

UK Airport Commission

Proposal for long term UK aviation growth.

London Thames Global Airport and Cruise Liner Terminal,

Thurrock SmartCity, Essex.

An Introduction to Thurrock

Thurrock, Essex, located in the heart of the Thames Gateway, 18 miles east of London. An area rich in heavy industry and nationally important infrastructure projects which include power generation, port and logistic operation, major road, rail, bridge and tunnel infrastructure, regional shopping facilities, fuel storage and distribution.

It is an area fast growing in population and diversity with demanding economic and social dependency. Over 60,000 new homes are planned for the greater area over the coming years.

An area with higher than average unemployment which can also play host to a huge commuter belt skill and knowledge base.

Thurrock is a high value blank canvas, an area with excellent and already established UK connectivity which can easily be enhanced to accommodate.....

THRROCK SmartCity, The future Essex version of 'Canary Wharf' development, focusing on innovative technology and sustainable development.

Designed to form the foundation and to benchmark a progressive UK built environment providing social wellbeing and critical mass needs, investing in the future to foster the establishment of **Thurrock Grand Central Rail**, destination UK and Europe 24/7. A nationally important rail hub linked directly to **London Thames Global Airport and Cruise Liner Terminal**.

THURROCK SmartCity a national gateway for improved UK road, rail, air and sea connectivity and global travel options. The catalyst to fuel a frenzy of investment to the local area and beyond creating an economic boomtown.

London Thames Global Airport and Cruise Liner Terminal

The proposed principle site location to accept LTGlobal Airport and Cruise Liner Terminal is an expanded **London Gateway Port and Logistic Park** site which is currently being developed by DP World at an investment cost of £1.5 Billion.

This massive brownfield site has almost 2 miles of River Thames frontage and has huge potential to expand outside the current site boundary.

The site has already been subject to extensive planning regulation, area profile study, geological site survey and environmental mitigation.

The London Gateway Port site is 'Shovel ready' to be re-created into the London Thames Global Airport and Cruise Liner Terminal, an **Aerotropolis** development covering the footprint and operating at a similar annual air passenger capacity as **Gatwick Airport**.

LTGlobals' Single South-westerly runway configuration will defuse conflicting air space issues posed by all other airports proposed East of London.

The inbound and outbound flight paths of LTGlobal will be over green and blue landscape and not over densely populated urban areas.

LTGlobal Airport and Cruise Liner Terminal can be delivered in **under 10 years**.

It will provide the UK with direct Global links to BRIC economies and emerging markets quicker, cheaper and with less environmental and social impact than all other additional runway options available to serve the South East.

The site is near to an air fuel storage and distribution facility able to serve airlines direct. It has excellent emergency service access and is close to major hospitals.

The loss of the deep water DP World London Gateway Port can easily be absorbed locally with investment in infrastructure improvements at the traditional UK container ports of Harwich Port, Essex, Thamesport, Medway, Kent and Sheerness Port, Kent.

LTGlobal Airport and Cruise Liner Terminal, an excellent alternative investment opportunity for DP World.

London Thames Global Airport

Why – How

UK Airport runway contingency arrangements and resilience are currently fluid and can be adapted at short notice to suit any natural or forced event, relying upon one Mega-Hub will hinder this ability.

Heathrow Airport must remain the UK's busiest Hub Airport to avoid economic and social meltdown to parts of West London. This must be maintained without additional runway development at the Heathrow site for reasons other have set out.

London Thames Global Airport (Heathrow East) establishment will sustain and enhance Heathrow Airports Global Air Hub status.

The two Airports seamlessly linked via cross rail spurs, working in unison to add an additional 35 MPPA to UK (London) air passenger capacity within 10 years.

The principle London Thames Global Aerotropolis Site, Thurrock SmartCity Essex, will be aided by the establishment of the LTGlobal Airport South Terminal, sited adjacent to Ebbsfleet International HS1 Railway Station, Ebbsfleet, Kent.

The complementing development will utilise and capitalise upon the potential offered by Government Planned and funded new **Lower Thames Crossings** (current DFT consultation options **A and C** variant preferred)

A dedicated **High Speed Rail Shuttle** will operate between the two sites. Point to point rail shuttle journey time will be completed in under 5 minutes.

Airport **competition** and future air passenger **demand** will dictate additional runway development at **Gatwick** and **Stansted** Airport post **2030**. (Post 2030 advanced technology to aircraft design and capability, fuel and fuel efficiency, noise and air pollution)

The twin LTGlobal sites (Kent and Essex) will offer unrivalled opportunity for economic growth on both sides of the Thames corridor. It will also safeguard and sustain employment opportunities in the greater Heathrow Airport area and allow all other London and Regional Airports to prosper.

London Thames Global Cruise Liner Terminal

Located Riverside at the Eastern End of the LTGlobal Aerotropolis site and taking advantage of LTGlobals' excellent infrastructure, the Deep water Cruise Liner Terminal will cater for the largest Cruise Liners operating Worldwide. It will be a 'must stop' UK Liner Terminal offering massive UK Tourism Industry opportunities. (Paramount planned £2 Billion Investment nearby at Paramount Theme Park, Swanscombe Peninsula, Ebbsfleet, Kent an added attraction).

Concluding Overview

London will remain a destination of choice for Global air passengers and not a destination of convenience.

Adding new direct connections to BRIC economies and emerging markets must remain a UK Government priority to encourage greater economic growth in the short, medium and long term.

LTGlobal forming a constellation of 4 London Airports.

North (Stansted)

East (LTGlobal)

South (Gatwick)

West (Heathrow)

Current Runway Capacity

Heathrow = 75 MPPA VIA 2 Runways

Stansted = 18 MPPA VIA 1 Runway

Gatwick = 35 MPPA VIA 1 Runway

Plus regional Airport capacity.

Post 2023 Runway Capacity

Heathrow Airport = 75 MPPA VIA 2 Runways

Stansted Airport = 25 MPPA VIA 1 Runway

Gatwick Airport = 35 MPPA VIA 1 Runway

LTGlobal Airport = 35 MPPA VIA 1 Runway

Plus regional Airport expansion.

Post 2030 Runway Capacity (If required)

Heathrow Airport = 75 MPPA VIA 2 Runways

Stansted Airport = 35 MPPA VIA 1 Runway

Gatwick Airport = 60 MPPA VIA 2 Runways

LTGlobal Airport = 35 MPPA VIA 1 Runway

Plus regional Airport expansion. (Including Birmingham Post HS2)

Post 2070 Runway Capacity (If required)

Heathrow Airport = 75 MPPA VIA 2 Runways

Stansted Airport = 60 MPPA VIA 2 Runways

Gatwick Airport = 60 MPPA VIA 2 Runways

LTGlobal Airport = 35 MPPA VIA 1 Runway

Birmingham Airport = Upto 70 MPPA VIA 2 Runways.

Plus regional Airport expansion.

London Thames Global Airport and Cruise Liner Terminal, Thurrock SmartCity, Essex providing a formula for a sustainable aviation framework to foster long term UK Aviation growth and economic prosperity.

