

From: [REDACTED]
To: [Manston Airport](#)
Subject: DCO.4.22 New Requirement 19c For Deadline 9
Date: 27 June 2019 18:46:02

From:
Mr and Mrs Redmond

Dear Sirs,

We are writing to you in regard to a possibility that there will be a curtailment to the times that the passenger flights between 9.00 and 12.00, and that these times are being discussed by the PINs Examiners as part of the Manston Airport DCO Process 'Requirement 19c' Clause.

We are asking that you reconsider the limitations this will place on business travellers and having time restrictions could have detrimental effects to any new and developing businesses that will want to take advantage of building their businesses close to a cargo and passenger airport. These three hours that have been suggested to be restricted are likely to be the very same hours that business men and women would want to take advantage of when traveling to and from Manston Airport. Thanet will be effectively closed for the best part of the morning to business flyers and tourists alike ... What kind of message does this sent out about Thanet and it's Airport being open for business, if it is partially 'closed' in the mornings ? And, wont this encourage more vehicles on Thanets roads as the next best choice for travellers to access Thanet in the mornings.

Thanet's tourist industry would benefit from more overseas visitors who are more likely to stay and spend money in the towns on food and hotels, while some business visitors and daytrippers to Thanet and to the rest of South East Kent are more likely to request flights that arrive in the morning and give them enough daytime hours to allow them to take an evening flight home and so ensuring they are back home in good time for a full nights sleep for some to report for work the following day.

Surely these flight time constraints would be considered to be very unfair because scheduled night flights have already been taken out of the equation for Manston Airport, and if passenger restrictions were applied to daytime flights too this would be grossly unfair to RSP and if passenger flights were only after noon, it could make flight connections, transfers by coach & rail at a hub airport, much more difficult and harder to manage.

Shouldn't we be looking at ways to assist a company that wants to put money, training local youngsters and providing good jobs into Thanet, rather than putting obstacles in front of them with problems and restrictions.

Please, also consider employees working at the Airport Passenger Terminal.. would they start their shifts to service the early morning passenger flights and then be sent home and told to come back at 12.00?

Thanet people need full time jobs, there are far to many zero hour no contract jobs in Thanet's current seasonal tourist industry. Cutting three hours from the Airports working

day will encourage employers to continue these restrictive working practices which consistently keep the seaside towns and villages of Thanet on top of the list of poorest areas of the UK.

We'd like to inquire whether these restrictive passenger times will also be applied to Heathrow, Gatwick, Stansted or any other passenger Airports... if they were to become a requirement for Manston Airport through the DCO process?

May we ask, what is the point of the passenger flight restrictions anyway?

As far as those who wish to stop the reopening of Manston Airport it is yet another obstacle to try to make the airport an undesirable business for the investors of Riveroak Strategic Partners (RSP), in the hope that RSP will walk away....leaving the Manston airfield and Thanet to its alternative fate of eventually >10,000 and the equivalent >20,000 cars driving on the Thanet and South East Kent roads. This proposed housing development is the horror scenario that is going to make the biggest difference with additional strain on the current road system. This is what will cause traffic jams across Thanet preventing access to our towns and villages.

So please, we ask you Sirs, don't make Requirement 19c' Clause part of the Manston Airport DCO because the current road systems with its current problems will have the necessary improvements in time for the Manston Airport reopening for cargo and passengers flights by the Kent County Council who are responsible for Thanet's roads and the junction at the museum will be modified for any extra vehicles driving towards Manston Airport by Riveroak and their financial backers who will want to ensure that their business model will be a successful and a profitable operational NSIP.

Manston Airport nor the people of SE Kent must not be shackled by a hypothetical statement claiming such operations would cause any excessive, unsustainable increases in road traffic in the area, during particular times of the day and for these reasons above, we disagree with the 19c proposed restrictions.

Yours Faithfully

Mr and Mrs Michael and Christine Redmond



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