

Volume One

Rail, Airports and Ports Select Committee

Airports Interim Report

Executive Summary

September 2002

The research for this review was carried out between June and September of 2002. The Select Committee was asked to consider the potential development of two of Kent's sub-regional Airports, Lydd Airport in Shepway and Manston Airport in Thanet. The Committee was asked to identify the current capacity of both airports, their plans for development, the social, environmental and economic impact, and to assess how airport growth would affect surface links.

The Committee carried out a series of visits to meet airport operators, local Councils, airport Consultative Committees, local business representatives and environmental agencies. The Committee also received written evidence from Canterbury City Council and English Nature.

Both airports are situated in areas where there are high levels of multiple deprivation. The Districts of Thanet, and Shepway are the first and second most deprived areas in the County. Airport growth and the development of associated business and industry are crucial for the regeneration and sustainability of each area. Significant increases in air traffic (passenger and freight) could also bring about the development of major surface links to areas where travel in and out is currently extremely difficult. Improved surface links could increase the flow of tourism and trade in to these areas while improving access for residents to job opportunities outside of the area.

However the Committee were concerned to find that although both projects predicted significant increases in air traffic other key local agencies were more sceptical about the scale and rate of growth. This concern was reinforced by the apparent lack of current or imminent significant growth. Though it should be recognised that both projects are in the process of completing necessary improvements to their facilities, without which expansion would not have been possible. These developments will allow both airports to begin to attract new operators.

The Committee also felt that both Airport operators could do more to allay the concerns of local people and neighbouring Districts on a variety of environmental issues. The increases in road traffic that are implicit in airport growth may have an impact far from their source. Operators and District Councils must ensure that road traffic congestion is not transferred away from the source without strategies being in place to deal with increased traffic levels.

Where concerns are voiced about the environmental impact of development operators should make every effort to work with local groups or agencies to protect the environment and reduce disturbance. The Committee saw evidence of work taking place to assess the impact of development but would have liked to see greater evidence of engagement and partnership with local groups.

Overall the Committee recognised the benefits that development would bring. Operators at both sites continue to invest in the long-term development of their sites. Potential has already been identified for development plans in collaboration with other local businesses (particularly at Manston) that are

mutually beneficial and will create much needed employment opportunities. However, it is clear that sustained growth will be undermined if necessary surface links are not in place as traffic volumes rise. The County Council should work with other local agencies to develop strategies that will ensure these important developments can be supported.

Airport growth and the improvement of surface links will provide a much-needed impetus to economic growth in areas of Kent where the opportunities and the alternatives are fewest. Sustained development of these sites could contribute to a re-balancing of County's economy.

Recommendations

County Council should:

1. Continue lobby at a national and regional level in support of the development of both LLA and Manston Airport.
2. continue to support the development of surface links to Lydd Airport and Manston Airport
3. Continue to take positive action towards economic regeneration in deprived wards and support proposed airport development projects in an appropriate manner.
4. Liase with Ashford Borough Council in compiling a Traffic Impact Assessment based on potential increased use of the A2070 between Brenzett and Ashford M20 J10.
5. Investigate the need for improved vocational training opportunities in relation to the economic opportunities and potential in South and East Kent. If necessary represent concerns to the Kent and Medway Learning and Skills Council (the Committee believe that vocational training in secondary schools is a necessary complement to post-sixteen training opportunities). Any investigation should also consider how the County Council could encourage the development of links between schools and the Further Education sector).
6. Consider joint work with Manston Airport and Lydd Airport to identify sustainable estimates of predicted growth.
7. While accepting that both Airports are at different stages of development the County should continue to lobby government to recognise the potential for development at Manston and Lydd.
8. Continue to lobby government to provide the necessary infrastructure improvements to support growth.

Manston Airport/Wiggins plc. Should:

9. Continue to work with neighbouring Councils and the Area Strategic Partnership to investigate the wider environmental and traffic impact of growth at Manston.
10. Re-examine growth predictions and identify strategies to meet key-development points based on existing surface links.

Lydd Airport should:

11. Make every effort to actively involve English Nature and the RSPB in any future development of the site
12. Encourage further links with local tourism providers and the business community
13. Clearly demonstrate strategies for incremental growth including trigger points for further investment
14. Develop ongoing dialogue with all relevant District and Borough Councils and Local Authorities (Shepway, Ashford, Rother, Hastings, East Sussex and Kent)
15. Liase closely with Shepway District Council and Ashford Borough Council on Traffic Impact Assessment for A2070 and M20 Junction 10

Volume Two

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Strategic Planning Policy Overview Committee Select Committee Rail, Ports and Airports

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1 Introduction

1.1

This is not a comparative study. The Select Committee was asked to evaluate current capacity and the potential for growth at Lydd and at Manston. Neither is this report intended to respond to SERAS; much of the evidence gathering happened before the publication of SERAS. Finally, although the issue of a new airport at Cliffe was a recognised possibility before the publication of SERAS, the committee focused on identifying the capacity of the existing sub-regional airports in Kent.

1.2

Although not intended as a response to SERAS the Committee felt that this report should recognise what SERAS has said about Manston and Lydd. Both are currently defined in the SERAS report as second-tier airports. London City, Southampton and Norwich Airports are defined in the study as first tier. This definition appears to be based on current traffic volumes *and* future capacity.

SERAS says that two of the drawbacks of Lydd are limited catchment population and poor surface access. SERAS says that Manston “has a long runway and a relatively supportive planning environment. Key constraints are its geographic position in relation to the major sources of demand and noise impacts over the nearby town of Ramsgate.”

1.3

Both airports predict that overall growth in demand will outstrip airport capacity over the next 20 years. County LUTP Manager, Leigh Herington reinforced this point when he spoke to the committee in May 2002. He said that whatever was proposed in the (then unpublished) SERAS study there would still be a shortfall in airport capacity in the region in the medium term and possibly in to the long term.

1.4

The Committee has spoken to representatives of the management teams at both airports; in addition to this the committee has also spoken to local councils and airport consultative committees. The Committee was keen to identify the impact that development would have on the local economy of each area and as result the Committee also spoke to local representatives of the business communities.

1.5

The report considers each airport separately. In both cases there are examples of similar issues affecting development - the need for regeneration,

the tension between regeneration and the environment - but this report has tried not to make direct comparisons between the two.

1.6

One of the prime benefits of airport growth is the job that expansion creates. This report contains estimates of growth in passenger and freight traffic to and from Kent's airports over the next 20 years. The Select Committee have been advised that the following formula should be used to roughly calculate the number of jobs directly created by increases in traffic: 1000 jobs per 1 million passenger per annum (mppa) /or 100,000 tons of freight.

2 Terms of Reference

Identify existing traffic levels - passenger and freight

Identify current level of facilities and capacity on site

Identify proposed plans for on site development

Identify existing links to business and industry

Assess the level of demand for increased services by local business

Outline infrastructure developments necessary to support above growth

Manston

3.Current Situation

3.1

The Wiggins group purchased Manston Airport in 1999 from the MoD. The Wiggins group own 8 regional airports across Europe, the US and the Middle East. In April 2001 the Wiggins Group published their “strategic Masterplan.” The Masterplan outlined Wiggins vision for the future of Manston. The report was supported by consultancy work carried out by Arthur D Little Consultants (ADL) in to the environmental impact of the proposed expansion of the airport.

