

<b>PROPOSAL TITLE:</b>	<b>Lydd Airport and Gatwick</b>	<b>Short Term</b>	<input type="checkbox"/>
<b>SUBMITTED BY:</b>	<b>Private individual</b>	<b>Medium/Long Term</b>	<input checked="" type="checkbox"/>

## PROPOSAL

Proposal for Gatwick to put into service its existing second runway, and for expansion of Lydd Airport near Romney Marshes, potentially adding two runways.

## INITIAL ASSESSMENT COMMENT

The proposal to expand Gatwick is predicated on the use of the existing second runway. This second runway is ordinarily used as a taxiway and only acts as a back-up runway should the main runway be unavailable. Licensing requirements prohibit the concurrent use of both runways.

The proposal also recommends the expansion of Lydd Airport, in Romney Marsh. The airport has been recently granted planning permission to extend its runway and expand its passenger terminal facilities.

The proposal does not contain sufficient information to analyse fully the various benefits, impacts, and delivery issues associated with the Lydd Airport scheme.

## OVERVIEW

<b>Proposal</b>	Proposal for Gatwick to put into service its existing second runway, and for expansion of Lydd Airport near Romney Marshes		
<b>Approach</b>	Limited details were provided. At Gatwick a South Terminal pier would be demolished to allow extension of the second parallel runway 26R and the North Terminal would be expanded to accommodate replacement and additional gates. Also it was suggested to develop Lydd Airport with a 2 <sup>nd</sup> and 3 <sup>rd</sup> parallel runway and extend a branch from HS1 at Ashford to connect to Lydd Airport.	<b>Assumed Capital Cost</b>	n/a
<b>Potential Benefits</b>	<ul style="list-style-type: none"> <li>Lydd Airport has a nearby population that would benefit from new employment opportunities.</li> <li>Low population density in noise affected area.</li> </ul>	<b>Capacity (mppa)</b>	Lydd: 50
<b>Key Issues &amp; Risks</b>			
<b>Strategic Fit</b>	<ul style="list-style-type: none"> <li>Whilst the Gatwick proposal is likely to be operational unviable, the Lydd proposal could increase the net capacity of the London system.</li> </ul>		
<b>Surface Transport</b>	<ul style="list-style-type: none"> <li>No costs are provided but significant investment would be required for new surface transport to serve Lydd.</li> <li>Location is 60 miles from London, 73 miles by road and currently has poor transport links.</li> </ul>		
<b>Environment</b>	<ul style="list-style-type: none"> <li>Romney Marsh contains areas of ecological importance, designated at national and European levels, including at least one National Nature Reserve, Special Protection Area and a Special Area of Conservation.</li> </ul>		
<b>People</b>	<ul style="list-style-type: none"> <li>Local residents would be impacted by loss of tranquillity, increased traffic and decrease in air quality.</li> </ul>		
<b>Cost</b>	<ul style="list-style-type: none"> <li>No costs are supplied but the airport development itself would need to be augmented by investment in road and rail access, including a connection to HS1.</li> </ul>		
<b>Operations</b>	<ul style="list-style-type: none"> <li>Gatwick's second runway is a relief runway and cannot be used at the same time as the main runway.</li> <li>The location of Dungeness nuclear power station and associated restricted area of airspace likely to cause operational and capacity constraints to the growth of Lydd.</li> </ul>		
<b>Delivery</b>	<ul style="list-style-type: none"> <li>No sponsor for the scheme has been identified</li> </ul>		