

From: [REDACTED]
To: manstonairport@pins.gsi.gov.uk; [Manston Airport](#); [Richard Price](#)
Subject: Manston Airport My Ref: 20013063
Date: 15 February 2019 17:51:15

Dear Sir/Madam,

Manston Airport My reference: 20013063

Is it an Infrastructure of National Significance?

Under normal circumstances the RSP application would not have reached this stage

All the reports, from Davies Report 2011 onwards, have clearly stated that the location is wrong for a cargo hub, as this requires a central location. It is in the wrong place and this is a factor that cannot be changed. When drafting his comprehensive report on aviation, Howard Davies refused to include the Manston site, as it was considered irrelevant to the aviation of the UK.

Since that time, various other reports have been produced, including that of Avia Solutions, independently commissioned by Thanet District Council, along with York Aviation and Altitude Aviation. All have reached the conclusion that the RSP proposed development for a freight-focused airport at Manston is not realistic or economically viable.

RSP Plans are Rubbish

We may as well state it as it is. The RSP application consists of books and books of rubbish just thrown together, with no funding plan. Exactly where is the money to come from? Particularly from a shell company registered in Belize, so we do not know who the investors are. I note that very recently, once again, they have changed their registration, which means that you are dealing with a different entity than originally registered for a DCO. (How can this be allowed?) Their application is full of contradictions and falsehoods, and just does not stand up to scrutiny. Others have provided evidence as to these inconsistencies, and so I am not going to list them here.

Where is RSP Funding Statement?

You will be well aware that RSP has failed to produce the Funding Statement required by PINS. It has already missed several dead-lines. We have no idea where their funding arises, who the investors are, or indeed if there is any funding. They have chosen to keep us all in the dark.

Owners' Plans (SHP) are in line with Local Needs & Government Policy

The owners of Stone Hill Park are regeneration experts, who achieved local success when they regenerated the local Discovery Park after the departure of Pfizer. They have a proven track record in this country, including in the North East. They have the contacts to create a jobs hub, with planned housing and infrastructure, exactly the plans being sought by Government.

They are able to provide Jobs and Houses We need the good quality jobs that the regeneration experts will bring and we need a well planned housing development.

In an article which appeared in Kent On-line On 24 September 2015, the Leader of Kent

County Council, Paul Carter, said:

"Chris Musgrave and Trevor Cartner (SHP) have a fantastic track record in taking over large and difficult sites following the demise of earlier uses, and regenerating them to create jobs and bring economic benefits to the wider area.

Their team has done this at Wynyard Park in Billingham, where they have created 2,000 jobs and attracted £200 million of private investment, and at Discovery Park here in Kent where more than 1,000 new jobs have been added to the 600 that Pfizer left behind."

He added: "I have every confidence that they can do even more at Manston."

This is a deprived area, which needs these jobs, and so why should we be deprived of these great plans, which have been submitted to Planning at Thanet District Council?

Pollution and too close to Ramsgate

There is plenty of documented study to show that aviation affects local populations with pollution, and has a particular adverse affect on the development of children. The site at Manston is extremely close to the town of Ramsgate, along with several schools, and would have a great adverse affect on the town and it's residents.

In recent years' Ramsgate has been in the process of regeneration, with much of it centring on tourism. If Ramsgate became the centre of a cargo hub, this would kill the tourism businesses, and drive Ramsgate into the ground.

Roger Gale's Questionable Behaviour

We see from a statement from Roger Gale that he has concerns about pollution casued by aviation. Well he does when it concerns his grandson living near an airport. This statement shows he is well aware of the pollution caused by aviation, and yet actively seeks to inflict this upon his constituents and those of us who live in the adjoining constituency.

In "They Work For You" dated 7 June 2018, Roger Gale stated :- "I am not remotely unsympathetic to the concerns expressed by colleagues representing seats in west and south London. My daughter has a home in Chiswick under the flightpath to Heathrow. I am a sufficiently infrequent overnight stayer not to have become acclimatised to the air traffic, so I understand what it means, and I also have considerable concern for the quality of the air that my [REDACTED] grandson, [REDACTED], will breathe during the course of his young life."

Roger Gale, the MP for North Thanet, has demonstrated an obsessive support to turn the site into a cargo hub. He is so dedicated to this mission, that he has constantly refused to recognise or even speak to the owners of the site. Most people would expect a MP to be open to discussions with their major businesses within their constituency, but he refuses to recognise them as owners and keeps bleating on about Ann Gloag (who retains a percentage interest in the site) only paying £1 for the site, when we all know she also picked up the millions of pounds of debts created by the previous airport. It is no surprise that he is often referred to locally as the MP for RiverOak.