The Manston Masterplan “*A Strategy for Success*” (available at www.wigginsgroupplc/projects.com) says that Manston Airport

“will be working to provide a capacity capable of supporting a demand figure of some 4 million passengers by 2010”

3.2

Freight is anticipated to rise to 200,000 tonnes by 2005, and potential for 350,000 - 400,000 by 2015. By 2010 this could provide some 6000 jobs at Manston Airport (currently there are less than 500).

3.3

In an article for *Airliner World* in May 2002 Alastair Robertson (Airport Director) gave some indication of where this growth might come from

“we are not targeting normal operators from Heathrow and Gatwick, but we are looking at operators from other parts of the country plus any future start ups”

3.4

At a recent meeting of the Rail Task Force Paul Tipple from Wiggins said that their plans for Manston would create an airport similar in scale to Luton. An accessible rail link with journey times to London less than 1 hour is vital. At Luton 30-40% of passengers arrive by rail.

3.5

Much of this sustained development is dependent on improvements in surface access to London. Road links are said to be adequate although immediate access would need to be improved. Public transport is a vital component of the surface transport picture. Wiggins are pursuing a number of options; they would favour a parkway station at Cliffsend with a link to the CTRL line at Ashford via Canterbury or the North Kent line.

3.6

On site developments necessary to achieve predicted growth include additional taxiway and apron space, additional cargo and passenger handling facilities, aviation related buildings and facilities (hangars), car parking.

3.7

Passenger levels at Manston have grown over the last five years. Last year cruise ship passengers came in to Manston on chartered flights - mainly from the USA - and then travelled on to Dover. Unfortunately the cruise company recently filed for bankruptcy. However this episode demonstrates the potential for future collaboration with Dover Harbour. Recent news about an increase in cruise liner activity at Dover Harbour may give encouragement for the future.

3.8

Alastair Robertson (Airport Director) told the committee that there are two passenger airlines considering starting scheduled flights from Manston. The airport has needed costly improvements to make it accessible to operators. With the improvements to the runway apron and installation of ILS system (due to be operational in autumn 2002) Manston can now begin to attract more operators to the site.

3.9

Freight handling is a significant aspect of the business. Last year 35521 tonnes of freight were moved through Manston. At the moment the unique attractions Manston offers are the capacity to load/unload rapidly and turn round flights without delay. This makes Manston a particularly attractive destination for carriers of fresh fruit and vegetables. Alastair Robertson told the committee that the freight business is robust and continues to grow at 11% p.a.

3.10

Thanet District Council has identified that Manston's current strength lies in freight and they have included the development of freight services in their local plan. Freight has the capacity to encourage the development of additional employment opportunities through activities such as secondary processing. They also make the argument that Manston can establish its credibility through handling freight, in time this may make it easier to attract larger numbers of passengers.

3.11

Table 2

Manston	2001	1999	1997
Passengers	5761*	1511	2936
Freight (tonnes)	35521	22785	2206

(Figures from CAA)

*Wiggins own figures for passenger flights differ slightly from these figures from the CAA, this may be due to differences in recording or interpretation.

April 99-March 2000 2095 passengers

April 00-March 2001 8238 passengers

April 01-March 2002 8868 passengers.

4 Surface Links

4.1

Rail links are poor; journey times to London are greater than journey times to London from other parts of the UK. Manston is situated in open farmland, the nearest rail connection is at the small village station in Minster; this could not provide adequate access to the site. Wiggins plc, the owners of Manston Airport, recognise that a rail link is a vital part of the development of the site. Wiggins estimate that 20 - 30% of passengers will arrive by rail.

4.2

Manston lies to the east of the main transport links between London and the coast. Road links to East Kent have been improved with the extension of the Thanet Way. Wiggins and Thanet District Council are confident that the existing road network can support growth up to 1 million passengers per year. According to Alastair Robertson a rail link at Manston would make it easier to attract airline operators to the site and provide a spur to inward investment in the area. Wiggins feel that a site somewhere between Cliffsend and Minster would be the best position for a parkway station.

4.3

Simply putting a station near the airport will not improve the all important journey time to London. Through discussion with KCC, Wiggins have identified that the best solution would be to link to the CTRL line at Ashford via Canterbury. This is not without complication, as the existing line would need considerable updating and improvement. The alternative North Kent Line to London is compromised because of necessary speed restrictions through the Medway towns.

4.4

Wiggins were asked by the committee to indicate what their contribution to the development of surface links would be. Wiggins are confident that their consortium of backers could finance the construction of a parkway station if the Airport Authority could fund the development of a people-mover from the station to the airport.

4.5

Mr Heron referred to the apparent contradiction between the need for surface links to support growth and the requirement to demonstrate demand to justify investment in surface links. He believes that Manston Airport could grow to 1 million passengers p.a. with existing surface links. Wiggins estimate that upwards of 70% of passengers will arrive by car. If passenger numbers do reach 1 million before rail links are in place this will either mean that roughly 300,000 passengers will arrive/leave by means other than their car. Alternatively the initial phase of development will demonstrate a greater imbalance in favour of the car.

4.6

In a letter to the Select Committee Robin Cooper, Head of Strategic Planning at Canterbury City Council told the

“We are most concerned about the effects on the road system in Canterbury District and are unclear where the funding will come from for any improvements, or, for instance, for the implementation of a signage strategy. We would like to be included in any future discussions on the effects on the road network of the Airport expansion”

If the initial growth in passenger numbers and freight is achieved through an increase in road traffic not only Thanet will be affected. Much of the new traffic will end up on the main routes across the county the A2 (M) and the M20.

4.7

A rail link at the Airport could contribute to a reduction of road freight. However, putting freight directly on to rail will not be an option until the completion of CTRL 2 in 2007. Alastair Robertson acknowledged that the process of taking rail freight to the north of England continues to be obstructed by the lack of coherent plans to transport rail freight round, or through London. In this respect Southampton - for example - with rail links to the Midlands and the North has an advantage.

4.8

John Turgoose from Dover Harbour Board told the Committee that their marketing research has revealed that many people outside of the county perceive Kent as island. People seek to avoid coming to Dover because of the difficulties associated with getting round or through London either by car or rail. London is a blockage and people prefer to hop over the south eastern

corner on their way to the continent. Mr Turgoose already believes that this tendency is damaging business at the port.

5 Regeneration

5.1

Thanet is the most deprived District in the KCC area. It ranked as the 60th most deprived District in England in the 2000 national indices of deprivation. Pier ward in Thanet is the most deprived ward in Kent and the 16th most deprived ward in England. Half of the top ten most deprived wards in Kent are in Thanet. Thanet wards top the KCC area tables for income deprivation, housing deprivation, health deprivation, and employment deprivation. There is a need for employment and enterprise opportunities in the area.

5.2

In this context it should be added that current unemployment runs at 5%, nearly 2% above the national average. In August 2002 there were 2618 unemployed people in the Thanet area. This is the highest unemployment level of all the KCC districts. While it is acknowledged that development at Manston will increase the quality and variety of opportunities available the scale of growth proposed should take in to account the available labour supply.

5.3

In 2000 Wiggins commissioned a study by Arthur D. Little Consultants to look at the environmental and economic impact of development at Manston this study referred to figures of planned growth provided by Wiggins plc

“The growth of LMA is expected to have a significant impact on employment in Thanet and the local area. It is expected that by 2010 the airport itself will employ over 2500 staff and that by 2020 this figure could be as many as 10,000. This will lead to greater economic growth in Thanet and it has been estimated that this could lead to a further 6,500 indirect and induced jobs in 2010 and more than 24000 jobs in 2020.”

