

Submission from: Janet Davies

23<sup>rd</sup> June 2019

Your Ref: TR020002

## **Objection to Riveroak's Case for a DCO for the former Manston Airport Site**

### **Is this a NSIP?**

A Nationally Significant Infrastructure Project must above all else demonstrate a need. If there is no need, then the project is by definition not 'Nationally Significant'. If need can be demonstrated, then the applicant needs to prove themselves capable of funding, establishing and operating a viable airport? Furthermore, the public benefit must outweigh the human cost.

### **Is there a need?**

Riveroak's claim for 'need' contradicts a series of independent reports including the Howard Davies Commission which reported in 2015 and found no role for Manston, a report by Falcon Consultancy to Thanet District Council in 2014, a report by Avia Solutions for Thanet District Council in 2016 and a report by Kent County Council in 2015. Southend, Stansted and Luton have spare capacity and Heathrow is building a third runway. All are much closer to London than Manston.

The Applicant asserts that there is a market for dedicated freight for perishables. This is precisely the market Infratil tried to exploit when it owned the airport between 2005 and 2014. During the African harvest, there were flights from Egypt, Kenya and Ghana coming in through the night. Unlike the applicant, Infratil was experienced at operating successful airports elsewhere in the world yet they could not attract sufficient business to make Manston viable.

Riveroak has a business plan based on achieving 17,100 dedicated cargo flights which is 122% of a rapidly shrinking market. The market for cargo coming into Manston is London. CAA statistics show that in 2000, there was a total of 27,294 dedicated cargo flights into London airports. By 2018, that had dropped year on year to 14,035 (See Appendix 2). This is because it is cheaper (and more eco-friendly) to transport cargo in the belly hold of passenger aircraft.

The Applicant's business plan also includes 9,000 passenger flights a year. A succession of operators have tried to attract passenger business to Manston and failed. They include Invicta Airways, Cosmos, Monarch Airlines, Kent Escapes, BMI, Futura International, Flybe, Air Southwest, Newmarket Holidays, Small Planet Airlines, EU Jet and KLM. Ann Gloag tried to attract Ryanair but they opted to create a new hub at Southend which is half the distance from London. The hopes of a succession of investors are buried up at Manston. There is no significant market for passenger flights at that location.

*The market has spoken loudly, clearly and repeatedly - There is no need for an airport at Manston.*

### **Is the Applicant capable of funding, establishing and operating a NSIP?**

If need is demonstrated and the market says it is not, the Applicant needs to demonstrate that the company can fund, establish and operate a NSIP. According to paragraph 15 of the Applicant's Funding Statement (Document 3.2), the initial phase of bringing the airport back to life will cost £100 million. Accepting this much disputed figure at face value, can the Applicant prove it can fund this initial phase?

### **Can Riveroak Strategic Partners fund the reopening of Manston Airport?**

According to paragraph 11 of the applicant's Funding Statement – '10% of its shares are held by RiverOak Manston Ltd and 90% by M.I.O Investments Ltd.' I understand from press releases issued by the applicant since submitting their application that M.I.O. Investments has moved from Belize to Panama to the BVI, all of which are known as 'sunny places for shady money'.

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The most recent accounts at Companies House for the Applicant (Riveroak Strategic Partners Ltd) and its associated companies are summarised below.

### **The Applicant**

Riveroak Strategic Partners Ltd (10269461) – Incorporated 8<sup>th</sup> July 2016. Current set of accounts filed at Companies House - Amended accounts for a Dormant Company. **No accounts filed on or before July 2018** (Directors – Anthony Freudmann, Niall Lawlor, George Yerrall, Nicholas Rothwell, Rico Seitz, Gerhard Huesler) No accounts filed on or before July 2018.

