

From: [REDACTED]
To: [Manston Airport](#)
Subject: Précis of RR-0501 (Relevant Representation by Dr. R. John Pritchard re. the Manston Airport DCO)
Date: 18 January 2019 17:29:21

1. I am Dr. R. John Pritchard, a Thanet resident since 1989. I am an experienced academic researcher, lecturer, writer and broadcaster, with degrees and other qualifications in history, economics and law.

2. I have followed closely RiverOak plans for Manston Airport since 2014. My close study of DCO projects on the Planning Inspectorate website has increased my support for this Application.

3. I strongly support RiverOak's strategic vision. I also understand how scandalously inept and incomprehending Thanet District Council and especially its Senior Management Team have been in relations with the RiverOak team over five years. Traditionally, Thanet District Council elected members have strongly supported the airport, importance since 2009 encapsulated in the Thanet Vision 2030 document on TDC's website. Nearly all of Thanet's district councillors were elected in 2015 with personal or manifesto commitments to fight for the re-opening of the airport. The Council's SMT persuaded successive Leaders of TDC to undertake U-turns or run that policy (and their own personal reputations) into quicksand.

4. I've closely studied RiverOak's application and watched that move, grow stronger and more robust over time, from RiverOak's first proposals to TDC in March/April 2014, past roadblocks that they encountered, ultimately necessitating to embrace the PA 2008 regime for development consent of a larger still project. The project is now clearly a Nationally Significant Infrastructure Project as defined in that Act and accepted as such.

5. Much depends on the case made out in the Azimuth Report, the best and most through 'health check' into the socio-economic privations of Thanet we've ever had: a story of high unemployment, comparatively low life expectancy, health care, an aging population (reducing need for housing growth beyond natural increases), lower educational attainments than elsewhere, poorer further & higher educational provisions than elsewhere, low aspirations, few career opportunities, rising crime. The airport can change all that. The needs are established in NSIP terms. Employment opportunities are marked and quantified using standard metrics but also applying micro-economic as well as macro-economic analysis. Robust, conservative in approach but with viability clearly established

6. We live on an island, 70% surrounded by water. Strong prevailing winds (hence windfarms!) blow most pollution out to sea. Noise footprints are small in comparison with other airports. The documentation shown of consultations with the CAA suggests that the noise footprints may ultimately be deemed smaller still. Aircraft are quieter than before and be quieter still as annual ATMs increase in future. Detriment from pollution is tiny compared to benefits from higher employment, tax revenue (hence better local public services), lower crime, less stress.

7. This is the first NSIP Airport Project. It merits success. Were this DCO project to fail, it is doubtful any other Airport Project would succeed under the PA 2008 regime during the next 10 years, a critical time post-Brexit and against the national interest.

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