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**Subject:** Support of Plans Submission  
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In September 2018 I registered my intent to submit a statement of support for RSP's plans to develop and operate Manston Airport

Manston Airport is located in the South East corner of England and specifically on the tip of the Isle of Thanet, a peninsular where the English Channel meets the North Sea and the Thames Estuary. It is in close proximity to the Channel port of Dover and the lesser used port of Ramsgate. Dual Carriageway highways adjoin the site and give direct access to the national motorway network. The HS1-feeder rail line from Ramsgate to London St Pancras passes close by and plans under development by Kent County Council and Network Rail suggest a Parkway Station may be built close to the airfield.

East Kent as a whole has seen a downturn in quality employment opportunities over the last 25 years. The whole of the East Kent Coal field closed with both direct and community job loses, the large Pfizer research and manufacturing plants at Sandwich shrunk considerably again with an outflow of quality employment. The loss of money in the local economy also impacted retail and leisure related employment in the area. Tourism used to be a significant seasonal employer but changes in how people spend holiday time has again reduced the amount of work available, to an extent the closure of the airport to aviation made tourism prospects worse as foreign tourist could no longer travel directly to area by air.

The lack of quality employment in Thanet is a major inhibitor to economic growth in the area. This reduces the money in circulation and reduces spend across all sectors including retail and leisure. This is vicious circle, the young and mobile with skills leave the area in search of employment, leaving the elderly and the unskilled and the consequent reliance on stretched social services.

RSP's proposals to develop Manston Airport as freight hub has great merit in its contribution to local employment and economic growth in Thanet. Under the previous operators, Manston Airport was seriously limited in its ability to provide an economically viable service. There was insufficient infrastructure to handle multiple aircraft simultaneously. Although aircraft could be unloaded quickly and the offloaded freight rapidly displaced to the road network the airside design made it almost essential that the incoming flight departs before the next plane can be handled. RSP's plans will allow more plane loads to be processed concurrently. The argument put forward by the site owners that RSP is only planning a small increase in traffic is bogus as the current owners and the prior owners disposal of vital infra structure assets would make operation currently impossible, It should be noted that the Transport Parliamentary Select Committee expressed considerable doubts on the ownership and motives of the previous two owners of Manston Airport.

The additional plans for aircraft maintenance and teardown facilities and general aviation / flight training will further enhance local employment prospects and should also provide quality skilled engineering training.

Passenger flights to European Hubs would also be welcomed by the local business community. My own business (I supply expert consultancy to companies in the USA) suffered an increase in costs when I was unable to travel via Amsterdam to the USA - the need to travel through London often added an overnight stay at Heathrow to my travel costs which were already increased by the need to pay higher airfares and taxes.

The presence of an airfield in the South East of Kent also has military benefits - the recent stowaway incident in the English Channel used Manston as a staging post for the special forces used to control the situation. The permanent loss of Manston to aviation (and that will be the inevitable outcome of these plans not proceeding) will make such operations far more difficult.

In addition the airfield hosts important parts of the national aviation safety infrastructure - the loss of this facility to housing will have a detrimental effect on air safety and incur costs to relocate and calibrate the essential equipment.

The other part of my submission concerns the environmental impact of an airport. By their nature, airfields remain in the main fields. strict rules on building close to active taxiways and runways stop over construction

on the site. This has the benefit of rain fall still be able to percolate the underlying chalk aquifers, As now, grey water from runways is diverted from the clean flows on the grass areas.

In addition to not losing the aquifer, the secure airside of an airfield with controlled and restricted human access benefits wildlife, Flora is allowed to thrive and land fauna is shielded from much human impact.

Regards

Peter Scott



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