5.4

Thanet District Council and Wiggins emphasised the potential for expansion of the Airport to act as a driver for regeneration. Paul Tipple from Wiggins plc said to the committee

“There is a certain magnetism to having an airport in an economically deprived area to attract inward investment.”

Trevor Heron, Strategic Director of Thanet District Council, told the committee at the same hearing that

“It has always been the Councils view that an international airport would attract employers to the area ... The next generation of

employment will occur within a mile and a half of the airport. We have great difficulty in attracting employers to East Kent, the airport will be a major catalyst.”

5.5

James Cross from the Kent Maritime Coast Chamber of Commerce told the committee that the Airport already generates additional business for local companies from printers and stationers to local hotels where air crew stay. Mr Cross went on to make the point that Thanet suffers a particular form of isolation because of the slow journey times from London and its relative distance from London compared to other parts of the county.

5.6

Sir Alastair Hunter, Chairman of the Manston Airport Consultative Committee (MACC) told the Select Committee that although members of the Consultative Committee are concerned about the impact that the growth of the Airport would have on the area all recognise the need for greater opportunities.

5.7

The Committee was told that the improvement in rail links to the rest of the County and London, which are implicit in growth at Manston, are extremely important. Thanet itself would not generate sufficient demand to make improvement viable, the airport would.

5.8

Michael Ebbs from Dover District Council said that the whole of East Kent suffered from a sense of peripherality. Sir Alastair Hunter said that the people of Thanet would do almost anything to ensure that rail improvements are achieved. So, from a regeneration perspective improved transport links in and out of Thanet are as important as the direct and indirect employment opportunities created.

6 Business Development

6.1

Freight is an important aspect of business at Manston Airport. The Committee explored the link between the Airport and Dover Harbour. Dover District Council told the Committee that there is an affinity between the Airport and the Port. John Turgoose, Commercial Director of Dover Harbour Board supported development of Manston Airport and saw potential for growth together.

6.2

Despite the failure of Renaissance Cruises in 2001, a business that flew passengers in to Manston for cruises from Dover, the potential still exists for similar activity in the future. Recent announcements concerning an increase in cruise ship business at the harbour may not directly impact on the Airport for some time, but the potential remains. The majority of cruise passengers came in on charter flights, thus reducing the need for a wide choice of connecting routes from Manston. The logistics of moving large groups of passengers

through the Airport to Dover are better than trying the same operation at one of the busier airports.

6.3

Mr Turgoose demonstrated that the affinity between the Port and the Airport also includes the freight business. There is a common trade in the import of fruit from South America and Africa. This requires the development of complementary skills. A joint venture has started between the Port and the Airport called South East Labour Force. This will mean that the Port will be able to loan staff to the Airport when the Airport needs them.

6.4

However, Mr Turgoose also told the Committee that the Port and the Airport shared a 'negative synergy' in their lack of adequate rail links to London. Mr Turgoose told the Committee that he supported the development of Manston not only because of their mutual development potential but also because he hoped development at Manston would make a rail link to Dover more likely. This despite the fact that Dover already carries 16 million passengers per year

“the justification for a rail link capable of freight and high speed passenger services to Dover is stronger than Ashford, Manston or anywhere else in the County”

6.5

James Cross, Policy Director of the KMCoC, felt that on the back of developments at Manston there would be opportunities for haulage and engineering firms to establish themselves. Mr Cross felt that initially these would be firms relocating to Manston, it will take longer to develop the skills and enterprise culture necessary to foster development from the ground up.

6.6

The scales of the proposed increases at the Manston are enormous. Mr Cross and Sir Alastair Hunter expressed some concern regarding Manston Airport's ability to actually meet its targets. When asked by the Committee how people would be affected by the scale of growth Sir Alastair said

“The majority of committee members remain to be convinced that the targets in the Masterplan will be achieved”

Mr Cross said

“We (KMCoC) would have grave doubts about whether Manston will actually expand or materially expand.”

This statement partly reflected the apparent lack of support for Manston from SERAS. Mr Cross also said that Manston's unique selling point at the moment is that it is low cost and quick turn around, inevitably as flights increase this will no longer be the case.

6.7

Much of this sustained development is dependent on improvements in surface access to London. Road links are said to be adequate although immediate access would need to be improved. Public transport is a vital component of the surface transport picture.

6.8

Trevor Heron identified the fact that Wiggins are investing a lot of money in the Airport on which currently they are not getting a return. He believes that Wiggins commitment to the area is long term. If the Airport does not generate the growth necessary there are few alternatives.

7 Community and Environment

7.1

Despite the apparent consensus of opinion there is an organised, local opposition to plans to develop the Airport. Manston Airport Group (MAG) represents some local residents' who are clearly concerned about the impact that Manston Airport development will have on their quality of life. MAG is represented on the MACC.

7.2

MAG has sought to question the data provided by Wiggins. They question the environmental and economic impact of development on the area. Sir Alastair Hunter recognised that although there was some dissent over the environmental research carried out on behalf of Wiggins there is a consensus that the area needs the jobs and opportunities that the Airport could bring to Thanet.

7.3

The ADL Environmental Impact Statement (EIA) says in the introduction to the non-technical summary that its results 'rely heavily on quantitative inputs provided by Wiggins', and that

"no original data was generated with the exception of air and noise quality modelling and some socio-economic data. Further environmental studies may be needed to support detailed proposals for future construction or development" (ADL, 2001)

In a response to the EIA Trevor Herron, Director of Planning Services at Thanet District Council makes the point that this assessment is unusual. The EIA is not connected to any specific planning application, and is in that sense a dry run for the real thing.

7.4

Using Wiggins growth forecasts the EIA looks at the impact of the growth on the following environmental factors

- ◆ Landscape - the site stands on an open chalk plateau, even screening would have a visual impact
- ◆ Nature Conservation - potential risk of water run off in to Pegwell Bay a nationally important ecological site
- ◆ Archaeology and Heritage - Upland Thanet has one of the highest concentrations of archaeological sites in Britain (23.5 sites per sq. mile). An archaeological evaluation would need to be carried out before development.
- ◆ Air Quality - Air pollution modelling predicts that growth will have no significant impact on air quality outside of the site.
- ◆ Water Quality - Recommendations to put in place a number of initiatives to mitigate the impact of water pollution.
- ◆ Traffic - Existing network sufficient to sustain growth
- ◆ Noise - Some parts of Thanet will experience noise levels above the daytime level recommended by the World Health Organisation. According to ADL few of the areas that are most affected will impact on residents. The measures to curb this noise disturbance contain no particular recommendation to curb night time disturbance beyond "restrictions on night-time flying" The Committee were subsequently assured by Paul Tipple that

"We have no plans to introduce night flight and our plans assume that there will be no night flights"

The survey also states that it had no remit to consider ground noise from the Airport itself.

- ◆ Recreation and Tourism - It is anticipated that there will be some positive impact on tourism, visitors may stop-over in Thanet; but,

"Aircraft flying over Ramsgate will have an impact on the recreational value of Ramsgate promenade, beach and marina. With the future development of LMA it is unlikely that this impact could be mitigated."

