

**From:** [Tim Ingleton](#)  
**To:** [Manston Airport](#)  
**Subject:** Manston Airport  
**Date:** 07 September 2023 08:14:26

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Dear Sirs,

I am writing in a personal and private capacity as a resident of Minster to register my full support to Riveroak Strategic Partner's (RSP) for a minor variation of the Manston Development Consent Order (DCO).

The 2 non-material changes proposed by RSP are both logical and appropriate. Given that RSP now own the airport the need to set aside as much funding is reduced, which therefore means that they need a minor change to the DCO to reflect this.

RSP are correcting only minor administrative details occasioned by their purchase of the airport on the last day of the original Examination. It was an oversight at the closing stages of the DCO Examination. It is therefore a tidying up of those loose ends in an appropriate manner which will have little or no impact on anything in real and practical terms. This is contrary to what some long standing opponents within Thanet District Council (TDC) and Anti-Manston groups are suggesting by way of other current submissions who try and raise matters totally irrelevant to this process.

The first change includes compensation to Stone Hill Park (SHP), where RSP has applied to amend the security figure from £13.1 million to £6.2 million at Article 9(1)(a) of the DCO. This was based on SHP being the owners and what they could have been compensated for. However, RSP bought the airport from SHP on the last day of the original Examination, so the original sum to be set aside for that compensation aspect is far too large and the requested change is now based on that fact; hence the reduction.

The second non-material change proposed by RSP is because they feel the wording of Article 21 (3) is ambiguous. It could be interpreted that RSP would have to exercise its powers of compulsory acquisition immediately after the end of any legal challenge, rather than within one year. This non-material change is designed to give clarification to avoid this potential problem.

The Secretary of State for Transport made it clear in his decision

letter that the DCO proposals for Manston are consistent with all relevant Government policies, including not only the Airports National Policy Statement but also the Aviation Policy Framework, General Aviation strategy and Transport Decarbonisation Plan, as well as recognising the contribution Manston will make to resilience in UK's under-pressure freight transport sector – something the Government is also focused upon, given the challenging global and domestic economic climate.

In addition, as an established airport with more than 100 years of operational history, the use of Manston is also consistent with the Government's 'Making Best Use' policy.

Plans for Manston ensure that the airport can make a significant contribution to the decarbonisation of aviation and is aligned with the Government's 2022 Jet Zero consultation policy proposals.

Balancing of any small amount of CO<sub>2</sub> produced at Manston is a matter for the Government to factor into their Net Zero calculations, not a local authority such as TDC. The UK Government is responsible for the reduction of emissions from airports, ports and military transport. For example, the Government's approach for achieving net zero aviation by 2050 is set out in their Jet Zero Strategy.

In supporting RSP's proposals, I feel that, while no longer an issue at this stage, due acknowledgement must continue to be given to the role and potential of Manston in the wider East Kent setting.

Recognising the social, economic and structural challenges in the area, Government has committed significant investment through a number of funding streams to kick start growth. These have included the Enterprise Zone at Discovery Park, East Kent Growth Deal, High Street Funds, Coastal Community, Town Deals, Levelling-Up awards and Thanet Parkway Station. In order for the full benefit of such funding to be realised, this will only be achieved if the public funding is supported by private sector investment. The reopening of Manston Airport underpinned by one of the largest private sector investments in the area will achieve help to this. It will also provide significant confidence to others.

In conclusion, I consider the 2 non-material changes are appropriate and would therefore ask that the Secretary of State for Transport

grants the Applicant, RSP, permission to make them.

Yours faithfully,

Tim Ingleton

Sent from my iPhone