

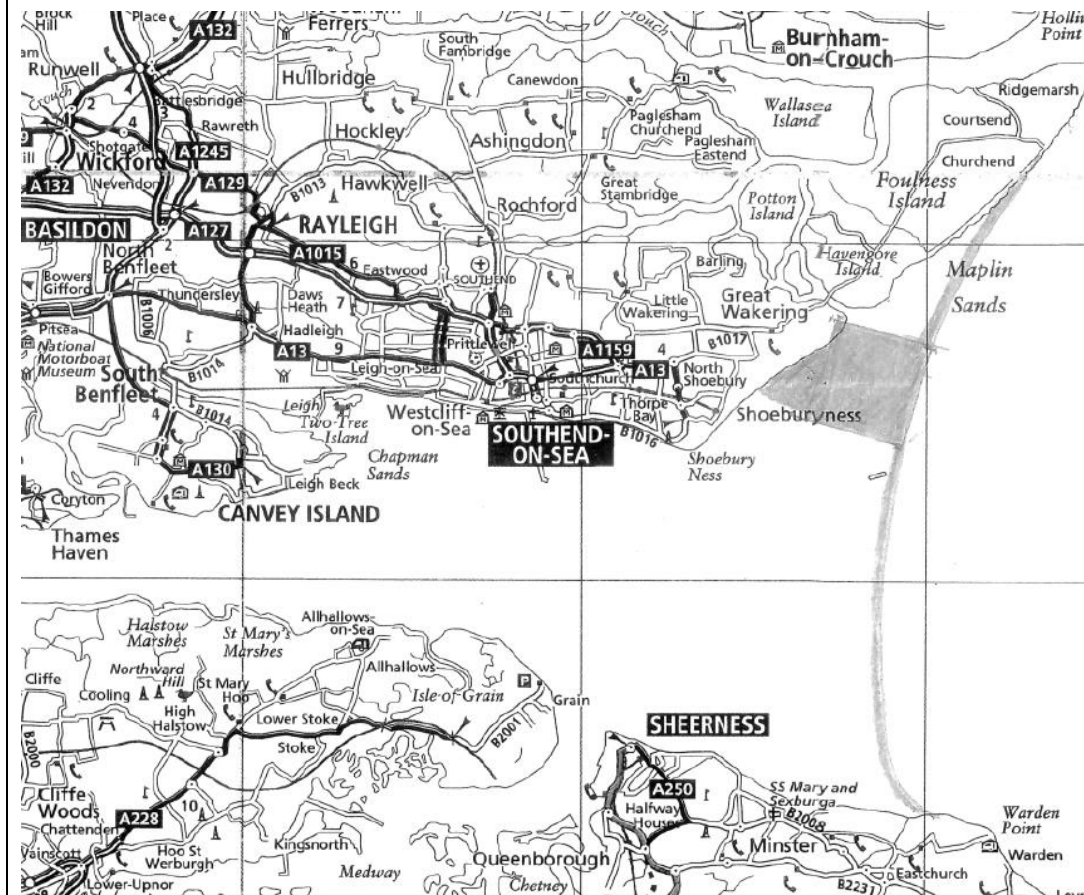
PROPOSAL TITLE:	Maplin Sands	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Private Individual	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

New London Airport to be constructed on reclaimed land on Maplin Sands as part of a broader programme of infrastructure developments, including a new flood barrier, water and sewage treatment plant, hydroelectricity generation, and a waste processing plant.

Heathrow airport would be redeveloped for residential, light industry and recreational use, while London City airport would become a heliport and executive airport. Expansion at Gatwick and Stansted would no longer be required.

A revolutionary concept of airport design is proposed which would see the terminal buildings and surface transport termini located below the runway surface. The runway itself would be a reconfigurable two mile square landing area, free from markings and fixed lighting, instead lit dynamically using LEDs to mark out runways and taxiways.



INITIAL ASSESSMENT COMMENT

The proposal presents a very high level package of infrastructure schemes to address a range of perceived infrastructure deficiencies in London and the south east, which includes a scheme for a New London Airport. Each project has some dependency on the others being undertaken, which may make the airport scheme difficult to progress in isolation.

A new concept of airport, runway and terminal design is presented, rejecting the common view of predefined runways and above-ground terminal facilities. However, the benefits of this innovation are neither persuasive nor are they relevant to the Commission's remit. They are also not deliverable within current international and national aviation recommendations and UK regulations and legislation.

The proposed location at Maplin Sands has some advantages in terms of noise impacts. Surface transport projects proposed would connect central London with the new airport, but catchment areas, reasonable journey times and wider environmental impacts may be difficult to overcome.

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OVERVIEW

Proposal	To develop a new multi-runway hub airport at Maplin Sands as part of a broader infrastructure development including improved flood defences, hydroelectric power generation, water treatment, and waste processing.		
Approach	Use of reclaimed land but no other details provided. Assumes closure of Heathrow and reduced scale of operations at London City.	Assumed Capital Cost	£60 bn
Potential Benefits	<ul style="list-style-type: none"> Although not quantified, it would be likely to deliver national and local economic benefits. Significant net reduction in population exposed to noise on closure of Heathrow. Potential for night flights with lower noise impact. The scheme may offer the potential for greater capacity than Heathrow, with the potential for further expansion if required. However, the novelty of the operational procedures renders this uncertain, depending upon the extent of infrastructure proposed Removal of noise impacts around Heathrow offset to some degree by new noise impacts for a smaller number of households in areas including Southend on Sea and Basildon. The larger, more efficiently configured site could offer the potential for a more resilient operation than attainable at Heathrow. 	Additional Capacity (mppa)	38
		Additional Capacity (ATM)	225,000
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none"> The high-level plan would provide additional capacity for connectivity while reducing the impact of noise on London. 		
Economy	<ul style="list-style-type: none"> Given its distance from Heathrow existing businesses and workforce at Heathrow would be adversely impacted unless they are able to adjust to the new opportunities presented at the redeveloped site, or to the relocation to the new location. 		
Surface Transport	<ul style="list-style-type: none"> Significant investment required to access the proposed offshore location. 		
Environment	<ul style="list-style-type: none"> Significant impacts on environmental designations including marine and coastal protected areas. Unknown implications from alteration of coastal processes on flood risk, sedimentation and erosion. Requires large area of coastal and marine habitat replacement. The proposal offers a significant benefit to communities currently affected by noise and air quality from Heathrow. However, it would create new noise impacts for currently unaffected communities in areas such as Southend on Sea and Basildon. In aggregate significantly fewer people would be exposed to a noise nuisance. 		
Cost	<ul style="list-style-type: none"> Estimated cost does not include any compensation payments due on closure of Heathrow, transfer costs of businesses relocating to the new airport or for offsite surface transport costs. High costs for associated infrastructure such as flood defences, water treatment, etc. 		
Operations	<ul style="list-style-type: none"> The unmarked, reconfigurable runway scheme is unproven and would not comply with current national and international regulations. The advantages of being able to land and take off into the wind, regardless of its direction, may be outweighed by the considerable complexity of system and the land take required to facilitate the claimed 360 deg operation. Location would be likely to result in an increased risk of bird strikes. Fog/low visibility conditions unknown. Novel operation fundamentally changes the structure of UK and neighbouring airspace with international cooperation required to resolve. 		
Delivery	<ul style="list-style-type: none"> Should the approach consider private finance a range of support measures may be needed, including government support / commitment and supportive regulatory framework and planning environment. No sponsor has been identified. The scale of private financing involved is large and deliverability is not certain even with significant government funding and underwriting of risk. The required government support also raises fundamental value for money and affordability issues. 		