

The basic requirement for the grant of a DCO is “need”. Sufficient evidence has now been seen by all of us, including the Secretary of State for Transport, that there is no need for a cargo hub at the former Manston Airport.

The Secretary of State and RSP talk of the benefits which the airport will bring, but unless it is needed, and a success, the airport will not bring the promised benefits.

History has proven that Manston, and in particular Manston under the management of Tony Freudmann, is not a success.

Nothing has changed. It is still in the wrong place, it still doesn't have sensible road links or a fuel pipe-line, it is still hours away by road from the central UK transport hubs and distribution centres and, above all, it will still not bring more to the area than it takes away.

Rather, it will deter investment in the area by other, more sustainable industries.

Thanet is desperate for good quality jobs, providing training and longevity of employment to the people who live here.

There are many ways in which the land at the former Manston Airport could be used, providing sustainable high quality employment in forward-looking sustainable industries.

We as locals are passionate both about Thanet and the environment.

We see the deprivation in Thanet and desperately want the opportunity to work with emerging and growing sustainable industries, going forward, to provide work and employment for local people; that is “local” in the true sense of the word, not within a 90 mile radius encompassing much of South East England and some of Northern Europe.

We all want provision of good, resilient jobs and training for people who live in Thanet.

However, only if this DCO is finally refused, and the land freed up to more fruitful planning classifications, can this happen.

Manston Airport, as proposed by RSP, will not succeed. The jobs will not come. It will be a terrible waste of resources and an unforgivable failure, in terms of bringing the local people here in Thanet what they need.