LONDON MEDWAY AIRPORT.



EVIDENCE TO THE AIRPORTS COMMISSION.

LONDON MEDWAY AIRPORT LIMITED. JULY 2013.





INTRODUCTION.

We passionately believe that Britain needs a new hub airport in the South East if it is to continue to compete economically with the world.

We passionately believe that London Medway Airport (LMA) is by far the most sustainable and viable option on the table.

The UK and its businesses are continually disadvantaged by the lack of direct links to emerging economies that this nation has. Heathrow is strangling our economy due to its insanely full capacity and lack of opportunities for airlines to introduce new routes.

It is also an airport that is trading on creaking infrastructure that simply could not cope with further expansion.

And of course, many thousands of people in west London live with the miserable cocktail of noise and pollution created by this ancient hub airport.

The future lies elsewhere. The future lies in Medway.

SIFT CRITERIA: STRATEGIC FIT.

London Medway Airport is a significant, large investment. In fact, we describe it as a 'super hub' due its sheer size and scale.

It briefly consists of a four runway, 24/7 passenger and cargo airport, directly to the north of Cliffe village in Medway, Kent. This is a fantastic location. Not a single house or occupied building sits on our proposed site - meaning no nasty forced demolition of homes. Unlike some other proposals for aviation capacity in the region, our location is entirely on existing land, resulting in cheaper and quicker construction.

It is a direct replacement for Heathrow Airport, and will allow vast scope for future expansion in passenger and cargo figures. Because of its four runways and eligibility for 24/7 operation, it is feasible that LMA could handle up to 140million passengers per year, and 4million tonnes of cargo. By comparison, Heathrow currently handles 70million passengers and 1.5million cargo tonnes.

The Department of Transport has forecast future passenger growth in the UK. The most recent forecasts have been revised down, but the department still says that the UK aviation market will grow at between 1% and 3% every year for the next 40. In 2011, there were 219million air passengers in the UK. By 2050, this will have grown to 445million. Heathrow is already full, and simply can not cope with this predicted future demand.

Official reports have also claimed that ALL South East airports could be at full capacity as early as 2025, clearly signaling the need for new provision in air passenger handling facilities.

Heathrow will likely close (to be redeveloped, as described later in this evidence), although the other London airports of Gatwick, Stansted, Luton, City and Southend will continue to thrive as strong competitors.

As noted in following sections of this evidence, it is of paramount importance that the UK maintains its position as an aviation hub going forward. More connections to more destinations in the developing world are needed to provide new opportunities for our innovative businesses, and Heathrow is already holding us back. We can't let it hold us back any longer.

The current coalition government has identified five key economic objectives to fulfill during its time in office: economic growth, reducing unemployment, regional development, fiscal targets and structural change.

LMA will clearly facilitate long-term economic growth by the wider availability of connecting flights to new and emerging markets across the world. The lack of spare slots at Heathrow makes this impossible at that airport. It is important that British entrepreneurs embrace overseas opportunities, and LMA will enhance the knowledge economy and the physical export industries of the UK. The latter in particular, will benefit from LMA's extremely close proximity to the already under construction London Gateway Port and Logistics Park. London Gateway and London Medway will combine to create a world-class central logistics hub for the UK, making it easier than ever for our businesses to export their good overseas.

Additionally, the UK must build on its recent campaign to reinvigorate itself as a tourist destination, and more direct flights to certain markets - particularly Chinese cities - will help this.

In terms of reducing national unemployment, LMA will also positively impact this objective. The airport itself could see up to 100,000 people working within the site boundaries, with as many as 100,000 further jobs supported by LMA in the region. It is also said that more than 200,000 additional jobs across the UK depend on Heathrow. With LMA being substantially larger, it is anticipated that many thousands more jobs across the UK could be created as a direct impact of LMA's existence.

For many years, it has been said that London gets a 'better deal' than other regions. The current government are insistent that major infrastructure projects should help boost development across the whole country. In Kent itself, employment has been falling and the redevelopment of the Medway towns (Thames Gateway project) has stalled. LMA would present a new start for the area.

