

From: [REDACTED]
To: [PINS Manston airport](#)
Subject: Manston DCO
Date: 01 April 2019 12:04:06

Dear sir/madam this article appeared in the Daily Telegraph over the weekend could you tell me if Mr Yerrall's statement is correct (highlighted section) regarding the legal situation because if it isn't he is publically making misleading statements. Please could you clarify the position would RSP be legally bound to build & open an airport on the Manston site or would any other development be permissible under the terms of a DCO should it be accepted ?

One of Scotland's richest women has become embroiled in an alleged "land grab" by a mysterious suitor for a Kent airport in what is being labelled Chris Grayling's "Seaborne Freight 2.0".

Manston Airport, backed by Stagecoach co-founder Dame Ann Gloag, has spent more than £1m fending off a compulsory purchase bid by a private consortium known as RiverOak Strategic Partners.

A development consent order (DCO) is being considered by Mr Grayling and the Department for Transport. RiverOak Strategic Partners wants to turn Manston into a freight airport.

Dame Ann, who set up Stagecoach with brother Sir Brian Souter and together have a net worth of £825m, owns a 20pc stake in Stone Hill Park, the company behind the airport. For a DCO case to be opened, a number of stringent conditions must be met.

But Stone Hill Park told the Government's planning inspectorate: "It [RiverOak Strategic Partners] does not own any airport assets anywhere else and has no trading history."

Chris Grayling

Transport Secretary Chris Grayling insisted he was not to blame for the ferry contract fiasco CREDIT: TOBY MELVILLE/REUTERS

Stone Hill Park's lawyers Pinsent Masons also claim there is "no evidence" that £15m of funding has been committed by a Belize-based investor in RiverOak Strategic Partners called Mio Investments.

They accused RiverOak Strategic Partners of "an ill-founded and cynical attempt to be given compulsory acquisition powers to acquire, at an undervalue, land with significant development value. It is little more than an attempted 'land grab'."

Seaborne Freight was handed a £13.8m contract by the Department for Transport in December to operate ferries between Ramsgate and Ostend in the event of a no-deal Brexit. It later emerged Seaborne had no ships and had never operated any.

George Yerrall, director of RiverOak Strategic Partners said: "The accusation by Stone Hill Park's lawyers that this is a 'land grab' makes no sense ... The development consent order will legally bind us to developing Manston for use as an airport."

Andy McDonald, the shadow transport secretary, demanded an "urgent explanation from Mr Grayling about Manston airport". He added: "There is a risk that the development of Manston Airport could be Seaborne 2.0."

A Department for Transport spokesman said: "No decisions have yet been made."

Yours Sincerely

Ian Scott

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>
