

## **Foreword**

In general terms viability is the ability to take a business idea which seems great in one's head and adds real world financial acumen to ensure that the idea can last longer than it took to think it.

When it comes to Riveroak Strategic Partners they seem to have asked Dr. Sally Dixon to produce a forecast with the express aim of achieving 10000 or more ATMs and the working backwards to decide how much to spent. In business terms this is walking before you are able to crawl.

The viability of the cargo hub idea seems to have been written on the back of a fag packet as there are simply no costings.

## **Questions**

1. Does the ExA think it is important that depriving one company of the land they own in favour of a business idea which may or may not be viable is what the Planning Act 2008 was written for?
2. At some stage in the future the 3<sup>rd</sup> runway at Heathrow will be completed and any perceived shortfall in runway space in the South East will have disappeared. Without any viability in the financials from RSP it may be considered Manston would fold as it has done 3 x in the past. Is that a reason to grant them a DCO
3. The Government have the use of the land until December 2020 how does that affect the "viability" of RSP's plans?
4. In view of the questioning of Dr. Dixon at Discovery Park on the 21<sup>st</sup> March 2019 by SHP does the ExA find themselves in a difficult situation trying to understand how Dr. Dixon comes to the conclusion that her forecast is viable? Anyone can dream \*appendix transcript
5. Does the ExA understand why the Planning Statement (TR020002-002454-7.2 - Planning Statement) states at 9.35 the following? "It considers whether reopening Manston Airport in the way intended by Riveroak would be viable"

9.35 The Azimuth Associates Report (Volume II) contains a qualitative study of potential demand for Manston Airport as a freighter hub for the South East of the UK with additional passenger and general aviation services. It considers whether reopening Manston Airport in the way intended by RiverOak would be viable. This is an important consideration not only in light of the policy objectives set out in the APF and in demonstrating a need for the proposed development in the absence of any specific promotion through the Airports NPS, but significantly when considering the implications of the DCO proposals on the spatial planning process within Thanet District Council and as part of its new Local Plan. The Council has recently voted and shown its support for continued safeguarding of the Manston Airport site for aviation use and the Azimuth Associates report reinforces that there is a definite need for this in the local, regional and national interest. Consequently, and in light of the Thanet District Council response to the June/July 2017 statutory consultation on the project, it is not considered that there is a general local planning policy conflict when considering the proposals for development.

## **Conclusion**

As an accountant at an absolute minimum I would have considered a Pinder report an essential tool to understanding the long term viability of the plan to bring back aviation. Along with Forecasted Revenue, Annual Maintenance, Repair and Overhaul, Asset Depreciation, Inflation, Funding, Competition, future trends etc little of which can be found in the offering from RSP.