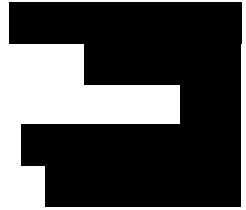


Miss S.M.P. Bransfield MA FRGS



Telephone: [REDACTED]

Email: [S](#) [REDACTED]

8<sup>th</sup> February 2019

Manston Airport Case Team  
National Infrastructure Planning  
The Planning Inspectorate  
Temple Quay House  
Temple Quay  
BRISTOL BS1 6PN

Dear Sirs

**Application by RiverOak Strategic Partners Ltd for an Order  
Granting Development Consent for the upgrade and reopening of Manston Airport  
Reference: 20012668**

I support the retention of Manston Airport and seriously objects to the building of houses for many reasons.

I have many family members and friends involved in aviation and I know how important their jobs are. Flying will always been essential for travelling and transportation and, when the current workers retire, there will be insufficient mechanical, electrical and electronic engineers, fitters, maintenance staff, pilots, navigators, etc., to fill the ever-increasing need. This matter is frequently discussed in *Flight International* where there are dozens of advertisements for such vacancies and many correspondents agree that Manston is perfect and should be back in use.

Many UK airports, airfields and aerodromes have been closed and sold for development, resulting in a drastic shortage of destinations for small aircraft, private jets and pilot training, as well as training for other required skills. Freight facilities are seriously lacking nationwide and Manston could relieve Heathrow, Gatwick and others to enable more passenger flights, with freight directed to Manston. There have been discussions for some time concerning a new runway at Heathrow or Gatwick, but there is a substantial runway already existing at Manston Airport that was specifically designed for heavily-laden military aircraft.

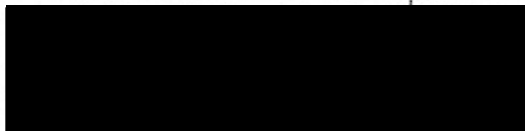
Tear down is a lucrative business as many aircraft components that are out of time are still extremely valuable, but there are very few venues to accommodate such operations that should be reinstated at Manston Airport as a matter of urgency.

There is much talk of previous owners of Manston Airport failing to succeed, which was mainly due to their emphasis upon passenger numbers, which is inappropriate for this vicinity.

KLM ran a successful shuttle service to and from Schiphol and, when they were dismissed from Manston, they wanted to return. Checking in and out for flights is much quicker than manoeuvring around Heathrow or Gatwick terminals and hopping to Schiphol for connection to an international flight is much less fraught.

There is no requirement for more housing at Manston Airport as thousands of new properties have been constructed in Thanet over recent years, resulting in over subscription to essential services and severe congestion on our roads which, of course, emits more excessive pollution than any modern aircraft.

Yours faithfully



**Miss S.M.P. Bransfield**