

From: [REDACTED]
To: [Manston Airport](#)
Subject: Submission re Manston Airport.
Date: 12 February 2019 13:20:46

Sir,

I am writing in support of the RSP application to return Manston Airport to operational status.

Thanet sits on the far South East corner of the UK and has traditionally been a low wage, part time employment economy relying on what is euphemistically referred to as 'the holiday trade'. Until about the late 70's and early 80's there were 4 mines in East Kent employing just over 6,000 in total, in addition local businesses supplied various items, the is the 'spin off 'benefit of any large enterprise.

These mines are now all closed with the subsequent unemployment of both direct employees and smaller businesses also suffering.

The only other large employers then and now are the NHS, British Rail, local Councils and the now closed Pfizers. More recently the Windfarm business have provided employment although this is specialised and local schools and colleges provide little in the way of preparation for what could be termed industrial work.

The population of Thanet is approx. 130,000 with a disproportionately high unemployment rate. Previously Manston Airport employed about 150 people and spin off employment making it one of the larger employers in the area.

Currently employment is generated by those that I mentioned earlier and any other employment is by way of retail predominately part time, zero hours and minimum wage and seasonal work, these in the main are also part time, zero hours and minimum wage.

Up until 2015 I was Thanet District Councillor and as such was involved in the abortive negotiations with RSP then called Riveroak. I also chaired the Councils Airport Working Party and as part of our investigations we visited Prestwick, Norwich, Bournemouth, Bristol and Luton Airports to talk to both the Operators, Consultation Committees and the local Council to ascertain the benefits of having a working airport within their district. To a man (and woman) they were keen to point out the positive effect that the airport had on the district, also the operators were happy to work with both the Council and Consultation Committee to iron out any perceived problems. All the Councils were keen to point out that the 'spin off' benefits were nearly as positive as the airport itself by way of local employment, all of these district had a high employment rate.

Turning briefly to opponents concerns about the previous history of the airport I will say that having spoken to the other airports and Councils it became obvious the Manston had suffered from a lack of investment both in terms of equipment and staff training, a lack of investment in marketing, poor management and poor PR, they seemed to regard the Consultation Committee as 'the enemy' and that in turn was responded to in kind by the Committee. They also seemed not to penalise and enforce the conditions of the 106 Agreement with aircraft going off flightpath and causing nuisance to Residents of Ramsgate.

Much has also been made of perceived access difficulties, clearly those who think that have not gone beyond the boundaries of Ramsgate, apart from a short stretch between the turn of to

Manston Business Park and the airport entrance the remaining road network out of Manston is all dual carriageway leading to the motorway network. I understand the RSP intend to address this short stretch in the future.

I therefore support the return to operational status to create both direct and indirect employment and return to use what is without doubt one of the most potentially underused national assets.

Mike Harrison.

Resident.



Virus-free. www.avast.com

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>
