

MANSTON AIRPORT DEVELOPMENT CONSENT ORDER 2022

APPLICATION FOR A NON-MATERIAL CHANGE (MARCH 2025)

SUPPORTING STATEMENT

1 Introduction

- 1.1 This statement is made in support of the application by RiverOak Strategic Partners Limited (the Applicant) for a non-material change to the Manston Airport Development Consent Order 2022 (DCO). The application is made pursuant to Schedule 6 of the Planning Act 2008 and Part 1 of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011, as amended (2011 Regulations).

2 Background

- 2.1 In August 2022, the Secretary of State for Transport made the DCO authorising the reopening and redevelopment of Manston Airport into a dedicated air freight facility able to handle at least 10,000 air cargo movements per year, whilst also offering passenger, executive travel, and aircraft engineering services. The DCO came into force on 8 September 2022.
- 2.2 On 22 September 2023, the Secretary of State for Transport made The Manston Airport Development Consent (Amendment) Order 2023 (the 2023 Amendment Order) which amended the security figure in Article 9(1)(a) and corrected a drafting error in Article 21(3).
- 2.3 The Applicant is now seeking a further non-material amendment to Article 21(3) of the DCO. Article 21 (Time limit for exercise of authority to acquire land compulsorily) sets a time limit of one year from the expiry of legal challenge for the Applicant to serve a notice to treat, execute a general vesting declaration, or serve a temporary possession notice (under Article 29).
- 2.4 Following the making of the DCO in August 2022, the DCO was subject to an unsuccessful legal challenge. The Applicant considers that the challenge period expired on 21 May 2024, being the date of final judgment in the Court of Appeal. In light of the unsuccessful legal challenge, the time limit for the purposes of Article 21 expires on 20 May 2025.
- 2.5 The Applicant has owned Manston Airport since 2019 following a voluntary agreement with the previous owner. This acquisition occurred by agreement shortly before to the close of the examination period for the DCO. However, there remain small areas of land subject to both temporary and/or permanent acquisition that the Applicant is not yet in a position to implement (for the reasons set out in section 3).

3 Amendment and Justification

3.1 The Application comprises one amendment to the DCO as follows:

3.1.1 a non-material change to Article 21(3) to amend the time limit for exercising compulsory acquisition (and temporary possession) powers from “one calendar year” to “five calendar years” after the DCO comes into force or the outcome of any challenge. As set out above, the DCO was subject to an unsuccessful challenge which expired on 21 May 2024. The amendment would result in a new time limit expiring on 20 May 2029.

3.2 The non-material amendment is required by the Applicant as a result of several factors. During the examination process, the Applicant agreed to reduce the time limit for powers to one year, despite five years being well precedented. This was to alleviate the concerns of the main landowner and objector to the DCO. The Applicant subsequently entered into an agreement with this party and acquired the airport prior to the close of examination thereby removing the justification for the original shortened period. However, the DCO still requires that all powers are exercised within one year, which poses practical issues for the Applicant. These are set out below with reference to temporary and permanent powers.

3.3 Virtually every recent DCO has a five-year period for exercising powers of compulsory acquisition, so this amendment merely brings the Manston Airport DCO into line with the established precedent.

Temporary Powers

3.4 The DCO includes temporary possession powers over highway land (Spitfire Way and Manston Road) in order to carry out highway improvements. These powers are set out in Schedule 8 to the DCO and are summarised below at Table 1 with reference to plot, description and work number.

3.5 The Applicant is seeking discussions with the local highway authority (Kent County Council) on highway works. The Applicant has held discussions on highway works with neighbouring land owners who themselves have had direct conversations with the local highway authority. The Applicant is hopeful that further progress can be made but it does not expect to agree a highway works programme before the expiry of powers. The Applicant only has until 20 May 2025 to either reach an agreement on all highway works for the Authorised Development or to exercise temporary possession powers. While the Applicant is able and prepared to issue temporary possession notices, it seems premature given that discussions are ongoing with affected parties and that the Applicant’s detailed design process is ongoing. Not least, this would involve taking possession of the highway when no works were yet ready to be carried out.

3.6 The Applicant is not required to carry out any highway works by 20 May 2025, but the only way to secure its ability to carry out those works under the DCO is by serving notices and taking possession. Serving temporary possession notices over this land would therefore only frustrate the development process and potentially use of the highway, forcing the Applicant to take possession of parts of the highway it does not yet require. The Applicant therefore seeks an extension to the time limit for exercising powers, allowing discussions with the relevant highway authority to progress.

