

From: [REDACTED]
To: [Manston Airport](#)
Subject: Support for the Manston Airport DCO
Date: 03 July 2021 17:15:31

For the attention of the ' Manston Airport Case Team'

Dear Sirs

Manston Airport is situated in the parish of Minster where I have been a resident all of my life. I have also served as a local councillor for 12 years in the past. Other ancestors have lived and owned property and land within the parish and that of Manston village. From that I believe I can easily say I'm a local!

I fully support RSP's application for a DCO to reinstate operations there for so many reasons, eg:

- The Thanet District Council's latest [Local Plan](#) which was adopted in July 2020 maintains support for the airport. On page 30 of the Plan there is the TDC Policy (SP07) on Manston Airport which safeguards it for aviation use only.
- Currently there exists a huge facility just waiting to come back to life comprising of a 1.7 mile mass of concrete runway some 15ft or so thick which sits on top of the important aquifer which supplies the local vicinity.
- Private investment of some £300m+ is available to be poured into the project – no other project in East Kent has ever had that amount of private money put into it – the opportunity must be grasped.
- The locality is an area of deprivation has high unemployment levels and jobs are needed: an operational airport will help provide and attract numerous jobs across various providers. There are plans for training and apprenticeship schemes to help the young if this goes ahead. The latest unemployment figures for Kent can be found [here](#).
- Adequate main roads lead right up to it with little change required for all access needs. Nearby towns and villages will notice little difference to what they experience now.
- There is an industrial estate developing adjacent with a variety to occupants just itching to be part of a wider opportunity that the airport will provide. Part of the airport is earmarked for purely aviation related businesses and training.
- Nearby, served by a number of stations, is the mainline to London (high speed from Ashford International) and beyond,
- The need for greater capacity in air cargo movements going forwards is being widely reported and Manston can play a huge part in this, especially for the wider southeast. The [Airports National Policy Statement \(ANPS\)](#) refers to "Making Best Use' of existing runways. (See 1.39, 1.41 and 1.42 on pages 11 and 12 plus 2.28 on pages 17 and 18). It also indicates the Need for Air Freight (see 2.7 on page 14) and the Need for increased Airport Capacity (see 2.10 to 2.18 on pages 15 and 16).
- The airport is much more fog-free than the major London airports and often in the past would host flights that had to divert.
- Manston in the recent past has been used as a training airport by many airlines including BA and Virgin, especially for the largest aircraft they have used in recent years.

- Night flights, except exceptional late incoming ones, will not be allowed, and such will be governed by rules set out in the application.
- The major port of Dover is 20 minutes away and the Dover District Council are supportive of Manston Airport as they can easily see the benefits it will bring for the area.

Noise has been raised by some in the past and I have witnessed for myself from the forecourt of the Shell petrol station situated on the (now A299) Canterbury Road East at Ramsgate, jumbo jets (Boeing 747s) on final approach to the runway about a quarter of a mile in the near distance. You could hardly hear its approach to my vantage point and the noise as such when it passed by and beyond was minimal and lasted for no more than a few seconds. Yes only a few seconds! Friends and family have, in Ramsgate under the eastern flightpath to the airport, attended schools, worked in those schools, worked in various businesses in the town and lived under and near the same. None have ever found aircraft noise to have affected them in any way over their lifetimes in Ramsgate.

Yes the DCO for Manston Airport must be upheld and be taken forward to its only logical conclusion for the benefit of the Thanet community and East Kent as a whole and allow it to become the intended prosperous cargo hub that is planned.

This once in a lifetime opportunity cannot be allowed to slip from our hands as we will never be able to see such monies ever again ploughed into our local economy.

Your sincerely

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