

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** Manston DCO  
**Date:** 27 January 2020 11:31:54  
**Attachments:** [Thanet District Council LAQM Annual Status Report 2017 i Executive Summary.pdf](#)  
[Tony Freudmann struck off Solicitors.pdf](#)  
[Tony FreudmannTony Freudmann.pdf](#)

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Manston DCO

Dear Sirs,

I am once again writing to voice my concerns on the impending DCO application verdict, I have added PDFs to confirm what I have written.

Firstly the pollution threat back in 2010 {when the airport was open to traffic } the air monitors went off the scale with Nitrogen dioxide readings, this was at St Laurence high Street Ramsgate and monitored by Thanet District Council, The readings in 2017 from the same monitor showed the air quality to be back to a safe normal {This is after the airport had been shut three years} this indicates that despite an increase in lorries and cars using this main thoroughfare the pollution has not risen to the very high readings of 2010 when the airport was being used . This is proof that Manston reopened as a 24/7 freight hub will threaten the health and well being of all residents that live close too the airport.

In St Laurence High Street Ramsgate stands St` Laurence Church, built in 1062 and in 1439 was struck by lightning leaving the tower with a crack that even with repairs is still somewhat fragile , I bring this too your attention as the flight path passes almost over the top of this old church and the vibrations from large aircraft I am sure will cause untold damage to the structure , just another reason a freight terminal must not happen.

I have included a PDF on the entrepreneur who is using his powers of persuasion to get this failed airport reopened his is a record of cheating and failing , three times at Manston and many times on other ventures. Twenty yers ago when the RAF sold it he stated there will be no night flights "My aircraft conrollers finish at 200hrs , He lied then because we had unscheduled flights coming in at all hours and will again in his efforts to make money. This long defunct airport is in the wrong place for distribution of goods flanked by sea and thousands of residents who's right to a nights sleep, and clean air to breath will be lost, plus devaluation of property, and disruption of children's schooling.

Ronald Blay, [REDACTED]

Sent from [Mail](#) for Windows 10

Thanet District Council LAQM Annual Status Report 2017 i Executive Summary: Air Quality in Our Area

Air Quality in Thanet Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas<sup>1,2</sup>. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion<sup>3</sup>. The Local Air Quality Management (LAQM) system, as set out in Part IV of the Environment Act 1995, places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where exceedances are considered likely, the local authority must declare an Air Quality Management Area (AQMA) and prepare an Action Plan setting out the measures it intends to put in place in pursuit of the objectives. The district of Thanet is located on the eastern side of Kent, in the south-east of England. It has a combination of coastal, urban and rural environments and includes the main towns of Margate, Ramsgate and Broadstairs. It is a popular holiday and day trip destination and, as a result, sees the number of people/vehicular movements grow considerably in the summer months. There is also a working port at Ramsgate. The main source of air pollution in the district is road traffic emissions from major roads, notably the A28, A299, A254, A255 and A256. An Air Quality Management Area (AQMA) was declared in March 2006 for The Square, Birchington, where exceedances of the annual mean objective for nitrogen dioxide (NO<sub>2</sub>) were predicted. A second AQMA was declared at High Street, St Lawrence in April 2010. These two AQMAs were incorporated into a single Thanet Urban AQMA in 2011.

## Tony Freudmann struck off Solicitors' Roll for 27 counts of Misappropriation of Client Funds

Anthony "Tony" Freudmann was a solicitor with the firm of Wace Morgan in Shrewsbury, Shropshire. In 1991, the other partners at Wace Morgan discovered that over a period of years, Mr Freudmann ██████████

In 1992 he was brought in front of the Solicitors' Disciplinary Tribunal facing allegations (from the partners in his own firm) that ██████████ Mr Freudmann had been given the trusted position of managing partner, which gave him the access to the client accounts ██████████ *"had undertaken a misappropriation of client funds over a long period of time. The number of payments had been on a large scale and had been taken clandestinely"*, and that he *"had indulged in a deliberate and deceitful course of conduct over a long period of time"*.

Mr Freudmann's submission to the Tribunal is a cringe-making stream of "poor me" excuses – paragraphs 27 to 64 in the document. Poor Tony was working SO hard, and had difficult clients, and the other partners didn't work as hard as he did (which made him resentful), and he was only ██████████, and it was only a little bit at a time, and so on. As a result of this, *"he behaved in a way which he found difficult to understand"*... FOR YEAR AFTER YEAR.

