

**Additional submission for Deadline 8**  
**TR020002 –Manston Airport - Ref:20011948**

Dear Sirs,

I would like to take the opportunity of raising a few points related to issues that came up during the ISH Hearing 5<sup>th</sup> June 2019.

- 1) There was much discussion on the appropriate number of direct jobs per 1 million passengers / 100,000 tonnes of freight ranging from 650 to 950.

In Year 5 of operation RSP predict that there will be 2,150 direct jobs using 877 as the multiplier. Using the figure suggested by York Aviation of 650 this would give a figure of 1,576 direct jobs.

The number of jobs created need to be taken in context of the employment situation in Thanet. As indicated in my previous submissions, Thanet is highly deprived and has high levels of unemployment. However, the key comparator here is the employment mix where only 5 out 3,865 enterprises (0.1%) in Thanet employ more than 250 people. So even if we use the York figure, 1,576 direct jobs will be transformational for the area.

By Year 20 of operation RSP predict that there will be 3,417 direct jobs whereas York Aviation, using the 650 multiplier, calculate 3,130 jobs. These are significant numbers of jobs for any area but for Thanet they are huge.

- 2) There was much discussion on the appropriate multiplier for indirect and induced jobs ranging from 0.4 to 1.8.

If I understand correctly, the 1.8 multiplier is a recognised multiplier, so these jobs will be created, but the dispute is over the effect this would have on the locality. Comparisons were made with Luton and it was suggested that the figure of 0.4 should apply to the effect on Kent. I would argue that, although Luton does have areas of deprivation, it is unrealistic to compare the two situations. Thanet and East Kent desperately needs jobs and with the right education and training Local people will be able to fulfil many of those jobs. RSP have already undertaken considerable work to ensure this is possible. As was pointed out by Mr Cain, other airports have adopted measures to maximise the uptake of indirect and induced jobs in the locality of the airport and there is no reason why Manston cannot adopt these principles.

Again, using the worst-case scenario outlined by York Aviation by Year 20 there will still be 1,252 indirect and induced jobs created in the locality by a reopened airport. For the reasons outlined above, I feel there is no reason why the multiplier for the locality cannot be much higher than 0.4 so this figure of 1,252 is an absolute minimum.

- 3) Education, training and skills

This is of vital importance to the area and I am delighted that this has been fully embraced by the applicant and the Examining Authority and is now included in the draft s106 agreement and the draft DCO.

Kind regards,

Councillor David Stevens.