

From: [REDACTED]
To: [Manston Airport](#)
Subject: ExQ4 : DCO.4.22
Date: 09 July 2019 23:21:06

Dear Sir / Madam

ExQ4 : DCO.4.22

Please accept my apologies for the late submission, which I hope is acceptable. As a local resident of over twenty years, I would like to comment on the proposed restrictions to air passenger arrivals and departures. In order to offer the greatest convenience to leisure and business travellers, encourage commercial air passenger provider(s) to return to Manston airport, and further improve the future financial viability of the airport, then I would like to see the proposed restrictions on air passenger movement in the mornings removed completely from 6am onwards, for both arrivals and departures. I do not believe that the impact of associated vehicle movements on the am peak period gives sufficient grounds for the proposed restrictions, and do not recall similar restrictions in the past when passenger flights operated from Manston airport. Most of us that frequent other passenger airports around London, for business or leisure flights, are aware of the high volume of morning flights due to passenger and economic demands, so we can reach our destination at a reasonable time (and for business travellers return the same day). Manston airport needs to be able to compete with other commercial passenger airports on a level playing field in order to attract suitable commercial partners and hopefully achieve it's full potential, with the associated benefits to the local population.

Yours faithfully.

Mr M. Skerratt

Sent from my iPad

On 15 Feb 2019, at 10:41, Manston Airport
<ManstonAirport@planninginspectorate.gov.uk> wrote:

Dear Mr Skerratt

Thank you for your email; I confirm receipt of your submission for Deadline 3.

Kind regards

Manston Airport Case team

National Infrastructure Planning
The Planning Inspectorate, Temple Quay House, Temple Quay,
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Helpline: 0303 444 5000

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From: Mike Skerratt [REDACTED]
Sent: 14 February 2019 22:12
To: ManstonAirport@pins.gsi.gov.uk
Subject: Manston airport

Dear Sir / Madam.

As a Thanet resident of some twenty years, I strongly support the Development Consent Order and plans to reopen Manston Airport as an airport rather than any alternative use. For many years Manston airport has been designated for aviation use only; a view that was previously upheld by the planning inspectorate; and is a vital piece of national infrastructure with a proud British heritage that, once lost, can never be re-instated.

In 2015 a number of Thanet district councillors were elected by local people on the basis of their commitment to re-opening Manston as an airport¹, and to represent the views of the majority of local people who support the re-opening of the airport. This included a number of UKIP councillors, with UKIP subsequently gaining control of its only local authority. Local councillors should honour that commitment, not turn face once elected, and continue to represent and take forward the views of the majority of the local population. Thanet council should be supporting the local members of parliament, not opposing them, in their commitment to maintaining and developing Manston airport as a commercial airfield.

Manston airport is recognised by local people and nationally as an asset as an airfield, not as anything else. The airport is well-located for air traffic coming from Europe or across Europe from further afield such as Asia and Australia. Indeed, from that direction, it is the first airfield that can be reached upon UK shores that is capable of safely receiving the largest of aircraft (including the space shuttle as I recall), and hence also offers an opportunity in emergency circumstances. Thanet also has its own microclimate, which again offers a suitable alternative when London airports are closed due to poor weather conditions. With an investment and improvement in road links to the airport parking and terminal, plus significant improvement in high-speed rail links to the airport via a Thanet Parkway station, then Manston airport would be significantly more attractive as a viable alternative to LGW and LHR for either freight or passenger flights. The idea of a rail link to Manston airport is not a new idea and has been established for over twenty years ever since I moved to Thanet. I consider this a missed opportunity, which should have been implemented many years ago, and may have had a considerable bearing on the viability of the airport which we're now facing. The opportunity to reach the centre of London within 1 hour is highly significant both for airport passengers and

commuters, and has a significant bearing on the sustainability of Manston airport as a passenger terminal. In this day and age, even with the current high speed trains it still takes too long to get to London from Thanet by train. At present the county council should consider the main reason for Thanet Parkway station as to service Manston Airport and not anything else.

Air freight demand grew by 9% in 2017², with an average annual growth of 4.7% over the past five years, and future air freight is also predicted to rise. Sufficient UK air freight capacity will be vital in future cross border trade.³ If the UK is going to be able to create new markets post- Brexit outside Europe then goods inward and outbound are going to have to travel a great deal further and largely by air. There will still be a significant market within Europe too, which will remain important to the UK for export but also to the EU for importing and sale of their goods to the UK. Without Manston Airport, Britain and particularly the South East, will struggle to handle the traffic, which will be vital for our country's prosperity and growth now and in the future. It will be fifteen years at least before any new runway at LHR or LGW is up and running. Despite the economic forecasts and benefits of further capacity at either, currently there is limited capacity either for additional air freight or the predicted rise in passenger demand, and considerable local objection to further expansion at either site. It seems absurd to me that here we have a perfectly good airport at Manston, certainly capable of taking significant air freight traffic, which could meet an immediate need and quickly relieve pressure on LHR and LGW and free up passenger capacity there, but is being ignored and considered for primarily a housing development. With investment in the transport infrastructure, which should have been done years ago with some forward thinking and planning, then there is real potential to develop Manston airport as a freight hub and possibly for passengers too. How much heavy goods traffic do we see passing through Dover and Folkestone to and from the continent, which should indicate with improved road links the viability of Manston airport for freight. I note also the close proximity to Manston Airport of Thanet Earth, the largest greenhouse complex in the UK, producing around 10% of our annual production of tomatoes, peppers and cucumbers.