His partners were cross with him, very cross.

- They let down the tyres of his leased car and took his car keys (presumably to safeguard the car) and frog-marched him out of the building.
- They cancelled his petrol account at the local garage, cancelled his life insurance and cancelled his wife's car insurance.
- They grassed him up to the Lord Chancellor's Department, who suspended him as a Deputy District Judge.
- They grassed him up to the Chief Executive and Chairman of the County Council, and the County solicitor, which cost him his position as Leader of the County Council.
- They grassed him up to the Crown Prosecution Service, so he was no longer able to work as an Agent for the CPS.
- They grassed him up to the local press.
- They grassed him up to potential clients.

All of this caused Tony *"considerable embarrassment, alarm and distress"*. I think that may have been the point.

The Tribunal found *"the allegation to have been substantiated"* – bang to rights, in English. Even though they described Tony as *"ambitious, dominating and aggressive"*, they fell for his sob story, saying *"the Tribunal has in these exceptional circumstances decided to treat him with an unusual degree of leniency"*, and fined him £5,000. Not everyone thought this was the correct judgement, but it wasn't any of his victims or even his ex-partners who appealed against the decision, because the (then) Solicitors Complaints Bureau beat them to it. Well done, SCB.

## Tony FreudmannTony Freudmann

All the many amateur detectives putting in their Voluntary hours to try and dissect the many faceted business portfolio of Ann Gloag really ought to take a look at the Bona Fides of the man fronting Riveroaks bid for Manston. Next time he is in town ask him a few questions.

Besides being struck off as a Solicitor for 23 counts of "misappropriation" of client funds and having to resign as leader of Shropshire Council he has led a challenging life as an asset-stripper by leveraging going concerns, making people redundant and selling the assets. An extremely immoral but legal business practice. Here is his recent CV.



*"Tony Freudmann, Director of RiverOak and their front man here in the UK for the Manston caper, has spent an awful lot of energy over the last twenty years acquiring; trying to acquire; and failing to develop old military airports. This glorious run of complete failure is topped and tailed by Manston. Here's a very brief summary:*

*1994 – Freudmann joins Wiggins, a property development company. He gives Wiggins the idea of buying up old military airports for development and is made responsible for airport acquisition. Wiggins' focus is on buying: "former military bases with ample availability of surrounding land which can be developed using the real estate experience of Wiggins." Sound familiar?*

*1999 – Wiggins buys Manston Airport.*

*2000 – Freudmann and Wiggins go on a buying spree. Wiggins acquires Odense airport in Denmark in a joint venture (JV) with the local authority. As part of the deal Wiggins will get "exclusive development rights over 400 acres of land." Potentially very lucrative, no? The JV is later ended by the local authority because the rent hadn't been paid by Wiggins. A chunky financial settlement is agreed against Wiggins in 2005.*

*2000 – Wiggins acquires a 25 year lease for Smyrna Airport, Tennessee, USA. The plan is to develop the airport and have it as Wiggins' corporate HQ. Wiggins said at the time that 14 more airports would be acquired in 2000. Yes, 14. In 2003 Wiggins surrenders the lease for Smyrna.*

*2001 – Wiggins takes a lease from the Czech MoD for Pilsen airport. A deal is made with BAE to redevelop the airport. Nothing much happens. When Wiggins (by then called Planestation) goes belly up in 2005, Pilsen is sold.*

*2001 – Wiggins acquires 80% of Lahr airport, Germany. During Wiggins' ownership, redevelopment plans come to nothing. Lahr is sold to Babcock & Brown in 2005 when Planestation goes under.*

*2001 – Wiggins acquires Schwerin Parchim airport in Northern Germany alongside a nice EU grant to develop it. There are issues (again) with non-payment of rent. The agreement is terminated in 2005 and Wiggins settles for 3m Euro.*

*2001 – Wiggins takes a 43% stake in Cuneo-Levaldigi airport, Italy. Wiggins withdraws in 2004 having made heavy losses despite serious investment by the Italian Government.*

