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Our ref 308S/AW67/125094/000002
Your ref TR020002

The Secretary of State for Transport
Great Minster House
33 Horseferry Road
LONDON
SW1P 4DR

By email

Direct tel +[REDACTED] Date 25 August 2026
Email [REDACTED]@TLT.com

Dear Madam

**Manston Airport Development Consent Order 2022
Non-Material Change Application (NMC-3)
Response to the Transport Infrastructure Planning Unit's Request for Information dated
11 August 2026**

1. RiverOak Strategic Partners Ltd (the **Applicant**) applied to make a non-material change to the Manston Airport Development Consent Order 2022 (S.I 2022 No. 922) on 28 May 2026 (NMC-3).
2. A consultation period ran from 28 May to 5 July 2026, extended to 31 July 2026 for those parties to whom a consultation letter was sent but from whom the Applicant received a returned letter and to whom the Applicant subsequently re-issued a letter. Further details in this regard were provided by the Applicant to the Department for Transport and to the Planning Inspectorate on 13 July 2026 (**TR020002-000937-260713 - Applicant response re consultees.pdf**).
3. The NMC-3 requests that the Secretary of State make certain changes to the 2022 Order to:
 - a. amend Schedule 2, Part 1, Paragraph 2 (Time Limits) as follows:
 - i. to amend the time limit to commence the authorised development from the expiration of 'five' years beginning with the date that the DCO came into force to 'seven' years beginning with the date that the DCO came into force; and

99513097.4

For what comes next

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- b. amend Schedule 2, Part 1, Paragraph 24 (High Resolution Direction Finder) as follows:
 - i. to amend the requirement so that as an alternative to the Applicant having to agree with the Ministry of Defence a detailed mitigation scheme for the provision of an alternate High Resolution Direction Finder, the Ministry of Defence is able to confirm that an alternate High Resolution Direction Finder is not required.
4. A full description and justification of the proposed changes can be found in section 3 of the Supporting Statement which was submitted as part of the NMC-3.
5. On 9 July 2022, the Secretary of State published 21 representations, from 19 respondents, made in response to NMC-3 on the Planning Inspectorate's National Infrastructure Planning website. On 7 August, one further representation was published on the same website (no comment from Natural England). These can be viewed at: **Documents | Manston Airport**
6. The responses from the 20 respondents can be summarised as follows:
 - a. On the proposed time extension:
 - i. 5 either supported or had no objection to the time extension proposed
 - ii. 10 had no comment on the time extension proposed
 - iii. 5 objected to the time extension proposed
 - b. On the proposed HRDF amendment:
 - i. 11 had no comment on the proposed amendment
 - ii. 9 objected to the proposed amendment - one of these was the Ministry of Defence (MoD) and the remaining eight objections were based on the understanding that the HRDF remains functioning.
7. The Applicant has considered each of the representations carefully, and its response to the matters raised is provided at **Appendix A** below.
8. On 11 August 2026, a letter was issued by the Transport Infrastructure Planning Unit addressed to the Applicant and the MoD. The letter requests that the Applicant (and the MoD as appropriate) provide comments on the two issues raised therein, being:
 - a. The Applicant is requested to provide details of how this conclusion [that the proposed changes do not give rise to any new environmental effects] was reached and provide evidence to support the statements made at each of the sub-paragraphs at 4(c) of the Supporting Statement; demonstrating that extending the commencement period would not give rise to any new or materially different environmental effects from those previously assessed.
 - b. The Applicant and Ministry of Defence are invited to reach an agreement on whether the proposed change to the requirements wording in relation to the HRDF, is still required as part of this application.
9. The Applicant has provided a response to each of these below.



No new or materially different environmental effects

10. The Applicant's environmental consultants, ERM, have prepared the following note to support the conclusions reached in paragraph 4(c) of the Supporting Statement:

"The Applicant has considered the matters set out in paragraph 4(c) of the Supporting Statement. Notably, the Applicant has reviewed whether the proposed extension could give rise to any new or materially different effects on the environment, impacts on local people and communities, any potential need for an updated Habitats Regulations Assessment, or any requirement for additional protected species licensing.

In considering whether a two-year extension to the commencement period could materially alter any prior conclusions of the ES, the Applicant has applied professional judgement to identify any possible mechanisms to which this could realistically arise. Given no changes are proposed to the authorised development itself, the Applicant has concluded that the only realistic pathway through which different effects could arise would be through changes in environmental baseline conditions over time. The Applicant therefore assessed whether any such baseline changes over this two-year period could materially alter any conclusions of the ES, with a particular focus on transport, air quality and noise, alongside ecology, water resources and the historic environment.

The Applicant has concluded that whilst baseline conditions have the potential to evolve over time, any changes over the additional two-year period would not be of a sufficient magnitude to materially alter any conclusions within the ES. Particular consideration was given to transport, air quality and noise, as environmental topics that are most sensitive and likely to be influenced by changes in baseline conditions over time. Whilst baseline traffic growth may occur over the additional two-year period, the Applicant does not consider that any such growth would be of sufficient magnitude to materially alter conclusions reached in relation to transport, or those conclusions relating to noise and air quality due to traffic. Similarly, the Applicant does not consider that any changes in baseline air quality conditions or the baseline noise environment over an additional two-year period would be of sufficient magnitude to materially alter the conclusions of the ES, or give rise to any new or materially different likely significant environmental effects.

The Applicant has also considered whether the proposed extension could give rise to any new or materially different effects in relation to ecology, water resources, flood risk or the historic environment. No changes are proposed to the extent of development, habitats affected, ecological mitigation, drainage arrangements, flood risk mitigation measures or heritage controls secured through the DCO. Natural England has not raised any objection to the proposed amendment. The Applicant therefore considers that there is no basis on which an updated Habitats Regulations Assessment, additional protected species licensing or updated Environmental Statement would be required.

The Applicant also considers that impacts on local people and communities would remain as previously assessed due to the proposed changes not altering the nature, scale or operation of the authorised development.

Taking the above into account, the Applicant concludes that the proposed changes would not give rise to any new or materially different likely significant environmental effects and that the conclusions of the Environmental Statement remain valid".

Agreement on HRDF

11. On 12 August 2026 the Applicant contacted the MoD with a view to reaching agreement on the proposed change to the wording of requirement 24 in relation to the



providing alternative HRDF equipment, as requested. The Applicant subsequently followed up with the MoD on 20 August 2026.

