

From: [REDACTED]
To: [Manston Airport](#)
Subject: Manston Airport Case Team
Date: 09 July 2021 14:00:05

Dear Sir/Madam

Manston Airport Case Team

I write with 100% support of the reopening of Manston Airport and ask that you look at the proposals from RSP in a favourable balanced light.

From the time that the USAF were based at the airport in the 1950's until their departure I was a resident of the Village of Manston. Following the USAF departure we as a district saw the rapid decline of Thanet and employment prospects yet an increase in the population. My own surgery today states they have a patient list is increasing at the rate of 1.6%pa this will only increase. Yet again we face the prospect of a further 17,000 plus dwellings by 2031 with very few prospects of skilled or even unskilled employment at present. Manston Airport can help to alleviate this problem. Thanet has one of the highest unemployment and deprivation rates in the whole of Kent that needs to be rectified.

Reopening Manston Airport as a freight hub first, with the prospect of passenger flights later can only be good for the area. This bringing in freight for the UK from our World Wide (WW) trading partners such as Australia. [We the UK have deals in principle with New Zealand ,Japan, and Norway, and roll over deals with a further 66 countries] This can only be of Benefit for Manston Airport for the country and Northern Europe by way of freight imported by air from Manston Airport for forward distribution for the rest of Europe and within the UK.

Additional employment will be required for the distribution sector as more and more shopping is carried out on line with electric vehicles becoming the norm and soon to be superseded by hydrogen powered vehicles. Manston Airport being a green airport will become a favourite as all present and future facilities will be installed from the outset causing less disruption instead of being added peace-meal This also being more cost effective for future businesses. The likes of DHL UPS, Amazon etc will see the benefit of having warehouses on site instead of having to truck from Heathrow, Stanstead etc to a central warehouse miles from the airport. With a large pool of labour Thanet is in an ideal position and ideal place to set up this type of business as all units can and will be build to the clients specifications with up to date facilities and low running costs as power will either be produced or potentially manufactured on site.

Tourism for the whole of the South East will increase as will the spending power within Thanet this thus requiring employment within the hospitality industry and all of the industries required to service these businesses. Passengers for cruise ships from Dover and potentially for the London Resort Theme Park project will use the airport rather than clog the highway system and have to take a chance that the ferries are not being blocked by our EU friends. If we look at an arc around the airport there is the prospect of 250,000 plus dwellings being built by 2031. This therefore makes Manston Airport more a necessity rather than a luxury.

Thanet District Council (TDC) has designated Manston Airport as an Airport and Airport related businesses this being confirmed under Policy SP07. Manston Airport could remain an airport no matter if the DCO were granted or not as the road and rail infrastructure is in place already. The approval of the DCO would be a necessary start of a bright future for our children and grandchildren rather than a spiralling deprivation

We now have the situation as to if a 3rd runway at Heathrow is required. Covid-19 has put the whole Heathrow, Gatwick, Stanstead airport expansions into question. At Manston Airport we have the runway in situ which can cope with all the additional freight imports and exports that the freight companies and other countries are crying out for. For the likes of the three previously mentioned airports they are pushing for passenger flights. This is not the first priority for RSP or their investors. Employment, training and skill requirements for the ever changing air industry of the future are what are needed this they aim to provide.

Concerns have been raised about aircraft noise. If we revert back to the 1950's when the USAF were based at the airport (1) Wikipedia gives a list of the types of USAF aircraft used.

If we look at today's aircraft: (2) Wikipedia the noise reduction is quite considerable.

I ask you to consider the reductions in noise levels from the 1950's and the 2020's

I ask you to consider the UK Government requirements soon to be introduced for which RSP will comply completely.

I ask you to take into consideration the changes from the 50's approach level into Manston Airport to today's approach levels for the same airport.

I ask you to consider planes of the future with greener fuels both in the commercial and light aircraft fields.

I ask you to consider the employment prospects for the younger generation with a reopened Manston Airport.

I ask you to consider the training programs that RSP will offer.

Yours Faithfully

Mr R King



<https://www.westgatesurgery.nhs.uk/>

(1) https://en.wikipedia.org/wiki/Category:1950s_United_States_military_aircraft

(2) https://en.wikipedia.org/wiki/List_of_active_United_States_Air_Force_aircraft

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