7.5

Local resident J. Parry Lewis (Emeritus Professor, Urban and Regional Economist) has produced a critique of some of the employment predictions made in the EIA (available at the MAG website). His case is that the assumptions upon which figures for growth in direct, indirect and induced employment are based are flawed. Therefore the benefits to the region will not be as significant as Wiggins claim in their Masterplan. In response to this criticism Wiggins have commissioned further research with local academic institutions and KCC Economic Development to reconsider the impact on employment.

7.6

The Committee was assured that although Wiggins did receive some criticism from MAG, and local residents regarding the EIA they are responding to the issues raised. They have commissioned Babbie to conduct a Traffic Impact Assessment to look at the impact of 4 million passengers and assess the implications for the road network. Scoping for this was done jointly by Thanet District Council and KCC.

8 Conclusion:

8.1

The commitment that Wiggins have demonstrated to developing the Airport was recognised by Trevor Heron from Thanet District Council. Their expenditure on necessary upgrades to facilities at Manston appears to be ongoing. The Airport will soon be in a position to offer a viable alternative for new operators or those based at other regional airports around the country.

8.2

The operators at Manston intend to increase passenger traffic to 4 million by 2010. For the year 2001-02 there were 8868 passengers. The Committee was told that two operators were considering offering scheduled flights from Manston next year. Once upgrades to the site have been completed this trend will need to increase significantly if passenger numbers are to rise. The Committee recognised the scepticism regarding the scale of development that some witnesses expressed

8.3

The level of co-operation that already exists between Dover Harbour Board and the Airport impressed the Committee. Together they are developing the skill's base in the workforce necessary to achieve greater success. In this context John Turgoose's comments regarding the inability of local FE providers to offer the kind of training required was particularly disquieting. Wiggins work with HE providers at Canterbury to fund a bursary scheme was noted as a constructive step.

8.4

KMCoC's representative told the Committee that Thanet's biggest export would be its young people as they leave the area in search of work. Clearly Thanet will continue to require additional investment to ensure that the local population can access the opportunities that the Airport provides. Continued investment in key skills will be necessary.

8.5

The "Local Transport Plan for Kent 2001/2 - 2005/6" says that "the coastal and coalfield areas of East Kent have been designated as Priority Areas for Economic Regeneration in the Government's draft Regional Planning Guidance and in regional economic policy. Problems of low economic

performance and social deprivation are exacerbated by relatively poor communications and the culture and symptoms of isolation which this generates.”

The plan identifies the need to improve transport links within and into the East Kent area, and particularly identifies the needs of companies like Pfizer, based in Sandwich, that need connectivity to national and international markets.

The objectives of the plan are to:

- improve accessibility to the principal markets of Continental Europe and the UK and metropolitan markets in England and Wales;
- provide a more efficient journey to work for the labour force with a wider range of transport options
- develop the East Kent airports and air linkages to the rest of the world;
- alter the perceptions of relative isolation;
- enable complementary land assembly and security for industry, to allow further economic expansion in the face of international competition;

8.6

The Committee recognised that East Kent needs an improvement in its rail services to make the area more attractive to investors and employers. Although a link to CTRL services from Thanet via Canterbury will be necessary to consolidate growth, initial increases in passenger numbers will have to be achieved with the existing network. Thanet District Council estimates that the existing infrastructure could support growth up to 1million passengers per annum, this indicates how growth will be staged. However this statement does not comment on the practicality of reaching this figure without a fast rail link. Manston Airport will have to demonstrate demand in order to justify improvements. Achieving this first stage of development, moving 1 million passengers per annum through the Airport without a direct rail link, may be harder than achieving subsequent growth once links are in place.

8.7

There is a strong regeneration case for development of Manston Airport. However, given the scale of development this does not come without environmental costs or impacts outside of Thanet. The EIA work carried by ADL has received some criticism from Canterbury City Council who will be affected by growth at Manston. They have criticised the EIA for not taking in to account increased road congestion or noise disturbance outside of Thanet. The whole of East Kent will benefit from, and be affected by development of Manston Airport. The committee were assured that Paul Tipple, through the

medium of the Area Investment Framework, was working to ensure that East Kent as whole benefited from growth at Manston.

8.8

There is a level of concern in the North East Kent Coast and Thanet towns, and particularly Ramsgate, about the disturbance caused by planes overflying the area on their approach to the Airport. There is already substantial evidence of complaints from local residents. At the moment there are very few flights per day, estimates for 2010 say there could be as many as 98 flights per day, 6.1 flights per hour. An increase in flights will mean an increase in disturbance and there are concerns regarding the affect this will have on the tourist trade in Ramsgate. Paul Tipple told the Committee that with the installation of ILS planes should be able to approach Manston at higher altitude. It also hoped that newer planes would be quieter. Sir Alastair Hunter and Trevor Heron told the committee that the Airport enjoys considerable local support.

8.9

Freight is likely to play a significant role in the development of the Airport. The Committee were told by Dover District Council and the Dover Harbour Board itself that there is an affinity between growth at Manston and the Port. They also share the same concerns about the negative effect that poor rail links to the east of the county have on trade. At the moment Manston Airport specialises in, and prides themselves on, their ability to rapidly turn around freight flights. Thanet District Council sees the initial growth at Manston coming from freight and favours this because of the associated packaging and processing opportunities it presents. The District Council hopes that the Airport will establish a degree of credibility through handling high volumes of freight before attracting passenger operators. It remains to be seen how easy it will be to make such a transition or whether Wiggins plc are comfortable with the Airport becoming a specialist in handling freight.

Lydd

9 Current Situation

9.1

The London Ashford Airport Co. Ltd, who purchased the site eighteen months ago, owns Lydd Airport. Lydd Air, the main operator using the site, now flies regular flights to Le Touquet in France. Lydd Air is a subsidiary of the London Ashford Airport Company. The Chairman of the Company is Michael Winskell; Jonathan Gordon (Chief Operating Officer) and Robin Gordon (Marketing Director) manage the business on a day-to-day basis. There is currently less than 50 people employed at Lydd Airport. *

9.2

Lydd Airport styles its proposals for development as the “environmentally acceptable and safe solution to runway and airspace congestion in the South East”. The airport is on the Romney Marsh, a sparsely populated area on the Channel coast. The operators of the Airport highlight the fact that approach and take off routes are over the sea, giving a low noise profile. In addition to the small towns of Lydd and New Romney there are two MOD firing ranges nearby and an RSPB reserve in the area.

9.3

Although Lydd is in the Shepway District the Airport is styled as Lydd, London Ashford. Its proximity to the CTRL and M20 is clearly important. However there is no direct rail or motorway link to Lydd. Although the rail link to Dungeness power station passes the site there is no station there at present and the line is not electrified. The recently modernised A2070 from Ashford to Brenzett has made journey times from Ashford to the Marsh quicker but this road is a not dual carriageway and does not extend to Lydd. The operators’ view improved transport links as vital to sustained growth, in their view they are sited at a “unique confluence of the transport network ”.

*

By the end of October 2002 LyddAir will operate 3 Trislander 18 seat aircraft and one 6 seat Executive aircraft. Given this amount of aircraft LyddAir hope to target the courier freight market. The airport operators are keen to emphasise the benefits that derive from having a “based scheduled carrier” using the airport as this indicates a commitment to sustained development. (evidence received in October 2002)

9.4

A significant aspect of the case made for Lydd Airport is 'sectorisation.' This is an air traffic control strategy recommended by the CAA to "deploy air traffic around a busy hub area in the correct direction of travel". This strategy avoids the increased risk of criss-crossing flight paths. As 70% of all UK departures use the South East quadrant Lydd is ideally placed to reduce congestion over the South east

9.5

In June this year LyddAir began daily scheduled flights to Le Touquet in northern France. When the committee visited Lydd Airport at the end of June the business to Le Touquet was described as healthy. With less than one-month trading completed the committee could only recognise that scheduled flights had recommenced.

