

From: [REDACTED]
To: [Manston Airport](#)
Subject: Re: Manston Airport (TR020002)
Date: 11 January 2019 10:39:34

Dear Sirs, one further point.

Noise assessment and night flights

RSPs noise assessment for planes that fly very low over Ramsgate are at complete odds with evidence available from monitoring of previous airport operations at Manston by Thanet District Council and also assessment done by the CAA at Heathrow airport. I sent both reports from TDC and the CAA with my representation. The inspector needs to question RSP assumptions on this point.

RSP claim they do not require night flights but have applied for a great number of them. The inspector should question RSP on this issue to hopefully provide absolute clarity on this point for local residents whose lives will be completely devastated by even just one night flight over their houses at such low levels. Given the statements by the sponsor on many occasions and those by both local MPs that night flights are not required it is essential that pins are able to ban night flights in their entirety (other than for emergency humanitarian situations) for this airport should the DCO be successful. In addition given the proximity of the airport to the local populations of both Ramsgate and Herne Bay operational hours should also be restricted to perhaps the generally working day between 8am and 6pm.

Adem Mehmet.

Dear Sirs, I can't make the meetings currently being held but would like the following points to be considered by inspectors in determining how the examination should proceed and the items upon which inspectors should focus. I am happy for the below to be read out by inspectors if necessary.

1. The use of the DCO legislation

The DCO provisions under the planning act were designed and intended to deliver government sponsored capital projects of significant national interest. In General if we look at previous DCO's that's exactly what they've been used for. The DCO powers were not designed or intended to be used for the speculative acquisition of another companies assets. I don't believe a DCO has ever been proposed by a sponsor which does not own any of the land upon which they seek to build their plans. RSP, when it manifested itself as ROIC previously, attempted to become a CPO indemnity partner for Thanet District Council but failed on each and every occasion in particularly when their funding (there was non) was assessed. Having failed in these attempts they were encouraged by [REDACTED] to try for an application under the DCO legislation notwithstanding they were unsuitable as a basic CPO indemnity partner. This is a purely speculative attempt by a shell company to acquire U.K. assets which they think will be valued at close to zero. It should really have been refused already.

2. The need for further freight services.

Independent reports from Falcon, Avia and York Aviation have confirmed that a

freight service at Manston is not likely to be successful. Evidence submitted by RSP formulated by [REDACTED] has been shown to be seriously flawed by York Aviation in its various reports on this matter. [REDACTED] evidence cannot be considered as independent as she is a close confidant of [REDACTED] with whom she worked at Planestation, a previous airline operation, which, as all others before, failed.

Inspectors need to rely on the independent evidence from experienced aviation consultants who are relied upon by government when making decisions in this arena and not submissions by [REDACTED] and the views of RSP which have been completely undermined by these same experts.

3. The experience and background of the sponsors

The sponsors have a chequered background which should be assessed by inspectors especially in the light of government decisions with respect to Seaborne freight services recently. The background of [REDACTED] should be of particular concern and the fact that in a recent submission to Companies House concerning another RSP company he describes himself as Airport Director. To my knowledge he is not a Director of any Airport, perhaps the inspectors could enquire.

4. Funding

RSP is effectively a shell company with no assets or capital. It has no experience of raising funding for operations of this scale or of successfully running an airport operation. RSP have not secured any significant funding to enable their plans to be fulfilled. They claim to have £15m but a substantial amount of this will have been used in the purchase they claim (but which I have been unable to substantiate) of the Jentex site, perhaps inspectors could enquire on this point. No funds have been secured for the £300m required to deliver their plans.

RSP propose to fund their plans using an offshore entity based in Belize, a tax haven and money laundering capital. Investors remain unknown. Belize structures are generally used to avoid the payment of taxes in the U.K. It cannot be right for a company using a funding structure based in Belize, to avoid U.K. tax, to use government sponsored compulsory purchase powers to take assets from a U.K. company.

I will be making a more detailed submission before the 8 February deadline.

Adem Mehmet

On 11 Dec 2018, at 11:29, Manston Airport <ManstonAirport@pins.gsi.gov.uk> wrote:

Dear Sir/ Madam

**Planning Act 2008 – Section 88 and The Infrastructure
Planning (Examination Procedure) Rules 2010 – Rule 6**

**Application by RiverOak Strategic Partners Ltd for an Order
Granting Development Consent for the upgrade and
reopening of Manston Airport**

Notice of Preliminary Meeting, availability of Relevant Representations and notification of hearings

Your reference: 20013730

Please find below a website link to the Rule 6 letter giving notice of, and the agenda for, the Preliminary Meeting. This letter includes a number of important annexes, including **Annex D** which provides notice of hearings to be held on 10 and 11 January 2019.

<https://infrastructure.planninginspectorate.gov.uk/document/TR020002-002816>

If this link does not open automatically, please cut and paste it into your browser.

Yours faithfully

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The Planning Inspectorate
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Web: <https://infrastructure.planninginspectorate.gov.uk/> (National Infrastructure Planning)

Web: www.gov.uk/government/organisations/planning-inspectorate (The Planning Inspectorate)

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