

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** For the Attention of the Manston Airport Case Team  
**Date:** 05 July 2021 17:24:40

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Dear Sirs,

I understand that despite many gruelling months of Investigations by the PINS team and thousands of words, charts, diagrams and photographs and the subsequent recommendation to the Secretary of State for Transport that such an application be rejected along with detailed reasoning for their decisions the Secretary of State is still unaware of the reasons for rejection. A matter which I, under normal circumstances, may find difficult to understand were we not also in possession of two of his Westminster colleagues personal commitments that the applicant need have no worries as they would ensure the application would be approved. I can also, thus, understand why the Secretary of State thought it expedient to withdraw from making that decision.

I also note that the Secretary of State subsequently thought it expedient to seek even more evidence as to why the application might be reconsidered despite the myriad of documentation presented by professional bodies at the original PINS Investigation and then added to by the SoS request for even more evidence for the follow up enquiry last year. And then again points that were made by Counsel in the High Court leading to this, the latest, part of the investigation.

As I do not wish to water down the quality nor the time allocated to this investigation may I simply refer you to my objection of 3<sup>rd</sup> October 2018. However, only one thing below has changed is the reference to the previous owner. Though I suspect that he would be back to enhance this brownfield defunct ex-airport bringing far more jobs and far more capital to the immediate area.

And I wouldn't mind betting they would also greatly enhance The Isle of Thanet's Green Businesses with all the add-on green business that would soon follow.

Yours Faithfully

Kenneth J Wildon.

Received **03 October 2018**  
From **Kenneth Wildon**  
***Representation***

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Sirs

You will read elsewhere a number of very valid and well researched objections to RSP's application to open what is in fact a new air freight cargo hub on the site of the old and now defunct Manston airport.

You may also read submissions from those who support such a development.

All I ask, as a concerned neighbour of the development, is that you do not lose sight of the human element in this matter. Those who would 'own' this proposed 24/7 365 days a year cargo aircraft hub and it's proposed HGV transport requirements do not live near here. It is also unknown how many they are or even if they live in the United Kingdom. It would also appear that the business is not registered in the UK and is neither morally or financially liable within the UK (HMRC etc.).

When the business was set up to make this application they had no intention to register their business with the UK authorities but chose instead to trade care of an accountant's address in London while conducting their finances via an untraceable/unverifiable/unauditable address in Belize. As a consequence of this it will likely be impossible for yourselves or the Secretary of State to verify beyond all reasonable doubt the liquidity of the business or to verify any commitment to paying any taxes to HMRC when they fall due.

Two final points if I may: -

1. The current UK owner of the site has economically sound, environmentally verifiable, and socially beneficial costed plans for the site which meet all benchmark requirements of HM Government and which recognises and supports the site's historical links. Their proposal is easy to access with the added benefit of improving and enhancing the isle of Thanet environment and its people, bringing living, employment, essential services and leisure benefits while reducing the need for house building on Greenfield open spaces. It would be an interesting development if the land they own were to be taken from them by the Secretary of State and handed over to an offshore unaccountable 'organisation'.

And 2. Surely for a Hub to be effective it is better situated at the centre of its destination market place? Not hanging off the bottom right hand corner of the UK surrounded on three sides by water.

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