9.6

Existing traffic levels at the site do not represent capacity; in the past passenger numbers have been far higher, 29000 in 1991 according to Stephen Hagues of Shepway District Council. Passenger numbers peaked during the fifties and early sixties when passengers and their cars flew across the Channel from the airport.

9.7

Current passenger numbers at Lydd reinforce the perception of Lydd as essentially small scale. The message that operators' are keen to emphasise is that Lydd is capable of far greater capacity than it currently achieves.

9.8

The owners are engaged in what they describe as 'Phase 2' of development that is due to be completed by 2003. Phase 2 of the development plans include installation of an ILS (Instrument Landing System) due to be operational by the autumn, improvements to the control tower, runway lighting and updating of signage and parking facilities. Phase three of development that will include runway lengthening is dependent on the growth and surface links. Stephen Hagues (Strategic Director, Shepway District Council) has been assured that significant funding is in place for more substantial improvements to the airport when demand increases.

9.9

There appears to be no recent history of a significant level of freight flights at Lydd, and currently there appears to be no freight business. Jonathan Gordon (Chief Operating Officer) has suggested that Lydd Airport may be able to attract courier freight to the site and the Company is exploring a link with Federal Express.

9.10

Table 1

Lydd	2001	1999	1997
Passengers	65	3430	2596
Freight (tonnes)	0	28	1

(Figures from CAA)

The most recent figures from Lydd indicate that the Lydd – Le Touquet route has achieved greater than predicted levels of interest.

	2002	
Month	Passenger numbers - Forecast	Passenger numbers - Actual
Jun	342	481
Jul	364	610
Aug	528	1,075
Sep	339	837
Oct	339	410
Nov	134	
Dec	273	
TOTALS	2,319	3,413

Notes:

1. June figures include the last few days of May but schedules did not start until June 1st.
2. October figures are actuals until 28th October and those booked until the end of the month for the last 3 days which may increase.

Only revenue passengers are included.

10 Surface Links

10.1

Lydd is on Romney Marsh in the coastal district of Shepway. The main towns of the district are Folkestone and Hythe, over a dozen miles to the East along the A259. Although the airport is in Shepway, it is nearer to the town of Ashford. Ashford is a regional transport hub with rail and road links to London, Dover, Folkestone and the Continent. The road link from Ashford and the Marsh has recently been improved with development of the A2070 from Ashford via Brenzett. The airport is less than 5 miles from the A2070/A259 roundabout at Brenzett. It should be noted that the A2070 links to the M20 at Ashford at the already congested J10. Road links to the site therefore are good but will need improvement if traffic increases significantly.

10.2

Lydd Airport does not have a rail link but the diesel line from Ashford to Ore runs via Ham Street and Appledore. A spur from this line to the power station at Dungeness runs close to the airport boundary. The London Ashford Airport Co Ltd would like to see improvements to this line and the development of a station on the site. A direct link to the CTRL at Ashford could put the site within a one-hour train journey of central London if domestic passengers are allowed on the CTRL. The Company has been assured by the SRA that once passenger numbers exceed 1 million they would site a station on the spur to Dungeness to serve the airport.

10.3

Although Shepway District Council supports the development of the Airport, the important surface links run to Ashford. At the hearing in Lydd on the 24 June, Richard Alderton (Strategic Director Ashford Borough Council) told the committee that Ashford Borough Council had not yet formally taken a view on developments at Lydd. Given the scale of the proposed developments Mr Alderton went on to say that a traffic assessment would have to be implemented before the project goes very much further. The predicted growth will add to strain on the M20 and the A2070. The Company has commissioned consultants to carry out a traffic impact assessment.

10.4

On the question of surface links Richard Alderton (Strategic Planning Manager Ashford Borough Council) said that it is reasonable to assume that surface links will be available should the Airport require them. Growth at Lydd is a factor of growth in Ashford.

10.5

The Company hopes that freight will go direct to rail in the long term. They have been exploring links with Federal Express regarding the possibility of bringing courier freight in to Lydd. The operators anticipate that the existing 1500-metre runway (to the end of concrete) will require a 1000m extension to land modern, larger aircraft.

11 Regeneration

11.1

The large rural area of the Marsh contains some of the most deprived wards in the county. The area suffers particularly from factors associated with rural isolation. Lydd, Marsh, Wittersham and Appledore all feature in the top 10 wards in the county that are deprived through lack of geographical access to public services. The ward of St Mary in the Marsh near to Lydd also features in the Kent top ten most deprived wards for health and employment. St Mary in the Marsh is the most employment deprived rural ward in the KCC area. Shepway overall is the second most deprived District in the County after Thanet. Some of this deprivation occurs in the East and Central Wards of Folkestone but rural deprivation on and around Romney Marsh is a major

factor. Unemployment in the Shepway region as a whole totalled 1239 in August 2002 (3.0%) and on the Romney Marsh specifically 143 (1.7%).

11.2

The largest single employers in the area are the two nuclear power stations at Dungeness. Dungeness A owned by BNFL/Magnox is due to stop generating in 2006. They employ 400 staff plus a similar amount of contractors. Once the station has stopped generating power employment levels will gradually decline until 2016. Dungeness B owned by British Energy will cease generating in 2008. It employs 471 people and over 500 contractors. There is no schedule for decommissioning at Dungeness B.

11.3

Councillor Wood-Brignall is concerned that employment opportunities for young people in the area will be diminished because of the closure of the power station. Development at the airport could provide a much-needed boost to an area that is geographically and economically deprived. Development could bring jobs to the area and improve transport links to towns like Ashford.

11.4

The Select Committee asked Stephen Hagues which areas would benefit most from development of the airport. He said that Lydd, New Romney, Rye, Hastings and Ashford would all be likely to benefit in terms of direct employment opportunities more than Folkestone as the main town in the Shepway District. Mr Hagues indicated that Shepway as whole could benefit from inward investment opportunities that development might encourage. Connectivity to a variety of modes of travel to the continent (sea, rail and air) could broaden the appeal of the area to potential investors. Chris Capron (Chief Executive Ashford Business Point) indicated that local businesses had not yet taken full advantage of the proximity of markets in northern France. Development at Lydd in his view would benefit the business community in the area.

12 Business Development

12.1

Peter Hobbs, Chief Executive of Shepway Business Centre, was optimistic about the effect that airport could have on the local economy. The airport itself may generate relatively few jobs. Consultants that Mr Hobbs has spoken to estimate approximately 500/550 jobs, assuming passenger numbers of up to half a million. There are additional benefits that would come from raising the area's profile and improving the perception of the area's accessibility.

12.2

Mr Hobbs indicated that there are manufacturers of small electronic components in the area who have already expressed an interest in exporting from Lydd. Shepway Business Centre recognises that businesses will not automatically cluster around Lydd without the support necessary to sustain

growth. In separate discussions SBC are talking to SEEDA and Business Link about capital funding through a Gateway Enterprise Hub based around the New Romney area. New business start-ups will benefit most from this investment.

