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**To:** [ManstonAirport@pins.gsi.gov.uk](mailto:ManstonAirport@pins.gsi.gov.uk)  
**Subject:** Manston Airport - in support of re-opening  
**Date:** 13 February 2019 23:11:16  
**Attachments:** [Manston\\_Regeneration.pdf](#)

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Dear Sirs,

In considering the future of the currently disused Manston Airport, I ask you to address the following points in support of its re-opening and operation as a viable, vibrant and valuable centre of aviation in the U.K.

1. Re-opening Manston as a major cargo and passenger hub will free up space in the other London airports that are already running at capacity.
2. There is a growing need for airspace and airport facility in the South East, which Manston is ideally positioned to address.
3. Access to London by road and rail is easy from Manston: indeed, it can compete healthily with the other London airports in this regard. As such it is ideally placed for the conveyance of passengers and freight to and from the capital.
4. The operation of Manston as a key airport in the South East will bring jobs and prosperity to Kent, encourage companies to relocate to that area, and re-establish its international status. [RiverOak Strategic Partners Ltd [REDACTED]. Attachment "[REDACTED]" ] Please see also the report [REDACTED] detailing further the positive impact on employment and the economy of the area.
5. Manston, with its renowned long and wide runway, which entitled it to the status of 'Master Diversion Aerodrome' is suitably located to accommodate large aircraft that require assistance in emergencies, whether technical or security-based. Currently, such diversions are often directed into Stansted, where operations are brought to a complete halt, at enormous inconvenience and cost to passengers and freight companies. Manston is far better suited to carry this intermittent responsibility.
6. Manston was an excellent site for Search and Rescue facilities, covering a wide area around the south-east coast. An SAR unit at Manston would re-establish the confidence of shipping and leisure maritime activities in the area.
7. The area of land surrounding Manston can accommodate car parking facilities that would be far more attractive to potential air travellers than the remote facilities in other London Airports where the only available space is often at a long distance from the terminals.
8. Apron space on the airfield is generous and very convenient for the loading and unloading of freight.
9. The re-opening of Manston would create educational opportunities and options for flying training in relatively uncongested airspace (compared to Heathrow, Gatwick and Stansted). Demand for training in General Aviation is set to grow significantly in the future.
10. There will be opportunities to set up valuable links with sea ports on the Kent coast.
11. Manston is a historic aviation site of great importance to our heritage. It can host major air displays and other events that will bring more trade and interest to the area.
12. The operation of the airport will enable the other London airports to abandon plans for the environment-damaging consequences of runway expansion.
13. Congestion at the other London airports is so severe that many passengers are forced to

spend the night preceding departure in hotel accommodation. Manston could provide a hugely more attractive and beneficial alternative to this necessity.

The closure and development of this site for anything other than aviation would be an irreversible and tragic error of judgement on the part of those responsible for the welfare, heritage and future of this part of the U.K.

Yours faithfully,

John Norris

**J P Norris**

[REDACTED]

[REDACTED]

[REDACTED]

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## Manston Airport and the Regeneration of Thanet.

RiverOak are a company keen on re-opening Manston Airport in Kent, for commercial aviation, both passenger and freight - it needs the freight to pay for the passengers - and UK Limited is desperate for more freight capacity in the South East England.

RiverOak wish to invest about £0.5 Billion in infrastructure alone in East Kent and Thanet - the knock-on effects will be huge, plus there will be local jobs, and education and training will be put in place so local people can participate.

RiverOak's Development Consent Order (DCO) has been accepted for Examination by the National Infrastructure Planners – i.e. PINS accept that Manston is a Nationally Significant Infrastructure Project, and that RiverOak have the necessary money to pay for it.

SMAA believe that one of the key reasons that around 85% or more of Thanet and East-Kent people support the return of Manston Airport, is that there will be many thousands of jobs created, many on the airport by RiverOak themselves, more on the airport and elsewhere by other firms in a knock-on effect.

What are your thoughts ? – Please tell the National Planners :

## Deprivation, Jobs, Education, Regeneration

- Deprivation

In 2015, out of over 5000 wards in the South East, 5 Thanet wards were listed (most deprived first) in positions 1, 2, 3, 7, 10. The list does not stop there, with other data suggesting that matters have worsened by 2018. (Kent County Council, 2018)

According to new 2017 data just released by The End Child Poverty coalition, Thanet has the highest child poverty rates in Kent, and Thanet has some 10,500 under 18s living below the poverty line, equating to 34.7% of the isle's youngsters.