*2001 – Wiggins agrees a deal to build and operate an international airport in Ajman, UAE. An \$800m plan to redevelop the airport comes to nothing and is abandoned in 2003.*

*2001 – The Financial Reporting Review Panel criticises Wiggins for five years of over-positive reporting of its financial results. When the accounts are redrawn, it's clear that Wiggins is operating at a significant loss. This is a long time before EUJet is even dreamed of. It's a popular myth that EUJet broke Planestation. EUJet didn't help, that's true, but Wiggins/Planestation was mired in debt well before EUJet came along. And Freudmann had a big part to play in the Planestation demise because he was out snapping up unsuccessful airports.*

*2003 – Trading in Wiggins shares is suspended to give the company a chance to sort itself out.*

*2004 – Wiggins takes a lease to operate the international side of Melbourne Airport, USA. It says that Melbourne will replace Smyrna airport in the Wiggins portfolio. The project is just starting when Planestation goes under in 2005.*

*2004 – Wiggins takes on Borgond Airport, Hungary, in a JV with the local authority. Work had not begun when Planestation went under in 2005.*

*2004 – Wiggins becomes Planestation.*

*2004 (May) – Wiggins buys 30% of EUJet.*

*2004 – 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 its investor base for all they were worth and produced gargantuan annual losses".*

*Take a bow for your part in this "woeful" adventure, Mr Freudmann.*

*2004 (Dec) – Planestation buys the rest of EUJet.*

*2005 (Feb) – Tony Freudmann is "let go" from Planestation and goes into the travel industry, following the lead of his parents and his brother.*

*2005 (July) – Planestation goes into administration. Infratil buys Manston airport from the administrator.*

*2005 to 2009 – Tony Freudmann bills Kent County Council for almost £176,000 in consultancy fees, including a £50,000 feasibility report into starting up flights from Manston to Virginia.*

*2006 – KCC invests £289,000 in Freudmann's Manston to Virginia plan. Not a single plane takes off.*

*2011 – Local authority in Germany puts the running of Lahr Airport out to tender again following Babcock & Brown's failure to develop it successfully.*

*2012 – Infratil puts Manston on the global market.*

*2012 – Tony Freudmann takes over Lahr Airport for Integral Investments Ltd. Integral was established in May 2008 by Sanjeev Joshi and Daryn Soards. Douglas Maggs is also involved.*

*2012 – Local Press at Lahr comment that the airport's workers are not being paid. Tony Freudmann says he has no comment to make as it is a "private matter".*

2012 – High Court hearing for Integral to be placed into administration or wound up. Court hears evidence that Integral was insolvent from late 2011, i.e. before Freudmann used Integral to bid to run Lahr Airport. Integral is then wound up. Oddly, Tony Freudmann doesn't mention this in conversation with the Lahr Press when he is interviewed a couple of days later.

2013 – The local authority puts the running of Lahr back out to tender again. Tony Freudmann tries to get hold of it a third time, using his brand-new company, Annax Aviation. PWC (running the bidding process for the Lahr contract) does not think that any of the three bidders, including Annax, is suitable.

2013 – TF introduces Ann Gloag to the Prestwick and Manston sale opportunities.

2013 – Ann Gloag buys Manston for £1 plus the airport's running costs until the deal closes.

2014 (Jan) – Tony Freudmann fronts a bid to buy the airport from Ann Gloag. At the same time he goes to TDC to ask about the possibility of putting 1,000 houses on the Northern Grass. Never doubt, airport lovers, that this is the main game here for Freudmann and for RiverOak. Take a look at that HUGE industrial estate in the RiverOak drawing (not really a plan) released for the non-statutory consultations. We bet you any money you like that the real "plan" is to develop that land, the Northern Grass, for a quick return and then to run the airport on a shoestring until it fails yet again.

2014 – Consortium including Tony Freudmann makes Ann Gloag an offer for Manston and is rejected.

2014 – Tony Freudmann pals up with RiverOak to try yet again to get hold of Manston.

Now, can you honestly read that catalogue of disasters and believe for one second that Tony Freudmann and RiverOak could ever run a successful airport at Manston? Seriously? In fact, does anyone really believe that Tony Freudmann wants the land this time around so that he can run an airport when he has spent twenty years trying to acquire former military airports because they have lots of development land attached to them?

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