Other regions of the UK would also benefit. Many Northern cities have had their air links to Heathrow cut or reduced in recent years due to the inability for aviation to compete with rail on price - entirely down to Heathrow's astronomical landing fees. LMA and its huge spare

capacity will enable regional air links to be re-established, providing cities like Newcastle, Leeds, Sheffield, Cardiff, Liverpool and Edinburgh with connections to the wider world that their own regional airports can not sustain. This will bring unprecedented regional economic benefits.

LMA's proposed high speed rail links (noted later in this evidence), will also enable faster access by public transport to the new airport compared with Heathrow, for the majority of the UK's population.

Structural change is a goal set by the government which intends to alter the balance of the economy, moving some focus away from financial services towards the secondary (manufacturing) sector in particular.

As already mentioned, LMA will provide dozens of new opportunities for our manufacturing businesses to trade with the world and its growing economies, especially when coupled with London Gateway Port and Logistics Park, located just a few minutes drive from the proposed LMA site.

Aside from economic goals, the UK is also bound to comply with several legal requirements, notably relating to climate change. Under the 2008 Climate Change Act, the government must reduce the nation's emissions by 80% by 2050 (from the 1990 baseline).

While air travel is typically an industry that is somewhat unfriendly to the environment, it is changing. Greener aircraft are being developed furiously by the main manufacturers. LMA itself will be built with facilities and runways more than capable of handling the largest passenger jets on the market: more passengers per flight means less total flights, and subsequently less carbon emissions.

As will be detailed later in this evidence, our research shows that Heathrow is far easier to access than LMA by road. However, LMA's proposed rail links will make public transport to LMA far easier than it is to Heathrow presently. Because of this, we anticipate at least 60% of passengers will travel to LMA using efficient public transport, as opposed to just 40% (2012) using public transport to access Heathrow.

SIFT CRITERIA: ECONOMY.

Heathrow, as a world-leading aviation hub, contributes a huge amount to the British economy. However, if we are to increase the contribution that aviation makes to our economy further, all the evidence shows that a new hub facility is needed.

A report by Frontier Economics found that Heathrow provides an £11.1billion direct contribution to British GDP, and as mentioned elsewhere in this report, up to 220,000 jobs.

Additionally, Heathrow helps to sustain £600billion a year worth of trade between the UK and the rest of the world. With our trade with our neighbors falling, but markets booming further afield, we now more than ever need quick transport links to provincial cities in places such as China and India.

The economic benefits brought by these new routes are not just trade related. Chinese tourists spent £67billion around the world last year, and this is believed to be growing at 40% annually. With the UK opening up more transport links, we can not only compete in business with these emerging economies, but also in tourism.

Heathrow currently serves two Chinese cities with 31 flights per week to them. Paris meanwhile offers 64 weekly flights to the country.

Other economic benefits are brought by stop-over passengers. It is estimated that these passengers contribute more than £1.5billion to the British economy annually. While this is a size-able amount, this could be much higher. Heathrow's low capacity and high landing fees make it extremely difficult for airlines to operate specific 'hub-and-spoke' networks based at the airport. This is an airline model that is proliferating across the world, with passengers happy to use connecting flights at a hub airport to reach their final destination, due to the lower fares available. With ample spare capacity at LMA, airlines would be able to operate more connecting services - a clear benefit to the UK economy.

Reports in the financial industry have suggested that European cities - namely Frankfurt and Paris - are likely to become far more competitive, at the expense of London. It is no coincidence that both of these cities have large, modern airports with superior connections to the developing world.

While it is true that Heathrow only has limited links to places like China, there are also some countries that have no flights from Heathrow at all, such as Indonesia. This is a country with the 4th biggest population on the planet, and one of the fastest growing economies. Yet there are no direct flights from London to Jakarta.

