings.

The ExA's clear and unequivocal recommendation was that the Secretary of State (SoS) should not grant development consent, and so it came as an inexplicable and very unpleasant surprise when the SoS approved the application.

Fortunately, a concerned local resident organised a successful judicial review (JR) which quickly found that the SoS had not provided adequate reasons for disagreeing with the ExA's recommendations in the matter of need. The application was quashed in February 2021.

Consequently the SoS re-visited the application and commissioned an independent report including an assessment of any potential relevant changes in the situation since the ExA's investigation and report.

The independent assessor's report agrees with the conclusions reached by the ExA with respect to the (lack of) need for the development. It also finds that nothing in the intervening period has changed to the extent that this conclusion could be invalid.

Why am I writing in again?

As an interested party I am writing once again to respond to the SoS's invitation for my comments.

In a better world I really wouldn't feel the need to bother. I am in agreement with the original ExA conclusion, the outcome of the JR and the confirmation provided by the report from the independent assessor. I commend all this excellent work to you, along with the many studies and reports from groups, individuals and consultants that consistently find no merit in the cargo hub proposals.

This really should put an end to these flawed plans; finally removing a very serious threat to the well-being of local residents and to the local economy.

But I take no great comfort at this stage.

Because I cannot understand why the official appointed by the SoS (who had to recuse himself from the decision process) was minded to ignore the expert advice contained in the ExA report.

Because we have two local MPs who are very interested in aviation and who have seemed determined, and pretty sure, that this plan will be seen through to fruition.

Because despite its rhetoric, this government appears to have a very shaky grasp of the role Britain should play in avoiding environmental disaster.

Because I am alarmed that the JR process appears to be under attack. After all, this important mechanism would continue to be a vital resource for those opposed to the plans if the SoS were minded to act contrary to the conclusions of the report commissioned from the independent assessor.

I think this is an issue that should have been firmly and decisively rejected on its lack of merit following the ExA report. That it was even accepted as worthy of consideration for a DCO application remains deeply troubling to me.

Along with many others, I have written to you at the various stages in this process stating the reasons for my opposition to RSP's plans. They are on record and remain entirely valid.

With kind regards

Alan Welcome



Please acknowledge receipt of this message.