

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** Registration No. 20014648. Submission for Deadline 5 Manston Airport  
**Date:** 29 March 2019 20:14:25

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Dear PINS,

In reviewing recent submissions on this application to PINS, I am growing more and more concerned that Riveroak Strategic Partners (RSP) lack credibility and integrity. Their advisor, Sally Dixon, author of the Azimuth report, appears to have no direct experience in airfreight and was unable to show any evidence of future viability for the airport in her forecasts. Surely an experienced airport board would have chosen a tried and trusted expert to pull together such critical information for them, information on which their entire future business will be based.

I am disappointed that as a private enterprise, RSP are using a government vehicle (NSIP/DCO/CA) to get their hands on someone else's land. There is a perfectly viable proposal put forward by Stonehill Park which meets the needs of our Local Plan. Yet, public time and money is being spent on examining the whims of RSP, many of whose directors live abroad. The impacts of noise and pollution that will be felt by residents of Ramsgate will be of no consequence to them as Nicholas Rothwell, Rico Seitz and Gerhard Huesler are all residents of Switzerland and Niall Lawlor and George Yerrall, US residents.

The only UK resident among the directors, Tony Freudmann, was struck off as a solicitor in 1993 for 27 counts of misappropriation of client funds, and is listed as a director of 26 dissolved companies which includes several failed airport operations – including at Odense in 2005, where the town of Odense was left with a £2m bill following the failure, and Lahr, where it closed after 9 months in 2013 with employees not being paid for 3 months. Given that Manston has already proved a failure as an airport, it seems absurd that anyone would countenance this man's involvement in such a large scale infrastructure project. One must also ask why anyone would want to take on a business that is so likely to fail, unless it provides a good vehicle for say reducing tax, money laundering or similar.

Another director, Niall Lawlor, was employed for several years by Ranieri in the US. This is a major trader of the mortgage backed securities that played a huge part in the subprime property crash that caused a global economic catastrophe. In fact his CEO, Lewis Ranieri was the model for the 'Wolf of Wall Street' and is widely regarded as the father of the subprime concept.

I am concerned that Freudmann and co have consistently managed to avoid saying who they are financed by and who is running this DCO. Isn't it essential to know who the investors are and to see proof of funds? Clearly the company was originally registered in Belize, a well known tax haven, and while they are restructuring to give them a UK address, this seems to lack transparency and one wonders how ethically minded the group really is.

I am also concerned that there is a worrying connection with members of parliament. RSP seems to be heavily supported by Sir Roger Gale, MP for North Thanet who has hosted briefing sessions on their behalf at the House of Commons. This seems highly inappropriate to give RSP a platform at parliamentary briefings given they are presently under examination. Also Craig Mackinlay, MP for South Thanet is a strong supporter of RSP. He was found in June 2018 to have twice breached Parliament's rules due to a potential financial interest according to a decision by its standards watchdog. Mackinlay used his position to press for the reopening of Manston from which his company had planned to run low-cost flights to Spain several times during Commons debates. (As you may remember, Mackinlay was acquitted over election expenses earlier this year with one of his junior team given a nine month suspended prison sentence for falsifying receipts which Mackinlay 'unwittingly signed').

There is a steady stream of news alleging corruption in Thanet at the highest levels. We cannot allow this to continue and must ensure that the people investing in the region's infrastructure have the very best interests of the residents at heart. I am not convinced of this - only of the self interest of RSP. There has been a steady and striking regeneration of Ramsgate which is restoring the town's unique

heritage (recently designated an Historic England Heritage Action Zone). This in turn has seen a substantial and growing rise in tourism which has meant increased prosperity and wellbeing for the residents. With fascinating architecture, history, a Royal Harbour, abundant nature in close proximity, no wonder tourism has increased exponentially and over 7000 people are employed in the tourism industry. (Contrast this to fewer than 150 people employed by the airport at the time of closure). Tourism would be essentially be ruined with planes flying at altitudes of only 500ft over the town and newly regenerated Ramsgate and her people would be blighted by the noise, pollution, health hazard and many other associated negative impacts.

Kindest regards,

Tracey McEvoy

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