
London Medway Airport.

TRANSFORMING BRITAIN.



Connecting The UK With The World.



London Medway Airport is the future. Quick fixes are not the answer to the UK's increasingly problematic aviation issues in London. The South East is chronically short of capacity to expand its lucrative aviation industry, particularly at Heathrow. Amsterdam, Paris, Frankfurt, Dubai and Doha are all surpassing Heathrow as global hub airports. It's about time the UK fought back.

London Medway Airport is a spectacular, ground-breaking plan for a new, four runway super hub airport at Cliffe in Kent.

Its location is unique; it is closer to Central London than any of the other currently proposed Thames Estuary airport schemes. On land, convenient, accessible and practical. The land is already in public ownership and not a single home will need to be destroyed for the construction. Not to mention

the fact that it's less than 25 minutes from Zone 1 by High Speed Rail.

Multi-modal, sustainable and linked to well over 200 international destinations. This is an airport like no other. The benefits for UK business in an increasingly competitive, globalised world will be substantial.

Heathrow, quite simply, is redundant.

“A catalyst for Britain, new connections to the World, masses of economic benefit and a hub solution suitable for centuries. LMA is the answer.”

Luke Douglas. Founder, London Medway Airport.

London Medway Airport (LMA) is the long-term solution the South East - and indeed the entire UK - needs. A third runway at Heathrow would be a short-term, quick fix that would not stand the test of time for decades to come. What happens when a 4th runway is eventually needed?

Heathrow is also cruelly nestled in amongst thousands of long suffering residents, and homes would have to be lost to cater for the third runway.

Looking at ways to increase capacity at Gatwick, Stansted or Birmingham is also the easy way out of the most obvious conclusion: London and the UK needs one major hub airport for the City. We are already struggling to cope with an ageing infrastructure, and this will be a never ending and increasing issue in the years and decades to come.

A huge, super hub airport in North Kent, by Cliffe, is the solution that this country is longing for. With four runways that can operate 24 hours a day (Heathrow is limited by night restrictions) and capacity to handle up to 150 million passengers per year when required, LMA will quash fears of low capacity for decades if not centuries.

It's unique location means that it would be closer to Central London than any other currently planned airport scheme, allowing easy accessibility to most of the population, considering the UK's existing London-centric railway network.

The location is directly opposite the vast, currently under construction London Gateway Port development, which will form a formidable

partnership with the extensive, 3.5million metric tonne capacity air freight facilities at LMA, just across the new Lower Thames Crossing that we also plan as part of LMA.

A true, multi-modal transport, business and logistics center will be completed by new and upgraded roads, and crucially: a new branch of the High Speed 1 (Channel Tunnel Rail Link) line, to the new airport terminal. We propose a major upgrade and extension of HS1, with a new branch linking LMA to Stratford in less than 20 minutes and St Pancras in 25, through a very regular shuttle train service. LMA will also be able to capture part of the aviation market of France and the wider continent, with international rail links.

Up to 100,000 jobs could be created at London Medway Airport in various sectors, which is a blessing for an area that is struggling through the recession with high unemployment figures and stalled economic development. Many tens of thousands of new jobs would also be supported indirectly throughout Medway and indeed Kent as a whole.

With an airport as substantial and world-leading as LMA, a large proportion of funding will be able to be sourced from private entities, and the total estimated cost of £30bn for the entire airport and related infrastructure and transport links, represents fantastic value for money considering the potential positive impact on the British economy long-term.

“The UK is falling behind our global competitors, and unless immediate action is taken there could be long-term damage. London Medway Airport gives the UK the platform to once again be a world leader.”

Thomas Aldred. Founder, London Medway Airport.

Every site currently proposed for a new hub airport in the South East has its advantages and drawbacks. With LMA, we believe the latter are few and far between, but the one major issue is that of wildlife.

The North Kent Marshes are home to some 33,000 wintering birds annually, and of course the construction of an airport could have a major impact. However, as has been seen with projects like Wallasea Island (under construction), it is possible to create huge man-made nature reserves. LMA has identified large sites throughout Kent, the South East and the East that could be developed to lead to an increase in wetland, despite the construction of LMA. With increasingly modern techniques, we believe a carefully planned long-term wildlife management programme would trigger the natural migration over time of birds from the Cliffe site to new locations in the area.

A further reason that Cliffe was turned down in 2003, is the risk of birdstrike. However, a recent report came to the conclusion that with present bird management techniques, a crash due to birdstrike at Cliffe is likely only once in every 102 years, with this numbers growing all the time with new technology and expertise.

