

**Here you should summarise the aspects of the application you agree and/or disagree with and say why. Outline what information, local knowledge or evidence you have which supports this. Please aim to limit this section to no more than 500 words (please use extra paper if needed).**

Date 26/9/2018

My name is Christine Isted and I am representing myself. I am a resident of Ramgate and reside directly under the proposed flight path. I am against the development of Manston as a cargo airport for the following reasons:

Impact on peoples health - air pollution including NO2 pollution and greenhouse gas emissions are already a concern for the UK and this would exacerbate the problem by increasing toxic levels and endangering the health and wellbeing of my community. Currently there are no measures in place to ensure the accuracy of air quality. Thanet is a population older than average as such it is expected to be disproportionately affected by an increase in poor air quality. The applicant has also admitted that proposals to reduce greenhouse gases are weak. It also must be taken into consideration that cargo planes are older and pollute more than passenger planes. Additionally, there will be an increase in heavy goods vehicles using the roads locally and beyond Thanet, which will add to the decrease in air quality.

Noise - as there is no cap on number of flights and does not include any passenger or non-freight flights there is no way to accurately understand what the implications noise pollution will actually have. There is also no cap on the number of night flights and although they say they don't "want nor need" them it leaves room for them to happen anyway so their true intention is unclear. If night flights do occur they will also inflict light pollution, which is another area that seems to be, have been inadequately addressed. There is inconsistent measurement of noise across the studies and no "worst case scenarios" have been presented.

Economic – as a business owner myself there has been no economic proof of its commercial viability and benefits. There is unsatisfactory and inadequate evidence of a business case. Expert aviation opinions disagree that Manston can be viable. The number of cargo flights since 1999 has shrunk and forecasts to 2050 assume they will remain flat. The market has been cut in half since Manston was an operating freight airport. Manston failed when there was twice as much business to be had so how can we expect it to succeed with even less?

The development of Manston as cargo hub would lead to significant increases in carbon emissions and contribute to climate change. In an area where sea levels are on the rise and already threaten homes, farms and sites of nature conservation importance – I say NO to Manston as a cargo airport.

**Please check that you have completed all relevant sections, otherwise you may not be able to take part in the later stages of the examination.**

**Please sign your form, print your name and give today's date, below:**

Signature

CHRISTINE Isted