

From: [REDACTED]
To: [Manston Airport](#)
Subject: FW: Manston Airport
Date: 11 February 2019 21:01:24

Subject: Manston Airport this is a better copy of the last submission i did today as i realised some sentences were not complete i think my keyboard is playing up

Hi I am not the best at doing strong business style letters with quotes and references but I will give it ago as i feel that Manston is the biggest asset that our area has and should be saved and preserved as an airport not more houses under and circumstance.

I am 100 percent in favour of the DCO that was submitted by Riveroak last year this is not only a local bt a national asset and will be of immense use with the coming Brexit negotiations, locally it is not viable for all these additional houses to be built here Southern water said that they unsure if enough fresh water or sewage drainage can be sustained. The hospital QEOM does and exemplary job but cann department and also moving the stroke centre to Ashford these are all things that need to be taken into consideration when you are thinking of building an extending more houses in the local area. Doctors surgeries are over subscribed and there is a lack of real skilled jobs being available long term in this area. I have attached pdf document the first paragraph is about the lack of jobs

For Thanet employment opportunities need to be created and the only way that businesses can be attracted here so as to have that to happen is for Manston Airport to be given every opportunity to become fully operational again since airports anywhere attract employment. And it is employment that Thanet needs above any additional housing. Riveroak Strategic Partners (RSP) currently have a DCO submitted which has been accepted and will now follow the prescribed route as laid down in law. Steps with TDC had been taken to totally do away with the designations EC2 and EC4 of the existing albeit lapsed Local Plan but council has decided upon a convoluted improvement to that. However I still be believe the existing policies regarding the airport and SP05 should still be retained going forward as to ensure Manston Airport is retained for aviation use only. The facility is there. Any other use for it would be limited by the fact that it would cost too much to try and remove the existing runway and we would be burdened by a vast long open space forever which eventually no one would maintain [REDACTED]

[REDACTED]
it will help all of the local and neighbouring councils as well, Dover have already said they back the return of manston airport as they have a new cruise terminal that will attract more overseas visitors tat can fly into a local airport. They are also building a train terminal at Parkway which will ease congestion on this already crowded route.

This is the unemployment statistics for
kent [REDACTED]

[REDACTED] you can see Thanet has the higest in Kent for unemployment their are simply

no jobs of a high caliber or the possibility of training that a working and open airport will create on a long term basis. These are some of the things we can have if Manston is operational again

- Long haul flights for passengers connecting to cruise ship departures from the Western Docks.
- Connections for business and leisure travellers to the KLM airline global network via Amsterdam Airport Schiphol
- A resident low cost carrier service offering regular flights for holiday destinations in Europe.
- Development of tourism programmes with Visit Kent and local tourism offices and major opportunities starting with the 2020 Open golf tournament in Sandwich in July 2020

We have Canterbury University campus although not in use it can be used to facilitate real jobs and training in fields that will be such an asset to Thanet and Kent as a whole.

With the impending negotiations for Brexit becoming a reality we have an airport that can do the extra and also increased cargo handling which is much needed page 10 of 85 for boeing's freight forecast Economic activity is the primary influence on world air cargo development. The world's economy is forecast to grow at an average annual rate of 2.8 percent in the next 20

years

page 31 of 85 end of page In 2017, vegetable products were the main imports shipped by air to Europe from Latin America. In the Europe-to-Latin America direction, machinery and electrical equipment and chemical products were the top air cargo commodities. The European Union remains an important air trade partner for Latin America, second only to the United States. The same PDF report as

above

the locality of Manston makes it easy for transportation to London and wider in the UK Latin American economies are forecast to grow 3 percent per year between 2018 and 2037. Continued growth in the middle class and improved political stability will drive sustained economic growth in this region.

Since 1980, five European countries—Germany, the United Kingdom, Italy, France, and the Netherlands—have comprised nearly 70 percent of all European air trade with North America. Air trade with the United Kingdom contracted slightly in 2016, while trade with the other four countries grew modestly. In 2017, trade with all five countries expanded, totaling a 10.4 percent increase in tonnage from the previous year. page 36 of 85 top paragraph. There are many paragraphs but Manston is already a sound prospect for freight in the south east as Heathrow cannot sustain the increase in freight especially

perishables. **European airlines** posted an 18.2% increase in freight volumes in March 2017 and a capacity increase of 6.7%. International freight volumes grew by 18.1% year-on-year, the fastest pace in six years. Seasonally-adjusted freight volumes continue to trend upwards. The ongoing weakness of the Euro persists in boosting the performance of the European freight market which has benefit from strong export orders over the last few months. from european airlines this s from the IATA cargo listing its not pdf but [REDACTED]

[REDACTED] this is the link.

With jobs their will be the opportunity to have a skilled level of work apprenticeships on offer for a full tear down facility and this could be used by many airlines their are endless possibilities for the skills that can be learnt and taught at a facility that is nowhere on offer in the south east possibly the UK as a whole. It would improve trade links in this time of uncertainty with brexit and open up new trade routes, Long Haul trucking and deliveries will increase and best of all tourism will effect the whole of kent. WE are hoping to have a large theme park open in the Ebbsfleet are in a few years which will help toursim but with an airport not far will increase the ease of people coming to the area.

It is just what is needed for the South East Dover support it

[Dover District Council 'supports campaign to retain Manston as operational airport'](#) [REDACTED]



I am 100 percent behind Riveroaks DCO for the re-opening of Manston airport their are a few minor groups that are against this but i really don't feel they are looking at the bigger or whole picture what this can offer their families their children in a training and unemployment facility so badly needed. The majority of all Thanet residents back Manston Airport. I therefore hope what I have said wont fall on deaf ears I know you will look at the whole picture and agree that it is local and National significance for the future. I have done my best in giving factual findings but mostly it comes from the heart I have lived in Thant all my life have worked in the Travel industry for 3 years, and when people say to be well they have never made a success of it before i simply say well it wasn't run by a company that had the knowledge. Working in London most of my colleagues hadn't heard of KIA (kent international airport) as it was then known but also EUJET who were the last company that did want to make manston work were offering to many flights to non sustainable routes therefore costs out weighed them. If you do Cargo and then offer KLM whom would return if given the chance when its a growing concern and a small cheap carrier it can be a success and be the life line Kent mainly Thanet needs to prosper.

Tina Brown

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