

PROPOSAL TITLE:	West London Heathrow Replacement	Short Term	<input type="checkbox"/>
SUBMITTED BY:	n/a	Medium/Long Term	<input checked="" type="checkbox"/>

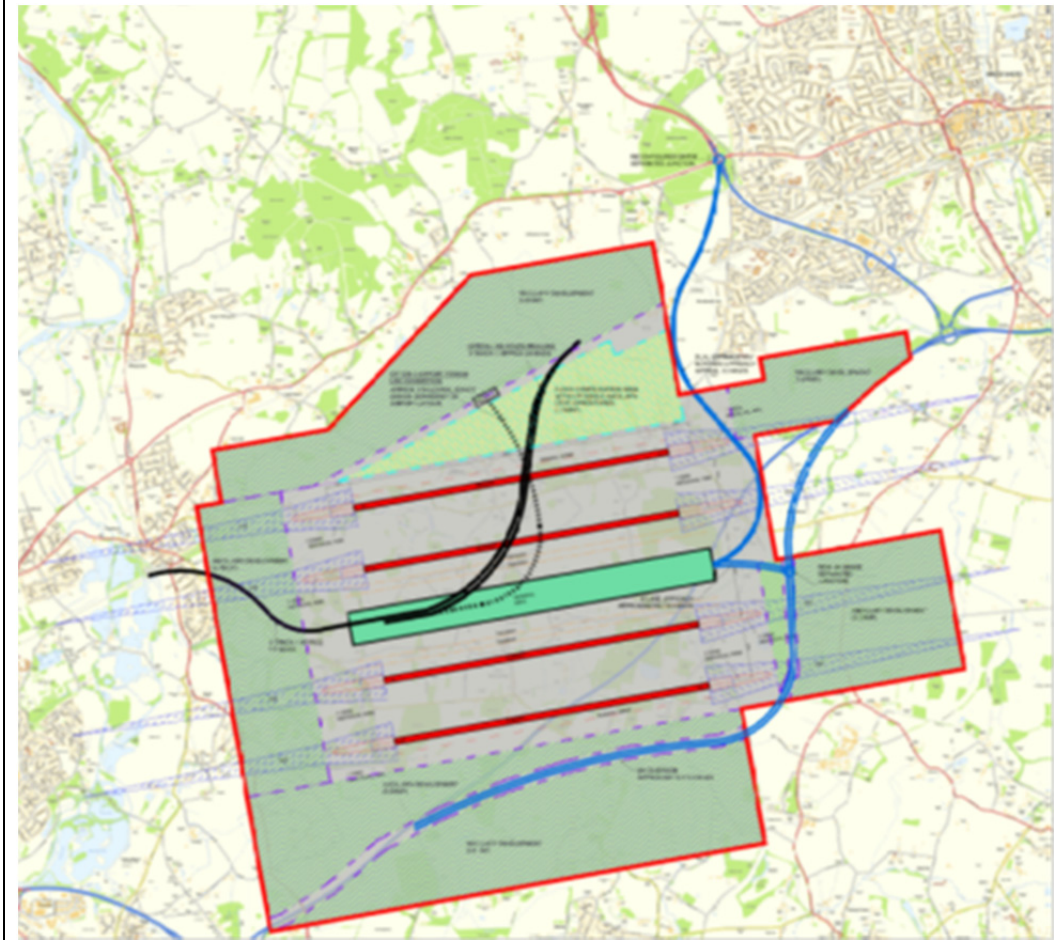
PROPOSAL

New airport, constructed as a replacement for Heathrow, located between Maidenhead and Reading, 30 miles west of central London, straddling the M4 and Great Western mainline corridor. Four Code 4F runways are proposed, two on the north and two on south of the proposed terminal area. The inner two runways offer independent parallel approaches. The north and south runway pairs support independent parallel departures and segregated operations.

The new airport will be accessed from the diverted M4 motorway and from the A404 (M). The airport would also be served by either re-routing the GWML or an automated people mover with a new station on the mainline.

Areas for ancillary development are proposed around the airport. These are proposed to be effectively planned to preserve the long term ability to expand the airport should further capacity be required.

