

Dennis E. Franklin




The Planning Inspectorate,
National Infrastructure Planning,
2 The Square,
Bristol, BS1 6PN

10th September 2018.

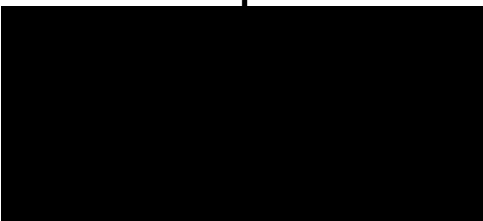
My Reference: MAN-005

Your Reference: TR020002

Further to your letter dated 5th September, enclosing the Registration and Relevant Representation Form, please find this enclosed and signed by me, as an Interested Party. Also enclosed is my Written Representation, which should I be accepted as an Interested Party, I would greatly like to expand on in more detail.

Apart from the medical conditions mentioned, I also have early stage , which make it difficult to look at a computer screen for any length of time, and hope the enclosed is sufficient, and completed correctly for your needs, and look forward to hearing from you in due course.

Yours Faithfully



I will soon be in my 77th year, and 4 years ago was diagnosed with [REDACTED] after swimming a mile every other day for over 20 years. Last December my Consultant revised my diagnosis to [REDACTED], both life threatening, and incurable conditions! The RiverOak Strategic Partners proposal, should they obtain a DCO to re-open Manston, is for some 12,000 cargo aircraft flights a year, about 32 a day and night, could kill me, and others with similar conditions!

Manston runway is just 1 mile from Ramsgate at Nethercourt, in order to land, aircraft must approach at an angle of 3 degrees, over Ramsgate Harbour at a height of just 300 meters! Then 250/200 meters over the town, 150 meters over St Lawrence, and just 100 meters over Nethercourt before touch down! This will create unacceptable levels of air and noise pollution, affecting thousands of people, damaging their health, and in my case, and others with similar lung conditions, hastening their deaths!

Ramsgate Harbour attracts thousands of tourists, who can sit al fresco, overlooking the Marina, enjoying a meal, or drink. A few years ago I collected for an animal charity every Saturday morning for two years, in Ramsgate town, when Manston had closed. However, it was used for pilots practicing landing, using cargo aircraft. Most people were unaware when these approached over Ramsgate Harbour/Town until they were overhead, and were left speechless, and terrorised by the horrific noise of 4 engined aircraft flying just 250 meters above them!

A few months ago one afternoon, an American F15 jet fighter flew low over Ramsgate town, in the direction of Manston, and despite my living 600 meters from the centre line of the flight path, the noise was horrific, and would certainly have woken anyone sleeping who worked nights! Noise pollution from 4 engine cargo aircraft probably every hour as proposed, will have a devastating effect on Ramsgate's tourist industry, businesses, schools as pupils will be unable to concentrate, on lack of sleep, and on the devaluing of property, and destroy the quality of life for thousands! Who would buy a property within a half mile of the flight path, and be deafened several times a day and night!

For a DCO to succeed, it must prove the re-opening of Manston airport is for Nationally Significant Infrastructure reasons. If so, must this be at the cost of devastating Ramsgate, large parts of Thanet, Herne Bay, and outlying villages, with thousands of low flying aircraft? One reason why Manston failed commercially at least 4 times before, is because of the poor infrastructure in East Kent! Any cargo would have to be transported through already choked roads, by thousands of HGV vehicles, again polluting the local area! Also, there are at least 5 or 6 existing international airports, North of London, with spare cargo capacity, which have Nationally Significant better Infrastructure!

I would appreciate the opportunity to expand, and illustrate further, the above in more detail.