

30th November 2021

For the attention of the Manston Airport Case Team
manstonairport@planninginspectorate.gov.uk

Re: Redetermination of the Application by RiverOak Strategic Partners Limited for an Order granting Development Consent for the reopening and development of Manston Airport in Kent

I have lived very close to the airport site for over 30 years, in which time I experienced Manston as a small regional airport (**with very infrequent daytime flights**) but I would like to voice my opposition to the above proposal for the reasons below:

1. The viability or 'need' for the airport

There have been 16 reports from independent companies advising that it is not viable, including the latest Ove Arup commissioned by the Department of Transport, which agrees with the DCO inspectors' recommendation that it is not needed.

The only report supporting the airport is from Sally Dixon of Azimuth, who is a long-standing colleague of Tony Freudman, director of RSP.

Tony Freudman has said that now RSP own the land, the viability or need element no longer has to be proven.

The DCO has to balance need, against damage to the local community. If need is not required then it is RSP's viability, i.e., profits that have to be balanced against damage to the local community.

If it is not proven, then future investors are very likely to lose their money. Something that has already happened under him at Manston.

2. The questionability of its promoters

Tony Freudman, RSP director who was a struck off solicitor, has had three failed attempts at running airports, if you include Manston.

Sally Dixon author of the Azimuth report, the only one advocating Manston, is a friend and colleague of Tony Freudman.

Local MP Sir Roger Gale has spent the last six years promoting the airport, arranging local meetings for pro-airport groups.

Sir Roger Gale is president of the All-Party Aviation Group and as such has hosted meetings with RSP in the House of Commons.

Sir Roger Gale has repeatedly refused to converse with anyone who opposes his views, some 50% of the local community.

Secretary of State Grant Shapps, who is keen airport supporter, was chairman of the same APAG, before he became Minister for Transport.

The Department of Transport gave RSP compensation of £8.5m for delaying the project for six months whilst using it as a lorry park, when it was a Judicial Review which delayed it.

3. The credibility of RSP

Tony Freudman's acumen is questionable.

Some company investors are Swiss residents with funds in the British Virgin Islands, a tax haven. This hints at using Manston as a money laundering vehicle.

RSP are adding additional land to the book of reference, at the last minute. These additions cannot be reviewed by PINS, only the Secretary of State, thus preventing any proper review.

There is a convoluted set of limited companies that make up the project, which will make holding RSP to account very difficult.

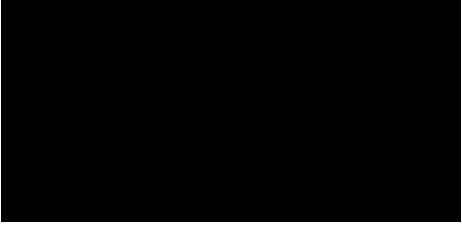
RSP still owe the JR team some £35k for the quashed JR.

This potential development has already undergone a lengthy scrutiny by the Planning Inspectorate, where after much deliberation the application was rejected. In addition, another investigation was made by Aviation Experts Ove Arup, who came to the same conclusion, namely that Manston Freight Hub is not viable and simply not needed.

I ask you to waste no more time in rejecting this application for good.

Yours sincerely

Mr Hugh Langston

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