12.3

Limited scope exists for development land near to the site for commercial purposes because it is in a rural area. There is more potential to develop land at the airport site for business purposes, provided that the business is aviation related.

12.4

The tourism sector could be another beneficiary of the potential development. There are a large number of B&B facilities on the Marsh, which collectively could represent a significant contribution to the local economy. Small towns like Lydd and New Romney may have the potential to attract leisure related employers to add to the area's already popular appeal to day-trippers. It is a concern therefore that local businesses have not as yet seen any potential in LyddAir's established link with Le Touquet in France. This trade seems to be one way; Stephen Hagues recognised that this may be an opportunity that is not being grasped at the moment.

12.5

Peter Hobbs told the committee that Shepway has no strong industrial sector; 98% of businesses are SME's. There are some large employers like Portex (recently lost 150 jobs), Saga and Silver Spring. However, there are no clusters of industry like those that have developed around comparable towns with good transport links on the continent. Shepway has not benefited from the opportunities that pass through every day. Generally import/export based companies have tended to locate further up the M20 corridor in Ashford and Maidstone.

12.6

There is a concern raised by the committee that the essentially rural nature of the area might be compromised. Initially growth at the airport itself will affect the environment and then the associated commercial activities around it and surface links will begin to have an impact. Such changes could reduce the attractiveness of the area to tourists. Developments around the tourism sector are likely to be small scale and diverse. Passengers coming in to Lydd are not necessarily going spend their time in Shepway but may spend some of their money passing through or staying over-night.

13 Local communities and the environment

13.1

District Councillor Mick Walsh and County Councillor Fred Wood-Brignall said that local people were in favour of further development at Lydd because of the jobs that development might bring. A situation exacerbated by the planned closure of Dungeness A.

13.2

The committee questioned whether local people appreciated the scale of development being proposed by the Company and the effect that such an increase would have on the area. Mr Wood-Brignall told the Committee that there had not been problems before when there were as many as 90 flights per day in and out of Lydd.

13.3

To reach the passenger levels indicated in the business plan (1 - 2 million passengers p.a.) with the necessary surface links that would complement such growth, there will inevitably be some impact on the area. Cllr Wood-Brignall indicated the proposals will not create a first tier airport of the magnitude of, say, Gatwick. There will be huge increases in flights and surface traffic relative to current levels that are negligible. Local people will undoubtedly benefit from some increased employment opportunities but there are environmental costs.

13.4

The airport sits on the Dungeness peninsula, which is a coastal area of shingle ridges. In many ways this is one of the strongest aspects of the case for development at Lydd; because it sits on a peninsula approach and take off routes are over the sea. This minimises the disturbance to residents caused by over-flying. The ecology of these desolate shingle ridges is extremely rare. According to Gavin Bloomfield from the RSPB every possible nature conservancy designation protects the peninsula, including land adjoining the airport site.

13.5

The RSPB and English Nature own and manage large areas of the peninsula. SSSI status protects the peninsula because of the birds it attracts - both wintering and breeding - invertebrates, plants and lichen. Under European protection the area is also designated as a Special Protection Area. This reflects the area's importance for bird populations such as the Little Tern, the Mediterranean Gull and the Bewick Swan; it also has an internationally significant population of Shoveller Ducks. In addition to this the non-bird ecological interests on the site are protected under Special Area Conservation designation. This designation includes specialist plant communities, Crested Newts and medicinal Leech ponds. Finally the area has been recognised as globally significant through its designation as a proposed RAMSAR site.

13.6

Gavin Bloomfield from the RSPB explained that these designations do not afford the site absolute protection. They do place 'hurdles' in the way of any planning application for a significant increase in the scale of the site. To justify damage to the habitat developers will have to prove that there are imperative reasons of over-riding public interest for development, or that there is no alternative solution. The RSPB understand that this protection not only refers to physical encroachment on to protected land, but also to the dangers of pollution and disturbance which affect the integrity of the protected sites. The planning authority will have to decide whether or not the protected sites will be harmed

"in considering the test of 'adverse effect on site integrity', it is for the 'competent authority' to ascertain that there will be no adverse effect, rather than, for instance, for English Nature to demonstrate an adverse effect - the test is therefore a strict one, and in our view it would be difficult to ascertain that an application for significant expansion/increase in use of Lydd Airport, in immediate proximity to a European site, would have no adverse effect on the site's integrity."
(Gavin Bloomfield RSPB)

13.7

Stephen Hagues from Shepway District Council acknowledged that any planning application on the part of Lydd Airport would need to be handled sensitively. He recommended that the Airport should have "a good working relationship with the bird sanctuary and with the environmentalists." Mr Hagues reinforced this point by saying that the "onus is on them (London Ashford Airport Company Limited) working with English Nature and other groups". Mr Hagues believes that measures could be put in place to protect the ecology of the peninsula. Planning permission was previously given following a public enquiry.

13.8

There has been little consultation between the Airport and English Nature. Gavin Bloomfield from the RSPB told the committee that there has been no consultation with the RSPB. Both organisations are concerned about the potential impact on the area.

"Proposals for developing the airport could impact adversely on the various designations. It is therefore essential that there is very careful environmental assessment and consideration under the Habitats Regulations" (Brian Banks, Conservation Officer English Nature)

13.9

The RSPB are also concerned that there may be a greater danger of widespread pollution in the area either from a spillage or de-icing and run way run-off. The shingle ridges that form the peninsula allow a free movement of water beneath the whole area and this could accelerate the spread of pollution. The RSPB would welcome the opportunity to discuss their safety

concerns and develop strategies to minimise the danger of a pollution incident.

13.10

It remains unclear which interventions, if any would be effective at reducing the danger of run-off pollution. The Airport in partnership with environmental groups will need to identify whether or not preventative measures such as balancing ponds will be viable because the shingle is so permeable.

13.11

The RSPB emphasised the contribution that the reserve made to the local economy. Just under 30000 visitors came to the centre last year, and the RSPB estimates that visitors to their centres spend on average £12 per visit in the local community. In addition to this the centre employs three staff.

14 Conclusion:

14.1

The Committee recognised the steps that the Company is taking to create a viable business at the site. The level of investment so far in improvements to the control tower, and Instrument Landing Systems will certainly create a site with far greater commercial capacity than a leisure-based airfield. The Committee has been assured that further funds for investment for are in place. The committee does not have the remit to investigate this matter in greater detail.

14.2

The Committee was given a presentation by the management of the Airport outlining the stages of development and the scale of growth. The scale of growth that is anticipated from such a low base is significant. There are detailed plans for development. The Company continues to build on this work with further consultation and improvements to the site. Current passenger levels are very low, these can be increased but it remains to be seen whether there can be increases on such a scale that would justify the major development of surface links.

14.3

The Company bases their optimism on the near universal agreement that demand will outstrip airport capacity over the next thirty years. The Committee would have liked to see more evidence of airline operators seriously considering relocating to Lydd. Until current improvements have been completed the management of Lydd Airport may not be in a position to accommodate new operators. In order to ensure that there is a return on investments already made when improvements are completed in 2003 the Airport will need to begin to attract new operators.

14.4

Following the publication of SERAS and beginning of the consultation period the Airport needs the continued support of the local authority and district councils. Stephen Hagues told the committee that, in addition to support from Shepway and KCC, the Airport will need to get support from Ashford Borough Council, Rother District Council, and East Sussex County Council. The Select Committee spoke to Company representatives in June. The Company had made their first formal approach to Ashford Borough Council only days before. Given the fact that all the surface links to Lydd come from Ashford the committee felt that the company should have consulted ABC earlier.

