For the attention of the Manston Airport Case Team,

I am writing to you today, to list my representation on the re-determination of the Manston Airport DCO, on request of the Department of Transport regarding letter Dated **11th June 2021**.

I am a local 23 year-old resident who works in the airline industry- having been involved in the Manston campaign from the age of 15 - when the airport's closure was announced - that was 8 years ago.

Having seen how much Thanet has changed, as well as personally heard the opinions of local young people through my education and workplaces, I can say without a shadow of a doubt - that this airport is absolutely crucial to Thanet and the wider Kent area and is NEEDED for the benefit of local people young and old; business big or small and especially those who have lived here all their life and have seen and perhaps victim of the depravity of the local area.
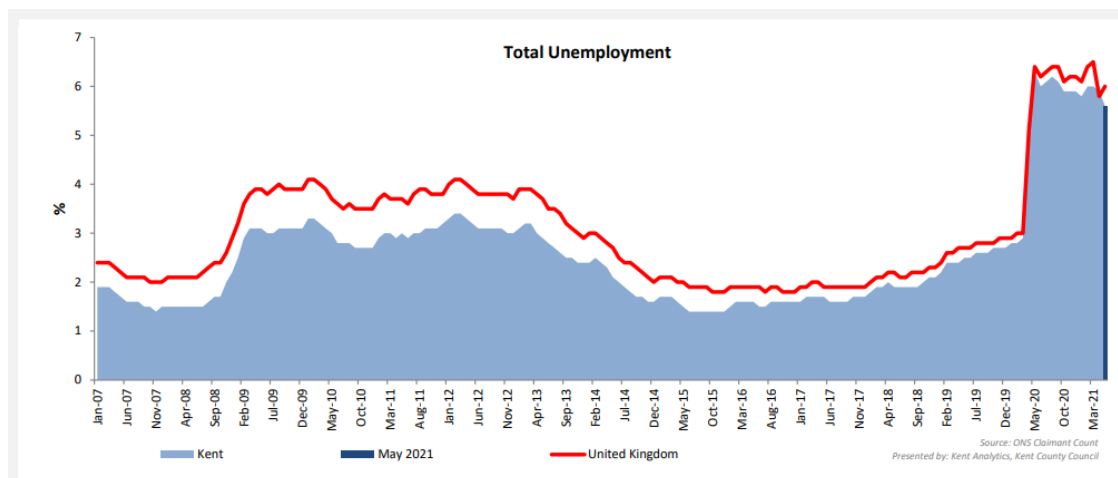
The focus of this letter is going to be on Thanet and Kent - and the benefits Manston could bring.

Unemployment
The following analysis is using data supplied by Kent County Council published June 15th 2021.

https://www.kent.gov.uk/__data/assets/pdf_file/0019/8182/District-unemployment-bulletin.pdf

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[1] https://www.kent.gov.uk/__data/assets/pdf_file/0019/8182/District-unemployment-bulletin.pdf

May 2021	Number	% rate	Number change since April 2021	% change since April 2021	Number change since May 2020	% change since May 2020
Kent	52,985	5.6%	-2,860	-5.1%	-7,060	-11.8%
United Kingdom	2,503,160	6.0%	+73,635	+3.0%	-158,180	-5.9%

District unemployment

May 2021	Number	% rate	Number change since April 2021	% change since April 2021	Number change since May 2020	% change since May 2020
Ashford	4,250	5.5%	-200	-4.5%	-695	-14.1%
Canterbury	4,815	4.6%	-220	-4.4%	-660	-12.1%
Dartford	3,725	5.2%	-265	-6.6%	-445	-10.7%
Dover	4,150	6.0%	-250	-5.7%	-695	-14.3%
Folkestone & Hythe	4,440	6.7%	-220	-4.7%	-455	-9.3%
Gravesham	4,635	7.1%	-260	-5.3%	-280	-5.7%
Maidstone	5,100	4.9%	-290	-5.4%	-645	-11.2%
Sevenoaks	2,655	3.8%	-250	-8.6%	-370	-12.2%
Swale	5,625	6.2%	-240	-4.1%	-745	-11.7%
Thanet	7,615	9.4%	-220	-2.8%	-1,180	-13.4%
Tonbridge and Malling	3,090	3.9%	-195	-5.9%	-470	-13.2%
Tunbridge Wells	2,875	4.0%	-250	-8.0%	-440	-13.3%
Kent	52,985	5.6%	-2,860	-5.1%	-7,060	-11.8%
Medway	11,590	6.6%	-440	-3.7%	-735	-6.0%

