

From: [REDACTED]
To: [Manston Airport](#)
Subject: "For the attention of the Manston Airport Case Team"
Date: 07 July 2021 12:21:13

After recent high-profile breaches in governance may I remind the SOS of the standards expected of all public services honesty impartiality openness accountability accuracy fairness integrity transparency objectivity reliability

As a resident of Ramsgate & interested party I wish to express my very grave concern over the proposed DCO of the former airport site at Manston. There is no independent evidence to support the future viability of a return of aviation to the Manston site, in fact there is plenty of independent evidence that shows aviation at Manston is not viable, including the Avia report, Falcon report, and the Davis commission, also 16 years of commercial failure with multiple owners who had the means to invest if market forces warranted such investment, but no such investment was needed as it's peninsular location is its fundamental flaw. The evidence RSP rely on as proof of viability has been conclusively disproved with actual aviation data, RSP's evidence cannot be used as it's a work of fiction fabricated to mislead the reader into thinking there is a business case when there is clearly not.

The secretary of state cannot be expected for this project to succeed as stated as a requirement in the planning act. The man who spearheads this project (Tony Fraudmann) has a long history of aviation failure (including Manston) in making any airport project successful, I'm yet to find he has any credible success at all in his past history, aviation related or not, leaving a wake of losses both to investors & communities.

Thanet's largest industry, tourism, would suffer irreparable damage if a cargo airport was even tried. Making an already economically deprived area suffer further. The blight caused to the 40,000 residents of Ramsgate would be truly unbearable given the quota count that RSP are asking for. Our fears are with such a high quota count (night time flights), RSP are basing their business case on accepting night time flying on a mass scale at the cost of residents to make their airport more attractive than their competitors. This would be an environmental disaster, as not only would the residents suffer but Thanet being a peninsular location all cargo would have millions more road miles annually than if cargo was delivered to a more central location. This blatant land grab under the guise of a DCO should not be allowed, our country has enjoyed an almost corruption free past, now we see our local MP apologising to the House for not declaring an interest in this matter after giving this project his undivided support, he and other MP's have refused to listen to the massive amount of factual evidence against the future viability choosing to adopt RSP's disproved evidence of viability instead. RSP's public consultation omitted their plans of a predominately night time flying cargo hub, in fact they assured residents that this would NOT be the case, this has left our community feeling that we have been lied to and the acceptance of RSP's proposal for examination without PINS ensuring RSP go back to the public to explain their exact detrimental intentions leaves us thinking that PINS were a part of this deception. We urge the SOS not to bow to political pressure and look at the facts presented to compare actual aviation data against RSP's fiction.

Further I wish to reiterate and add the following, I cannot express enough the deep concerns I have about the proposed DCO of the former airport site know as Manston airport by the company RiverOak, this proposal is not only ludicrous because of the 16 years of previous failure by 3 separate companies and the massive losses they

incurred, but also the fact that belly hold freight on passenger aircraft has taken such a massive share of the freight market away from dedicated cargo flights since Manston's closure. I also have very grave concerns over the way in which RiverOak have conducted its public consultation. I have a recording of one of these events that I attended, I expressed my deep concern over night flights and I was told by more than one of RiverOak's directors that "night flights weren't needed" nor would they be a part of their business plan, this is in direct conflict with RiverOak's current business plan, this should make their public consultations null and void as it didn't inform the public of what the real impact of their proposal would be. Night flights would have a massive detrimental effect to the residents of Ramsgate and Herne Bay, this impact would not only be shouldered by the residents, it would also be shouldered by our largest industry, tourism, displacing far more employment and wealth than it created, making an already deprived area poorer and also putting a death knell in our recovering tourist industry. I hope the SOS will do its due diligence into the directors of RSP especially Tony Freudmann where I'm informed he has a whole litany of previous airport related failures, leaving many investors, councils, and public bodies disappointed. There is a reason why tourism has had such a historic success in Thanet, its close location to London, its sandy beaches, its wonderful countryside, its purpose built hotels and guesthouses, and its warm hospitality, and there is a reason why a transport hub has so drastically failed (despite £100's of millions of investment) Its low catchment area, its location being far from central in the UK, and the airports close proximity to such a built up area whose residents vehemently oppose night time flying and will elect a council who's manifesto it is to end such blight, especially given that it would be RSP's only way of attracting business, this has been proved by a local public referendum and no local political party has stood on a manifesto of allowing night flights (all local political parties have opposed night flights and so has MP's) If RSP's business plan is one of making profit from night time flying then by the time they have unlocked the gate for the first time there will be an elected council banning all early, late, and night flight's making any business plan that relies on night flights doomed to fail.

Given that PINS recommended this project should not be a DCO and that the SOS has failed to contest the legal challenge in the high court I am gobsmacked that I'm yet again having to write when there has been NO change in circumstance.

Thank for the opportunity to voice my concerns on this matter.

Yours sincerely

Mr Andrew Hollins