14.5

The Airport and Shepway District Council have already made a presentation to senior officers and members of KCC. Stephen Hagues indicated that both he and company representatives asked for and were given assurances at this meeting that the Airport would achieve parity of support with any proposals from Manston. The Committee would like to know what lobbying took place to promote the cause of Lydd Airport before the publication of SERAS and what further strategies are planned during the consultation period.

14.6

Lydd Airport is styled as the 'environmentally acceptable solution' to runway congestion in the South East. Sited on the South East Coast flights to and from Lydd will not have to fly over the densely populated South East. There will be little need for planes to cross-fly routes to Europe to gain position. In addition to this the peninsula location reduces the local impact of over-flying even further. Landing and take off cause the most disruption to residents, at Lydd this disruption is minimised because flights can approach and depart over the sea.

14.7

However, there are environmental issues. The proximity of nationally and internationally recognised areas of environmental interest is a particular concern. The Committee was disappointed to hear that representatives of Lydd Airport have not consulted the RSPB about their development plans. The Company has spoken to English Nature; both the RSPB and English Nature have expressed concerns about the impact of growth on the sites that they manage. The District Council believes that measures can be put in place to avoid an impact on the protected sites. The District Council and the Committee recognised that the Airport have a responsibility to develop partnerships with the main environmental agencies, and work collaboratively to avoid a significant impact on the ecology of the peninsula. In addition to this the whole of the marsh is an essentially rural area, sparsely populated and attractive to tourists. There is a danger that this will be adversely affected not only by the airport itself but also by the associated surface links.

14.8

However a balance needs to be struck between concerns about the environment and the need for jobs and enterprise opportunities for local

people. The Committee also recognised the improved transport in to and out of the area. The nuclear power stations will stop generating power over the next few years and begin to wind down their operations. Without additional employment opportunities and improved transport links there will be few alternatives for young people but to leave the area in search of work.

Summary of Abbreviations

- ADL - Arthur D. Little (Consultants)
- BNFL - British Nuclear Fuels Limited
- CAA - Civil Aviation Authority
- CTRL - Channel Tunnel Rail Link
- EIA - Environmental Impact Assessment
- HE - Higher Education
- ILS - Instrument Landing System
- LUTP - Land Use and Transport Policy
- MACC - Manston Airport Consultative Committee
- MAG - Manston Airport Group
- MoD - Ministry of Defence
- RAMSAR - (European wetland protection designation)
- RSPB - Royal Society for the Protection of Birds
- SBC - Shepway Business Centre
- SEEDA - South East Economic Development Agency
- SERAS - South East Regional Air Study
- SME's - Small/Medium size Employers (under 100 employees)
- SSSI - Site of Special Scientific Interest

Recommendations

County Council should:

1. Continue lobby at a national and regional level in support of the development of both LLA and Manston Airport.
2. continue to support the development of surface links to Lydd Airport and Manston Airport
3. Continue to take positive action towards economic regeneration in deprived wards and support proposed airport development projects in an appropriate manner.
4. Liase with Ashford Borough Council in compiling a Traffic Impact Assessment based on potential increased use of the A2070 between Brenzett and Ashford M20 J10.
5. Investigate the need for improved vocational training opportunities in relation to the economic opportunities and potential in South and East Kent. If necessary represent concerns to the Kent and Medway Learning and Skills Council (the Committee believe that vocational training in secondary schools is a necessary complement to post-sixteen training opportunities). Any investigation should also consider how the County Council could encourage the development of links between schools and the Further Education sector).
6. Consider joint work with Manston Airport and Lydd Airport to identify sustainable estimates of predicted growth.
7. While accepting that both Airports are at different stages of development the County should continue to lobby government to recognise the potential for development at Manston and Lydd.
8. Continue to lobby government to provide the necessary infrastructure improvements to support growth.

Manston Airport/Wiggins plc. Should:

9. Continue to work with neighbouring Councils and the Area Strategic Partnership to investigate the wider environmental and traffic impact of growth at Manston.
10. Re-examine growth predictions and identify strategies to meet key development points based on existing surface links.

Lydd Airport should:

11. Make every effort to actively involve English Nature and the RSPB in any future development of the site
12. Encourage further links with local tourism providers and the business community
13. Clearly demonstrate strategies for incremental growth including trigger points for further investment
14. Develop ongoing dialogue with all relevant District and Borough Councils and Local Authorities (Shepway, Ashford, Rother, Hastings, East Sussex and Kent)
15. Liase closely with Shepway District Council and Ashford Borough Council on Traffic Impact Assessment for A2070 and M20 Junction 10

Appendix 1: *Witnesses*

Thanet District Council Offices - June 24 2002

- Paul Tipple - Wiggins plc
- Alastair Robertson - Airport Director Manston Airport
- Sir Alastair Hunter - Manston Airport Consultative Committee
- Trevor Heron - Planning Director Thanet District Council
- Michael Ebbs Economic Development Officer, Dover District Council

Lydd Airport June 26 2002

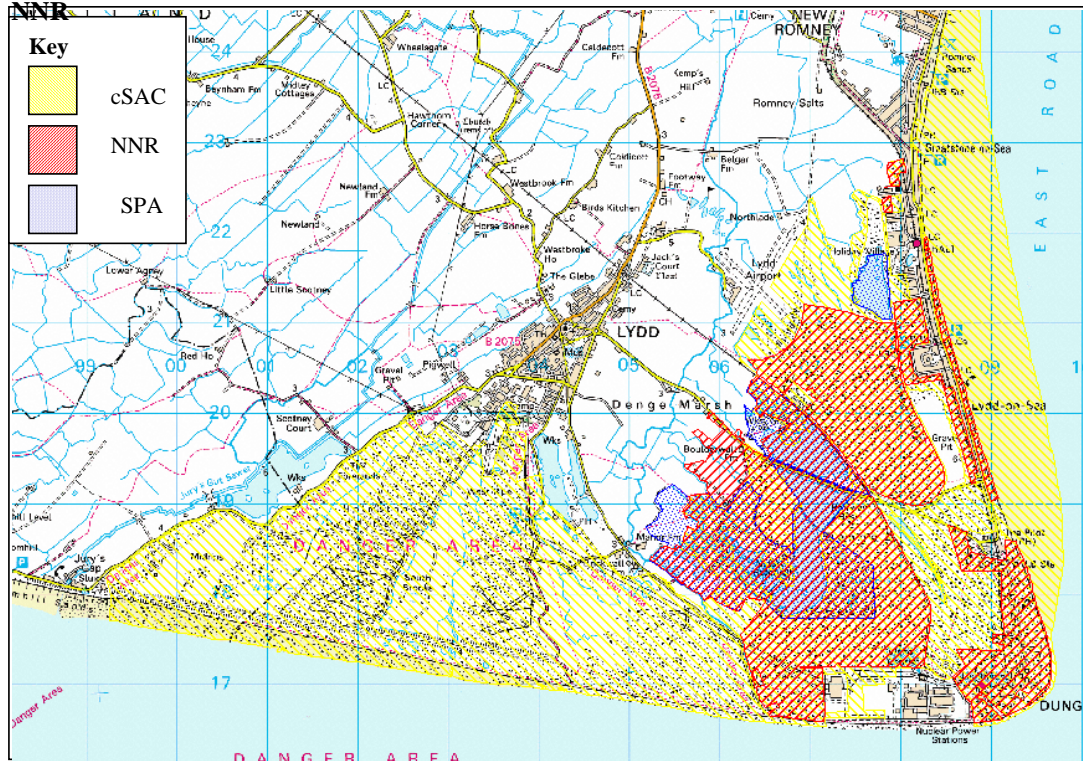
- Jonathan Gordon - Chief Operating Officer Lydd Airport
- Robin Gordon - Marketing Director Lydd Airport
- Richard Alderton - Planning Policy Manager Ashford Borough Council
- Mick Walsh - Shepway District Councillor