As you can see here, Thanet has the highest unemployment in Kent, at a staggering **9.4%**

The average unemployment in Kent sits at 5.67%* - So Thanet sits at almost twice above that rate.
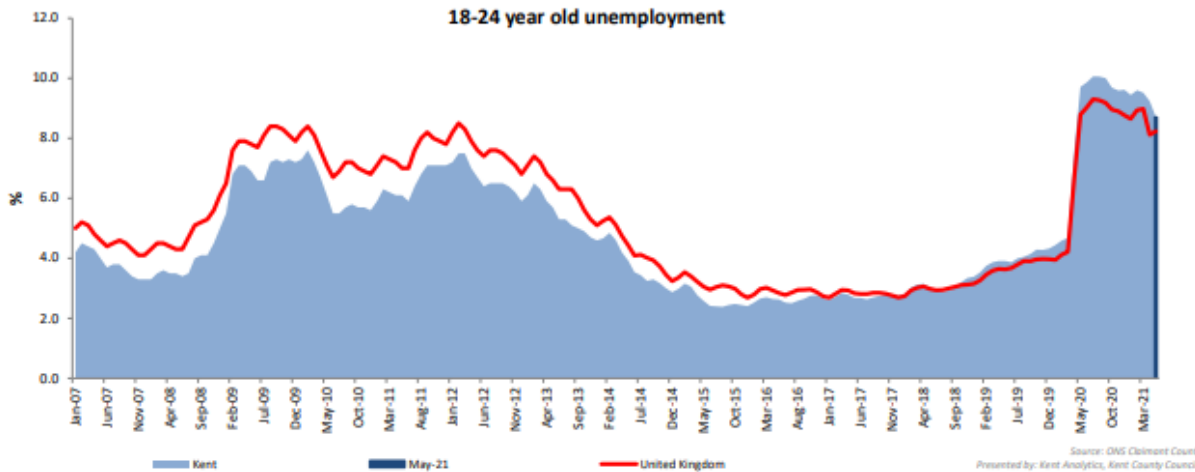
 *(if you add up the unemployment rates and divide by the number of districts)

What I find most shocking is the rate of unemployment **amongst 18-24 year-olds** in Thanet.

The Kent average sits at **8.7% unemployment rate amongst 18-24 year-olds,** which in itself is high;

Unemployment by age group in Kent

May 2021	Number	% rate	Number change since April 2021	% change since April 2021	Number change since May 2020	% change since May 2020
18-24	10,560	8.7%	-645	-5.8%	-1,220	-10.4%
25-49	29,260	6.0%	-1,485	-4.8%	-4,310	-12.8%
50-64	13,080	4.2%	-720	-5.2%	-1,460	-10.0%

Source: ONS Claimant Count
Presented by: Kent Analytics, Kent County Council

18-24 Unemployment

May 2021	Number	% rate	Number change since April 2021	% change since April 2021	Number change since May 2020	% change since May 2020
Kent	10,560	8.7%	-645	-5.8%	-1,220	-10.4%
United Kingdom	465,245	8.2%	+6,660	+1.5%	-30,930	-6.2%

Thanet's unemployment rate amongst 18-24 year-olds sits at <u>14.9%</u>

District unemployment by age group

May 2021	18-24 claimants	25-49 claimants	50-64 claimants	18-24 claimant rate	25-49 claimant rate	50-64 claimant rate
Ashford	890	2,290	1,065	10.1%	5.7%	4.1%
Canterbury	1,055	2,605	1,150	4.1%	5.6%	4.0%
Dartford	660	2,280	775	8.7%	5.5%	3.9%
Dover	830	2,215	1,095	10.3%	6.6%	4.2%
Folkestone & Hythe	835	2,340	1,260	11.4%	7.3%	5.2%
Gravesham	945	2,595	1,090	12.4%	7.4%	5.3%
Maidstone	950	2,970	1,175	8.1%	5.4%	3.5%
Sevenoaks	510	1,450	690	7.1%	4.1%	2.8%
Swale	1,250	2,985	1,375	11.0%	6.5%	4.6%
Thanet	1,485	4,215	1,905	14.9%	10.6%	6.7%
Tonbridge and Malling	635	1,680	770	7.1%	4.1%	2.9%
Tunbridge Wells	510	1,630	730	7.2%	4.3%	3.0%
Kent	10,560	29,260	13,080	8.7%	6.0%	4.2%
Medway	2,480	6,595	2,505	11.0%	7.0%	4.8%

A re-opened Manston Airport will provide many thousands of jobs to local people, especially unlocking valuable careers in aviation and aerospace (and also STEM subjects) to young people - enabling a more prosperous area.