12. At 4.20pm on 25 August the Applicant was notified by the MoD that they had submitted a response to your information request, enclosing a copy of the response. The Applicant is pleased to see that the MoD has withdrawn its objection to the HRDF amendment proposal. They ask that a comma be removed from the revised wording, which the Applicant is happy to accept. As the Applicant had already prepared this response and as there are still outstanding objections to the amendment, e.g. from NATS, and it is unknown whether such objections would be withdrawn given the MoD's withdrawal, the Applicant includes its further justification for the amendment to Requirement 24 in what follows.
13. The Applicant remains of the view that the proposed change to the wording of Requirement 24 is still justified as part of the NMC-3 Application.
14. In support of this position, the Applicant considers it important to address the factual position regarding the HRDF in further detail, as it appears that neither the electricity supply nor the communications cables have operated continuously:
 - a. The Applicant notes that a number of representations, including those submitted by the MoD and NATS Safeguarding, state that the HRDF remains functional and operational.
 - b. The Applicant further notes the MoD's comments that an issue with the power supply to the HRDF has been identified, but that an alternative power supply has been maintained through the use of a generator.
 - c. Whilst the Applicant accepts that a generator provides an alternative power supply, it understands that this arrangement was intended as a temporary measure pending implementation of a permanent solution. The power supply issues were first identified in 2023 and, to the Applicant's knowledge, remain unresolved.
 - d. This position is reflected in an RAF Manston Audit Report commissioned in October 2024 (enclosed at **Appendix B**), which noted that the electrical fault had remained unresolved for more than 12 months. The Audit Report also identified a number of associated issues relating to the HRDF, including access concerns.
 - e. The Applicant further notes a longstanding issue affecting the communications cables serving the HRDF and understands that the HRDF needs both power and communications link to function. This issue was first identified in April 2023. By email dated 17 April 2023 entitled "Re HRDF Failure – Manston Airport 17_04_2023", NATS Safeguarding informed the Applicant that the HRDF had *"been down since the 6th April [2023] already"*. By subsequent email dated 29 April 2023, the Applicant was informed that *"the crux of the current issue is the non-repairable nature of the BT lines carrying the data between the site and local frame room on the airfield"*. Copies of these emails are enclosed at **Appendix C**.
 - f. The Applicant was subsequently contacted regarding works required by BT Openreach to repair the communications cabling, including potential excavation works and the laying of replacement infrastructure. By email dated 18 July 2023 entitled "RE_DRFD Building RAF Manston (reference MXBT242189)", the Applicant confirmed that it was awaiting further details from the MoD and/or Openreach. A copy of this email is enclosed at **Appendix D**. The Applicant



never received those details and, to its knowledge, no remedial works were subsequently undertaken.

- g. By email dated 26 September 2023 entitled "RE Manston Works" (enclosed at **Appendix E**), the Applicant presented two options to the MoD for addressing the electrical fault and provided associated cost estimates.
 - h. The issue was raised again by email dated 25 April 2024 when the Defence Infrastructure Organisation contacted the Applicant regarding the communications fault by email entitled "FW_20240425-Manston_HRDF-Openreach Survey Visit Request-Wednesday 1st May 2024". That correspondence referred to "an underground communication fault causing NATS some issues". The Applicant responded on 3 May 2024, noting that the electrical fault affecting the HRDF would need to be resolved before a new communications line could be installed. The Applicant also noted that two options for resolving the communications issue had previously been presented to the MoD in September 2023 and that no response had been received to those proposals. Copies of the relevant correspondence are enclosed at **Appendix F**.
 - i. In January 2025, the Applicant was copied into an email chain entitled "RE: MOD Manston (Site 124)" (enclosed at **Appendix G**), in which it was stated that "the connectivity for the HRDF is currently not working. A fibre needs to be laid to fix the issue". The Applicant was subsequently contacted by the MoD in March 2025 by email entitled "RE: Manston Update" (enclosed at **Appendix H**), which advised that the communications line had been damaged in several places.
 - j. The Applicant is not aware that either the electrical fault or the communications issues referred to above have since been resolved.
 - k. The Applicant also notes that the HRDF has previously experienced extended periods of non-operation. For example, correspondence entitled "Re State of Play at Manston" (enclosed at **Appendix I**) records that the HRDF was non-operational between December 2020 and April 2021.
15. The evidence outlined above demonstrates that the HRDF has been affected by a number of longstanding operational and infrastructure issues over a significant period. The Applicant therefore considers that there is a reasonable basis for questioning whether a replacement HRDF would necessarily be required in all circumstances.
16. However, and importantly, the Applicant's proposed amendment to Requirement 24 does not require the MoD to reach that conclusion, nor does it reduce the level of protection afforded to the MoD. The proposed amendment simply creates an alternative mechanism whereby the Applicant and the MoD may mutually agree that a replacement HRDF is not required.
17. The amendment therefore leaves the ultimate decision entirely within the MoD's control. If the MoD considers that a replacement HRDF is necessary for operational, safeguarding or national security reasons, it may simply decline to agree otherwise. In those circumstances, the obligation to provide a replacement HRDF would remain fully effective and the Applicant would be required to comply with Requirement 24.
18. The proposed amendment does not constrain the MoD's discretion, remove any approval function, or enable the Applicant unilaterally to determine that a replacement HRDF is unnecessary. Rather, it provides flexibility for circumstances in which both parties agree that replacement infrastructure is not required. The Applicant considers that such flexibility is reasonable and proportionate, particularly given the evidence



summarised above, and therefore maintains its application to include this amendment to the DCO.

19. We hope that the above is sufficient, but should you require any further information, please do not hesitate to contact us.

Yours faithfully

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Appendix A
The Applicant's Response to Consultee Comments

Number	Party	Consultee Comment	Applicant's Response
Local and government authorities			
1	Thanet District Council	<u>Time extension</u>: no objection <u>HRDF</u>: objection It should be assumed that the HRDF continues to be required – the Council has not been made aware of any power supply fault. The view of the Ministry of Defence should be given substantial weight.	The Applicant welcomes Thanet District Council's response in relation to the time extension. For a response on the HRDF, please refer to paragraphs 11 – 18 of the covering letter.
2	London Borough of Bromley	No comment	The Applicant welcomes the London Borough of Bromley's engagement with the consultation.
3	London Borough of Bexley	No comment	The Applicant welcomes the London Borough of Bexley's engagement with the consultation.
4	Minster Parish Council	<u>Time extension</u>: support <u>HRDF</u>: no comment	The Applicant welcomes Minster's Parish Council's support of the proposed time extension amendment.
5	Ministry of Defence	<u>Time extension</u>: no objection <u>HRDF</u>: objection withdrawn on 25/08/2026	The Applicant welcomes the Ministry of Defence's engagement with the consultation.
Organisations			
6	NATS Safeguarding	<u>Time extension</u>: no objection <u>HRDF</u>: objection NATS understands that the MoD has a generator in place to supply the HRDF system.	The Applicant has addressed the issue of the Ministry of Defence's use of the generator directly in paragraph 11 – 18 of the cover letter.
7	HSE	No comment	The Applicant welcomes HSE's engagement with the consultation.
8	Coal Authority	No comment	The Applicant welcomes the Coal Authority's engagement with the consultation.
9	Natural England	No comment	The Applicant welcomes Natural England's engagement with the consultation.
Individuals			
10	Mario Portelli	<u>Time extension</u> : no comment	The Applicant has reviewed the comments made and considers

