

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** Subject: Re-determination of the Application by RiverOak Strategic Partners Ltd for an Order granting Development Consent for the reopening and development of Manston Airport in Kent.  
**Date:** 03 July 2021 17:08:35

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Subject: Re-determination of the Application by RiverOak Strategic Partners Ltd for an Order granting Development Consent for the reopening and development of Manston Airport in Kent.

3rd July 2021.

For the attention of the Manston Airport Case Team

Dear Sir/Madam,

I am writing on behalf of my husband Micheal Redmond and myself (Christine Redmond) in favour of the reopening and development of Manston Airport.

National policies still apply, since there have been no changes made since the Thanet District Council Local Plan was adopted in July 2020.

Page 30 of the plan shows the TDC Policy (SP07) on Manston Airport which safeguards it for airport related activities. This Government also committed to reinstating the existing runway at Manston Airport following the utilisation of the runway as a lorry park.

The Airports National Policy Statement (ANPS) was reinstated following a legal challenge and so the ANPS is not a new Policy, it mainly relates to the LHR 3rd runway. It states: Making the Best Use of "Existing Runways" (1.39, 1.41 and 1.42, pages 11 & 12 also 2.28... pages 17 & 18).

A "Need for Air Freight" is also referenced (2.7, page 14) and in addition the "Need for Increased Airport Capacity" (2.10 to 2.18, pages 15 & 16).

According to the latest data released May 15th 2021, Thanet unemployment is in the worst 10% of the country - Office of National Statistics (ONS).

Thanet has the highest unemployment in Kent.

Thanet's unemployment rates are well above the Kent average of 5.67%.

Thanet has the highest unemployment rate at 14.9% amongst 18-24 yr olds in Kent and is well above the national average.

Thanet also has the highest unemployment rate of 10.6% amongst 25-49 yr olds, as well as the highest unemployment rate of 50-64 yr olds in Kent.

The Thanet area is full of deprivation, high unemployment levels and lack of opportunities caused by poor investment and has the highest rate of suicide in this country amongst 16-24 year olds.

It is well accepted that unemployment and stress brings a terrific toll on life expectancy.

This Government promised to level up deprived towns in the North East, however unemployment in Thanet is the same as that in Darlington. Every Government ignores the South East of England believing it to be an affluent area, but just look at Thanet. It also needs levelling up too, and the reinstatement of Manston as a state-of-the-art Airport and the most ecologically safe Airport of its time of completion, is the only opportunity to bring in the jobs, aviation training and scholarships that RSP are committed to bringing to Thanet, at NO COST to the Government.

The re-opening of Manston Airport and the possibilities it will bring to our Country going forward, as well as the people of Thanet, is enthusiastically supported by both Thanet MPs (Sir Roger Gale and Craig Mackinlay) and also the Conservative majority of the Thanet District Council.

Covid-19 and BREXIT have brought huge growth in on-line purchases. These changes will require extra freight facilities and services, in and out of the UK and is expected to expand greatly on its previous levels of cargo, in particular perishables. New air links will be crucially important to cope with new Trade Deals the Government will acquire across the globe.

Strikes and difficulties in controlling immigration at the French Port of Calais frequently cause chaos with lorries held up in queues on both sides of the English Channel with ferry delays, sometimes lasting weeks. Haulage firms say they are in need of 60000 more HGV drivers and 15000 European drivers left the UK in the last year and the impact is being felt across the country. Dover is the nearest port to Thanet and even at normal times, it is always severely congested and HGV drivers and haulage companies do not want to risk their lorries and freight caught up at both sides of the port. So this again promotes the need for more airfreight in SE Kent.

As well as Aviation/Engineering Works, RSP also have plans for 19 runway stands which can also accommodate passenger planes for their brand new Passenger Terminal, alongside their successful Freight hub. This will allow RSP to support the UK tourist industry. It's an exciting prospect to enable tourists flying into Manston to be transported from Manston Airport to the new Parkway Railway Station, then on to Ebbsfleet Station and into the London Resort Theme Park in Kent, where 12.5 million visitors are expected to visit each year.

Many local polls show that the vast majority of Thanet people want the return of Manston Airport as a freight hub, leading eventually to passenger travel. They appreciate the huge benefit Manston Airport will bring with RSP's investment that will bring jobs, education and training and we must not waste this local and national opportunity.

Manston Airport has been part of Thanet and our country's history for more than 100 years, not only as an important airport in WW1 and WW2, also as an RAF and USAF airport in the 50s & 60s. During the Falklands war it was set up for emergency and humanitarian flights and those flights returning with forces injured during the war.

Manston continued to handle many humanitarian flights for various charities and ongoing global conflicts. The people in Thanet felt so proud that our Manston was there to help with humanitarian flights and could accommodate any size plane any time and from anywhere.

PETER FORBES of Alan Stratford Associates Ltd, also believes there is an increased need for aviation. Here are the main points from his article...

COVID-19:

## HOW THE AVIATION SECTOR CAN SUPPORT HUMANITARIAN AID RELIEF

PETER FORBES, Director at Alan Stratford and Associates Ltd

Published Apr 6, 2020

"The Covid-19 pandemic has so far been more widespread in developed countries, although it is now expanding to the world's poorer nations, where its impact on human lives may be even more significant in the longer-term...

Aviation is vital to transport medical experts, emergency staff and equipment to those areas most in need.

Specialist relief flights will be required at the global level and on a regional basis from the main airport hubs out to remote regions where no alternative method of transport is feasible or safe. WHO and WFP are supported by UNHAS (the UN's Humanitarian Air Service) which charts aircraft from the commercial sector and currently provides flights to some 16 countries worldwide...

Somewhat ironically, whilst many commercial aircraft are now grounded as a result of Covid-19, the demand for specialist humanitarian aid flights is likely to increase.

To achieve this, it is important that appropriate airport and air navigation services remain operational, particularly in face of possible funding and staffing shortages during the pandemic.

There may also be shortage of suitable aircraft types that can be chartered, particularly in remoter regions served by gravel runways or dirt strips suitable only for certain turbo-prop or piston aircraft.

The aviation sector has proved in the past that it can provide quick and reliable support for disaster and other emergency relief. It is now embarking on perhaps its greatest ever challenge. "

Please don't let this fantastic asset to the UK be thrown away. Manston's runway is 2,748 m long and is one of the 10th longest civilian runways in the UK, and is one of the widest in Europe.

The runway is immensely strong because of its Asphalt/Concrete construction which can take the largest aircraft.

Manston Airport will always be worth its weight in gold to our country and is of national importance.

The Application by RSP Ltd for an Order granting Development Consent for the re-opening and development of Manston Airport in Kent must be awarded ASAP.

We look forward to your confirmation of receipt.

Yours faithfully,

Mr & Mrs Michael and Christine Redmond



