

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** Fw: RR for Deadline 3 - 15th Feb 2019 re DCO Examination. RSP Proposal to open a Cargo Hub at Former Manston Airport.  
**Date:** 13 February 2019 15:29:26

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[Sent from Yahoo Mail for iPhone](#)

Begin forwarded message:

On Wednesday, February 13, 2019, 5:50 am, Margaret Mabey

[REDACTED] wrote:

Dear Sirs

My Registration No: 20014233 - re DCO Manston Airport.

Following my initial short written submission I now wish to expand further on some concerns as follows.

The Applicant

Page 22 of the Examining Authority's (ExA) list of questions to Riveroak Strategic Partners (RSP) requests full CV's of the Principals involved. The Leading Spokesman, was Mr Freudman is a struck off solicitor with a long history of involvement with failed (non NSIP airports) and certainly with previous failed attempts to run Manston resulting in huge losses. Records of this history abound but still he somehow convinces people that bigger is better for success this time. A lot of emotional manipulation is employed locally as it is seen by many as an insult to WW2 pilots to build anything other than an airport on the site. Quite how the destruction of Ramsgate as we know it pays homage to wartime bravery I fail to see.

Risks or Impediments

Pages 65 and 66 of the ExA questions "the track record of the Applicant re NSIP's and requests "further evidence of your ability to raise further equity and debt finance following the possible making of a DCO and provide an evidenced estimation of the probability of doing so."

Many people in various capacities have been asking for this evidence for years and even now, in the examination process itself, RSP have failed to meet the deadline set. This leaves a fundamental gap, yet again, for anyone's ability to study this before submitting our RR for Deadline 3. If I applied for even a modest mortgage with vague promises of repayment from undisclosed income AFTER I'd got the house, I'd be promptly shown the door and rightly so! Particularly if the householder did not want to sell in the first place.....

I am incredulous that RSP may be deemed trustworthy, possessing the necessary funding and financial probity to lead an

NSIP of such potential major impact,

In a belated attempt to allay concerns linked to as yet unknown investors based primarily in Belize, I recently read a local newspaper report that “a UK Company is currently being set up for the purpose of reassurance.”

Surely, any company capable of managing an NSIP would have addressed these vital issues and concerns a long time ago. This failure to do so previously resulted in a failed CPO application to Thanet District Council (TDC) and nothing has changed despite RSP escalating their bid for Manston re a DCO.

Still, at the eleventh hour, RSP are trying to “beef up” their financial credentials and expertise by playing with words, stalling, not meeting deadlines and cosmetically altering their business structure which has had more makeovers than I’ve had hairdressers appointments!

On the basis of the previous track record of failures by Mr Freudman and lack of funding transparency alone, I believe that to grant RSP a DCO would result in a catastrophe for Thanet and Ramsgate in particular.

Perceived Level of Support for the Proposed Cargo Hub

I simply cannot submit my RR without mentioning, in relation to the above concerns, the unflagging support for RSP despite these basic flaws, by two local MP’s. Whilst this may initially seem irrelevant and possibly vexatious, this support has driven this process relentlessly when I believe it should and would have been kicked into the long grass years ago.

Sir Roger Gale MP and a Member of the All Party Group for General Aviation regularly speaks at RSP events with Tony Freudman to garner further support with what I believe to be misleading and contradictory views. These are published on YouTube. He has repeatedly said on record that he does not and has never supported night flights. This is in direct opposition to the night flying quota count RSP have applied for in their documentation.

He also publicly said on Facebook he worries about the health of his daughter and grandson because they live near Heathrow but appears to have no regard for his constituents and their children who would be severely adversely affected by RSP’s proposal both day and night.

Craig Mackinlay MP is also an avid RSP supporter whilst simultaneously appearing recently on television lamenting that Ramsgate Port should be developed as a Marina and not used for Ferries by any company. Quite how he imagines a Marina to be successful with noisy cargo planes low flying overhead I cannot say. However, he was recently rebuked in Parliament for failing

to disclose his ownership of Mama Airlines. This is on public record.