		<u>HRDF</u>: no comment No comments made specifically in relation to NMC-3.	that these do not relate to the NMC-3 proposal that was the subject of the consultation. The comments relate specifically to the matter of whether or not the Manston Airport DCO application should have been granted consent, something which has already been explored and addressed during the examination of the DCO application in 2019.
11	Adem Mehmet (1 of 3)	<u>Time extension</u>: objection <i>"... a highly alarming land-use issue must be brought to the Inspectorate's attention. The current site owners gave a strict 10-year covenant to the previous owners (Stone Hill Park) stating that should houses be built on the site, a mandatory profit-share arrangement would be triggered. This requested two-year extension, if permitted, would cynically take RSP right to the very end of that 10-year covenant period. Granting this extension gives the developer a clear pathway to sit on the blighted land, wait out the clock, and subsequently build a high profit housing development with no obligation to share any profits with the previous owners. The Planning Inspectorate must not allow a Nationally Significant Infrastructure Project (NSIP) framework to be used as a stalling tactic for land speculation."</i> <u>HRDF</u>: no comment	The Applicant notes the consultees comments in relation to the use of the airport land, and confirms that this is not its intention. The Applicant's reasoning for a two year time extension is as set out in the Supporting Statement submitted as part of the NMC-3 consultation.
12	Adem Mehmet (2 of 3)	<u>Time extension</u>: no comment <u>HRDF</u>: objection Objection is based on an FOI request made to the MoD, the response to which is confirmation that the HRDF is needed.	The Applicant has addressed the issue of the Ministry of Defence's use of the HRDF directly in paragraphs 11 – 18 of the cover letter.
13	Adem Mehmet (3 of 3)	<u>Time extension</u>: no comment	The Applicant has addressed the issue of the Ministry of Defence's



		<u>HRDF</u>: objection Objection is based on a second FOI request made to the MoD, the response to which is confirmation that the HRDF is needed.	use of the HRDF directly in paragraphs 11 - 18 of the cover letter.
14	Iain Gilmour	<u>Time extension</u>: objection It is illogical to not do anything for 4 years and then ask for more time <u>HRDF</u>: objection There is no evidence to back up the claim that it isn't used / needed.	The Applicant does not agree with the assertion that it has not done anything in the past four years. The Applicant has been carrying out various activities including, but not limited, to the discharge of pre-commencement requirements. The Applicant has addressed the issue of the Ministry of Defence's use of the HRDF directly in paragraphs 11 - 18 of the cover letter.
15	D Neiles	<u>Time extension</u>: no comment <u>HRDF</u>: no comment No comments made specifically in relation to NMC-3.	The Applicant has reviewed the comments made and considers that these do not relate to the NMC-3 proposal that was the subject of the consultation. The comments relate specifically to the matter of whether or not the Manston Airport DCO application should have been granted consent, something which has already been explored and addressed during the examination of the DCO application in 2019.
16	Mieke Vrijhof	<u>Time extension</u>: no comment <u>HRDF</u>: objection The justification is entirely commercial and safety-deficient.	The Applicant has addressed the issue of the Ministry of Defence's use of the HRDF directly in paragraphs 11 – 18 of the cover letter.
17	M Adams	Copy of the response above. <u>Time extension</u>: no comment <u>HRDF</u>: objection The justification is entirely commercial and safety-deficient.	The Applicant has addressed the issue of the Ministry of Defence's use of the HRDF directly in paragraph 6 of the cover letter.
18	Ken Wraight	<u>Time extension</u>: objection The Applicant is trying to <i>"run the clock down to allow a</i>	The Applicant does not agree with the assertion that it is trying to "run down the clock". The Applicant has been carrying out various activities including, but



		<i>change or use claiming we tried but run out of time"</i> <u>HRDF</u>: objection It does work, he sees it moving when he drives past.	not limited, to the discharge of pre-commencement requirements. The Applicant's has addressed the issue of the Ministry of Defence's use of the HRDF directly in paragraphs 11 – 18 of the cover letter. The Applicant also notes that the HRDF is a fixed structure and does not move during operation. The Applicant therefore considers that any moving infrastructure observed by the respondent when passing the airport is unlikely to be the HRDF. Rather, it is likely to comprise historic radar infrastructure dating from the 1960s, which is unrelated to the HRDF.
19	C Frewin	<u>Time extension</u>: no comment <u>HRDF</u>: no comment No comments made specifically in relation to NMC-3.	The Applicant has reviewed the comments made and considers that these do not relate to the NMC-3 proposal that was the subject of the consultation. The comments relate specifically to the matter of whether or not the Manston Airport DCO application should have been granted consent, something which has already been explored and addressed during the examination of the DCO application in 2019.
20	Anne Frewin and Christine Normanton	<u>Time extension</u>: objection Impacts on health and wellbeing. <u>HRDF</u>: no comment	The Applicant considers that there will be no greater health and wellbeing impacts due to the extension of the time limits – the same land will be acquired and the same works will take place over the same period of time.
21	Samara Jones-Hall	<u>Time extension</u>: no comment <u>HRDF</u>: objection Based on an FOI request made to the MoD, the response to which is confirmation that the HRDF is needed.	The Applicant has addressed the issue of the Ministry of Defence's use of the HRDF directly in paragraphs 11 – 18 of the cover letter.
22	Barbara Parson	<u>Time extension</u>: objection	The Applicant disagrees that circumstances and priorities have



		<i>"circumstances and planning priorities may have changed since the original permission was granted. Therefore, I believe any proposal requiring additional time should be subject to a full reassessment rather than an automatic extension."</i> <u>HRDF</u>: no comment	changed since 2022 when Manston Airport was given consent.
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Appendix B - RAF Manston Audit Report – October 2024



Air SCIDA

Air SCIDA Site Engineer RAF Odiham
RAF High Wycombe
Naphill
Buckinghamshire
HP14 4UE

Office: [REDACTED]
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Our reference: Air SCIDA/005/124

See Distribution

11 Oct 24

Air SCIDA annual audit report – Manston HRDF

References:

- A. JSP 604 Lft 4800 - Regulations for the Installation of ICT.
- B. Air SCIDA/005/124 dated 10 Oct 23 - previous SCIDA audit report.

Status

Service Level (SL)	1
Overall Inspection status	
	There are TEMPEST, security or any health and safety issues regardless of risk score. This should prompt Units' SQEP personnel to assess risks associated with each non-compliance.
	There are significant issues or a larger quantity of new or outstanding non-compliances.
	The Installation is compliant with only minor or no issues.

Introduction

1. In accordance with Reference A, and the contract responsibility placed upon Akkodis by HQ Air Cmd, Air SCIDA carried out a SCIDA assurance audit, which was completed on 01 Oct 24 of SL 1 areas, within **Manston**.

Scope

- 2. The inspection assessed air safety, health and safety, physical security, technical non-compliances, CM and initiated a review of the SLA.
- 3. The inspection included a review of the observations identified at Reference B, and SLA1 Areas limited to the **HRDF building only**.

Overall Assessment

4. The audit identified 2 new observations, which are detailed at Annex A. However, there were 3 observations remaining from the previous audit which need to be addressed;

these are detailed at Annex B. Photographic evidence of some of the issues are provided at Annex C. Risks are identified as follows:

a. **H&S Risks.** Individual observations with H&S implications have been assessed by the Air SCIDA Engineer against the MOD Risk Assessment matrix referenced within AP 8000 (Air SCIDA extract at Annex D).

b. **Availability.** Where there is a risk to infrastructure that may lead to a loss of capability, these are included as a risk to availability.

