

# **Support for the reopening of Manston airport. Ramsgate.**

## **Re-determination of the Application by RiverOak Strategic Partners Limited, for an Order granting Development Consent for the reopening and development of Manston Airport, Kent.**

### **Submissions made under Planning Act 2008 and Rules 2010**

High Court order dated 15<sup>th</sup> February 2022 quashed the 19<sup>th</sup> July 2020 decision by Secretary of State granting development consent to RiverOak Strategic Partners Limited for proposed development and reopening of Manston Airport

Any new investment and development within the U K is of benefit to all. Greater benefit is possible when that investment is directed to a deprived community. That community is rural East Kent-centered on Manston Airport. This is an important decision following Brexit and a national commitment to self-determination.

All locations near a great city like London that is developing at an ever increasing pace, will have resource siphoned away to its big strong neighbour. This is happening all around the world and is tolerated as normal economic progress but a little intervention by national government departments can from time to time ensure a more even distribution of development and national wealth. This intervention when properly administered can have benefits to all. Reopening Manston Airport as shipping and goods hub plus some passenger transportation, will commercially invigorate the region of East Kent, with knock-on benefits to the entire UK.

**East Kent people welcome the re-opening and operation of Manston Airport.** Local people have lived with Manston Airport, with both military and commercial aircraft overhead for very nearly 100 years and there have been few complaints about low flying and aircraft noise; it is normal. Some of the recent newcomers to East Kent may have a different view, as they naturally fear the unknown.

### **Recycling of aircraft parts**

Manston airport has the distinction of authority to brake-up and re-cycle aircraft, work undertaken manually and requiring a large number of specialist workers, a significant industry in its own right. Upcycled parts reduce the CO2 footprint. This work is mostly undertaken inside special hangars and Manston airport has space for these hangars.

### **Off Airport Development**

We should also take account of the supporting industries to make an airport fully operational. Freight transport onto other destinations, through Manston Airport has been mentioned, shipping by road transport to Southern England destinations will be required. Preparation of food for passengers and general support of passenger needs will also be required; in all large numbers of personnel employed by a wide range of services.

### **Conclusion**

The economic benefits to East Kent will be enormous, potentially thousands of personnel employed directly and indirectly by the airport and supporting both the Kent economy and

the UK economy. East Kent has a nationally high level of under employment and particularly of the younger members of society. We need to give them a secure future.

Consideration must be given to road transport pollution between the airport located in East Kent and the rest of the UK. There is no expectation that development of Manston will increase UK road transport across the UK that will be the same with or without Manston reopening. There may be some local changes but there is a strong possibility that some goods entering the UK via Dover will travel straight to Manston using the same road service that normally would travel around the UK. Manston is located on a major motorway / road connection to Port Ramsgate and can utilize this link as in the past.

No medium or long term pollution problems resulting from this development, and RiverOak Strategic Partners Ltd, have a commitment to environmentally green solutions and development.

The UK has need of another airport. An airport employing the latest technology and demonstrating to the world the professional achievements of the UK.

A redeveloped Manston Airport will tackle the Thanet 14.9% unemployed 18-24 year old problem [Kent data] and provide young people with jobs and training for secure high status employment.

Logistically, Manston Airport can offer passenger transport services that link to existing nearby rail and motorway services and is located conveniently near major European sea ports and trade corridors. As a plus, there is space for terminal development, with room for car parking and all that is required by passengers throughout the year.

There are numerous benefits from development both on the airport and nearby infrastructure. East Kent already has sufficient border control forces to ensure security when needed.

RiverOak have stated that direct employment on the airport will be for approximately 300 or more personnel immediately on opening. Off-airport support and future developments will raise this number beyond 3,000 in a short space of time. This will be of immense benefit to the local community and will also greatly benefit the economy of the UK.

**Support the Manston Airport Cargo hub and RiverOak Strategic Partners Limited.  
Failing to support a multi-million pound investment into Manston Airport and East Kent will be a truly major disaster for the region.**

Yours sincerely,

Michael H. Tyrrell

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