Table 1 - Temporary Possession Plots

Plot Reference Number shown on Land Plans and description	Relevant part of the authorised development
018 <i>15711 square metres</i> <i>Public road and verges</i> <i>(Spitfire Way, B2190)</i>	<ul style="list-style-type: none"> • Work No.25 — Public highway works to construct a new airport access. • Work No.26 — Public highway works to junction of B2190 and B2050. • Work No.28 — Public highway upgrade to B2190. • Work No.30 — Public highway upgrade to B2190.
018a <i>107 square metres</i> <i>Land and footpath (Spitfire Way)</i>	<ul style="list-style-type: none"> • Work No.26 — Public highway works to junction of B2190 and B2050. • Work No.30 — Public highway upgrade to B2190.
018b <i>29 square metres</i> <i>Land and hard standing</i> <i>(Spitfire Way)</i>	<ul style="list-style-type: none"> • Work No.26 — Public highway works to junction of B2190 and B2050.
042a <i>46 square metres</i> <i>Public footpath and verge</i> <i>(Manston road)</i>	<ul style="list-style-type: none"> • Work No.26 — Public highway works to junction of B2190 and B2050.
044 <i>574 square metres</i> <i>Public road and verges</i> <i>(Manston Road, B2050)</i>	<ul style="list-style-type: none"> • Work No.26 — Public highway works to junction of B2190 and B2050.
045a <i>144 square metres</i> <i>Public road, footpath and verges (off Manston Road)</i>	<ul style="list-style-type: none"> • Work No.26 — Public highway works to junction of B2190 and B2050.
045 <i>9283 square metres</i> <i>Public road and verges</i> <i>(Manston Road, B2050)</i>	<ul style="list-style-type: none"> • Work No.26 — Public highway works to junction of B2190 and B2050. • Work No.29 — Public highway upgrade to Manston Road. • Work No.31 — Public highway upgrade to Manston Road. • Work No.32 — Public highway works at new airport-related business park entrance on Manston Road.

Permanent acquisition

- 3.7 As set out above, the Applicant voluntarily reduced the time limit for acquisition of land during the DCO examination process. However, this unprecedented amendment was made to alleviate the concerns of the former owner of Manston Airport. The Applicant subsequently acquired the whole of Manston Airport and had there been time in the examination process, the Applicant likely would have reinstated the precedent time limit of five years.
- 3.8 Under Article 29(a)(ii) of the DCO, the Applicant is authorised to take temporary possession of any part of the Order land (and equally under Article 22(1) the Applicant may take rights in lieu of permanent land). This key provision allows DCO promoters to enter land for works prior to acquiring the land permanently. This provides an additional opportunity to reduce the extent of permanent acquisition. This power is included within DCOs as standard practice, in line with the relevant guidance which states that “*the land to be taken is no more than is reasonably necessary ... and that is proportionate*”¹.
- 3.9 The Applicant’s detailed design is ongoing and its exact land requirements within each plot may therefore change. Landowners would be at a disadvantage if, as a result of an expiring time limit and a delay to the Applicant’s detailed design (as a result of a lengthy legal challenge), the Applicant was forced to permanently acquire all of their interests early. The Applicant’s preferred approach would be to seek temporary powers for its works, and then permanent acquisition (potentially of less land), as per the well precedent approach on other major infrastructure schemes promoted under the Planning Act 2008.
- 3.10 The Applicant now owns the vast majority (around 90%) of the Order land (as defined in the DCO). The scope of the Applicant’s right to acquire land permanently (permanent land and rights) is set out in the Secretary of State’s decision letter on the DCO dated 18 August 2022. The decision letter sets out the plots over which the Applicant has been granted powers. The Applicant notes that the Secretary of State has already reduced the scope of compulsory powers over plots it already owns (and which were Crown land).
- 3.11 Schedule 5 to the DCO sets out land in which only new rights may be acquired (permanently). These rights relate to access, approach lights, and the underground pipeline to Pegwell Bay. Schedule 7 to the DCO sets out plots in which the Applicant may only acquire subsoil and rights in permanently. These plots relate to the pipeline running from the Airport to Pegwell Bay. As detailed design is ongoing, the Applicant does not yet require these rights. The detailed rights that the Applicant would seek would need to be set out in a future general vesting declaration or notice to treat. However, if the Applicant was to exercise these powers prior to 20 May 2025, it would be obliged to seek the widest possible rights. In the Applicant’s view, landowners and the Applicant stand to benefit from an extension to these permanent powers.
- 3.12 In order to alleviate concerns of any landowners subject to the proposed increase in the time limit to exercise powers, should the amendment order be made, the Applicant is prepared to offer indicative “not before” dates confirming that powers will not be exercised for at least one year. It should be noted that a significant number of affected parties have minor interests, such

¹ Planning Act 2008 Guidance related to procedures for the compulsory acquisition of land; September 2013 Department for Communities and Local Government

as half width interests. In accordance with good practice, the Applicant will also keep affected parties up to date on its land acquisition proposals.