5. There are 2 observations that has been accepted and/or risk managed following previous audits, which are detailed at Annex B with NFA required. There has been no uncontrolled change.

6. Importantly, the power issues at site have not been resolved for >12 months. Apart from the costs of running a generator and the environmental impact, there are tasks being deferred which if not completed by Mar 25, have potential financial implications.

7. I trust that I have provided enough information about the results of this audit, but if you need further clarification or advice on any aspect then please contact me at your convenience.

[REDACTED]

[REDACTED]

Authorisation table			
	Name	Role	Date
Prepared by	[REDACTED]	Air SCIDA Site Engineer	11 Oct 24
Reviewed by		Air SCIDA Southern Area Manager	15 Oct 24
Authorised by		Air SCIDA UK Engineering Manager	16 Oct 24

Annexes:

- A. Manston -HRDF SCIDA Audit - new observations.
- B. Manston -HRDF SCIDA Audit - outstanding and risk managed actions.
- C. Manston -HRDF SCIDA Audit – photographic evidence
- D. Air SCIDA Risk Matrix.

Distribution:

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**Annex A to
Air SCIDA/005/124
Dated 11 Oct 24**

Manston- HRDF Bldg SCIDA Audit - new observations

Item	Location	Issue	Type/Risk	Action required	Reference	Stn Record of Action
1	HRDF	Overgrown vegetation immediately around the building has impeded access to the doorway. This has been cut back by C4I during the audit; however, access to the generator building connection is still impeded.	H&S Potential for trip/cuts L/S=4/2	C4I reported vegetation to the site manager at the time of the audit; task raised to cut back vegetation around building including grass cutting to maintain safeguarding.	Management of HSAW Regulations 1999. JSP 604 Lft 4800 Chap 8.	
2	HRDF	ECR tasks to replace copper cross-site and links (ANUK329266 & NXUK251430) to Swanwick are being held up by the power issues at site ECRs: Air23-1101-EAD. Air23-1104-BWAK. Air24-0028-BWAK. If BWAK is not operational by Mar 25, the costs to MOD for line rental are expected to be extortionate. Table 1 item 1 dated 10 Oct 23 refers.	Configuration/ Uncontrolled Change	Expedite resolution for the power- understood to be due to contractual issue).	JSP 604 Lft 4800 Ch 4	

**Annex B to
Air SCIDA/005/124
Dated 11 Oct 24**

Manston -HRDF SCIDA Audit - outstanding actions

Table 1 – outstanding actions (further action required)

Original Report Ref		Location	Issue	Type & Risk	Action required	Reference	Stn Record of Action
Date	Item						
10 Oct 23	1	HRDF	Due to a power fault, the building is currently running on generators. Contractual and financial issues have resulted in a significant delay in providing a permanent solution. It is understood that the airfield is planned to be operational circa 2028. The HRDF will infringe the runway and will need to be relocated.	Availability L/S = 4/2	A programme to replace the HRDF system across the fleet has recently commenced; it is recommended that the Manston HRDF replacement is prioritised. The new Hasys HRDF has different site restriction requirements to the existing installation, this must be taken into consideration for both present and future siting decisions.	Aquila Phase 1 A- Manston HRDF Relocation Feasibility Study Report 28/06/19. JSP 604 Pt 2 Lflt 3032 Ch 6 Annex O	Local Power is GFX AST to remediate. Aquila are reliant on a suitable stable supply to the point of demarcation that is defined in contract the output of the final DB protective devices or rotary /spur. AST should coordinate with Aquila HRDF engineering specialist to determine HRDF replacement programme. NFA by Aquila.

Original Report Ref		Location	Issue	Type & Risk	Action required	Reference	Stn Record of Action
Date	Item						
10 Oct 23	3	HRDF	The earth to the Surge Arrestor Bracket (SAB) looks to be of insufficient size with no earth present linking the 2 SABs.	Availability L/S = 2/2	Aquila: Arrange for correctly sized earthing to be fitted with both SABs earthed.	Aquila Surge Protection Policy Iss 1 03/11/2016	The Aquila surge protection policy applies to the point of demarcation of an existing system namely surge protection from the SAB/other comprising typically scope installing protection devices catridges etc. The earth tape looks to b is a 24x 3mm SAB earth tape that is normally terminated to a common point outside of the building to an existing LPS tape. The earth /lps AST to remediate. NFA by Aquila
10 Oct 23	4	HRDF	Cable entry point is not sealed against potential ingress of rodents.	Availability L/S = 3/2	AST: Arrange for entry point to be sealed.	JSP 604 Lflt 4800 Ch 11	GFX Site is responsible for the building and local environment. Possible following fibre replacement Aquila have not carried out fibre installs this appears to be a local site issue Aquila to support on request requires DT/NC site to resolve. NFA by Aquila

**Table 2 – outstanding items
(accepted, no further action planned)**

Original Report Ref		Location	Issue	Type & Risk	Action required	Reference	Accepted/Risk Managed details
Date	Item						
Aug 22	1	HRDF	Redundant feeder cables.	Fire Safety – L/S = 3/2	Remove redundant cables	JSP 604 Lft 4800 Ch 5	Due to potential equipment/building upgrade- SCIDA agree NFA.
10 Oct 23	6	HRDF	The cabinet is less than 1200 mm from the wall. Access is not restricted.	Environment/Access	NFA, FIO. The HRDF is to be replaced under an upgrade program. If building is reused the new cabinet is to be suitably positioned.	JSP 604 Lft 4800 Ch 6	Legacy observation- FIO NFA- SCIDA.

**Annex C to
Air SCIDA/005/124
Dated 11 Oct 24**

Manston -HRDF SCIDA Audit - photograph evidence



Image A – Overgrown Vegetation

**Annex D to
Air SCIDA/005/124
Dated 11 Oct 24**

Air SCIDA Risk Matrix (AP8000 Aligned)

Safety (RtL) and Environmental Impact considerations. As defined in AP 8000, Part 1, Chapter 3.1 - Safety Risk Management & Management of Safety. (Air SCIDA do not include Trivial (Severity (1)) or Rare (Likelihood (1)) in their assessments)					Minor	Major	Critical	Catastrophic
					Minor	Serious	Major	Fatality
					Reportable Injury/Injuries to any one person. Non-RIDDOR Reportable Injury/Injuries to multiple persons.	RIDDOR Specified Injury/Injuries to any one person. Life-changing Injury/Injuries to any one person. Long-term Major Illness/Disease to any one person. RIDDOR Reportable Injury/Injuries to multiple persons	1-2 fatalities of MOD Employees (including contractors engaged in MOD-supervised activity). RIDDOR Specified Injury/Injuries to multiple persons Life-changing Injury/Injuries to multiple persons.	One fatality of a member of the public. 3 or more fatalities of MOD Employees (including contractors engaged in MOD-supervised activity).
					2	3	4	5
Likelihood (L)	Frequent	Likely to occur at least several times a year	Certain	5	Medium	High	Very High	Very High
	Occasional	Likely to occur one or more times per year	Likely	4	Low	Medium	High	Very High
	Remote	Likely to occur one or more times in 10 years	Possible	3	Low	Low	Medium	High
	Improbable	Unlikely to occur in 10 years	Unlikely	2	Low	Low	Low	Medium
Very High		Rigorous scrutiny of control measures required to ensure ALARP, improve control measures where possible; consider stopping work unless continuation is justified as essential to the military context. Conducting activities at this level of risk will require formal consideration and acknowledgement from the appropriate Duty Holder, Commander, Head of Establishment or nominated Responsible Person who is charged with Risk Ownership.						
High		Rigorous scrutiny of control measures required to ensure ALARP, improve control measures where possible; consider stopping work unless continuation is justified as essential to the military context. Conducting activities at this level of risk will require formal consideration and acknowledgement from the appropriate Duty Holder, Commander, Head of Establishment or nominated Responsible Person who is charged with Risk Ownership.						
Medium		Review control measures and improve if reasonably practicable to do so, consider alternative ways of working. Consider informing command chains of any changes and requesting additional resource/levers/authority to apply additional controls that may reduce the residual risk further.						
Low		Maintain control measures and review regularly or if there are any changes that may impact either Severity or Likelihood.						