"Several stakeholders have noted that capacity constraints are a significant hindrance to the operation of UK air freight – one stated that it has caused volume growth to fall behind other European countries and another stated it is one of the main reasons why so much freight is flown to mainland Europe and trucked to the UK – in turn causing more road and port congestion. While many of the UK's airports are not currently particularly congested, the concentration of air freight activity at Heathrow, which is severely slot constrained and which operates at 98% capacity, means that the congestion there has a disproportionate impact on UK air freight. Slot constraints at Heathrow mean that no additional freighter operations are possible, while the larger passenger aircraft such as the A380 actually have lower freight capacity than the aircraft they are replacing, particularly 747s. Historically, much of the UK air freight activity is concentrated around Heathrow due to its significantly more extensive intercontinental passenger network compared to those of other UK airports."⁴

"Several stakeholders commented that the quality of the UK's air freight infrastructure is a major issue, with freight facilities at UK airports often being decades old and having suffered from continued under-investment."⁴

"At Heathrow, the infrastructure has led to severe levels of road congestion, with trucks often queuing for hours at the Cargo Horseshoe (Heathrow's main freight facility), with some operators investing in off-site facilities to mitigate these problems. However, restrictions imposed by the Border Force currently prevents any new such remote-site facilities being developed."⁴

Thanet suffers from high levels of unemployment⁵ and social deprivation⁶, with some of the lowest levels of household income in the south-east^{7,8}, and associated reduction in healthcare outcomes for the local population⁹. I believe that we need to retain Manston as an operational airport, which with appropriate investment and development, would support significant expansion of additional local businesses around the airport site, either directly supporting the airport business or as potential customers resulting from the excellent transport links. This would provide much needed employment, as well as the opportunity to develop skills in technical, scientific and hospitality areas, where there are already nationally-recognised skills shortages. This could tie in with government apprentice schemes and local education providers. It would be short-sighted of the local council to allow redevelopment of the airfield for alternative uses, and a long-term view should be taken for the future of generations to come. It is becoming clearer that any redevelopment of the airfield for alternative uses will be focused primarily on residential development, with very little long term business development or additional employment opportunities. I have seen no firm evidence of the latter, despite the proposals, and would consider the employment prospects of the airport and related business as far greater than any redevelopment for alternative use. The Planning Inspectorate should take heed of what has happened at the Pfizer site in Sandwich, Discovery Park, which has not attracted much new, additional employment, other than business relocating from one part of Thanet to another.

There is also significant potential to further develop tourism in Thanet, boosting the local economy and employment, associated with the reopening of a viable and potentially successful airport at Manston. The value of tourism has increased significantly around Southend-on-Sea in the recent years following the expansion of passenger services at the near-by Southend airport, rather than a negative impact.¹⁰

Local residents do not want or need a whole, new residential village developing on the site of Manston airport. I'm sure that it is attractive for generating a quick profit for the developers, house-builders and dare I say it some members of Thanet District Council. There is already adequate provision for housing in the local plan, not to mention the number of empty properties around Thanet, plus many unused industrial sites available either for residential or commercial use, and Discovery Park at Sandwich still has considerable available capacity.

There are significant issues surrounding a large residential development on the airfield site, which is above a major aquifer and will impact upon local water supplies. I also have concerns around the environmental impact, including significant increase in pollution levels, poor air quality impacting upon local health, and further loss of green space in Thanet.

As a local, front-line NHS employee then I'm already aware of the current difficulties in providing adequate and timely health and social care for Thanet residents. This is unlikely to improve with a high proportion of elderly residents in Thanet, high levels of social deprivation, and ongoing reviews of service provision by the local acute healthcare Trust with concerns around recruitment of medical staff and maintaining accreditation for training of junior medical staff (without which any acute hospital will fail). A+E waiting times are currently some of the worst in England, and some way from the national target, despite the dedication and hard work of front-line staff. You only have to take a look at how busy A+E is at the QEQQMH, even during the day, when many patients don't need to be there but are unable to be dealt with in a timely manner elsewhere, either due to health or social

problems. I haven't seen how the impact upon a struggling mental health and acute

secondary care provider will be addressed by a significant population increase with any proposed residential development of Manston airfield, and building an additional GP surgery won't help, especially if there are no GP's to run it given the current local difficulties in the recruitment and retention of GP's.