- Thanet Unemployment 2018

Thanet unemployment rate (May 2018) is bad at 4.9%.

Rates are particularly high for young people between the ages of 18 and 24.

(Kent County Council, 2018)

In the last year, more than half the total increase in unemployment in Kent has been in Thanet.

(Government statistics)

- RSP Investment in Infrastructure

RiverOak will be investing nearly £0.5 billion in infrastructure in Thanet and East Kent, which will have an immense effect, even before the additional money from jobs. This huge amount of money will feed into a range of local firms, and thence into the wider economy of Thanet and East Kent.

- Jobs

There will be many thousands of jobs created, many on the airport by RiverOak themselves, more on the airport and elsewhere by other firms in a knock-on effect. There will be many extremely well paid jobs with excellent career development.

Many of the jobs created by re-opening Manston Airport will be in existing firms in the area, or in new service firms.

Taxis, buses, clothing, food and other consumables supply, engineering supply ... will all benefit.

In addition there will be many jobs on the airport, associated with the airport, or created in the wider economy

: Azimuth Report : V3 :

5.1.8

'In Europe, direct jobs at airports generally breakdown as follows (Intervistas, 2015):

- Airlines 28%
- Ground handling 14%

- Airport and Air Traffic Control 14%
- Retail and other in-terminal services 6%
- Airport security and passenger screening 6%
- Customs, immigration and government jobs 5%
- Ground transport 5%
- Food and beverage 8%
- Maintenance, Repair and Overhaul (MRO) 6%
- Other 7%'

Year	Freight tonnage	Passenger numbers	Jobs by RiverOak	Direct Jobs	Total Jobs
Y5	173,741	686,672	697	2,150	14,612
Y10	212,351	975,591	761	2,749	18,693
Y20	340,758	1,407,753	1,024	3,417	23,215

(Extracted from RSP : 7.4 - Azimuth Report Vol 4. Table 4 : Forecast job creation)

- Education & Training

The key step to also making the aviation and related jobs accessible to the people of East Kent and Thanet, is education and training. SMAa and KNMA are extremely pleased that RiverOak have a very pro-active approach to employing local people where possible, and to that end, putting in place relevant education and training. SMAa & KNMA members have used their local knowledge and contacts to facilitate this process, and are spreading the news of these possibilities to the people of Thanet.

- Regeneration of the area

Airports attract business. Inflow of new businesses brings money to the area which in turn encourages improvement.

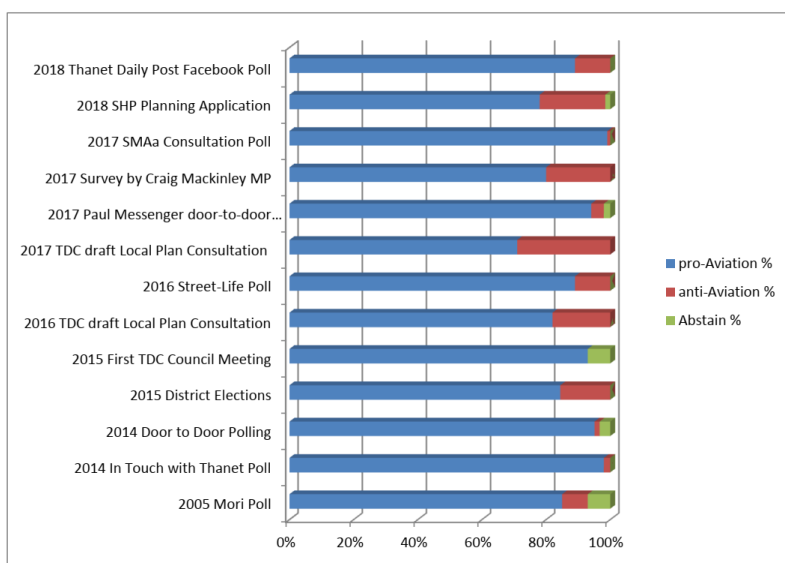
RiverOak will be investing nearly £0.5 billion in infrastructure in Thanet and East Kent, which will have an immense effect, even before the additional money from jobs.

The people of Thanet are eagerly awaiting this regeneration of the Isle.

85% or more of them support Manston returning for Aviation :

What are your thoughts ? – Please tell the National Planners [REDACTED]

Researched and produced by the Save Manston Airport association (SMAa) - [REDACTED]  
and Kent Needs Manston Airport (KNMA) - [REDACTED]



The pro/anti Manston Airport data as bar graphs - 2005 (Mori Poll) to current.  
- abstain is not always valid.