- 3.13 Should the Application not be made by the Secretary of State by 20 May 2025, the Applicant will be forced to exercise its powers of compulsory purchase and temporary possession.
- 3.14 In light of the above, the Applicant considers that any proposed increase to the time limit to exercise compulsory or temporary powers would be non-material.

4 Non-Material Change

- 4.1 There is no statutory definition of what constitutes a material or non-material amendment for the purposes of Schedule 6 of the Planning Act 2008 and Part 1 of the 2011 Regulations. However, the Government has issued guidance on this point and this is outlined in the Department for Communities and Local Government “Planning Act 2008: Guidance on Changes to Development Consent Orders” (December 2015) (the DCO Changes Guidance)
- 4.2 Paragraphs 9 – 16 set out the four characteristics which indicate whether a proposed change to a DCO is material or non-material. The following characteristics are stated to indicate that an amendment is more likely to be considered ‘material’:
- 4.2.1 A change should be treated as material if it would require an updated Environmental Statement (from that at the time the original DCO was made) to take account of new, or materially different, likely significant effects on the environment.
- 4.2.2 A change is likely to be material if it would invoke a need for a Habitats Regulations Assessment. Similarly, the need for a new or additional licence in respect of European Protected Species is also likely to be indicative of a material change.
- 4.2.3 A change should be treated as material that would authorise the compulsory acquisition of any land, or an interest in or rights over land that was not authorised through the existing DCO.
- 4.2.4 The potential impact of the proposed changes on local people will also be a consideration in determining whether a change is material.
- 4.3 Each of these is considered in turn below, in light of the change being applied for.
- 4.3.1 Environmental Statement
- (a) Amending the time limit for exercising compulsory acquisition does not give rise to any new environmental effects.
- (b) No updated environmental statement is needed.
- 4.3.2 Habitats Regulations Assessments
- (a) No updated Habitats Regulation Assessment or European Protected Species licence is required as a result of the change being applied for.
- 4.3.3 Compulsory Acquisition of Land
- (a) There is no change in the land, interest in or rights over land being acquired, to that presented in the DCO.
- (b) The extent of land remains the same as shown in the land plans as certified in Schedule 10 of the DCO. The Land Plans remain on the Planning Inspectorate’s website (Examination Library reference: REP11-015).

- (c) The Applicant acknowledges that its non-material amendment increases the length of time landowners are subject to compulsory powers. However, for the reasons set out earlier in this Supporting Statement, the Applicant considers that the effects are non-material. The correction of the drafting error in the previous non-material amendment had the effect of extending the time for compulsory acquisition and was considered to be a non-material change, when it included other changes to the DCO as well. Landowners will benefit from the Applicant concluding its detailed design and the Applicant subsequently acquiring the least amount of land required for the Authorised Development. The Local Authority will also benefit from the Applicant not taking temporary possession over part of its highway network prior to concluding discussions on necessary highway improvements.
- (d) The DCO Changes Guidance makes clear that it does not prescribe the types of change that would be material or non-material, and that decisions depend on the circumstances of the specific case. In the Applicant's view, while it is seeking to extend the time limit for compulsory and temporary powers, doing so offers benefits to affected landowners (above) as well as the local authority and the Applicant.
- (e) The amendment does not prevent landowners from bringing blight claims; none have been received by the Applicant to date.

4.3.4 Impact on local people

- (a) There will be no material change in impact on local people as a result of the proposed changes. The same land will be acquired and the same works will take place at the same time as before.

5 Consultation

5.1 In accordance with regulation 7A of the 2011 Regulations the Applicant must provide the Secretary of State with:

5.1.1 a copy of the notice referred to in regulation 6; and

5.1.2 a statement setting out details of the steps the applicant has taken to comply with the requirements of regulations 6 and 7.

5.2 The notice referred to in regulation 6 is appended to this document at **Appendix 1**. A copy has been provided to the Planning Inspectorate for publication on their Manston Airport project webpage.