POSITIVES OF THE PROJECT - Specific to Unemployment

The DCO being approved will bring much needed help to the area, and will bring jobs to the unemployed.

The table below is from RSP's " 7.4 Azimuth Report Volumes 1 to 4"

https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-002459-7.4%20-%20Azimuth%20Report.pdf

5.1.6 Table 4 shows the result of applying the forecast calculations defined from the previous section. The table shows the freight tonnage and passenger numbers that were used in the calculation (see Volume III for further information), from the first to twentieth years of operation. The table defines jobs as direct, indirect/induced, and catalytic, as previously described in Section 3.1 using the calculations shown in 3.5.2 above.

Table 4   *Forecast job creation*

	Freight tonnage	Passenger numbers	Direct jobs	Indirect/ induced jobs	Catalytic jobs	Total job creation
Y1	0	0	116	0	0	116
Y2	96,553	0	856	1,542	0	2,398
Y3	108,553	662,768	1,551	2,791	6,203	10,545
Y4	167,092	679,868	2,085	3,753	8,341	14,179
Y5	173,741	686,672	2,150	3,870	8,601	14,621
Y6	181,436	965,295	2,466	4,438	9,862	16,766
Y7	192,908	975,591	2,576	4,638	10,306	17,520
Y8	200,673	975,591	2,645	4,762	10,581	17,988
Y9	203,245	975,591	2,668	4,803	10,673	18,143
Y10	212,351	975,591	2,749	4,948	10,996	18,693
Y11	222,377	1,011,587	2,812	5,062	11,249	19,124
Y12	234,508	1,049,022	2,890	5,202	11,561	19,653
Y13	244,690	1,087,954	2,947	5,305	11,789	20,042
Y14	256,989	1,128,444	3,018	5,432	12,072	20,522
Y15	270,579	1,170,553	3,094	5,570	12,378	21,042
Y16	283,904	1,214,347	3,164	5,695	12,656	21,515
Y17	296,594	1,259,892	3,224	5,802	12,894	21,920
Y18	312,344	1,307,259	3,301	5,942	13,205	22,448
Y19	324,838	1,356,521	3,349	6,029	13,397	22,775
Y20	340,758	1,407,753	3,417	6,151	13,668	23,235

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Initially, there will be ***approximately 800 construction jobs***[3] to get the project underway, using local construction and employment - but the real detail is in the table .

5.1 Forecast job creation resulting from operations at Manston Airport

5.1.1   The employment created by the operation of an airport includes direct, indirect, induced and catalytic jobs, as described in Section 3.1. Direct jobs include employment by the airport operator as well as by airlines, general aviation, handling agents, airport security, immigration and customs, retail and food concessions, and aircraft maintenance, for example.

5.1.2   Indirect employment includes jobs in the supply chain such as wholesalers providing food for in-flight catering, aviation fuel supply, travel agents, cleaning and maintenance contractors, for example. Induced employment covers a wide range of jobs created as a result of those connected to the airport spending their income in the local or national economy.

5.1.3   Catalytic employment includes those jobs in organisations that are facilitated by the operation of the airport such as tourism and companies that import and export goods by air. It should be noted that, in the interests of providing a conservative forecast, catalytic jobs are not forecast until Year 3 to allow for impacts to be felt throughout the national economy. [4]

Direct Jobs

From the table and the red arrow, we can see the direct job predictions , which start at **116 in Y1**, growing to **2,150 by Y5** and **3,471 by Y20**.

As you can see in comparison, this is a significant number of jobs provided to the unemployed in Thanet.

Indirect Jobs

From the table and the column marked by the **green** arrow, we can see the indirect jobs prediction

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[3] Quote by Tony Freudman. RSP Director during Radio Kent Interview with Presenter Julia George on the Tues 22nd June 2021.

[4] RSP 7.4 Azimuth Reports Vol 1-4 pg 220

Catalytic Jobs

These jobs are just as important, as they are all external jobs as a result of the project. It is also these jobs as a result of the airport that will help the local economy in a number of ways - which will be another submission of mine.

Local Economy

Thanet has a weak local economy, and according to the Centre for International Competitiveness, Thanet ranks amongst the lowest in the country.

