

From: 
To: ManstonAirport@pins.gsi.gov.uk
Subject: Manston
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I do not agree that the RSP application is in the national interest. They haven't made any reference based on factual research to evidence this in their application. This has a worse aroma about it than the recent Seabourne farce.

I do not believe it is in the local interest residence in Thanet or Kent wide either. We are on the far tip of east Kent. The furthest you can get from central England.

The site is too remote to be commercially viable financially for cargo operators or commercial passenger flights. History has proven that since the different incarnations since Wiggins. Anthony Freudmun would know. He is was the common denominator through out all of these failures.

Audits and reports already completed by Thanet District Council already proved that this is not a viable airport on any level. History has also proved this with the loss to shareholders when the airport was run by Wiggins (including myself) and eventually the final closure in 2014.

The jobs will be no different to those previous. Mainly Part time, zero hours contracts, minimum wage, which offer no stability to the local economy. Friends used to work for the last operators under zero hours. RSP have not put any detail to employment forecast which could therefore have been picked out of the air.

The job numbers mentioned by RSP are not specific but appear to to pie in the sky figures to lure support rather than give specific details for residents who are obviously hopeful.

We have a thriving tourism industry in Thanet which is on the up. To grant a DCO at the old Manston site will destroy that and the economical growth that has come with it. Unemployment is down by 33% according to south Thanet MP. Now he states we need an airport? He has been ticked off in parliament for breaching rules by raising the standard for RSPs application. He is the director of Mama Airlines. He intends to run an airline out of Manston if it takes off. So where do his loyalties lay? Not with long suffering residents. We've had to put up with failing airport fluting dirty noisy freighters fir years before it's welcomed closure. The noise, the chemical waste from discharged fuel was disgusting and distressing, especially when there were the night time flight breaches. Horrendous to put up with.

The noisy planes indicated in the application (that are banned from Heathrow) will result in noise pollution day and night and blight the lives of thousands of residents in east Kent.

The world health organisation and nhs England point to cardiaovascular risks associated with living near airports.

Also the impact of additional freight on the connecting roads to the capital (Dartford tunnel) does not seem to be addressed or factored into this application. It's a nightmare commuting along that route already (I travel between Thanet and maidstone often hitting congestion already).

Kent wide blight would ensue in my opinion, if this DCO is granted. It is not in the national interest and it will blight the lives of so many to line the pockets of so few, until it goes bust.

Regards

J R BOOTH.

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