Appendix C – Emails "Re HRDF Failure – Manston Airport" – April 2023

From: [REDACTED]
Sent: Monday, April 24, 2023 1:20 PM
To: [REDACTED]
Subject: RE: HRDF failure - Manston Airport 17/04/2023

[REDACTED]

I'm going to assume that question wasn't directed at me as I am really not qualified to answer it! If there's any implication to the end user as a result of whatever choice is made then I will however become interested in short order...

[REDACTED]

[REDACTED] | Intelligent Customer/Projects/Airspace | 78 Sqn/Swanwick Mil |
Sopwith Way, SOUTHAMPTON, SO31 7AY | DFTS [REDACTED]
[REDACTED]

NATS Internal

From: [REDACTED]
Sent: 24 April 2023 09:59

[REDACTED]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi all,

The engineer has now replaced the blown fuse inside the substation compound.

The isolator in the HRDF is open, will this need an engineer to attend site and reinstate the power or are you happy for me to close the isolator? Assume the system will boot automatically on power up?

[REDACTED] | General Manager – RSP Manston
RiverOak Strategic Partners Limited | 30 Orange Street | London | WC2H 7HF
Manston Airport | Manston Road | Manston | Ramsgate | Kent | CT12 5BL
Email. [REDACTED]
Mobile. [REDACTED]
[REDACTED]



Be green, leave it on the screen.

From: [REDACTED]
Sent: Monday, April 17, 2023 4:15 PM
To: [REDACTED]

Subject: RE: HRDF failure - Manston Airport 17/04/2023

Engineer expected onsite Friday afternoon, if not then Saturday morning.

[REDACTED] | General Manager – RSP Manston
RiverOak Strategic Partners Limited | 30 Orange Street | London | WC2H 7HF
Manston Airport | Manston Road | Manston | Ramsgate | Kent | CT12 5BL
Email. [REDACTED]
Mobile. [REDACTED]
Web. [REDACTED]



Be green, leave it on the screen.

CN2Y [REDACTED]
{Syü azyRl-ë !LJUXf MTΣ HΛHO HΥMT t a
¢2Y [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

Subject: RE: HRDF failure - Manston Airport 17/04/2023

[REDACTED]

As the end-user representative I am content that the work is relatively non-urgent (it's been down since the 6th April already) and if there are additional costs incurred as a consequence of an emergency call out which can be defrayed by a short delay then let's go with the short delay. That's on the basis that you will be able to have it looked at by the end of the week anyway!

Let me know if anything changes.

[REDACTED]

[REDACTED] | Intelligent Customer/Projects/Airspace | 78 Sqn/Swanwick Mil |
Sopwith Way, SOUTHAMPTON, SO31 7AY | [REDACTED] | [REDACTED] Email: (MOD)
[REDACTED]

NATS Internal

From: [REDACTED]
Sent: 17 April 2023 14:05
To: [REDACTED]

Subject: [EXTERNAL] HRDF failure - Manston Airport 17/04/2023
Importance: High

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi all,

I've had a visit from Aquila this afternoon for power issues with the HRDF at Manston.

Seems there is no power getting to the unit, like the event last year so I suspect a fuse has blown in the substation that supplies power.

Our HV engineer investigated a similar issue previously and seems the supply cable runs from our substation at 50mm and enters the HRDF unit at 25mm. Along the supply run it is expected an underground joint is made where the cable size changes, and this joint is failing causing a power issue.

I have this afternoon spoken to our engineer who can attend this evening to investigate, there will be higher costs attached for an emergency call out, if the fault lies within MOD infrastructure costs will be passed for recharge back to RSP Manston Airport.

ϕKŜ ! ljdztfl· ŠyŹlyŜŜNă ū2Ŕl·è äŜŜY ū2 ūKlyl ūKŜ dzyλŭ Kl·ă ôŜŜy 2ŦŦ Ŧ2ŦŦ ä2YŜ ūλYŜ K l 2Ŧ dznŹŹŹŹ Ŧ2 Ŧ2dz yŜŜŦ l· ŦλÈ Ŧ2ŦŦ ūKλă K / l·yλŭ Ŧ l·λŭ ū2Ŧ l·NŦă ūKŜ ŠyŦ 2Ŧ ūKλă ŦŜŜŦ 2Ŧ Ŧ2dzŦŦ Ŧ2dz LŦŦŦŦŦŦ l· Ŧl·ŦŦ 2dzŭ ū2Ŧl·è K

Please let me know ASAP how you would like the issue addressed ?

Thanks,

██████e | General Manager – RSP Manston
RiverOak Strategic Partners Limited | 30 Orange Street | London | WC2H 7HF
Manston Airport | Manston Road | Manston | Ramsgate | Kent | CT12 5BL
Email: ██████████
Mobile: ██████████
Web: ██████████



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Appendix D – Email "RE_DRFD Building RAF Manston (reference MXBT242189)" – July 2023

From: [REDACTED]
Sent: Tuesday, July 18, 2023 10:32 AM
To: [REDACTED]
Subject: RE: DRDF Building, RAF Manston (reference MXBT242189)

Hi [REDACTED]

I have yet to see any RAMS, competencies, and insurances from MOD or Openreach to be signed off as adequate before works starts.

However, bear in mind there is an issue with the HRDF unit at present. A serious electrical fault was identified and therefore the electricity feed to HRDF has been disconnected from mains supply.

Currently the unit is running on generated power, which is not ideal, we will await rectification of the electrical fault before proceeding with any further works.

[REDACTED] **General Manager – RSP Manston**
RiverOak Strategic Partners Limited | 30 Orange Street | London | WC2H 7HF
Manston Airport | Manston Road | Manston | Ramsgate | Kent | CT12 5BL
Email: [REDACTED]
Mobil: [REDACTED]
Web: [REDACTED]



Be green, leave it on the screen.



Appendix E – Email "RE Manston Works" – September 2023

From: [REDACTED]
Sent: 26 September 2023 10:17
To: [REDACTED]
Cc: [REDACTED] Air-2GpBMFHQ-Eng ATM FS1)
Subject: RE: Manston Works
Attachments: Quote QU00131.pdf; Quote QU00132.pdf
Importance: High

Hi all,

I have attached the quotes for the HV repair to the Manston HRDF.