Shepway Business Centre July 24 2002

- Peter Hobbs - Chief Executive Shepway Business Centre
- Cllr Wood-Brignall - Lydd Airport Consultative Committee
- John Turgoose - Commercial Director Dover Harbour Board
- James Cross - Policy Director Kent Maritime Coast Chamber of Commerce
- Gavin Bloomfield - Regional Conservation Officer RSPB
- Stephen Hagues - Strategic Director Shepway District Council

Appendix 2: Map of the Dungeness area inc. Lydd Airport detailing environmental designations

Map showing boundary of Dungeness cSAC; Dungeness to Pett Level SPA and Dungeness



Reproduced from the Ordnance Survey map with the permission of The Controller of Her Majesty's Stationery Office, ©Crown Copyright. RSPB Licence AL815519.

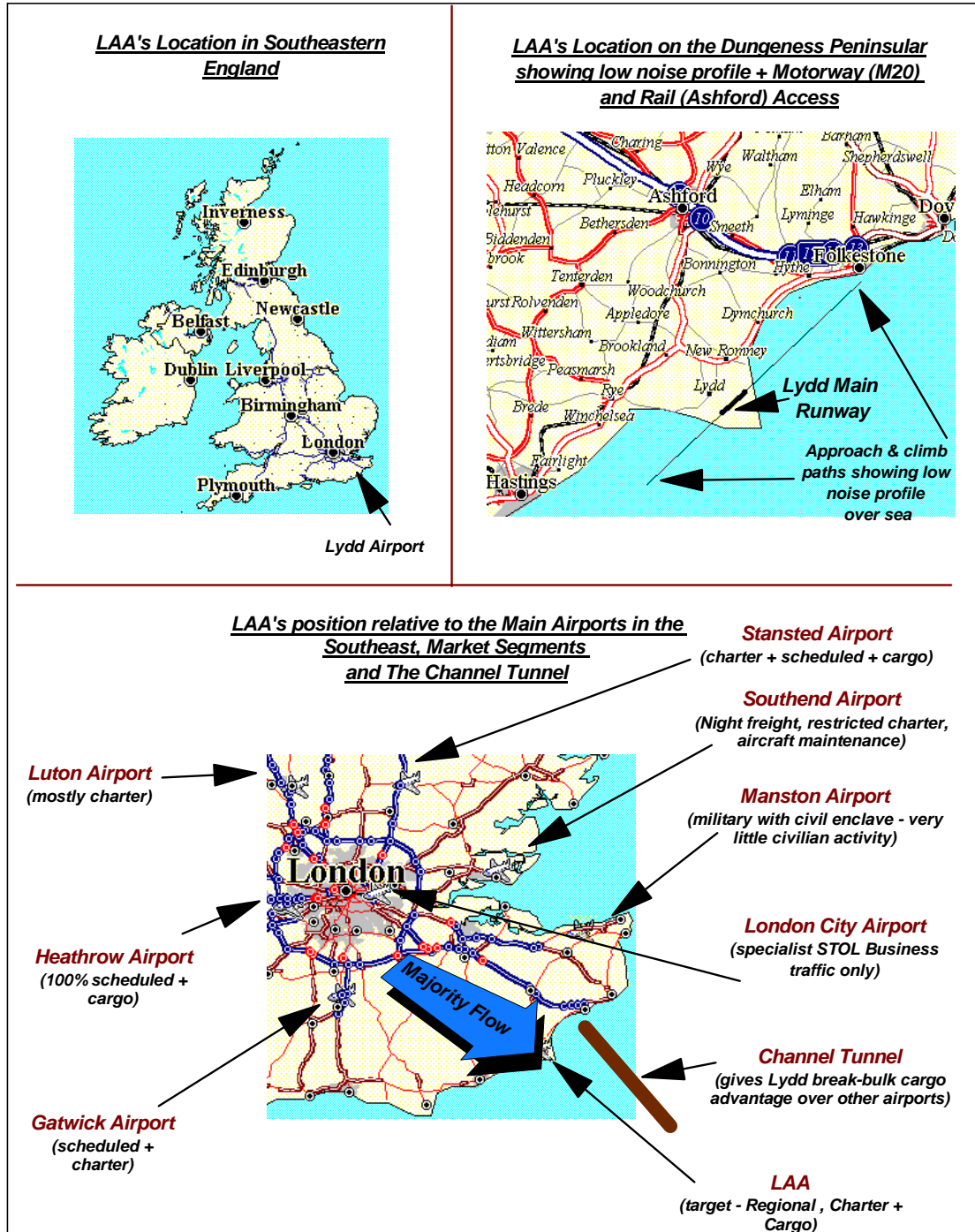
Appendix 3: *Table indicating predicted development of air traffic at Manston Airport*

Average daily and hourly flight forecasts London Manston Airport
(figures supplied by Wiggins plc.).

Year	Flights/Day	Flights/Hour
2001	3	0.2
2005	50	3.2
2010	98	6.1

(Please note figures are based on a 16-hour day)

Appendix 4: Graphics from Lydd Airport indicating take off and approach routes



(Reproduced with permission of London Ashford Airport Company Ltd)

Appendix 5: Map of South and East Kent



Appendix 6

Summary of Key Points

	Lydd Airport	Manston Airport
Current Traffic figures	Passengers 2001 - 65 Freight - 0 (2001)	Passengers - 5761 Freight - 35521 (2001)
Predicted Growth	Target growth areas are identified as: <ul style="list-style-type: none"> • charter • low cost • inter-regional • courier (freight) • perishable (freight) 	4 million passengers by 2010 Freight 200,000 tonnes by 2005, and potential for 350,000 - 400,000 by 2015.
Jobs and Regeneration	Employment opportunities and regeneration benefits likely to be spread across South Kent and East Sussex area, particularly Shepway. Planned decommissioning of Dungeness A will reduce local job opportunities	By 2010 could provide some 6000 jobs (currently there are less than 500). The Thanet District suffers the highest rates of employment related deprivation in the County
Environment and Traffic Impact	Further work needs to be done to assess environmental and traffic impact in partnership with environmental agencies and local District Councils	EIA already carried out by Arthur D Little. Further work on traffic impact in progress with Babbie and KCC
Surface Links	Road links to support initial growth (A2070 to Ashford M20) Concerns re congestion at Junction 10 M20. Potential for upgrade of existing rail line running past airport to Dungeness once 1mppa achieved. Improved surface links could help to reduce access related deprivation	Existing road links capable of supporting growth up to 1 mppa (Thanet District Council). Concerns expressed by Canterbury City Council re: increased congestion. Rail links to E. Kent currently poor, outline plans for parkway station dependent on domestic CTRL services to E Kent.