A survey of Europe's Top 500 companies revealed that 52% consider international aviation links to be of high importance when choosing where to locate. Foreign direct investment is one of the most important parts of London's economy. And of course, the strength of London determines the strength of the wider economic outlook.

A further study suggests that a 10% increase in air connectivity relative to GDP, would boost the latter by 1.2%. However, it is clear that Heathrow can not facilitate these extra flights that could be so vital for our economy.

A report by Heathrow and 'Optimal Economics' showed that 76,000 people currently work within Heathrow's boundaries. A further 7,000 staff are employed directly by Heathrow in the local area, and up to 115,000 others in the local areas have jobs dependent on the success of Heathrow airport.

Heathrow certainly dominates this part of Greater London. The proposals for LMA render Heathrow redundant. It is assumed that LMA would be a direct replacement of it, and thus the Heathrow site will offer up one of the largest urban development areas in the world. The huge scale of the site, not to mention its existing Underground and Rail links and proximity to London, make it prime land. There is a large housing shortage in London, and this site could offer big potential for residential development - up to 200,000 homes, along with an innovative new business community and educational institutions.

Medway itself would benefit to an extent that is hard to even describe. With over 100,000 staff working at LMA (when operating at full capacity), this new airport presents stunning opportunities for the area. The Medway towns themselves have had their regeneration attempts stalled by the economic crises, while unemployment rated have been growing. In the wider Kent county council area, there are hundreds of

thousands of people - many of them young - looking for jobs, and LMA could provide them with this, with long-term careers available.

In addition to direct employment, 320 companies currently exist within Heathrow's boundaries as part of the supply chain. This would grow at LMA, providing thousands more people with jobs.

A key aspect of LMA that should not be overlooked is that of cargo. With London Gateway Port and Logistics Park so close by, LMA will handle up to 4million tonnes of cargo annually. This is in comparison to Heathrow's 1.5million handles in 2012. This will bring about even wider employment opportunities in the logistics industry.

Aside from Heathrow, we envisage all other London airports (Gatwick, Stansted, Luton, City, Southend) will continue operating, without being majorly affected by LMA.

Other airports around the country could also benefit. Cities such as Liverpool currently have no connection to Heathrow, but the added availability of capacity at LMA could enable these to restart, depending on financial viability. Equally, with flights to Heathrow from places such as Manchester and Leeds currently costing high fares for passengers, the reduced fees of landing at LMA could mean that these savings are passed on to consumers. More connecting flights from London's main hub airport to the regions could also have many economic benefits for these areas.

The UK's commercial aviation industry is thriving, but it can not continue to do so for much longer with the facilities provided by Heathrow. One report found that cities like Manila - currently without a Heathrow link - could support well over 50,000 passengers per year flying between that city and London. Other cities like Jakarta, Chongqing and Shenzhen could also sustain significant passenger numbers if flights to London's main hub airport were in place. 142,000 passenger travelled from Heathrow to Beijing last year, but it is estimated that this route could sustain a further 66,000 passengers annually (a number that will only grow further), if spare capacity was available.

SIFT CRITERIA: SURFACE ACCESS.

Surface access is, in our eyes, the key practical consideration that can be used to differentiate between all the proposals for long-term capacity.

LMA plans include major surrounding infrastructure investment. These include 'LMA Express', an intensive high-speed shuttle service from London to the passenger terminal, a major new Thames crossing, substantial investment in the improvement and widening of existing roads and other innovative transport projects, such as high-speed river services.

As will be evident later in this section, rail transport to LMA will be significantly quicker for passengers than traditional road transport.

High Speed 1 (The Channel Tunnel Rail Link) already runs across Kent, close to the LMA site. We propose that a new branch line extending from South East Gravesend (Claylane Wood) will be built to the LMA passenger terminal, allowing a high-speed shuttle service - to be known as LMA Express - to run at high frequency, 24/7, from St Pancras International, Stratford International and Ebbsfleet International to LMA. This will allow for a journey time of just 23 minutes from St Pancras (zone 1), 17 minutes from Stratford (zone 3) and just 7 minutes from a park-and-ride facility at Ebbsfleet. We believe that these journey times from central London are superior to all other major long-term airport capacity plans.