His statements often bear no relationship to the truth. I heard him report to the Transport Select Committee that 98% of Thanet residents support his mission for the cargo hub, which is not true, and cannot be stated as fact, as we have not been polled! The only poll shows the opposite to his statement, as the area voted conclusively against night flights in a poll held by TDC a few years' ago.

Gale reported to PINS at the recent meeting that Manston is the 6th longest run-way in the country, which he knows to be untrue as he has been informed to the contrary on many occasions.

He has caused violence in Thanet by encouraging a mob to support his views, and causing animosity amongst residents. There is a YouTube video of a recent RSP barbecue he attended, in which he encourages prejudice against Londoners who have moved to the area, referred to by some as DFLs (Down From Londoners). In this video he describes opponents to the cargo hub as “Londoners who moved here 9 months ago and then found they were on a flight path”. This is not true, but demonstrates the way he has appealed to the lowest prejudices to achieve his aims.

He has misrepresented the issue by telling people they are getting their small local passenger airport back, and not the cargo hub as is planned. He also expresses it as a case of an airport or houses, which is not true, as Thanet District Council has the responsibility to enable the building of houses just as other local authorities do, and this is the case whether the site becomes an cargo hub or not.

Gale's support of this cargo hub has gone well beyond the norm. Whilst other MPs have resigned in opposition to increased aviation in their constituencies, he seeks to impose pollution on his constituency and those of neighbouring constituencies. Many people conclude that his motivation has to be based on self interest.

Who is Tony Freudmann?

This close friend of Roger Gale is the front man of RSP, who has a long history of failure in Thanet and beyond. There is an on-line article which summarises his back-ground well, entitled wtf-whos-tony-fraudman dated 3 May 2015 which states:-

"The “saving” of Manston Airport – a mystery in many parts.

Tony Freudmann

- [REDACTED]
- Recently appointed as an MD at RiverOak and their only Director with any experience of running an airport
- Responsible for airport acquisition strategy at Wiggins. MD at Manston when its owner went into administration. All the airports acquired for Wiggins by Mr Freudmann were former military bases with “ample availability of surrounding land which can be developed using the real estate experience of Wiggins.” All the airports acquired by Mr Freudmann failed, either as a result of breach of contract, voluntary liquidation, non-payment of rent and/or heavy losses. One of these was Lahr Airport in Germany – more of that airport anon
- Having been “let go” by Wiggins, he bought up a number of travel companies. Under his ownership, they went to the wall. Also tried to establish a new route from Manston to Norfolk, Virginia. Secured public funding for the flights. Not one flight took off and the public investment was lost completely
- As a representative of Integral, in June 2012 approaches the new owners of Lahr Airport with a business plan to make a commercial success of the airport focussing

on freight, teardown, and being the base for a new West African airline (sound familiar?). A few months later, the wage bill for workers at Lahr ceases to be paid

- In 2013, introduced Ann Gloag to the opportunity to purchase Manston Airport and Prestwick Airport. He then tried to buy Manston Airport himself from Ms Gloag. In anticipation of getting hold of the land, Mr Freudmann asks Thanet District Council if they will approve planning permission on the Northern Grass for 1,000 houses.

Integral

- Established May 2008 by Sanjeev Joshi and Daryn Soards
- Daryn Soards becomes bankrupt and resigns from Integral in January 2012
- A winding up petition comes before the High Court in February 2013. Mr Joshi is criticised. The Judge said that he did not have faith in either the truth or the accuracy of Mr Joshi's statements. Evidence is also given to the Court that suggests that, in effect, Integral was insolvent from late 2011. This means that Mr Freudmann would have been representing an insolvent company when he went to Lahr in 2012, whether he knew this or not. In court, Mr Joshi says that Donald John Maggs has, at Integral's request, made a loan to third parties involved in the Lahr Airport project.

Sanjeev Joshi

- Director at Integral
- Introduced RiverOak to Ann Gloag and was present in a meeting between RiverOak and Sir Roger Gale. Tony Freudmann is reported in the news article below as saying about Mr Joshi and Mr Soards: "I am not aware of either of these people's personal circumstances." This is surprising given that he represented their company, Integral, when he was working with Lahr Airport.

Donald John Maggs

- Together with his business partner, the former MP, David Mellor, lost his case in the Court of Appeal in 2013 for fraudulent misrepresentation. He was criticised for "collaborating in a dishonest scheme to make a personal profit"
- Mr Maggs was also behind Wharf Land's successful application to build a waste disposal facility on the old Wisley Airfield. Plans are now afoot to build a number of houses on that old airfield. Wharf Land also bought Sandown Airport and was involved in a legal battle with local airfield users over the developer's plans to close the airfield and turn it into a holiday camp
- Approached the new owners of the Manston site, via a third party, claiming to be working with RiverOak. RiverOak later confirm in a reply to a question by a local reporter that Mr Maggs had offered to try to introduce them to the new owners of the airport site. This suggests that RiverOak and Mr Maggs have some sort of connection – we don't know what.

