

PROPOSAL TITLE:	Outer Estuary	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Mayor of London	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

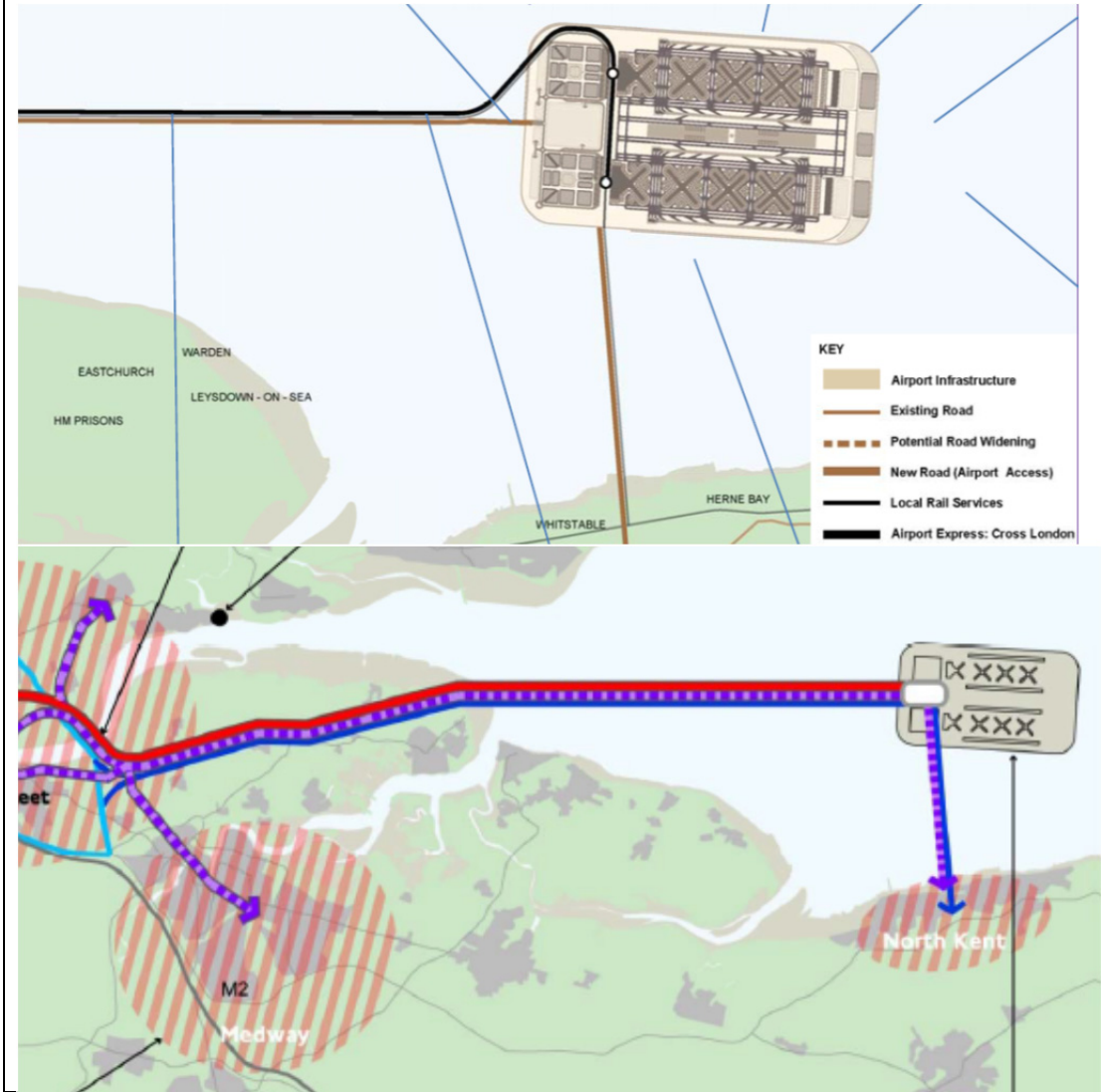
New four runway airport, developed off the north Kent coast, as a direct replacement for Heathrow.

Constructed on reclaimed land with a total site area of 55km². The airport comprises of four independent parallel runways in an East/West orientation, each 4,000m long.

Requires all supporting infrastructure (road and rail links, utilities, etc), plus settlements (with their supporting infrastructure) to accommodate direct and indirect employees to be constructed.