The new Airport Branch would be approximately 7 miles in length, and run in a low-level cutting to avoid negative environmental impacts.

During the Olympic Games, a high frequency shuttle service ran on HS1, proving that there is already large amounts of spare capacity on the line that could feasibly accommodate the services needed for LMA Express. As airport passenger numbers grow, further investment in HS1 would be needed to cope with the further increasing service patterns of the shuttle service.

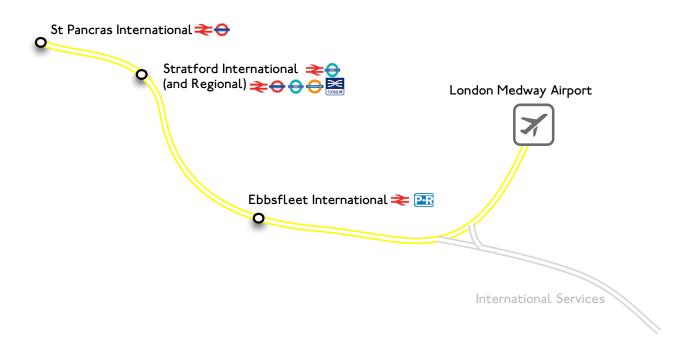
The position of LMA along Britain's continental rail link, along with the construction of the Airport Branch, could mean that continental rail services would call at the airport. With European operators like Deutsche Bahn and RENFE already showing interest in beginning Channel Tunnel services (along with existing Eurostar services), it is

possible that LMA could be linked to a wide-reaching, European highspeed rail network.

Crossrail is not currently part of our initial plans, as we believe that it will be more practical, affordable and quicker to link LMA with the HS1 rail link. However, it remains a possibility that Crossrail could, if required, be extended to LMA in the long-term future.

We believe strongly that the future development of the HS2 rail link should take into account the final decision of the Airports Commission. As part of the LMA plans, we suggest that HS2 is linked with HS1 to form a single high-speed rail spine, spanning the length of the United Kingdom, providing cities throughout the country with direct high-speed services to LMA and beyond, into Europe. Several options for this have been suggested by several parties, although no firm link between the two lines has yet been confirmed. The estimated passenger journey times listed in our plans are based on current, existing rail infrastructure. However, these journey times would of course be significantly reduced when HS2 is in operation, regardless of whether a link to HS1 comes to fruition.

LMA EXPRESS.



As well as rail investment, LMA includes several new road based infrastructure projects; the most striking of which is a new Thames crossing (East Tilbury Crossing), a landmark bridge spanning the

Thames from East Tilbury to the LMA road access junction. This dual-carriageway bridge will provide quick road access from the East and North. The bridge at East Tilbury will be accessed by a new link road to the A13 (which itself will be upgraded), which will provide access from the M25. Additionally, the East Tilbury Crossing will provide quick road access to the London Gateway Port and Logistics Park, just a short drive from the airport site via the new bridge; allowing a major new European logistics hub to form on both sides of the Thames.

Meanwhile from the South, a new link road to the airport site will branch from the A2/M2 junction. Intelligent and flexible transport management systems will be in place, monitoring live traffic and directing vehicles one of two ways depending on levels of congestion: via the East Tilbury or Dartford Crossings.

In total (including East Tilbury Crossing), around 15 miles of new roads will be constructed, while many surrounding roads in the network will also be improved or widened where required.

LMA plans allow for eventual airport capacity of 140million passengers per year. Heathrow's current passenger numbers - and several million extra per year - could be accommodated by the sufficient infrastructure investments outlined above. However, as passenger numbers grow towards the 100million mark, further expansion of surface access will be required.

