

**From:** [John Walker](#)  
**To:** [Manston Airport](#)  
**Cc:** [Richard Oades](#); [Mike Ashley](#)  
**Subject:** Application for a non material change to the Manston Airport Development Consent Order  
**Date:** 22 August 2023 15:43:49  
**Attachments:** [Manston Obiection to RSP application for non-material changes to DCO.docx](#)

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Dear Sirs

The **Ramsgate Society** is the civic society for the town of Ramsgate with over 700 members.

The Society is a registered charity founded in 1964 and its principal objectives are:

- 1) To protect and improve the quality of life for local residents, including their economic and social well-being.
- 2) To encourage high standards of architecture and planning in Ramsgate.
- 3) Protecting and enhancing the quality of the built and natural environment, and the public realm.
- 4) To promote the history and heritage of the town.
- 5) to encourage civic pride and active citizenship.

We have engaged in the Manston DCO at each stage of the process, including the EIP, and have reviewed the recent Application from RSP for a "non material" change to the DCO.

For the reasons set out in the attached statement we have concluded that the application to substantially reduce the security figure will adversely impact on local people through inadequate provision for the costs of both the acquisition of land and noise mitigation and should therefore be refused. Indeed there is a compelling case for increasing it in line with inflation in order to sustain the scale of provision specified in the original order.

Our full representation is attached to this email.

Yours sincerely

John Walker Chairman The Ramsgate Society

Richard Oades. Deputy Chairman. The Ramsgate Society

## MANSTON AIRPORT DEVELOPMENT CONSENT ORDER 2022: APPLICATION FOR A NON-MATERIAL CHANGE

### Introduction

RiverOak Strategic Partners has applied for a non-material change to the Development Consent Order (DCO) in the form of two corrections. Both amendments relate to wording carried over from the first Manston DCO made in July 2020.

### Security figure

The first correction is to amend the security figure at Article 9(1)(a) from £13.1 million to £6.2m to reflect the Applicant's acquisition of the main airport site prior to the making of the DCO.

Paragraph 9 of the Development Consent Order dated 18 August 2022 sets out the requirement that security of £13.1 million be provided before development commences.

The purpose of this security is to pay compensation to landowners in connection with the acquisition of their land, or rights over their land, and to pay noise insulation costs and relocation costs as required by requirement 9 of Schedule 2. There is no breakdown of how the security is to be allocated. The basis of allocation should be transparent.

We believe this constitutes a material change and would impact on local people. Our reasons for objecting to this correction are set out below.

### Time Limit

The second correction is to the time limit for the Applicant to exercise its compulsory acquisition powers. The Examining Authority (ExA) recommended that the application should be refused. Nonetheless it provided a draft DCO for the Secretary of State, should he decide to go against ExA's recommendation - which he did.

We agree that the wording could be misconstrued, however, we are concerned to note that the solicitor for the Applicant suggests that the time limit for exercising powers of compulsory acquisition be determined by the Applicant. Nevertheless, we do not contest the application to correct the wording of the time limit..

### Acquisition of Land and Noise Mitigation

The proposed change has the potential to impact on local people and is therefore not a 'non-material change'.

ExA's Report to the Secretary of State, 9.8.143 concludes and recommends "*that the sum specified in Article 9 is adequate to cover the potential costs related to Compulsory Acquisition, implementation of insulation policy, Part 1 claims: and implementation of relocation policy, and notwithstanding that the sum required for noise insulation may have been reduced, **the overall sum of £13.1m should not be changed in any final DC***) to allow sufficient headroom for any contingencies."

Paragraph 2.2 of the Supporting Statement confirms that the current Article 9 includes the value of the main airport site as part of the security figure states that

RSP has obtained an up-to-date valuation from CBRE and that this is reflected in the correction applied for. However, no details of the valuation - and more particularly, no information on what was valued - has been provided.

Document TR020002/APP/3.2 Funding Statement, July 2018 refers to CBRE advice that the total acquisition cost of acquiring the necessary land was calculated at no more than £7.5m.

RSP purchased the main airport site (around 283 hectares) in 2019 for £16.5m, an amount considerably in excess of the CBRE valuation and in excess of the total original security figure. RSP was also reported to have purchased the adjoining Jentex site of just under 3 hectares for £2.3m

Paragraph 3.3 of the Supporting Statement proposes a new figure of £6.2m which would be made up of £1.1m for compulsory acquisition and £4.35 for noise mitigation. Previous acquisitions suggest that £1.1m could be a gross underestimate of the eventual cost of the necessary acquisitions.

Requirement 9 of Schedule 2 references the noise mitigation plan. The final version of the noise mitigation plan, TR020002/12/2.4, appears to have been published on 9 July 2019. The current, proposed figure for noise mitigation is less than any of the estimates put forward to the Planning Inspectorate during the examination in 2019 and takes no account of inflation. The Bank of England inflation calculator reveals that the value of the pound has dropped (as of June 2023) by over 20% since 2019. Inflation is now running at historically high levels. The current security figure would fall far short of that needed to achieve the levels of mitigation and compensation required.

At the request of the Planning Inspectors, "*TR020002/D5/ISH3 - Applicant's Written Summary of Case put Orally - Noise Hearing and associated appendices*", does include a breakdown of the components of the overall cost estimate for noise mitigation provided by Wood Environment & Infrastructure Solutions UK Limited. This document, dated 29 March 2019, explains that a financial provision of £5.6 million had previously been allocated in connection with the noise mitigation plan, including £1m in contributions to a community fund over a 20-year period, and confirms that the provision would not be exceeded under the terms of the noise mitigation plan.

Note: Document TR020002/APP/3.2 Funding Statement, July 2018, puts the total project cost for the redevelopment and reopening of the former Manston Airport at £300m. It should be noted that, in 2023, representatives of RSP are on record as saying that the delay in implementing their proposals means the total cost will now be £500m-£600m.

### Conclusion

The application to substantially reduce the security figure will adversely impact on local people through inadequate provision for the costs of acquisition of land and noise mitigation and should therefore be refused. Indeed there is a compelling case for increasing it in line with inflation in order to sustain the scale of provision specified in the original order.

The application to correct the wording of the time limit is not contested.