A problem facing all of the new hub airport plans, is that of Heathrow. It is a vast site as large as some London Boroughs, and it contributes a significant amount to the local economy of West London and beyond. Many other plans are vague about the

future of Heathrow. We believe that Heathrow may still have a role to play as a small, 1 runway, 1 terminal airport serving the low cost market. We believe the brand of Heathrow, its proximity to London and existing facilities could well play an important role in the future of aviation. However, it will be greatly reduced in size. The land is perfect for commercial development (and possibly residential). It is a huge site, in a good area with world-class transport links to Central London already in place, and we believe it could be part of the UK's largest enterprise zone development. Educational developments may also be key, if a single runway was kept.

We believe that London Medway Airport is the most practical, accessible and affordable option for the South East. It will bring mass economic benefit on a national scale, and bring social and economic change to a currently struggling Medway area. Up to 100,000 direct jobs will be created with thousands more in the surrounding area. LMA could kickstart the many stalled projects in the Thames Gateway project of redevelopment in the area.

Key Points

Selected other Hub Proposals:

Foster & Partners (Grain)
London Jubilee Airport (off Isle of Sheppey)
Goodwin Sands (off Deal)

Pax Capacity

LMA: 150million per year
Heathrow: 70million (existing)
Foster & Partners: 150million per year
London Jubilee: 150million per year
Goodwin: 150million per year
Hartsfield-Jackson Atlanta (World's busiest airport):
Currently 95million.

Expected journey time to Central London

LMA: Less than 25 minutes.
Foster & Partners: 30 minutes.
London Jubilee: 30-40 minutes.
Goodwin: 40 minutes.

Cargo/Freight Capacity

LMA: 3.5million metric tonnes per year
Heathrow: 1.5million metric tonnes per year (existing)

Estimated Cost

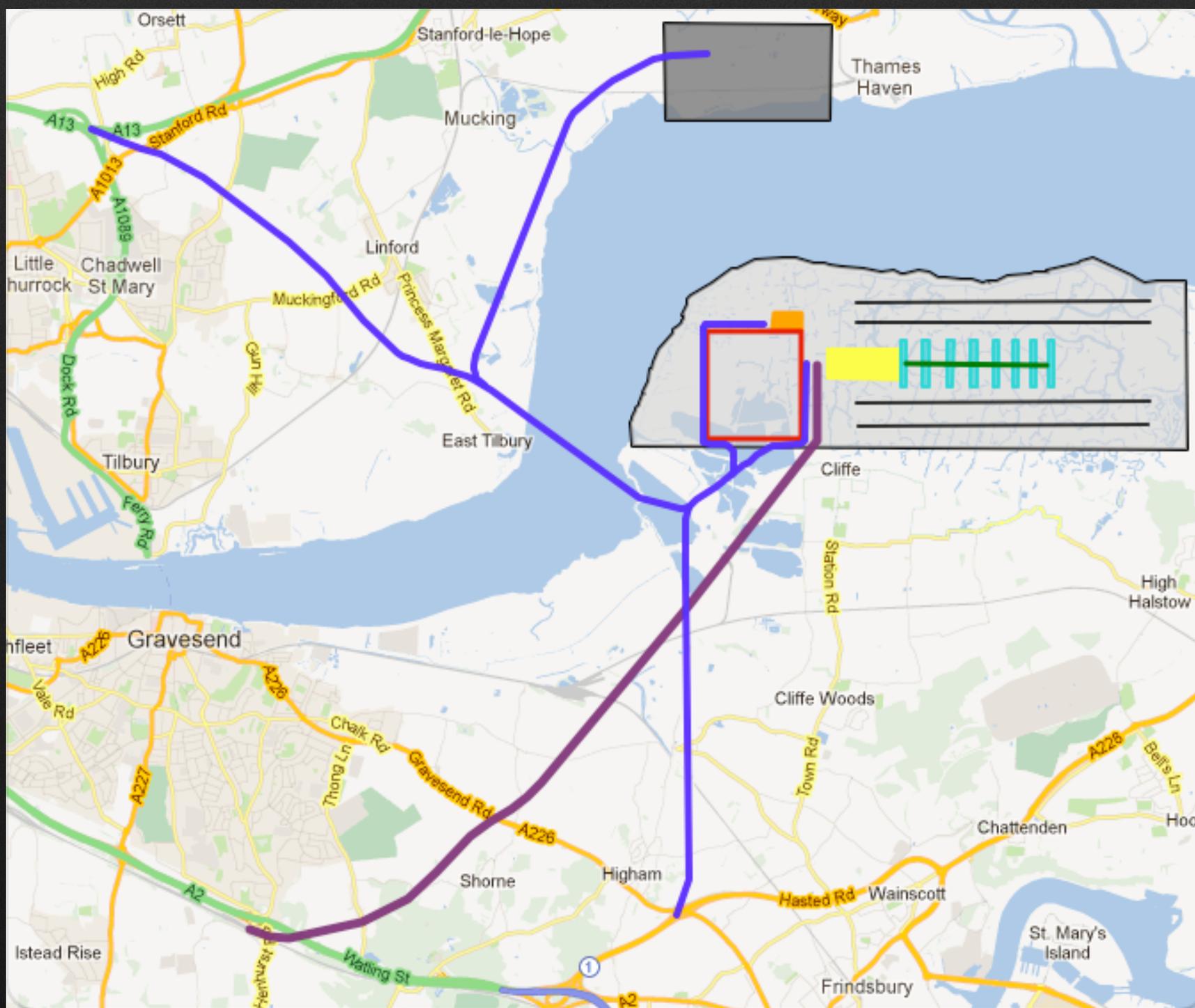
LMA: £30bn
Foster & Partners: £50bn
London Jubilee: £40bn-£50bn
Goodwin: £39bn