Inevitably, an airport of this size will have an impact on local traffic. However, our plans to invest strongly in public transport (as well as the geographic location of LMA) should result in high numbers of passengers choosing to access the site by rail or other public transport methods. The creation of a major new access route via the East Tilbury Crossing, should result in most vehicle traffic bypassing the most congested areas of Kent. Meanwhile, the alternative M2/A2/link-road route to the site will also be upgraded and more than capable of coping with both passenger and local traffic.

The percentage of passengers using public transport to access major airports in the UK is growing. At Heathrow for example, 34.2% travelled by public transport in 2004, but this reached 40% in 2012. Heathrow has a mid-term goal of this figure reaching 45%.

At LMA, we expect around 60% of passengers to access the airport by public transport. This is due to our significant investment proposals for rail and other public transport links, including buses and river services. Another reason for these high predictions is that road access will provide longer journey times than public transport from almost all major UK cities.

RAIL JOURNEY TIMES (Heathrow and Medway Comparison)

City	Journey time to Heathrow	Journey time to LMA
Central London (zone 1)	15-21 mins (Heathrow Express)	Un to 22 mins
	60+ mins (London Underground)	Up to 23 mins
Manchester	3hrs+	2hrs 45mins
Birmingham	2hrs 30mins	2hrs
Leeds	3hrs 30mins	3hrs
Glasgow	5hrs 30mins	5hrs
Edinburgh	5hrs 30mins	5hrs
Cardiff	2hrs 45mins	3hrs

Cardiff is the only major UK population centre without an improvement in journey times to LMA compared to Heathrow.

All data for Heathrow journey times based on National Rail Enquiries Journey Planner. Forecasts for journey times to LMA are based on existing rail links and the proposed HS1 Airport Branch. Journey times would be dramatically reduced even further once HS2 is in operation.

SIFT CRITERIA: ENVIRONMENT.

Environmental considerations are an important part of any major infrastructure project, and a plan that envisages a location being turned into the world's biggest airport will obviously have environmental drawbacks.

Aviation is an industry that is extremely conscious of its environmental reputation, and major aircraft manufacturers and airlines are almost universally committed to making positive steps to clean up the industry. In particular, larger, more technically developed aircraft are resulting in vastly reduced carbon emissions per passenger. With LMA being built from scratch, the airport will be designed to specifically cater for these larger and more fuel efficient aircraft.

There is no doubt that air quality in the immediate area surrounding LMA will deteriorate to an extent. The sparse population surrounding the airport site will mean fewer people would suffer from a reduction in air quality than would suffer from further expansion at Heathrow, amidst a densely populated residential area.

The advantage of LMA being a purpose-built new airport allows it to be built with emission targets in minds. The airport terminals and other buildings can be built to world-leading eco specifications, and vehicles used for airport operations could use alternative power, all helping to create one of the most environmentally friendly airports in the world, and significantly greener than Heathrow at present.

Noise levels in surrounding rural locations would increase. However, the low population in immediately neighbouring locations would mean a far lower reduction in people under direct flight paths than at Heathrow. One report described noise levels for residents living near Heathrow as being a 'breach of human rights'. However, at LMA, planes can take off towards the Thames Estuary and East Coast, barely flying over a single home. To the West, there is a far lower population within a 10 mile radius than in Heathrow's surrounding boroughs. During night operations, it will be possible to operate just the northern pair of runways in order to reduce noise for neighbouring Cliffe village residents.

Additionally, the closure of Heathrow as a commercial airport will allow thousands of suffering residents to be free of the burden of noise pollution.

The location for LMA is entirely in the North Kent Marshes (NKM) - an Environmentally Sensitive Area according to Defra, and part of the wider Medway Estuary and Marshes Special Protection Area. The RSPB have previously estimated that NKM is home to 300,000 migrant wintering birds each year. The site is also a popular location for other wetland and land animals.

It is our intention to form a long-term wildlife migration plan, in order to humanely encourage the birds of NKM to enjoy new wildlife havens that could be created. Wallasea Island in Essex is one of the largest manmade wildlife reserves in Europe, and we hope to mimic that project and reclaim other wetland sites for wildlife throughout the East and South East of England, to offset the loss of habitat caused by the construction of LMA.

