

Dear Sir/Madam

Many thanks for getting back to me, I shall try and explain my two principle ideas below. Apologies if I go around the houses a bit.

Gatwick Airport: If you were to log onto Google Earth as I frequently do, you will find that Gatwick already has TWO runways. Looking from the east they are clearly marked 26 Left & 26 Right. 26R is currently used as a taxiway and cannot be used as a runway due to the 7Pier annex to South Terminal.

If this annex were to be removed and the runway [26R] extended eastwards in line with 26L then you would have the two runways required without going outside the existing boundaries of the airport.

There are several airports around the world that run parallel runways so this shouldn't be an argument against this idea. To offset to loss of the 7 pier annex you could extend the satellite to Nth terminal in an eastward direction which would possibly create a further 15 piers, a net gain of 8 piers.

The picture below, from google earth, covers the area under discussion.



Lydd Airport: This could be seen as a controversial proposal as the airport lies within the Romney Marshes and any development would attract an outcry. never the less I think it might be worth consideration.

I shall insert a picture here as it will make life easier for me to explain my ideas.



A second & third runway to the east yet parallel to that which is currently adjacent to the pan and numbered approximately 14L & 14R would allow air traffic access to the airport without over flying any significant housing.

If all access to the expanded airport were to be brought in along the route of the old railway line shown in the picture then again the intrusion into the Marsh area would be minimized.

It may be considered that the greatest bonus to this idea lies about 13 miles to the north. It is known as Ashford. Ashford has three major assets that could be utilised for the development of this idea.

1. Housing and potential work force. There wouldn't need to be a massive increase in housing as that already exists in Ashford. It already has the support infrastructure that is required, it also has number of souls without employment. Many I am sure would relish the idea of re-training without the need to leave home.

2. At Sevington to the SE of Ashford the HS1 railway reduces from four tracks to two prior to heading for the tunnel. The two outside tracks could be extended under the A2070 at this point and could then swing round to the SW and run alongside the existing Ashford to Hastings line which also happens to parallel the A2070. Running a Javelin service from the airport to St Pancras would be fast and efficient. North of the Thames there would also be a possibility of trains joining the Cross Rail line and running direct to LHR. In case this isn't very clear I wish to use a further pic showing this potential junction.



The HS1 four track section finishes at bottom left before the line passes under the A2070 running top to bottom of the pic.

3. The third major asset to Ashford is shown at the top of this last picture in the form of the M20.

I can only hope that both of these ideas will give someone food for thought.

With kind regards,

██████████.