Essentially a Government led initiative with the eventual sale of the airport and the land at Heathrow offsetting the up-front cost.

Phase 1 of construction is from 2020 to 2029 and delivers infrastructure to support 90mppa. Phase 2 begins from 2026 to 2050, ultimately delivering a total capacity of 180mppa.



INITIAL ASSESSMENT COMMENT

Similar submission to the Isle of Grain scheme setting out in partial detail proposals for delivery of the same airport concept in an outer estuary location. At c 50 miles from central London, although a “high speed” rail connection into central London is proposed, its location presents a surface access challenge for the catchment area in London, the south east, and for those located north or west of London. Access to the airport would be dependent upon availability of the proposed twin tunnels or bridges (road and rail), carrying significant operational, safety and security risks.

Although it offers a further reduced noise impact over the Isle of Grain scheme, it is not clear that it offers significant wider benefits to offset its greater cost and operational difficulties.

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OVERVIEW

Proposal	Four runway hub airport on reclaimed island in the Outer Thames Estuary, north of Whitstable. Heathrow would be closed on the opening of the new airport.		
Approach	Government led initiative to acquire Heathrow, construct the new airport and supporting infrastructure, transfer operations and redevelop Heathrow site before sale of both assets.	Stated Capital Cost Phase 1: £63.2 bn Phase 2: £21.0 bn	
Potential Benefits	<ul style="list-style-type: none"> ▪ Larger, more efficient configuration than Heathrow offers potential for a more resilient operation than Heathrow, able to operate over 24 hours. ▪ <u>National additional GDP contribution of £42.3bn GVA p.a. with additional 0.5% contribution to UK GDP (£6.9bn p.a. in today's price). Cumulative GVA increase of £742bn between 2015 and 2050.</u> ▪ <u>Additional national employment of 392,000 by 2050, local employment 134,000; additional £16.6bn in local GVA p.a.. Additional 46,000-138,000 "catalytic" jobs in southeast and London.</u> ▪ Minimal new noise impact and removal of noise nuisance for those currently affected by Heathrow. ▪ Avoids over-flight of London. 	Additional Capacity (mppa) Phase 1: 0 Phase 2: 90 Capacity (ATM) Phase 1: 500,000 Phase 2: 1,000,000	
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none"> ▪ Although the first phase, as proposed, would only replace the lost capacity at Heathrow, the overall scheme provides additional capacity and would support the UK's hub status, both aspects in line with the Commission's terms of reference. 		
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 relocate to the new location. 		
Surface Transport	<ul style="list-style-type: none"> ▪ Substantial investment (<u>£20.8bn</u>) required for new surface transport to serve off shore location. ▪ Uncertain whether proposed rail and road enhancements can cater for the predicted level of demand and what measures will be implemented to achieve the 65% rail mode share target. 		
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. ▪ Would require appropriate assessment and demonstration of no alternative and overriding public interest plus large scale compensatory habitat creation. ▪ Issues not addressed include impacts from bird strike mitigation, fisheries impacts and from airport construction/operational resource and energy use as well as infrastructure development. 		
People	<ul style="list-style-type: none"> ▪ Although health benefits likely to be occasioned for residents around Heathrow, removal of major employer could generate adverse impacts. 		
Cost	<ul style="list-style-type: none"> ▪ Excluded costs not explicitly identified. Does not appear to include relocated wind farm. ▪ Phase 1 cost estimate may need to be increased in order to improve flooding protection. 		
Operations	<ul style="list-style-type: none"> ▪ Location is likely to result in an increased risk of bird strikes. Impact of fog/low visibility conditions unknown. ▪ Impacts existing airspace with international cooperation required to resolve. ▪ Access dependent upon availability of the proposed twin tunnels or bridges, carrying significant operational, safety and security risks. 		
Delivery	<ul style="list-style-type: none"> ▪ Nature of reclaimed land platform poses increased risk of differential settlement. ▪ Relocation to unspecified location or removal of Kentish Flats wind farm required. ▪ Essentially government-funded approach with costs defrayed through lease/privatisation of new airport. ▪ Lack of clarity/consistency regarding assumptions raises questions of reliability of stated proceeds of privatisation and thus net government funding requirement. 		
Mitigations	<ul style="list-style-type: none"> ▪ Significant habitat replacement provision required – no specific proposals for where. Propose <u>to tie in with Thames Estuary 2100 plan</u> but not stated how. 		