With LMA's plans being heavily dependent on the use of public transport, we envisage over 60% of airport passengers accessing the site by public transport. This will help to reduce emissions, limiting the impact on the local environment. The Airport Branch line will be set into a ground cutting to avoid visual impacts on the landscape.

PEOPLE.

LMA will be designed with the passenger experience in mind. Our initial plan is for a single passenger building (of vast size), with allocated zones, allowing passengers to move through the building with ease. The world's largest air bridge, known as The Spine, will branch from the terminal building and feature multiple levels of raised walkways, passenger transit systems, retail facilities and departure lounges. This will allow easy navigation for passengers when needing to access their one of 280 terminal air gates. Cargo aircraft will be located at a separate terminal. The single building will also allow for transfer passengers to swiftly access the facilities they need in minimal time.

As described in the 'Surface Access' section of this report, public transport will make LMA more accessible from most major cities in the UK than Heathrow currently is. The geographic location of LMA also makes it the closest to central London of all the major 'new hub airport' plans for the South East.

The cost of flights to consumers should - theoretically - reduce. With the availability of four runways operating 24/7, there will be a large surplus of capacity, resulting in lower landing fees and the ability for more airlines to compete with each other. This will allow reduced fares to come to fruition for travelers, and a better passenger experience onboard.

Gatwick, Luton, Stansted, City and Southend airports will all remain operational and competitive, meaning that LMA will never have total dominance of the aviation market in London.

A report by 'Optimal Economics' for Heathrow Airport showed that 76,600 people work within the airport boundaries. A further 7,000 jobs are supported directly by Heathrow in the local area, while an estimated 114,000 further jobs in the local area are at least partially dependent on Heathrow. (Our plans for how to offset the loss of employment in the area are set out in the 'Economy' part of this report).

With LMA being built from scratch to a high specification, technological improvements may mean a lower staff to passenger ratio is needed on site. However, the huge scale of LMA - potentially the world's largest airport - should still create around 100,000 jobs within the airport

boundaries. The inevitable strengthening of the regional economy and local regeneration could see up to 100,000 further jobs in the area created as a result of LMA's operation. This will be of significant benefit to Medway, Kent and the South East as a whole, which has rising unemployment.

Unlike many other long-term solutions proposed by other developers, our plans do not require a single home or significant structure to be demolished, or any people displace. The proposed location is entirely vacant land.

The village of Cliffe itself will be extremely close to the airport boundary. This will increase noise in the village, which will be a negative impact for the small village population. However, it is presumed that these residents would be paid significant compensation before construction of LMA commences. It should be noted that no traffic or airport passengers would be directed through the village. Additionally, Cliffe would not be directly under flight paths. This is in stark contrast to Heathrow, where thousands of people live in extremely close proximity to the airport boundaries and suffer noise pollution considered 'a breach of human rights'.

There are currently dozens of major housing and regenration projects proposed for the Medway Towns and wider Thames Gateway redevelopment area, although the majority have been stalled ever since the financial crash. The construction of LMA will undoubtedly see intense investment in the local area, kickstarting such projects.

We plan to engage significantly with the Medway community. Our priority will be to liaise with residents of Cliffe villagers. Additionally, we hope to open strong dialogue with local small and medium business leaders, explaining the ways in which LMA could help them grow locally.

LMA may one day become the world's largest airport, but we also intend for it to remain a community airport throughout. In particular, we hope to involve local schools and colleges in the planning, construction and operation of LMA in order to bring vast education benefits to the community, in field such as maths, science, technology, operations, engineering, construction and hospitality.

SIFT CRITERIA:

As a proposal which makes use of 100% existing land, construction costs can be substantially reduced in comparison to off-shore and 'reclaimed land' proposals put forward by other developers.

Our estimate for total cost of the airport plus all supporting infrastructure, is £30bn.