### **Associated Companies**

Riveroak AI Ltd – Incorporated 8<sup>th</sup> July 2016. Current filing at Companies House – Unaudited accounts show debts of £78,359 and no assets. **Unaudited Accounts filed on or before July 2018 show debts of £46,379 and no assets** (Directors – Anthony Freudmann, Niall Lawlor, George Yerrall)

Riveroak Fuels Ltd – Incorporated 28<sup>th</sup> August 2016. Current set of accounts filed at Companies House - No accounts to date. **No accounts filed on or before July 2018** (Directors – Anthony Freudmann, Niall Lawlor, George Yerrall)

Riveroak Investments Ltd – Incorporated 24<sup>th</sup> April 2019. Current set of accounts filed at Companies House – No accounts filed to date. **No accounts filed on or before July 2018** (Directors - Niall Lawlor, Nicholas Rothwell, Welco Secretaries)

Riveroak Manston Ltd – Incorporated 19<sup>th</sup> July 2016. Current set of accounts filed at Companies House – Dormant Company. **No accounts filed on or before July 2018** (Directors – Anthony Freudmann, Niall Lawlor, George Yerrall) No accounts filed on or before July 2018

Riveroak MSE Ltd – Incorporated 10<sup>th</sup> December 2018 Current set of accounts filed at Companies House – No accounts filed to date **No accounts filed on or before July 2018** (Directors – Anthony Freudmann, Niall Lawlor, George Yerrall)

Riveroak Operations Ltd – Current set of accounts filed at Companies House – Net Capital and Reserves is debt of £3,652,649 **No accounts filed on or before July 2018** (Directors – Anthony Freudmann, Niall Lawlor, George Yerrall)

The Examining Authority has repeatedly asked for proof of funds and repeatedly raised concerns about lack of transparency.

### **Investors**

A Letter of Comfort from Aldgate Developments is the latest attempt to fudge the issue. Despite the letter boasting of significant property assets, the most recent filings at Companies House show that Aldgate Developments Ltd has net assets of £429,410.

*There is nothing in the financial records of any of these companies to demonstrate that the Applicant is of a size and capacity to deliver even the initial phase of a NSIP let alone fund and operate one. Furthermore, the Applicant is 90% owned by a company registered off shore in a tax haven which does not permit transparency.*

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**Does the Applicant have the requisite experience to operate the NSIP?**

Only one of the directors of Riveroak Strategic Partners has any experience of running an airport and that is Anthony Freudmann. During the time, he ran Manston it incurred significant losses which contributed to the collapse of Planestation and left investors millions of pounds out of pocket.

*None of the directors of Riveroak Strategic Partners has experience of running a successful airport.*

**Does the Public Benefit outweigh the Human Cost?**

I trenchantly object to Riveroak's request for night flights and for the exclusion of 'late arrivals' from night flying restrictions.

When Manston Airport was last operational, I lived in a Grade II listed home in Liverpool Lawn. Theoretically, we were protected from night flights by a Section 106 agreement. Unfortunately it contained a clause allowing for emergency flights and late arrivals which were outside the night flight ban. During the African harvest, we were regularly awoken by aircraft coming in over our homes at less than 300m.

I include a sample noise report from May 2011 (Appendix 2) which includes data from the noise monitor at Chapel Place. This noise monitor was not far from my home and adjacent to the local grammar school. SEL noise incidents regularly topped 90dB and the Average LMax dB (A) exceeded 80dB and sometimes 90dB.

Manston was a commercial airport from 1999 to 2014 and despite substantial investment, it never once came close to turning a profit. A succession of Master Plans promised much and delivered little.

Damon Runyon said that 'the race is not always to the swift nor the battle to the strong but that is the way to bet'. Successive independent reports by reputable aviation consultants have delivered the same verdict - Manston has never and will never succeed as an airport. It is too far from any major conurbations and has water on three sides.

*The promises made by Riveroak echo every other promise made by every other operator of Manston Airport and like them, they promise much but will deliver little.*

**Conclusion**

- Riveroak Strategic Partners have not demonstrated there is a need to reopen Manston airport.
- Riveroak Strategic Partners have not demonstrated that they have the funds or expertise to reopen Manston Airport and run it as a successful airport.
- Riveroak Strategic Partners have not demonstrated that the advantages will outweigh the human cost of reopening the airport.