5.3 This section sets out details of the steps taken by the Applicant to comply with the requirements of regulations 6 and 7. A consultation and publicity statement including copies of newspaper notices (as published) will be submitted once all newspaper notices have been published.

5.4 The 2011 Regulations set out, in regulations 6 and 7, how a non-material change application is to be published and consulted on. Regulation 6 requires a notice of non-material change application to be published for two consecutive weeks in one or more local newspapers and in any other publication necessary to ensure that notice of the application is given in the vicinity of the land. The Regulation 6 Notice will be published in the following newspapers on the following days:

5.4.1 East Kent Mercury Series: **Thursday 20 March and Thursday 27 March 2025**

(a) East Kent Mercury (Deal and Sandwich)

(b) Dover Mercury

5.4.2 Kentish Gazette Series: **Thursday 20 March and Thursday 27 March 2025**

(a) Kentish Gazette

(b) Faversham News

(c) Herne Bay Gazette

(d) Whitstable Gazette

5.4.3 Isle of Thanet Gazette: **Friday 21 March and Friday 28 March 2025**

5.4.4 London Gazette: **Thursday 20 March 2025**

5.5 As set out above, copies of these newspaper notices will be provided to the Secretary of State once published.

5.6 Regulation 6(2)(h) requires a minimum of 28 days for a response following the date when the notice is last published. The Applicant's consultation period is between 20 March 2025 and 29 April 2025 and responses need to be received by 11:59pm on 29 April 2025. There are 30 clear

days between the date of the last publication and the close of consultation (or 32 days if those days are included). The Applicant has provided additional time, beyond the minimum prescribed by regulation 6, in order to assist interested parties.

5.7 Regulation 7 sets out who is to be consulted, being:

5.7.1 each person for whose benefit the development consent order, to which the application relates, has effect;

5.7.2 each person that was, in accordance with section 56 of the Planning Act 2008, notified of that application for the development consent order which is the subject of the application; and

5.7.3 any other person who may be directly affected by the changes proposed in the application.

5.8 Regulation 7(3) states that:

5.8.1 The applicant need not consult a person or authority specified above if they have obtained the written consent of the Secretary of State.

5.9 On 6 March 2025, the Applicant submitted a request to the Secretary of State to only consult those still subject to compulsory acquisition powers (category 1 and 2 parties). Later that day, the Secretary of State approved the Applicant's request (**Appendix 2**).

5.10 The Applicant confirms that it is consulting with all those subject to compulsory acquisition powers through the sending of individual letters (**Appendix 3**). The letters appended copies of the regulation 6 notice (**Appendix 1**). All letters make clear that the consultation would run between 20 March 2025 and 29 April 2025 and responses need to be received by 11:59pm on 29 April 2025.

5.11 The Applicant further confirms that while it does not consider there to be any other person who would fall within the scope of regulation 7 (outside of those on the list approved by the Secretary of State), any other party would have the opportunity to comment as a result of the publication of the newspaper notices specified above. Site notices will be erected to inform any parties on or near the land. Documents would also be uploaded publicly to the Manston Airport PINS webpage giving members of the wider public an opportunity to comment.

6 Conclusion

- 6.1 The Applicant is seeking to amend Article 21 of the Manston Airport DCO to extend the time limit to exercise compulsory and temporary powers from one year after expiry of challenge to five.
- 6.2 Consideration has been given to the tests outlined in the relevant DCO Changes Guidance. It has been explained and demonstrated that the proposed amendments would be non-material in nature due to there being:
 - 6.2.1 no new, or materially different, likely significant effects on the environment that would require an updated Environmental Statement being produced since the original DCO was made;
 - 6.2.2 no need for a Habitats Regulations Assessment or an additional licence in respect of European Protected Species;
 - 6.2.3 limited/no change in the compulsory acquisition of any land, or an interest in or rights over land that was not authorised through the existing DCO; and
 - 6.2.4 no impact on local people as a result of the amendments.

APPENDIX 1

COPY OF REGULATION 6 NOTICE

SECTION 153 PLANNING ACT 2008

REGULATION 6 OF THE INFRASTRUCTURE PLANNING (CHANGE TO, AND REVOCATION OF, DEVELOPMENT CONSENT ORDERS) REGULATIONS 2011 (AS AMENDED)

NOTICE OF APPLICATION TO MAKE A NON-MATERIAL CHANGE TO THE FOLLOWING DEVELOPMENT CONSENT ORDER

THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER 2022 (S.I. 2022/922)

PLANNING INSPECTORATE REFERENCE: TR020002

NOTICE IS HEREBY GIVEN that RiverOak Strategic Partners Ltd (“RiverOak”) c/o Broadfield Law UK LLP, One Bartholomew Close, London EC1A 7BL, is submitting an application (“the Application”) to the Secretary of State for Transport under Regulation 4 of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 (as amended), for a non-material change to be made to the Manston Airport Development Consent Order 2022 (“the DCO”). The Planning Inspectorate reference number is TR020002.

