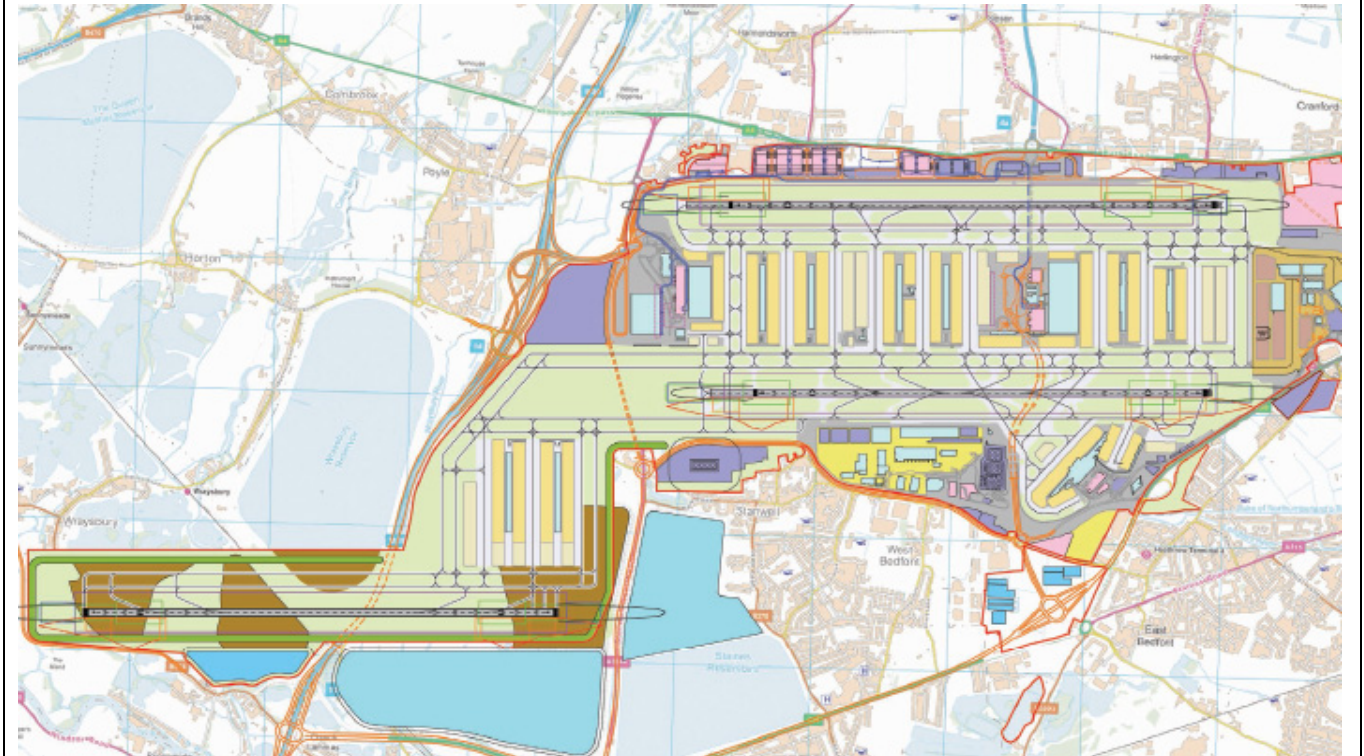


PROPOSAL TITLE:	London Heathrow Airport –3rd Runway: Southwest Option	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Heathrow Airport Limited	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

New 3,500m runway constructed to the southwest of the existing airport with linking taxiways to the west of the current south runway. The new runway could operate independently from the existing runways. Includes expansion of existing terminals plus new Terminal 6 immediately west of Terminal 5 serving new satellites and aprons located between the new and current southern runways. Requires tunnelling of the M25 under the new development, plus entails construction over the existing reservoirs.

The new runway is located as far west as possible to reduce noise impact over London.



INITIAL ASSESSMENT COMMENT

One of three clearly presented schemes for the expansion of Heathrow from the airport owner.

The proposal enables increased airport capacity and therefore appears to be in line with the Commission’s remit.

PROPOSAL TITLE:	London Heathrow Airport –3 rd Runway: Southwest Option	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Heathrow Airport Limited	Medium/Long Term	<input checked="" type="checkbox"/>

OVERVIEW

Proposal	New 3,500m independent runway constructed to the south of the existing airport with linking taxiways to the west of the current south runway. Expansion of existing terminals plus new Terminal 6, west of Terminal 5, serving new satellites and aprons located between the new and current southern runways. New runway located as far west as possible to reduce noise impact over London.		
Approach	<u>Enabling legislation 2015-2019 with construction commencing in 2019 with opening in 2029</u> following established regulated mechanism.		Stated Capital Cost <u>£17.6 bn</u>
Potential Benefits	<ul style="list-style-type: none">Phased expansion building upon existing airport and surface access infrastructure, with potential to expand to fourth runway if required.<u>Increased GDP of £100bn (NPV) and wider economic benefits/agglomeration benefits primarily in London and along corridor supporting Heathrow</u>Current jobs maintained with <u>70,000-150,000 new local jobs</u>Lower population affected by noise nuisance (greatest reduction of the three options proposed by HAL). Increased respite options assuming current restrictions continue.Lower construction carbon footprint compared to new hub locations with use of existing infrastructure.Increased resilience over current Heathrow operations.Based on established RAB approach (roughly doubling current RAB value) but <u>with regulatory modifications plus government financial support required.</u>	Capacity (mppa) <u>130</u>	Capacity (ATM) <u>740,000</u>
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none">The scheme adds to capacity, seeks to minimise the environmental impact of flying, whilst making maximum use of existing infrastructure. It is therefore aligned with the Commission’s remit.		
Economy	<ul style="list-style-type: none"><u>Some services could transfer from Gatwick because of enhanced opportunities to increase their viability and take advantage of hub connectivity.</u>		
Surface Transport	<ul style="list-style-type: none">Uncertain assertion that <u>no new road links are required as possible to deliver without increasing airport-related traffic.</u>Similar uncertain assertion that <u>planned/anticipated rail improvements (Crossrail, Piccadilly Line upgrade, HS2 Heathrow spur and Western Rail Access), can provide sufficient capacity to support airport passengers and staff demand.</u><u>Southern Rail Access also required.</u>		
Environment	<ul style="list-style-type: none">Risks to air quality continuing in medium term.Significant loss of areas of designated land and of listed buildings.Large number (850) of residential demolitions required.Although the scheme proposes to reduce the number of people impacted by noise pollution, a large number of people remain affected by noise and air quality.Significant levels of mitigation and/or compensation required to ensure Water Framework Directive and flood risk storage requirements are met.		
People	<ul style="list-style-type: none">Increased pressure on local housing and services.		
Cost	<ul style="list-style-type: none">Includes £3.7bn surface access cost, for which public contribution is suggested.Construction over the existing reservoirs required.		
Delivery	<ul style="list-style-type: none">Greatest construction complexity of three options proposed by HAL.Unspecified regulatory modifications stated as necessary.Government support of £4-6bn funding plus potential debt underwriting needed to support ability to attract inward investment/viability.Government support requirement raises issue re affordability and value for moneyEffects on aero charges etc. not stated but asserted to be lower than other hub options.		
Mitigations	<ul style="list-style-type: none">Extending current mitigation approaches for noise to meet noise nuisance reduction objectives.Flood compensation storage area required – location not indicated.		