Janet Davies  
Resident of West Cliff  
Ramsgate

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## APPENDIX 1

<http://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-Airport-data/Airport-data-1990-onwards/>

Table 6

Air Transport Movements 2000  
Comparison With the Previous Year

	<----- 2000 ----->		
	Total	Passenger Aircraft	Cargo Aircraft
London Area Airports			
GATWICK	252773	249352	3421
HEATHROW	460476	457416	3060
LONDON CITY	50049	50049	0
LUTON	59951	53820	6131
SOUTHEND	874	159	715
STANSTED	146660	132693	13967
Total London Area Airports	970783	943489	27294

Air Transport Movements 2018  
Comparison with Previous Year (a)

	<-----2018----->			<-----2017----->		
	Total	Passenger Aircraft	Cargo Aircraft	Total	Passenger Aircraft	Cargo Aircraft
London Area Airports						
GATWICK	283,186	283,186	-	283,437	283,436	1
HEATHROW	480,339	477,367	2,972	476,186	473,215	2,971
LONDON CITY	78,036	78,036	-	76,612	76,612	-
LUTON	106,666	105,081	1,585	106,074	104,584	1,490
SOUTHEND	17,088	17,088	-	11,331	11,331	-
STANSTED	185,077	175,599	9,478	172,153	162,027	10,126
Total London Area Airports	1,150,392	1,136,357	14,035	1,125,793	1,111,205	14,588

APPENDIX 2



**Manston - Kent's International Airport.**  
 Quarterly Noise Events - Top Twenty Movements  
 May 2011

Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)
STX	D	22/03/2011	18:42	10	DC86	ZSOSI	101.6	93.7
KZU	D	05/05/2011	10:03	10	A30B	TCKZV	97.1	90.0
BEE	D	17/03/2011	12:17	28	DH8D	GE000	96.5	88.7
CLX	A	17/03/2011	12:21	28	B744	LXZCV	96.5	88.7
CLX	A	26/04/2011	11:25	28	B744	LXWCV	95.2	88.6
CLX	A	26/04/2011	15:10	28	B744	LXVCV	95.4	88.5
CLX	A	11/03/2011	14:23	28	B742	TFAAA	95.6	88.3
CLX	A	08/03/2011	17:39	28	B742	TFAAA	95.5	88.0
ABD	A	08/05/2011	11:06	28	B742	TFATX	95.1	87.9
MON	D	17/05/2011	20:23	28	A320	GMPCD	95.7	87.9
CLX	A	17/05/2011	20:27	28	B744	LXZCV	95.7	87.9
CLX	A	08/04/2011	15:12	28	B742	TFAAA	94.8	87.5
ABD	A	17/05/2011	17:50	28	B744	LXVCV	94.7	87.0
CLX	A	10/05/2011	16:22	28	B744	LXVCV	94.6	87.0
CV	A	05/04/2011	09:51	28	B744	LXACV	94.7	86.7
CLX	A	12/04/2011	12:04	28	B744	LXRCV	95.2	86.6
ABD	A	20/03/2011	14:15	28	B742	TFATX	94.5	86.6
CLX	A	08/03/2011	16:44	28	B744	LXRCV	95.3	86.5
ABD	A	13/03/2011	12:05	28	B742	TFATX	94.8	86.4
CLX	A	25/03/2011	18:54	28	B742	TFAAA	95.0	86.4



**Manston - Kent's International Airport.**  
 Average Noise Level Report  
 May 2011

**Monitor EMU2 28 - Chapel Place - Ramsgate**



Period	Arrival/Departure	Avg. LMax dB(A)
May 2010	A	84.5
May 2010	D	82.6
June 2010	A	82.7
June 2010	D	83.2
July 2010	A	84.2
July 2010	D	83.4
August 2010	A	80.1
August 2010	D	83.1
September 2010	A	81.3
September 2010	D	87.4
October 2010	A	83.5
October 2010	D	78.9
November 2010	A	85.1
November 2010	D	81.8
December 2010	A	83.9
December 2010	D	83.8
January 2011	A	86.3
January 2011	D	83.0
February 2011	A	85.0
February 2011	D	81.0
March 2011	A	84.4
March 2011	D	81.0
April 2011	A	84.5
April 2011	D	80.4
May 2011	A	82.8
May 2011	D	80.7