Two options.

One : Dig from the HRDF back towards the sub station looking for a fault along the existing line, repair and assume there is no other fault.

Two : Install a new cable direct from the sub station to the HRDF unit.

You can agree to appoint this contractor to carry out the works, or if you prefer to appoint your own contractor. Let me know your preferred option.

If you need anything else from me let me know.

[REDACTED] e | General Manager – RSP Manston
RiverOak Strategic Partners Limited | 30 Orange Street | London | WC2H 7HF
Manston Airport | Manston Road | Manston | Ramsgate | Kent | CT12 5BL
Email. [REDACTED]
Mobile. [REDACTED]
[REDACTED]

RSP

Be green, leave it on the screen.





**Appendix F – Email "RE 20240425-Manston – HRDF – Openreach Survey Visit Request –
Wednesday 1st May 2024-O" – April 2024**

From: [REDACTED]

Sent: Friday, May 3, 2024 10:12 AM

To: [REDACTED]

Subject: RE: 20240425-Manston_HRDF-Openreach Survey Visit Request-Wednesday 1st May 2024-O

Hi [REDACTED],

I met with [REDACTED] from Openreach Wednesday, there was no need to carry out a physical soft survey for any fault as it was explained to me this is to do with the install of that fibre line we have discussed before.

The survey [REDACTED] was here to carry out is the same as happened before with no changes.

On that note, we agreed that the electrical fault supplying the HRDF was to be corrected before any fibre line was installed.

As a pusher for greener aviation and airports we don't want a generator running 24/7 to feed your infrastructure.

The costs to fault find and repair, or run a new line from Substation "M" to the HRDF were presented to DIO and DD last year and I've had no response regarding an electrical repair since.

Thanks,

[REDACTED] | General Manager – RSP Manston
RiverOak Strategic Partners Limited | 30 Orange Street | London | WC2H 7HF
Manston Airport | Manston Road | Manston | Ramsgate | Kent | CT12 5BL
Email: [REDACTED]
Mobile: [REDACTED]
Web: [REDACTED]



Be green, leave it on the screen.



From: [REDACTED]
Sent: Monday, April 29, 2024 11:33 AM
To: [REDACTED]
Subject: RE: 20240425-Manston_HRDF-Openreach Survey Visit Request-Wednesday 1st May 2024-O

Hi [REDACTED]

Many thanks for your quick response.
With your kind assistance, if we get through the non-intrusive Survey on Wednesday to find out exactly where the problem is located, I feel sure we can find best way forward between us to safely find the right resolve.

VMT
Kind Regards

[REDACTED]
| Facilities Manager |
| SE Region & PFIs Defence Infrastructure Organisation |
| SDA 26 | RASC Lines | Shorncliffe | Folkestone | Kent |
| CT20 3EZ |

Mil Tel [REDACTED]

Mobile [REDACTED]



From: [REDACTED]
Sent: 29 April 2024 10:21
To: [REDACTED]

Cc: [REDACTED]
Subject: RE: 20240425-Manston_HRDF-Openreach Survey Visit Request-Wednesday 1st May 2024-O

Hi [REDACTED]

As before, excavation works will need to be looked at by our project engineers at RPS.

Can you please send me full details of the intrusive works you wish to carry out, plans, RAMS, insurances, competences etc. before this type of work if needed.

I will then forward on RPS.

From a non-intrusive perspective, surveying for fault location that's fine, in the diary for Wednesday. I will be onsite between 09:00 – 17:00.

Thanks,

[REDACTED] ke | General Manager – RSP Manston
RiverOak Strategic Partners Limited | 30 Orange Street | London | WC2H 7HF
Manston Airport | Manston Road | Manston | Ramsgate | Kent | CT12 5BL
Email. [REDACTED]
Web. [REDACTED]

RSP

Be green, leave it on the screen.



From: [REDACTED]
Sent: Thursday, April 25, 2024 6:31 PM
To: [REDACTED]
Cc: [REDACTED]
[REDACTED] Openreach Survey Visit Request-Wednesday 1st May 2024-O

Hi [REDACTED]

I hope all is well.

On behalf of Defence Digital, we would be very appreciative if arrangements could be made for an Openreach Surveyor to visit Manston Airport, next Wednesday 1st May.

[REDACTED] (SC Security Cleared)

As unfortunately , Defence Digital believe there is an underground communication cable fault causing NATS some issues. Next weeks proposed visit is to carry out a non-intrusive fault-finding survey, between the pits and ducts that run from MT across to HRDF. At some stage once the fault location has been established, we may need to dig down on to it, to affect a repair. However, should this be necessary, we would come back to you with further details, under separate arrangement.

Most grateful for your thoughts and support.

VMT

Kind Regards

[Redacted]

| Facilities Manager |
| SE Region & PFIs Defence Infrastructure Organisation |
| SDA 26 | RASC Lines | Shorncliffe | Folkestone | Kent |
| CT20 3EZ |

Mil Tel

[Redacted]

Mobile

[Redacted]

Email:

[Redacted]



Defence Infrastructure Organisation



Appendix G - "RE: MOD Manston (Site 124)" – January 2025

From: [REDACTED]
Sent: 20 January 2025 11:35
To: [REDACTED]
Cc: [REDACTED];
Subject: RE: MOD Manston (Site 124)

Hi [REDACTED]

Airport directors and I are meeting with Sqn Ldr [REDACTED] of Air Command Tuesday 4th February to discuss a plan for the relocation of the HRDF at Manston.

Relocation point is favoured for best coverage utilising an existing microwave tower on crown land at the former Defence Fire Training Establishment RAF Manston, as identified in the 2019 Aquila report.

The current RDF equipment is still being powered by generator, I wouldn't know if the unit is "on air" or if the copper infrastructure is functioning correctly at this time.

Its not for me to make decisions regarding the HRDF, so I can't advise about maintenance requirements.

The co [REDACTED] project for the Manston Airport cargo hub is expected to begin first quarter of 2026 so HRDF relocation needs to be complete before this time.

Thanks,

[REDACTED] | [General Manager – RSP Manston](#)
[RiverOak Strategic Partners Limited](#) | 30 Orange Street | London | WC2H 7HF
[Manston Airport](#) | Manston Road | Manston | Ramsgate | Kent | CT12 5BL
[Email.](#) [REDACTED]
[Web.](#) [REDACTED]



Be green, leave it on the screen.



From: [REDACTED]
Sent: 20 January 2025 08:58
To: [REDACTED]

Subject: RE: MOD Manston (Site 124)

All,

Apologies for the scattergun approach,

I have picked up in conversation that the Manston HRDF will be decommissioned and replaced by the new Haysys HRDF somewhere else on site (as agreed with Osprey?).

Would appreciate clarification on this and guidance:

Is the equipment on air- ie generator still going and x-site copper connectivity functioning?

Should the BWAK fibre replacement of x-site copper task be cancelled?

SCIDA and Aquila Infra are scheduled to be on site 1st week of Feb to complete 5Y electrical test/audit of HRDF- should this carry on?

Is there a firm plan for future use of the site?

Many thanks.