A compensation flood alleviation scheme is proposed within the ancillary development areas, partially underground, to manage the known flooding risk in the area.



INITIAL ASSESSMENT COMMENT

The scheme is likely to provide a more efficient airport than Heathrow airport and provides the opportunity for long term expansion with reduce environmental impacts. Located 15 miles west of Heathrow the new location should not force any existing businesses to relocate its employees. The site however is located within an area of known flooding risk.

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## OVERVIEW

<b>Proposal</b>	New airport, constructed as a replacement for Heathrow, located between Maidenhead and Reading straddling the M4 and Great Western mainline corridor approximately 30 miles west of central London.		
<b>Approach</b>	Government to provide enabling legislation by 2020 and facilitate the closure of Heathrow and the transfer of traffic to the new airport at opening, assumed to be 2030. In parallel government to provide necessary surface transport upgrades.	<b>Stated Capital Cost</b>	£47 billion
<b>Potential Benefits</b>	<ul style="list-style-type: none"> <li>Although not quantified, it would be assumed to deliver national and local economic benefits.</li> <li>Significant net reduction in population exposed to noise on closure of Heathrow. Potential for night flights with lower noise impact.</li> <li>Larger capacity than Heathrow, with the potential to further expand capacity if required in the future, offering the potential for a more resilient operation than at Heathrow</li> <li>Whilst creating a noise nuisance to currently un-impacted communities in the Maidenhead / Reading area, a greater number would be relieved of the current nuisance from around Heathrow</li> <li>Given its proximity to Heathrow, existing businesses and workforce would not have to relocate.</li> <li>Good surface connectivity into London and M4/M40 corridors.</li> </ul>	<b>Additional Capacity (mppa)</b>	40
		<b>Additional Capacity (ATM)</b>	250,000
<b>Key Issues &amp; Risks</b>			
<b>Strategic Fit</b>	<ul style="list-style-type: none"> <li>The proposal increases the net capacity of the London system, and although it is at the expense of current capacity at Heathrow, it is provided in a configuration that may not unduly disrupt existing businesses and provides the basis for long term expansion. The scheme may therefore be in alignment with the Commission's remit.</li> </ul>		
<b>Surface Transport</b>	<ul style="list-style-type: none"> <li>Uncertain whether proposed rail and road enhancements can cater for the predicted level of demand and what measures will be implemented to achieve acceptable rail mode share target.</li> <li>Widening of the motorway network as well as additional rail and platform capacity may be required.</li> </ul>		
<b>Environment</b>	<ul style="list-style-type: none"> <li>Although the proposal offers a significant benefit to communities currently affected by noise and air quality at Heathrow, that benefit is obtained at a nuisance cost to currently unaffected communities. In aggregate significantly fewer people would be exposed to a noise nuisance and the air quality impact may be lower than at Heathrow.</li> <li>The site is within areas prone to flooding by the Thames and tributaries. Recent measures to protect existing settlements have only been partially successful. Works are proposed, however flooding would remain a great risk to a significant element of national infrastructure.</li> <li>The scheme adversely impacts two Conservation Areas plus a number of other sites with cultural heritage interest, including 30 listed buildings, and ancient woodlands. 1,700 dwellings would be demolished.</li> </ul>		
<b>Cost</b>	<ul style="list-style-type: none"> <li>The proposal does not include any compensation payments due on closure of Heathrow or for offsite surface transport costs. These elements may increase the total cost to c £50 bn.</li> </ul>		
<b>Delivery</b>	<ul style="list-style-type: none"> <li>The scheme is not currently supported by any relevant body.</li> <li>Should a privately funded approach be adopted a range of support measures may be needed, including government support / commitment and supportive regulatory framework and planning environment. The scale of private financing involved is large and deliverability is not certain despite significant government funding and underwriting of risk.</li> <li>The required government support also raises fundamental value for money and government accounting questions.</li> </ul>		
<b>Mitigations</b>	<ul style="list-style-type: none"> <li>The environmental impacts are somewhat mitigated by the benefits to be derived through the closure of Heathrow.</li> <li>Mitigation of commercial/financing risks hinges on government support and regulatory structure.</li> </ul>		