

## **NJW Note for Friday 7<sup>th</sup> June appearance at Manston Airport DCO Inquiry**

Manston Airport Asset-stripping deprecations, with planning illegalities and values arising.

The airport owners' asset-stripping and profitable selling-on of assets, has stopped airport use temporarily at least and at some considerable cost.

The onward sale of the essential fire station site and even the fire engines themselves and the stripping-out of the vital military-grade radar and "avionics" has reduced the airport to an empty inoperable shell condition.

This process equates to other property cases of illegal planning infringement by unauthorised boundary changes and is also similar to unauthorised building demolitions from the inside.

Therefore, either requiring restoration orders against the irresponsible airport owners, or some equivalent financial liability and/or register charge on the title.

In particular the avionics were sold second-hand for £4 million and were installed at Oxford Airport; but reinstatement may well cost more now, with new equipment from such as Marconi. In fact, £15 million was mentioned in the past to me.

From what I have been told of last Tuesday's proceedings and Stone Hill Park (SHP) exchanges with River Oak, it seems as though SHP may be seeking to establish grounds for eventual Hope Value compensation in principle. Whereas compensation as such is not for this DCO Inquiry. Doubtless Colin Smith will deal with that for River Oak but, I wish to make some observations now.

As to any Ceiling Value for compensation, we were informed in 2014 of River Oak offers to then Mrs. Ann Gloag of Stagecoach PLC which were in-the-order-of £7 million. Others will not know that another parallel offer of £7 million was also rejected by her out-of-hand, being against that offeror. However, both point towards a Ceiling Value.

Therefore in my view, there may be negative equity following the asset stripping especially of the avionics, subsequently to those two offers.

Nevertheless, in commonsense, there ought to be a possible agreement with Dame Ann Gloag and her consortium.

My few preliminary financial inquiries in the City have been met with a need for official backing of a scheme, producing a chicken-and-egg situation. Whereas, a positive outcome from the Inquiry, preferably at least entertaining an airport expansion solution of the DCO, could remove the chicken-and-egg uncertainties.

Finally, all other reported airport expansion costs suggest that there should be no shortage of respectable UK prime funding given a positive Inquiry outcome.