My point here is that these two MP's have failed to represent all of their constituents, untold numbers of whom, hold views opposed to theirs. Their mission has been to convince the local population, and well beyond, of the credibility of RSP and their business case. Sir Roger has even held parliamentary briefings in the House of Commons to garner support for RSP. He is proud to be known as the MP for Riveroak. I thought he was the MP for North Thanet!

Many people, through no fault of their own, have been led to believe that the redevelopment of the airport as a cargo hub will scupper house building in the area despite the fact that this is a central government target. Therefore, these houses will still be built if this DCO is successful - but on green belt land, already identified and with no supporting infrastructure as planned by SHP.

Nevertheless, on public record, Sir Roger Gale has asserted that if SHP build houses they will be filled with "hard to house Londoners."

Consequently, many residents have been virtually silenced as both MP's point blank refuse to listen to constituents with opposing views. Nor will they give fair attention to SHP's plans. It follows that many other residents fear an invasion of "hard to house Londoners" more than a cargo hub and deem that to be, at the very least, the lesser of two evils. They are encouraged in this erroneous belief as evidenced by many posts on social media regurgitating Sir Roger Gale's words in many ways.

### Unrealistic Projections

Further silencing opposition to RSP is the promise of wildly optimistic projections for job creation. Sally Dixon originally projected of 30,000 jobs publicised on a slide at the initial consultation which I attended. This was subsequently modified and replaced by an advert in local papers promising 10,000 jobs.

At present, there is firm evidence that tourism in Thanet is increasing; this is creating realistic job opportunities for local people along with the increased revenue tourists bring to this historic, seaside town. I very much doubt they would flock here with frequent low flying cargo planes a few hundred feet overhead. Noise monitoring records bear out the unacceptable decibel levels endured when cargo planes flew - mercifully comparatively infrequently. Sound levels were recorded systematically and many were above 90 dB. I can testify to the noise as I was unable to speak when they flew in to land, barely skimming adjoining rooftops. Teaching colleagues in Clarendon House school were forced to stop teaching and then take time to resettle the class. I myself taught in a residential special school in

nearby Broadstairs and training flights frequently flying off course really alarmed the children with severe Autistic Spectrum Disorder. This resulted in an increase of very difficult and distressing behaviour.

The people of Thanet have been systematically “groomed” to believe claims of eye watering sums of money at the disposal of RSP, the creation of thousands of jobs and training opportunities and curtailment of house building will result from the creation of a cargo hub. Adverse effects are briefly acknowledged but then glossed over.

There have been many attempts at informal polls on social media but these are skewed to make it a choice between houses for non locals or great prosperity via RSP’s (unevidenced) promises. The only bona fide consultation dates back to 2011 and conducted by TDC when the possibility of night flights was proposed - for a new cargo hub these are surely essential for it to be successful. A lot of cargo is time sensitive and from what I have read on this subject, a necessity for similar operations. The TDC consultation resulted in 89% of residents opposed to night flights.

Finally, I wish to emphasise that my points regarding local MP’s are in no way politically motivated, nor is any slur intended. My only intention, finally given a hearing by experts, is to seek to clarify for the ExA, the local issues in context and the toxicity this has caused, much like a mini Brexit. I never envisaged my retirement from teaching to be filled with such worry and angst which has been hanging over this area for years. I live next to the Nethercourt estate and my quality of life would be destroyed by RSP’s proposals along with thousands of others. I am not, however, considered to be in the area allocated for compensation and I fear selling my house would be impossible for obvious reasons.

I am grateful for this opportunity to submit my RR and sincerely apologise for the lack of supporting evidence. I have had to write this on my phone and sadly, do not have the skills on this device to convert images I captured as evidence of the above, to PDF attachments. I would be more than happy to print hard copies of these and send by post if required.

Yours faithfully

Margaret Mabey

A large black rectangular redaction box covering the signature area.

Sent from my iPhone

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