Construction Time

LMA: Less than 7 years
Foster & Partners: 10+ years
London Jubilee: 8 years
Goodwin: 5-10 years

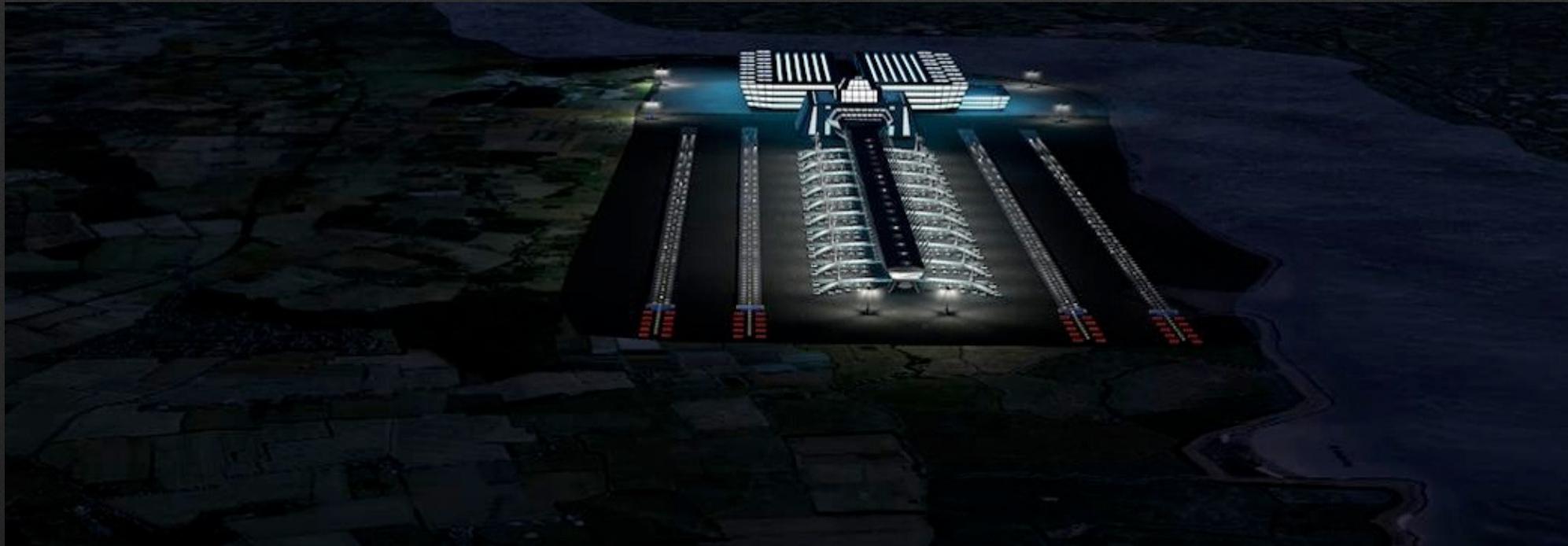
LONDON MEDWAY AIRPORT.

	London Medway Airport		'London Gateway' Port		Aircraft Stands
	Passenger Terminal		HS1: Airport Branch		New Roads
	Cargo Terminal		Airbridge		
	LMA Village		Runways		



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About Us. Contact Us.

London Medway Airport is a plan born out of the ambition of two young academics with a desire to solve the ongoing issues with aviation capacity in the South East, and signal the future for the United Kingdom.

- Luke Douglas is an acclaimed student with an interest in domestic politics and transport policy at Lancaster University. He has had blog articles published in international newspapers and is a keen researcher of the aviation industry.
- Thomas Aldred is a highly commended economics student at the University of Bath. His hugely successful online business was making a substantial annual profit by the age of 17, and in recent years he has gone on to launch several successful ventures in the digital industry.

Contact Details:

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