Sir Roger Gale

- Is asked in February 2015 whether any of Messrs Joshi, Soards and/or Maggs were in any way involved with RiverOak and that company's attempts to gain ownership of the airport site. Despite the question being put to him twice, Sir Roger fails to

answer.

Annax Aviation

- Established 19th June 2013 by Tony Freudmann with a registered address at the Mayfair address of Donald Maggs. The fact that Integral (for whom Tony Freudmann was a representative and with which Douglas Maggs had a financial relationship) is insolvent becomes known publicly in summer 2013 and the contract which Integral had had to run Lahr Airport is put out to tender again. Tony Freudmann bids for it via his new company, Annax. PwC is managing the tender process and decides that none of the bidders had produced a viable business plan. Mr Freudmann's bid for Lahr is therefore unsuccessful. Interestingly, his suggested business plan was very similar to the one now on the table for the old airport at Manston.

So...

- Tony Freudmann represented Integral, a company that was owned by Messrs Joshi and (until January 2012) Soards, but he doesn't really know anything about either man.
- Mr Joshi has been criticised for presenting untruthful evidence to Court.
- Integral has links to Mr Maggs.
- Mr Freudmann's Annax Aviation has links to Mr Maggs.
- Mr Maggs has been found guilty of fraudulent misrepresentation.
- Mr Freudmann works for RiverOak.
- There's a link between Mr Maggs and RiverOak.
- Mr Maggs is a developer who has previously tried to develop old airfields for non-aviation uses.
- RiverOak buys, lets, and sometimes tries to build, student accommodation and flats.
- Mr Freudmann tested the water with the Council as to whether he could develop 1,000 houses on the Manston site.
- Sir Roger Gale won't say whether Messrs, Joshi, Soards and Maggs have any ongoing involvement with RiverOak. "

Tony Freudmann has similar modus operandi elsewhere, for example in 2001, he acquired 80% of Lahr airport, Germany. During Wiggins' ownership, redevelopment plans came to nothing and Lahr was sold to Babcock & Brown in 2005 when Planestation went under.

In 2004, he became the turnaround expert brought in to rescue Planestation. He says:

"When I first came here we were spending money to no particular end. Last year we spent £11 million maintaining dormant airports. The previous year £13.5 million."

He says that Planestation will no longer be "an acquirer of assets and a stealer of ideas".

Others say: "... Planestation has been one of the most woeful ventures ever to grace the London Stock Exchange. Over the past ten years the group, previously known as Wiggins, has raised more money, north of around £115 million than its actual market valuation. With this cash it built up an international chain of seven (hitherto largely dormant) airports and an assortment of property interests and assets in the UK. Apart from property disposals, it has generated little in the way of revenues, milked it's investor base for all they were worth and produced gargantuan annual losses".

Do we really want to give him another opportunity of doing this in Thanet?

Conclusion

There are huge, gaping holes in this application by RSP. In contrast, the plans put forward by the owners of the site, who are regeneration experts, are just the sort of mixed development plans the Government requires, which will create much needed jobs for the area. These are real tangible plans put forward by the owners, who have proven funds, in comparison to a Mickey Mouse company of which we know nothing of the funding or it's investors. What we do know is the dubious background of Tony Freudmann and his modus operandi. This whole case has been appalling from the beginning, and it looks crazy to see it being considered at this level of planning decision, particularly as the RSP plan seems to be being considered outwith the balance of a consideration of the owners' plans. This has no sense of justice or balance.

What we are witnessing here is a sordid attempt at a land-grab. RSP has never approached the owners in order to seek to purchase the site. This application is an abuse of the DCO Procedure, which was never intended for the purpose of seizing a site from the owner and giving it to another company, particularly one as questionable as RSP, and one which has refused to approach the owners of the site to ask if they will sell it to them. It will be a gross mistake to allow it, as it will open the door to other property developers to seize sites from their owners in this way.

I am a resident of Ramsgate, and it has a lot to offer. It has an amazing history, with fantastic historic buildings, as well as the harbour area. Due to the efforts of local business people, the area is starting to regenerate itself, and I feel it would be a tragedy if this was thrown away, and the area's new success wrecked by being so close to a cargo hub, which would drive the tourists elsewhere.

Diane Loveday