Kind Regards

[REDACTED]
Air SCIDA Project Marshall Engineer

O
M
E

Akkodis Technical Direction | IT, Digital & Engineering
Air SCIDA, Nimrod Building, 3 Site, RAF High Wycombe, Walters Ash, High Wycombe, Bucks, HP14 4UE

AKKODIS



EMPLOYER RECOGNITION SCHEME

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Air SCIDA Customer Satisfaction Survey – [REDACTED]

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From: [REDACTED]
Sent: Friday, January 17, 2025 2:11 PM
To: RAF Digital-SCIDA-GpAdminGMB (MULTIUSER) <RAFDigital-SCIDA-GpAdminGMB@mod.gov.uk>; [REDACTED]
[REDACTED] RAF Digital-SCIDA-SpecProj2 [REDACTED]
Subject: FW: MOD Manston (Site 124)

Hi Ladies,

Can you please pop this email into the folders for

Air/23/1104

Air/24/0028

I am awaiting a cancellation request for this task.

The connectivity for the HRDF is currently not working. A fibre needs to be laid to fix the issue.

Please mark both tasks as delayed with possible cancellation.

I have set a six month alert to chase again.

[REDACTED] – who do I need to talk to?

Kind Regards



CQI

Air SCIDA Quality Assurance Manager



Akkodis Technical Direction | IT, Digital & Engineering

Air SCIDA, Nimrod Building, 3 Site, RAF High Wycombe, Walters Ash, High Wycombe, Bucks, HP14 4UE



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Air SCIDA Customer Satisfaction Survey – [REDACTED]

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From: [REDACTED]

Sent: Friday, January 17, 2025 10:27 AM

To: [REDACTED]

Subject: MOD Manston

Good morning [REDACTED]

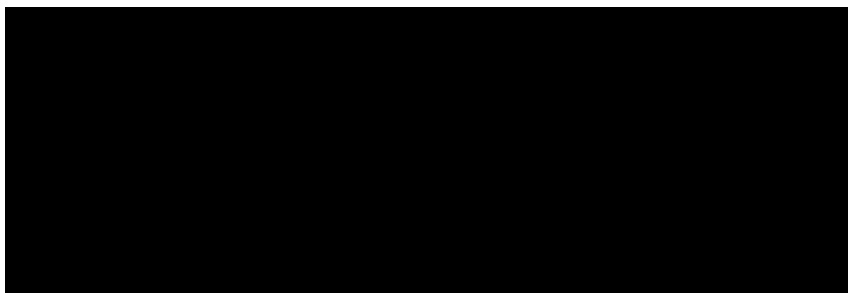
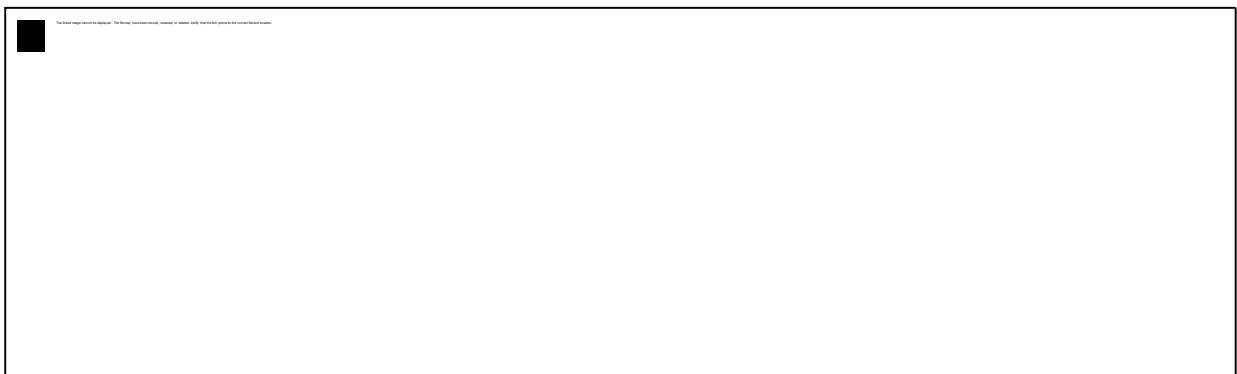
Hope you are well, I am contacting you regarding BWAK Manston to provide an update from [REDACTED]
[REDACTED] Please contact myself and [REDACTED] (cc'd) going forward for this project 😊

The latest update we have for Manston is that this site is currently on hold pending out of scope. I have copied in [REDACTED] from BT who will be able to provide further clarification on this site and can provide a contact for Empowered.

Kind regards,

[REDACTED]

Business & Projects Co-ordinator





Appendix H - RE: Manston Update – March 2025

To: [REDACTED]

Subject: Manston Update

Hi [REDACTED]

I hope you are well and all the below is the world according to me!

The wheels are still turning slowly with the HRDF, I think we have killed off the idea of BT repairing the line, citing that it is broken in numerous places and would require fairly big ground works to trace all the faults and fix. The Delivery Team are going to be asked to look at the feasibility of putting a microwave link in as a temporary measure to restore the service, however it is not clear as to how much this would cost and if it would need to go through an approvals process from the Regulators. Swingate still seems like the only viable option for the relocation currently, although the Duke of York's School might also be viable, both need a suitability study and I'm still scouring around Kent to find other sites. For the last suitability study, did RSP approach Aquila directly?

I asked SCIDA about the compound below:



It is not one that they look after, therefore I'm still trying to find out who it may belong to. I asked Defence Digital about cable/services plans for the airfield, again they do not have any now, although they think BT has a decent set, but you would have to apply directly to them to get anything, apparently they do not even share them with us, citing 'confidentiality', which seems a bit bizarre to me.

The relocation of the HRDF will be a topic of discussion at the Marshall Programme Board next month, I have the users of the service primed to push for a swift move, they are also the ones that have raised the microwave option. Personally I'd like it to be too expensive, forcing a move to be accelerated as I know if it was working, the pressure to find an alternative location may be reduced due to other priorities in the Programme.

I'll keep you posted as/when anything changes!

Kind Regards,

[REDACTED]

[REDACTED] | Pg MARSHALL Obsolescence and Security | Rm 2S01, Spitfire Building | HQ AIR Command
| Walters Ash | Buckinghamshire | HP14 4UE | Phone: [REDACTED] or [Click Here](#) | Mobile: [REDACTED]



Appendix I - "Re State of Play at Manston" – April 2021

From: [REDACTED]

Sent: 12 April 2021 16:34

To: [REDACTED]

Subject: FW: State of play at Manston?

Sorry guys, forgot to include you in the email to NATS notifying the HRDF safeguarding zone has now been restored.

Thanks for your help.

Thanks,

[REDACTED]

Head of Operations.

Stone Hill Park.

T: [REDACTED]

E: [REDACTED]

A: Stone Hill Park, Manston Road, Ramsgate, Kent, CT12 5BL

From: [REDACTED]

[REDACTED] 16:32

To: [REDACTED]

Subject: RE: State of play at Manston?

Hi both,

The safeguarding for the HRDF at Manston has now been restored.

I called D&D a few minutes ago to advise that the RDF safeguarding zone is now clear of obstacles and equipment.