We estimate that the entire design phase of airport and infrastructure, plus the construction of the main airport site (including all passenger facilities and cargo warehousing) will cost no more than £25bn. This estimate has been derived from the cost of airport projects in Hong Kong, Qatar and Berlin, taking into account scale, inflation and UK labour costs.

We anticipate the costs of supporting infrastructure to be an initial £3.3bn. This includes a 7 mile Airport Branch from HS1, costing a maximum of £130million per mile (Based on expected HS2 costs).

The £3bn figure also includes the costs of road construction and improvements, as well as the East Tilbury Crossing. A total road cost of around £900million. Other surface access provision and supporting connectivity infrastructure could cost up to £1bn.

Due to the location on existing land, construction will also be quicker, as well as cheaper. Savings can also be made due to the relatively simplicity of the construction needed. Offshore proposals require significant levels of high-risk engineering, but LMA is a low-risk solution.

We have not carried out any significant research into private funding at this stage. However, other proposals claim that any new hub airport would be able to attract external funding from sovereign wealth funds, investment corporations, overseas pension funds and sponsored investment. It is possible that the project could be entirely funded by the private sector. However, if it emerges that some public money may be required to fund a small part of the project - such as supporting infrastructure - the long-term economic benefits of the project would more than payback any cost to the taxpayer.

Historically, many major infrastructure projects have ended over-budget or delayed. However, projects such as HS1 and the Olympic Park were both under-budget and delivered in time, proving that the UK can deliver such infrastructure projects to budget.

OPERATIONAL VIABILITY.

Operationally, LMA offers several benefits over Heathrow and other long-term proposals for new hub airports. For starters, the on-shore location will present far fewer operational risks when compared to any airport proposed for islands or reclaimed land.

Many have claimed that dangerously high chances of bird-strike at a Thames Estuary airport could endanger passengers. However, estimates show that with current bird management techniques, a crash due to bird-strike is only likely to happen once every 102 years - not to mention the fact that technology is being developed to reduce this even further.

There is also a risk of more frequent crosswinds and sea frog at Thames Estuary sites. LMA, being on-shore, should in hindsight suffer less from these natural occurrences than other proposals that are located further into the Estuary. In the first decade, when there would be a very large amount of spare capacity at LMA, landings could be spaced out, around-the-clock on all four runways during times of bad weather in order to minimise cancellations and delays in such weather.

The risk of flooding would be mitigated by a strong seawall on the northern perimeter of the site. There is also an option to include a new Thames Barrier as part of the East Tilbury Crossing structure, although this is not part of our initial plans at this stage.

The South East is one of the busiest and most complex areas of airspace in the world. NATS have publicly stated that a new hub airport to the East of London would provide considerable challenges to air traffic control of London, with the busy airspaces of Belgium and the Netherlands being close by. However, a revolutionary redesign of the flight paths over the South East is considered possible by many.

SIFT CRITERIA: **DELIVERY**.

As with any major infrastructure project, LMA presents several delivery risks. However, with the relatively traditional methods needed to construct the airport in comparison to the complex engineering techniques proposed for off-shore and reclaimed locations, LMA is the safest option on the table.

Several airport projects around the world have been over budget and delayed. At the time of writing, the new Berlin Brandenburg airport is 3 years behind schedule and the budget is already twice what was originally planned due to technical issues, with opening now not likely until late 2014 at the earliest despite most of the airport itself being complete. Meanwhile Qatar's new Hamad International Airport has also missed several opening dates and is still yet to receive its first flight.

However, the UK has proved in recent times that it can deliver major projects to a high standard, under budget and in time. HS1 itself proved this, while the Olympic Park was also under budget and on time.

One of the major issues in the delivery of is that of public opposition. Local residents in the area, particularly the majority of Cliffe villagers are fiercely against plans for an airport in such close proximity to them. However some local groups, such as 'Demand Regeneration in North Kent' (DRINK), realise that this proposal can bring wide ranging benefits to the area.



ABOUT.

London Medway Airport is an independent proposal by academics, free from the self-interest of engineering firms and architects.

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