The DCO granted consent on 18 August 2022 to RiverOak Strategic Partners Limited to undertake works to redevelop Manston Airport in Thanet, Kent and to carry out all associated works including to acquire, compulsorily or by agreement, land and rights in land and to use land for this purpose. The DCO also includes provisions in connection with the maintenance and operation of the authorised development.

Summary of the Main Proposals

The Application seeks a non-material change to the DCO to amend Article 21 (Time limit for exercise of authority to acquire land compulsorily) as follows:

A non-material change to Article 21(3) to amend the time limit for exercising compulsory acquisition and temporary powers from ‘one’ calendar year to ‘five’ calendar years.

Copies of Application Documents

The Application and its accompanying documents and plans showing the nature and location of the land concerned are available to view electronically and download, free of charge, on the project page of the Planning Inspectorate’s National Infrastructure Planning website, being a website maintained by or on behalf of the Secretary of State, and can be found under the tab “Documents” at:

<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR020002/documents>

The documents will remain available until at least 29 April 2025.

Further information regarding the Application and its accompanying documents may be obtained from the Applicant by using the following contact details:

Email: consultationmanston@broadfield-law.com

Telephone: +44 (0)754 882 5642

Post: FAO RiverOak
Broadfield Law UK LLP
One Bartholomew Close
London
EC1A 7BL

A free digital copy of the Application documents can be obtained by writing or sending an email to the Applicant using the contact details above. Alternatively, a paper copy can be obtained, but a charge of £100 will be made.

Making representations about the Application

Any person may make representations on the proposed non-material change to the Secretary of State by email to manstonairport@planninginspectorate.gov.uk or by post to National Infrastructure Planning, The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, quoting reference TR020002. Should you have any difficulty in submitting a representation, please contact the Planning Inspectorate at either manstonairport@planninginspectorate.gov.uk or by telephone on 0303 444 5000.

The deadline for receipt of representations is 11.59pm on 29 April 2025.

Please note that any submitted representations to the Planning Inspectorate may be published on the National Infrastructure Planning website for the Application and will be subject to their privacy policy which can be viewed at:

<https://www.gov.uk/government/publications/planning-inspectorate-privacy-notice/customer-privacy-notice>

Broadfield Law UK LLP
One Bartholomew Close, London, EC1A 7BL
Solicitors acting on behalf of RiverOak Strategic Partners Ltd

20 March 2025

APPENDIX 2

SECRETARY OF STATE LETTER DATED 6 MARCH 2025



Department
for Transport

Gareth Leigh
Head of the Transport and Works Act Orders Unit
Department for Transport
c/o Great Minster House
33 Horseferry Road
London SW1P 4DR

Enquiries:

E-mail: TRANSPORTINFRASTRUCTURE@dft.gov.uk

Web Site: www.gov.uk/dft
06 March 2025

Angus Walker
Partner
Broadfield Law UK LLP
One Bartholomew Close
London EC1A 7BL

Dear Mr Walker,

PLANNING ACT 2008: PROPOSED NON-MATERIAL CHANGE TO THE MANSTON AIRPORT DEVELOPMENT CONSENT ORDER 2022

REGULATION 7(3) OF THE INFRASTRUCTURE PLANNING (CHANGES TO, AND REVOCATION OF, DEVELOPMENT CONSENT ORDERS) REGULATIONS 2011 - WRITTEN CONSENT FROM THE SECRETARY OF STATE FOR NOT CONSULTING A PERSON OR AUTHORITY

1. Thank you for your email of 6 March 2025 which provided details of the proposed non-material change application ("the Application") to amend 'The Manston Airport Development Consent Order 2022' ("the 2022 Order"), and your intended approach to consultation. The Secretary of State notes that the proposed Application will seek to extend the deadline for the exercise of compulsory acquisition and temporary possession powers from one calendar year to five calendar years.