Using the following report from 2019 (latest data pre-brexit and pre-covid19):

http://cforic.org/wp-content/uploads/2019/03/UKCI-2019.pdf

TABLE 8.02: 10 SLOWEST PREDICTED GDP PER CAPITA GROWING LOCALITIES (LONG-RUN SCENARIO)

Rank	Locality	Region	Annual Growth Rate
368	Torridge	South West	-0.21
369	North East Lincolnshire	Yorkshire and Humber	-0.24
370	Burnley	North West	-0.26
371	Gwynedd	Wales	-0.28
372	Waveney	East of England	-0.30
373	Boston	East Midlands	-0.30
374	Hyndburn	North West	-0.31
375	Thanet	South East	-0.34
376	Mansfield	East Midlands	-0.48
377	Merthyr Tydfil	Wales	-0.56

Whilst the boom scenario would expect growth to be observable among all localities, a different story is painted by the predicted results for the 10 slowest growing areas, as shown by Table 8.09. Five localities are predicted to register modest declines: Thanet (-0.03%) in South East, Hyndburn (-0.10%) in North West, Boston (-0.14%) and Mansfield (-0.27%) in East Midlands, and Merthyr Tydfil (-0.36%) in Wales. It is clear that even during the good times, the spatial asymmetry of development is strongly reflected across the UK's localities.

TABLE 8.09: 10 SLOWEST PREDICTED GDP PER CAPITA GROWING LOCALITIES (BOOM SCENARIO)

Rank	Locality	Region	Annual Growth Rate
368	North East Lincolnshire	Yorkshire and Humber	0.10
369	Blaenau Gwent	Wales	0.09
370	Torridge	South West	0.09
371	Gwynedd	Wales	0.03
372	Waveney	East of England	0.00
373	Thanet	South East	-0.03
374	Hyndburn	North West	-0.10
375	Boston	East Midlands	-0.14
376	Mansfield	East Midlands	-0.27
377	Merthyr Tydfil	Wales	-0.36

	Long-Run		Bust		Recovery		Boom	
	Annual Growth Rate	Rank	Annual Growth Rate	Rank	Annual Growth Rate	Rank	Annual Growth Rate	Rank
East Lindsey	0.16	355	-2.16	346	1.40	371	0.36	361
Fenland	0.12	356	-2.20	356	1.45	353	0.40	357
Pembrokeshire	0.09	357	-2.22	359	1.46	348	0.40	358
Tendring	0.09	358	-2.20	357	1.43	368	0.34	362
Tamworth	0.09	359	-2.22	360	1.46	349	0.39	359
Forest of Dean	0.09	360	-2.25	361	1.52	299	0.48	348
Rochdale	0.03	361	-2.25	362	1.47	341	0.36	360
Blaenau Gwent	-0.01	362	-2.21	358	1.33	377	0.09	369
Wyre	-0.01	363	-2.28	364	1.48	335	0.34	363
Rossendale	-0.02	364	-2.33	367	1.57	252	0.48	349
Arun	-0.03	365	-2.29	365	1.48	330	0.33	364
Blackpool	-0.04	366	-2.27	363	1.42	370	0.22	365
Nuneaton and Bedworth	-0.13	367	-2.32	366	1.44	360	0.17	366
Torridge	-0.21	368	-2.35	368	1.43	362	0.09	370
North East Lincolnshire	-0.24	369	-2.38	371	1.45	350	0.10	368
Burnley	-0.26	370	-2.39	374	1.47	342	0.10	367
Gwynedd	-0.28	371	-2.38	372	1.43	366	0.03	371
Waveney	-0.30	372	-2.39	373	1.43	369	0.00	372
Boston	-0.30	373	-2.36	369	1.35	376	-0.14	375
Hyndburn	-0.31	374	-2.38	370	1.38	373	-0.10	374
Thanet	-0.34	375	-2.41	375	1.43	363	-0.03	373

As you can see from this table excerpt, Thanet ranks lowest; **373 out of 377 areas**, **displaying some of the lowest annual growth rates using 4 different scenarios.**

TABLE 8.05: 10 SLOWEST PREDICTED GDP PER CAPITA GROWING LOCALITIES (BUST SCENARIO)

Rank	Locality	Region	Annual Growth Rate
368	Torridge	South West	-2.35
369	Boston	East Midlands	-2.36
370	Hyndburn	North West	-2.38
371	North East Lincolnshire	Yorkshire and Humber	-2.38
372	Gwynedd	Wales	-2.38
373	Waveney	East of England	-2.39
374	Burnley	North West	-2.39
375	Thanet	South East	-2.41
376	Mansfield	East Midlands	-2.45
377	Merthyr Tydfil	Wales	-2.48

Only three areas are predicted to experience an actual growth in the annual GDP per capita rates, with the remaining localities suffering a decline in the short term. Figure 8.02 shows that the remaining areas are forecast to have noticeably lower decline levels outside of London, including Copeland (North West), West Somerset (South West) or Aberdeen (Scotland), some of which are not highly ranked in the UKCI (e.g. West Somerset is ranked 210th). These results confirm the spatially asymmetric nature of economic shocks and local responses[29].