Please listen to local people and bring back Manston airport for the benefit of Great Britain !

Yours faithfully.

Mr M. Skerratt

References:

1. BBC News. Election 2015: UKIP controls Thanet Council ; 10 May 2015 [cited 2019 Feb 13].
Available from <https://www.bbc.co.uk/news/uk-politics-32672010> (attached).
2. British International Freight Association. Air freight demand up 9% in 2017; January 2018 [cited 2019 Feb 13]. Available from <https://www.bifa.org/news/articles/2018/jan/air-freight-demand-up-9-in-2017-strongest-growth-since-2010> (attached).
3. Air Cargo News. Air cargo as a UK engine of growth in a post-Brexit world ; 20 July 2018 [cited 2019 Feb 13]. Available from <https://www.aircargonews.net/news/airline/freighter-operator/single-view/news/air-cargo-as-a-uk-engine-of-growth-in-a-post-brexit-world.html> (attached).
4. Steer for Airlines UK. Assessment of the value of air freight services to the UK economy; October 2018 [cited 2019 Feb 13], page 8. Available from <http://airlinesuk.org/wp-content/uploads/2018/10/Assessment-of-the-value-of-air-freight-services-to-the-UK-economy-Final-Report-v22-Oct-2018-b-SENT.pdf> (attached).
5. Kent County Council. Unemployment in Kent; updated 22 Jan 2019 [cited 2019 Feb 13]. Available from https://www.kent.gov.uk/_data/assets/pdf_file/0019/8182/District-unemployment-bulletin.pdf (attached).

Kent unemployment headlines December 2018 (page 1)

The unemployment rate in Kent is 2.2%. This is below the rate for Great Britain (2.4%).

Thanet has the highest unemployment rate at 5.2%. Sevenoaks has the lowest unemployment rate at 0.8%.

The 18-24 year old unemployment rate in Kent is 3.4%. They account for 21.1% of all unemployed people in the area. Thanet has the highest 18-24 year old unemployment rate in the South East at 8%.

6. Kent County Council. Business Intelligence Statistical Bulletin. The English Index of Multiple Deprivation (IMD 2015): Headline findings for Kent; October 2015 [cited 2019 Feb 13]. Available from https://www.kent.gov.uk/_data/assets/pdf_file/0006/7953/Indices-of-Deprivation-headline-findings.pdf (attached).

Local Authority Level (page 3)

Thanet was the most deprived local authority in the IMD2010 and remains Kent's most deprived local authority district in IMD2015. Nationally, Thanet is ranked at 21 out of 326 authorities placing it within England's 10% most deprived of authorities.

Deprivation at small area level in Kent's Lower Super Output Areas (page

4)

Kent has 902 Lower Super Output Areas, 51 (6%) fall within the top 10% most deprived LSOAs in England in the IMD2015. In the IMD2010 the number of LSOAs within the most deprived 10% nationally was 32 (4%). These LSOAs are spread within seven of Kent's local authorities with Thanet having the highest number and proportion of LSOA within the top 10% most deprived LSOAs in England.

The highest ranking LSOA in Kent is in Thanet District, within Cliftonville West ward. This LSOA is ranked 4th out of 32,844 LSOAs in England placing it within England's most deprived 1% of small areas.

7. Kent County Council. Statistical bulletin. Earnings in Kent; November 2018 [cited 2019 Feb 13]. Available from https://www.kent.gov.uk/__data/assets/pdf_file/0020/8183/Earnings-in-Kent.pdf (attached).

Thanet district has the second lowest weekly workplace earnings of districts in the whole of the South East Region at £464.50 (page 1).

8. Kent County Council. Statistical bulletin. Gross Disposable Household Income (GDHI), 2016 ; November 2018 [cited 2019 Feb 13]. Available from https://www.kent.gov.uk/__data/assets/pdf_file/0005/8186/Gross-Disposable-Household-Income-bulletin.pdf (attached).

Thanet district has the lowest GDHI per head in Kent (£17,009).

9. Kent Public Health Observatory. Living well: overview; Living well in Kent (districts). 2018 [cited 2019 Feb 14]. Available from https://www.kpho.org.uk/__data/assets/pdf_file/0013/46120/Living-Well-Overview-District.pdf (attached).

Thanet has the highest rate of premature mortality from all causes of all the districts within Kent (page 5).

10. RiverOak Strategic Partners. Azimuth Report; Volumes 1 to 4. TR020002/APP/7.4. July 2018 [cited 2019 Feb 14] Available from <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-002459-7.4%20-%20Azimuth%20Report.pdf>.

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