2. You have requested the Secretary of State's consent for a limited consultation exercise under regulation 7(3) of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 (as amended) ("the 2011 Regulations"). The excel spreadsheet titled 'Manston Airport - List of proposed consultees NMA2(32629273.1)' attached to your email provides a list of parties you propose to consult on the Application. Your email explains the reasons why these parties should be consulted, and so implies why others should be excluded.

3. The Secretary of State has considered your request and considers that those parties listed in your spreadsheet accurately represent those which should be consulted, in that they are still subject to compulsory acquisition powers and include

Thanet District Council and Kent County Council. The Secretary of State agrees that other consultees previously involved in the process need not be consulted as they are not directly affected because the proposed amendment will not affect their interests.

4. Accordingly, the Secretary of State gives written consent for the consultation to proceed in accordance with the details set out above, under regulation 7(3) of the Regulations 2011.

5. In taking this decision the Secretary of State notes that while those persons not proposed to be consulted on the non-material change application will not be consulted directly in relation to the change proposals, the Application will be publicised in line with the requirements in regulation 20 of the 2011 Regulations.

6. Finally, the Secretary of State's written consent in this matter should not be taken as indicating approval for any aspects of the proposed changes to the 2022 Order which fall to her for consideration and determination, or whether the proposed changes will be regarded as material or not.

Yours sincerely,

Gareth Leigh

APPENDIX 3

LETTER TO CONSULTEES

Our Ref
ADW/166055.0003
Date
19 March 2025

Dear Sir or Madam

**The Manston Airport Development Consent Order 2022 (the DCO)
Section 153 of the Planning Act 2008 (the 2008 Act)
Regulation 6 of the Infrastructure, Planning (Changes to, and Revocation of, Development
Consent Orders) Regulations 2011 (as Amended) (the '2011 Regulations')**

Consultation on an application for a Non-Material Change to the DCO

On behalf of our client, RiverOak Strategic Partners Ltd (**RiverOak**), we enclose a notice of an application for a proposed non-material change to the Manston Airport Development Consent Order 2022. We are serving the enclosed notice upon you as we understand that you have land/interests affected by the DCO.

In August 2022, the Secretary of State for Transport made the DCO authorising the reopening and redevelopment of Manston Airport into a dedicated air freight facility able to handle at least 10,000 air cargo movements per year, whilst also offering passenger, executive travel, and aircraft engineering services. In July 2023, RiverOak applied for a non-material amendment to the DCO to amend the security figure in Article 9(1)(a) and a typographical error in Article 21(3) of the DCO. The Manston Airport Development Consent (Amendment) Order 2023 was made on 22 September 2023.

RiverOak is now seeking consent from the Secretary of State to make further a non-material change to the DCO (the **Application**). The Application comprises a non-material change to Article 21(3) of the DCO to amend the time limit for exercising compulsory acquisition and temporary powers from 'one' calendar year to 'five' calendar years. This amendment is sought to allow RiverOak to conclude its detailed design, ensuring that only land required for the Manston Airport project is acquired. This also allows further time to discuss highway improvements between RiverOak and the local highways authority.

RiverOak is carrying out consultation on this application between **20 March 2025 and 11:59pm on 29 April 2025**. During this time, copies of the application documents can be viewed under the "Documents"


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Broadfield

tab on the Planning Inspectorate's website at - <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR020002/documents>

This is a website maintained on behalf of the Secretary of State.

The following documents will be made available on the website:

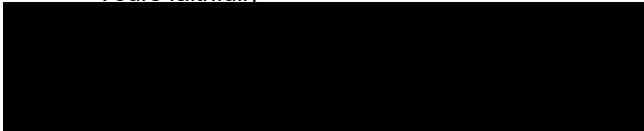
- Supporting Statement
- The draft Amendment Order
- Application Notice (copy also enclosed)
- Consultation and Publicity Statement (following publication of all newspaper notices)

Please send any representations about the application to the Planning Inspectorate (on behalf of the Secretary of State) by email to manstonairport@planninginspectorate.gov.uk or by post to National Infrastructure Planning, The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, quoting reference TR020002. Should you have any difficulty in submitting a representation, please contact the Planning Inspectorate at either manstonairport@planninginspectorate.gov.uk or 0303 444 5000. Please also quote reference TR020002 on any correspondence.

Any enquiries on the documents accompanying the Application can be sent to RiverOak by email ConsultationManston@broadfield-law.com or by leaving a voicemail at +44 (0)754 882 5642.

The deadline for receipt of representations is 23.59 on 29 April 2025.

Yours faithfully



Broadfield Law UK LLP

M 
E ConsultationManston@broadfield-law.com