Here is the result of the slowest predicted GDP per Capita growing localities in the Bust scenario - Thanet once again ranks almost lowest on the chart, with a predicted GDP shrinking rate of -2.41% per year.

I think from this data supplied, it is CLEAR that Thanet is in a desperate economic state and requires investment and employment on a major scale, of which the Manston Airport project will supply.

Manston's con

https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-002459-7.4%20-%20Azimuth%20Report.pdf

Table 11

Manston Airport GDP and tax contribution

	Direct GDP (millions)			Indirect/ induced GDP (millions)			Catalytic GDP (millions)			Total GDP (millions)		Tax (millions)	
	Jobs	IntV	AOA	Jobs	IntV	AOA	Jobs	IntV	AOA	IntV	AOA	IntV	AOA
Y1	116	£5.6	£8.1	0	£0.0	£0.0	0	£0.0	£0.0	£5.6	£8.1	£1.85	£2.68
Y2	856	£41.2	£59.5	1,542	£70.7	£80.2	0	£0.0	£0.0	£111.9	£139.7	£37.14	£46.36
Y3	1,551	£74.6	£107.8	2,791	£128.0	£145.1	6,203	£330.7	£339.4	£533.3	£592.3	£177.05	£196.66
Y4	2,085	£100.3	£144.9	3,753	£172.1	£195.2	8,341	£444.6	£456.3	£717.0	£796.4	£238.05	£264.41
Y5	2,150	£103.4	£149.4	3,870	£177.4	£201.3	8,601	£458.5	£470.6	£739.4	£821.3	£245.47	£272.66
Y6	2,466	£118.6	£171.4	4,438	£203.5	£230.8	9,862	£525.8	£539.6	£847.9	£941.8	£281.49	£312.67
Y7	2,576	£123.9	£179.0	4,638	£212.6	£241.2	10,306	£549.4	£563.9	£885.9	£984.1	£294.13	£326.71
Y8	2,645	£127.3	£183.8	4,762	£218.3	£247.6	10,581	£564.1	£578.9	£909.6	£1,010.4	£302.00	£335.45
Y9	2,668	£128.4	£185.4	4,803	£220.2	£249.7	10,673	£569.0	£583.9	£917.5	£1,019.1	£304.61	£338.34
Y10	2,749	£132.3	£191.1	4,948	£226.8	£257.3	10,996	£586.2	£601.6	£945.3	£1,050.0	£313.83	£348.59
Y11	2,812	£135.3	£195.4	5,062	£232.1	£263.2	11,249	£599.7	£615.5	£967.1	£1,074.2	£321.07	£356.63
Y12	2,890	£139.0	£200.9	5,202	£238.5	£270.5	11,561	£616.3	£632.5	£993.8	£1,103.9	£329.95	£366.50
Y13	2,947	£141.8	£204.8	5,305	£243.2	£275.9	11,789	£628.5	£645.0	£1,013.5	£1,125.7	£336.47	£373.74
Y14	3,018	£145.2	£209.8	5,432	£249.0	£282.5	12,072	£643.6	£660.5	£1,037.8	£1,152.7	£344.55	£382.71
Y15	3,094	£148.9	£215.0	5,570	£255.4	£289.6	12,378	£659.9	£677.2	£1,064.1	£1,181.9	£353.27	£392.40
Y16	3,164	£152.2	£219.9	5,695	£261.1	£296.1	12,656	£674.7	£692.4	£1,088.0	£1,208.5	£361.21	£401.22
Y17	3,224	£155.1	£224.1	5,802	£266.0	£301.7	12,894	£687.4	£705.5	£1,108.5	£1,231.3	£368.02	£408.79
Y18	3,301	£158.8	£229.4	5,942	£272.4	£309.0	13,205	£703.9	£722.5	£1,135.2	£1,260.9	£376.88	£418.62
Y19	3,349	£161.1	£232.8	6,029	£276.4	£313.5	13,397	£714.2	£733.0	£1,151.7	£1,279.3	£382.37	£424.72
Y20	3,417	£164.4	£237.5	6,151	£282.0	£319.8	13,668	£728.6	£747.8	£1,175.0	£1,305.1	£390.10	£433.30

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[1] RSP 7.4 Azimuth Reports Vol 1-4 pg 244