

The Planning Inspectorate

My Reference MAN-067

24th January 2020

Dear Sir/madam,

Further to your recent communication of the 17th January, I would like to submit some further comments objecting to the development and re-opening of Manston airport.

I have not been able to source the specific representations listed but believe that my further submissions are relevant.

Although slightly puzzled by the time references in paragraph 18 re: passenger flights, one of the main issues regarding flights relates to night time. Perhaps my point here relates more to viability. The M.P Sir Roger Gale was at one time on record in his on-line archive commenting on the then Labour party controlled Thanet District Council, as only paying "lip service" to Manston airport by not allowing night flights, knowing full well that the airport could not survive without them.

If the airport were allowed to re-open it would only be a matter of time before the operators were pressing for longer operating hours to have any chance of surviving commercially, regardless of what promises

to the contrary they are making now.

Paragraph 23 refers to the submissions made by Five10Twelve Ltd regarding need and I believe viability.

I believe that the attached copy taken from an old local paper speaks volumes regarding the dream in 2007 of a thriving airport at Manston. As we now know, by 2013 the airport had been sold with massive debts for a nominal £1. I ask now, is the situation any more favourable?

The prime minister has made known his commitment to support and initiate growth in the impoverished North.

This would surely make an arguably questionable case for the re-development of an air cargo hub in the South east, which already has a known history of failure, to be a viable venture now.

Furthermore, independent reports have shown that airport capacity is not as constrained as the RSP application tries to make out. Indeed, when I read those reports, they have used far more authoritative sources than those used in the Azimuth Associates report as used by RSP.

Paragraph 27 refers to a submission by Mr Chris Lowe. I have not been able to view his comments on air and pollution, but I notice that RSP are using their monetary support for a tree planting initiative in Thanet to mitigate air pollution from their proposed project.

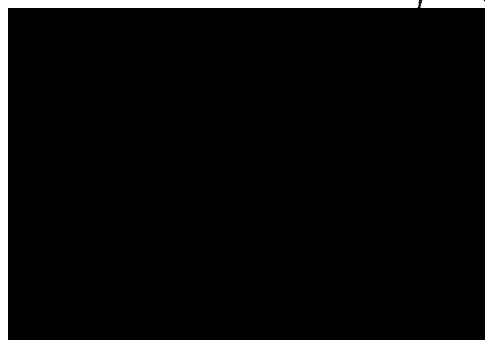
According to research information published on the website Carbon Independant.org, planting trees is not the answer to the climate crisis. A huge amount of statistics are given and I quote from their conclusion.

"Tree planting is not an answer to the climate crisis. ~~So~~ Instead, we need to move quickly to solutions that will work - including phasing out fossil fuel use by stopping flying, phasing out cars, by insulating homes, and by local food production and distribution." last updated 27/12/19.

This makes RSP's £100,000 publicity stunt seem no more than another effort to make their proposed project appear more acceptable, and I think publicity stunt is a fair description of that effort given the presence of the messrs Sir Roger Gale, Craig McKinley and Tony Friedman at the related photo call.

None of these inducements will in any way make the project any more viable or needed than it is at present, and will do nothing to make it any less noisy or polluting if it went ahead.

yours faithfully.



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Keeping the skies friendly

MATT Clarke, 28, lives in Canterbury and is the CEO of Kent International Airport at Manston, in Thanet. The airport is owned by Infratil Airports Europe, which also owns Prestwick Airport in Scotland and Lubeck in Germany. The Infratil group has its headquarters in New Zealand and owns Wellington Airport.

Job Description

My role covers a wide variety of aspects including responsibility for the airport and staff safety. This involves compliance with all aviation rules, council regulations and noise abatement laws.

I have overall financial responsibility for Manston and have to ensure that we work within budgetary targets as well as look for growth and development opportunities.

There are 95 staff including the crews involved with rescue, fire, cargo, air traffic control and engineering as well as administrative departments such as business development, HR and general management.

In winter we specialise in cargo flights of perishable produce from around the world, including Turkey, Africa and Egypt.

Because of our excellent transport links we are developing specialist cargo transportation. For instance, we recently had two planeloads of top-class racing cars, all bound for the A1 Grand Prix at Brands Hatch, and we are looking at developing our equine flying transportation facility.

We have regular passenger flights to Palma, Faro and Alicante through Kent Escapes, which provides flight-only and package holiday charter deals.

We will be adding new services all the time, but we have to convince airlines that flying out of Manston is worthwhile.

Passengers accept the advantage of being able to drive to the airport, park cars for an unlimited period for £20, walk across the road to the terminal and not have to be there more than an hour before take-off.

We hope many people will come to our open day on Saturday, July 21, from 11am until 4pm, where they can meet staff from

the airport, Kent Escapes and Brockman Travel and experience the convenience of using Kent International Airport, Manston.

How many hours a week do you normally work?

It depends but usually 50 to 60.

What made you pursue this career?

I've always loved planes and when I left the University of Canterbury at Christchurch in New Zealand I trained as a pilot at Rotorua Airport. I was there for four years but moved from flying to airport management, and was involved in the development of a number of new terminals.

I joined Infratil and came to Prestwick last year where I spent six months before moving to Manston in April this year.

What training and qualifications do you need/have you got?

I have a Bachelor of Commercial Management degree and a pilot's licence. I also have the advantage of an excellent management team in Prestwick.

What personal skills do you need?

You must be able to deal with, talk to and understand all sorts of different people, and often encourage them into your way of thinking, whether they be trade union representatives, staff, senior airline management or clients.

Best things about the job?

Having always loved being around airports and aeroplanes, I can't think of anything I'd rather do and there's always the wonderful satisfaction of developing a new client or completing an important deal.

Worst things about the job?

Not being able to get things done as fast as I'd like. With decisions involving millions of pounds, it's important we get it right.

Airport boss



In control: Pilot turned airport CEO Matt Clarke.