

From: [REDACTED]
To: [Manston Airport](#); [REDACTED]
Subject: MANSTON AIRPORT - SUPPORT
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To Whom it May Concern,

I write in strong support of the DCO for Manston Airport on the Isle of Thanet. It can certainly be said that Thanet, Kent and indeed the UK needs Manston Airport up and operating again as an airport.

Riveroak Strategic Partners have for the first time actually produced a viable plan for an airport at Manston. Under previous owners, the way it was run was not viable as it totally lacked a level of investment that could succeed. An example of this under-investment was that previously Manston only had two stands for cargo aircraft, RSP will be creating nineteen! Indeed RSP propose an ambitious state-of-the-art, ultimately carbon-zero modern airport for the first time in Manston's history. Any comparisons with the previous Manston Airport are futile and irrelevant.

The recent ARUP report on the airport is hopelessly incompetent. It is riddled with factual errors and completely fails to take account of recent rather important circumstances such as COVID 19, and as such is really of no value at all in reaching any decisions. The actual proportion of supporters for the judicial review of RSP's DCO within Ramsgate's population and Thanet's population as a whole is extremely few. Repeated polls throughout Thanet re. support for the airport have repeatedly produced results of around 80% in favour of an airport at Manston ever since its shameful closure in 2014.

Thanet is an area with severe socio-economic problems. This situation is becoming increasingly embedded as there continues to be economic decline with numerous closures of businesses large and small, large employers and indeed whole sectors pulling out or downsizing. Examples of these are Pfizer, any maritime activity at the port, the airport, BUPA and numerous others. Social problems such as drug and alcohol abuse, homelessness, widespread mental health problems and crime levels continue to escalate. The presence of organised crime can only increase in such a scenario, to the further detriment of Thanet. Apart from small pockets of enterprise and small-business success, any drive or walk round the Thanet towns of Ramsgate or Margate will impress with the obvious desperate need for economic regeneration. This needs the wealth creation of major project like the Airport, which once operational will benefit all. There is a raft of low wage/low prospect employment in Thanet in the social care, retail and tourism sectors, but no real employment offering any prospects or inspiration. As a result, many talented and highly qualified and motivated potential employees are forced to leave the area.

What Thanet sorely needs is a strong business powerbase, with a central anchor business to stimulate further growth of all kinds of business sectors. Manston Airport is an obvious candidate for this as it is here already, just waiting to be capitalised upon. Firstly businesses directly involved will benefit, but then all others as the logistical and wealth creation advantages of the airport become apparent.

It is pointless to expect any major regeneration to come from sectors such as tourism, which will only ever be additional to the main business focus of a semi-urban high-population area such as Thanet. Sectors like these simply cannot generate enough wealth to fuel proper regeneration. Housing development need not be mentioned as it would bring absolutely nothing economically to Thanet – only demands on an already woefully underfunded groaning infrastructure.

Manston is a first-class aviation facility. It is poised on the threshold to the rest of the world in the far southeast of the country adjacent to Europe, yet within very easy reach of the capital and excellently connected with dual carriageway and motorway as well as rail access right up to it. It is ideally located with regard to geography and meteorology for aviation. Aircraft do not have to overfly the country on arrival from Europe, Africa or Asia and indeed elsewhere. The weather conditions are second to none in the UK in suitability for aviation. Generally Thanet enjoys mild, gentle, benign conditions with few extremes, very helpful for all kinds of flight as well as flight

training. The runway is capable of handling all kinds of aircraft including the heaviest and fastest of jet freighters and airliners. Basically it is an invaluable aviation asset to the UK that would be foolhardy in the extreme to squander on anything else (particularly building houses!).

We live in an environmentally aware age – necessarily so, however the whole aviation world is responding to this. An increasing number of the major players in the sector are investing billions into development of electrified, hydrogen and biofuel powered flight. These will undoubtedly become the shape of commercial aviation as the first half of this century unfolds. In addition to this, there are new sectors of aviation developing such as personal EVTOL (air taxis) which use electric powered drone technology involving both the aeronautical and automotive sectors. A new exciting sector on the point of birth which will become very significant. Thanet needs to be, and is in a unique position to be at the centre of the new aviation world as it progresses into the future, and Manston Airport represents an invaluable asset to Thanet, Kent and UK exactly for this with Riveroak Strategic Partners' carbon-zero airport.

Nick and Philippa Toy