Thanks,

[REDACTED]

Head of Operations.

Stone Hill Park.

T: [REDACTED]

E: [REDACTED]

A: Stone Hill Park, Manston Road, Ramsgate, Kent, CT12 5BL

From: [REDACTED]

Sent: 09 April 2021 21:36

To: [REDACTED]

Subject: Re: State of play at Manston?

Hi [REDACTED]

Fantastic, thank you. If it's back in service a bit later then we can live with that. We haven't had it since Christmas. Enjoy your weekend.

Many thanks,

[REDACTED]

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From: [REDACTED]
Sent: Friday, April 9, 2021 3:15:13 PM
To: [REDACTED]
Subject: RE: State of play at Manston?

Hi [REDACTED]

The plan is my team are going to start the clearing of the 250m around the RDF over the weekend, when I come in Monday morning I will check the progress and advise once I'm happy all the equipment has been cleared from the safeguarding zone.

However, it maybe later Monday afternoon before all of the infrastructure is completely removed as we need lifting equipment, I won't know until Monday but will advise once complete.

Thanks,
[REDACTED].
Head of Operations.
Stone Hill Park.

T: [REDACTED]
E: [REDACTED]
A: Stone Hill Park, Manston Road, Ramsgate, Kent, CT12 5BL

From: [REDACTED]
Sent: 09 April 2021 09:03
To: [REDACTED]
Subject: Re: State of play at Manston?

Good morning [REDACTED]

Hope you had a good Easter. How are the preparations for bringing RDF Manston back into service going?

Kind regards,

[REDACTED]



[REDACTED]
Systems Engineer

AutoT | CDCE | AWDS | WDS | IRVR

M: [REDACTED]
[REDACTED]

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
[REDACTED]



From: [REDACTED]
Sent: 30 March 2021 16:22
To: [REDACTED]
Subject: RE: State of play at Manston?

Hi [REDACTED]

Hope all is well ?

A quick heads up on intentions, all going well we are looking to suspend HGV processing onsite from the 11th April and place site into a standby state ready to reopen the gates at short notice should there be any disruption across the channel affecting the UK road haulage network.

We will be aiming to remove all equipment within a 250 meter radius of the RDF unit for handing back to you so to reinstate full operation on or just after the 11th April (dependant how we go with removing equipment).

I will advise when the safeguarding requirements of the unit have been met and is ready to be handed back into your control.

Will be in touch, any problems or questions let me know.

Thanks,
[REDACTED]
Head of Operations.
Stone Hill Park.

T: [REDACTED]
E: [REDACTED]
[REDACTED], Kent, CT12 5BL

From: [REDACTED]
Sent: 23 February 2021 16:08
To: [REDACTED]
Subject: RE: State of play at Manston?

Thanks [REDACTED] – sorry for bugging you!

[REDACTED]

[REDACTED] Intelligent Customer | RAF(U) Swanwick | Sopwith Way, SOUTHAMPTON, SO31 7AY |
DFTS: 95586 2217 | PSTN: 01489 612217 Email: (MOD) [REDACTED] (NATSNet)

[REDACTED]

From: [REDACTED]
Sent: 23 February 2021 15:55
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: State of play at Manston?

Hi [REDACTED]

The site is still very much in full operation as a truck park, HGV Covid testing and border ready processing facility.

The DfT have a contract with Stone Hill Park up to 30th June, not sure as yet whether there will be an ongoing operational requirement up to this date exactly but worth bearing in mind.

If anything changes between now and end of June I will let you know.

Thanks,
[REDACTED]
Head of Operations.
Stone Hill Park.

T: [REDACTED]
E: [REDACTED]
A: Stone Hill Park, Manston Road, Ramsgate, Kent, CT12 5BL

[REDACTED]
Sent: 23 February 2021 14:54
To: [REDACTED] >
Cc: [REDACTED]
Subject: State of play at Manston?

[REDACTED]

It's been quite a while and I've heard nothing about Manston reopening its DRDF facility. Has the work there finished? Is it still ongoing? Is the lorry park still being utilised?

Ultimately if there is still work going on, is there any timeline you could give us about when the DRDF could come back online?

Many thanks,

[REDACTED]

[REDACTED] | Flt Lt | Intelligent Customer | RAF(U) Swanwick | Sopwith Way, SOUTHAMPTON, SO31 7AY |
DFTS: 95586 2217 | PSTN: 01489 612217 Email: (MOD) [REDACTED] | (NATSNet)

[REDACTED]

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From: [REDACTED]

Sent: Wednesday, August 26, 2026 14:47

To: [REDACTED]; TRANSPORTINFRASTRUCTURE; [REDACTED]
[REDACTED]

Subject: Fw: The Manston Airport Development Consent Order 2022 - Non-Material Change Application - Applicant's response to Request for Information [TLT-TLT.FID11221139]

Dear [REDACTED]

I hope you are well.

Please find attached the Applicant's response to the request for information dated 11 August 2026 in relation to the above-named application.

As you will see, we have addressed the matters raised in the request for information and have also provided comments on the consultation responses received more generally. We received notice from the MoD at 16:20 this afternoon that it has withdrawn its objection to the proposed amendment to Requirement 24 of the DCO, which is welcomed by the Applicant. We have noted this development in the attached response. However, as the Applicant had already finalised its response and there remain outstanding objections to the amendment, including from NATS, and it is unclear whether those objections will be withdrawn following the MoD's change in position, the Applicant has retained its justification for the proposed amendment to Requirement 24 within the letter.

We note that the response appends a number of emails exchanged between the Applicant and the MoD. We expect that these may need to be redacted prior to publication on the Planning Inspectorate's website. We understand that the Planning Inspectorate will ordinarily redact documents as necessary, but we would be happy to provide a redacted version for publication if that would be helpful.

Finally, we have been informed by the company responsible for the distribution of the Application Consultation Letters that it has received notice that a small number of additional consultation letters have been returned as undeliverable. You may recall that a number of consultation letters were previously returned undelivered, following which the Applicant re-issued those letters and extended the consultation period accordingly. Some of the latest returns relate to addresses to which replacement consultation letters had already been sent, whilst others represent the first notification that the original correspondence was undeliverable. Given the steps already taken by the Applicant to identify and re-contact affected recipients, together with the passage of time since the consultation was undertaken and the submission of the application, it is the Applicant's view that it has made reasonable endeavours to ensure that all relevant parties have been consulted on the Application. In the circumstances, the Applicant does not currently propose to undertake a further exercise to re-issue consultation letters to addresses from which correspondence has subsequently been returned. We would be grateful if you could confirm that this approach is acceptable.

Should you require any further information in relation to the Application, please do not hesitate to contact us.

Kind regards,

[REDACTED]

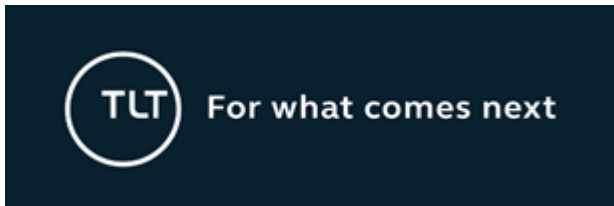
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