

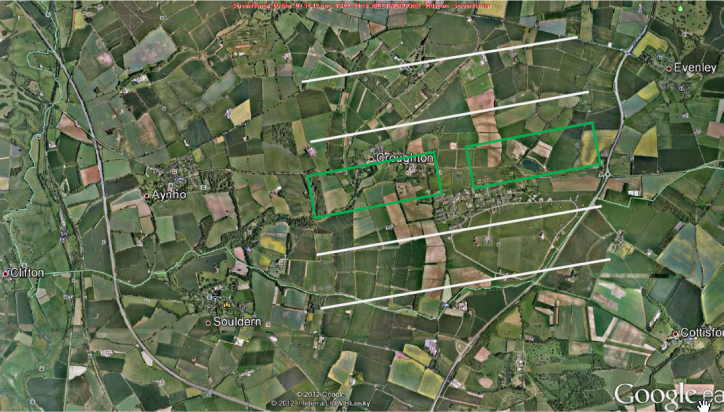
PROPOSAL TITLE:	RAF Croughton and Steventon	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Progressive Aviation Group	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

Progressive Aviation Group developed a set of five criteria (low noise impact; large flat area for construction; good surface access; able to grow with demand; and 30 min journey time in to London) and applied them to the evaluation of several sites (mainly current or former RAF airfields). The evaluation found only two sites that met all criteria: RAF Croughton near Brackley, Northamptonshire and a greenfield location near Steventon southwest of Abingdon, Oxfordshire.

At either location a new London Gateway Airport comprising four parallel runways, each pair separated by two terminal buildings, each 750,000sqm, could be provided as a replacement for Heathrow which would be closed and redeveloped.

OPTION 1 -Croughton -London Gateway Airport- Runway Layout



Croughton - London Gateway Airport
4 runways in WSW/ESE direction each
4KM long and each pair 1KM apart with
1.5KM between each pair of runways
for Airport Terminals

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Indicative - not to scale

RAF Croughton

OPTION 2 – Steventon London Gateway Airport - Runway Layout



Steventon - London Gateway Airport
4 runways in WSW/ESE direction each 4KM long
and each pair 1KM apart with 1.5KM between
each pair of runways for Airport Terminals

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Indicative - not to scale

Steventon

INITIAL ASSESSMENT COMMENT

High level proposal for two alternative locations enabling the longer term development of capacity away from Heathrow.

The Steventon location is the same as proposed by Pleiade for its London Oxford Airport.

The RAF Croughton scheme may have merit extending the catchment of the single hub airport beyond the south east. However, its distance from London may be challenging and is only resolved by significant surface transport links.

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OVERVIEW

Proposal	New London Gateway Airport, as a replacement for Heathrow, constructed at either RAF Croughton in Northamptonshire or a greenfield site at Steventon near Abingdon in Oxfordshire.		
Approach	Not stated, but is assumed that enabling legislation would be provided and a government led initiative followed to close Heathrow and transfer operations to the new airport at opening.	Stated Capital Cost	<u>£55bn</u>
Potential Benefits	<ul style="list-style-type: none"> ▪ Larger, more efficient configuration than Heathrow offers potential for a more resilient operation than Heathrow, offering increased frequencies and/or destinations served. ▪ Lower noise impact than Heathrow. ▪ Either location has the potential for good surface access to London. ▪ Either location would improve connectivity of their region encouraging local and regional employment and economic development. 	Additional Capacity (mppa)	35
		Additional Capacity (ATM)	250,000
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none"> ▪ The proposal adds to the capacity of the UK airport system and is therefore broadly 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 would be adversely impacted unless they are able to adjust to the new opportunities presented by the redeveloped site or to relocate to the new location. 		
Surface Transport	<ul style="list-style-type: none"> ▪ Both locations are approx. 60 miles from London (70+ miles by road). ▪ Uncertain whether proposed rail and road enhancements can cater for the predicted level of demand. ▪ Substantial investment required for new surface transport to serve greenfield locations including possibly suggested connection to HS2 for the RAF Croughton element, which is currently not part of the HS2 scheme . ▪ 30 minute journey times dependent upon new infrastructure: new connections to HS2 or significant improvements to Great Western Main Line. 		
Environment	<ul style="list-style-type: none"> ▪ Either location would cause noise impact to previously un-impacted populations, though significant net reduction on closure of Heathrow. ▪ Direct loss of cultural heritage and designated sites. Impact on local high value landscapes. ▪ Potential loss of a number of residential properties. ▪ Large area of agricultural land lost. ▪ Steventon option causes a large area of flood plain to be lost requiring compensatory storage. 		
People	<ul style="list-style-type: none"> ▪ Likely to increase housing and infrastructure demand in the area. Impacts on health, vulnerable groups and local communities are not specifically addressed other than through general noise and air quality and employment opportunities. 		
Cost	<ul style="list-style-type: none"> ▪ <u>The outline airport construction and rail/road link costs for either of these new green field sites is circa £30bn.</u> ▪ Surface transport upgrades and enhancements are estimated at £25bn. 		
Operations	<ul style="list-style-type: none"> ▪ RAF Croughton option would require the relocation of the existing USAF facility to an unspecified location. 		
Delivery	<ul style="list-style-type: none"> ▪ No proposed commercial/financial structure or funding/financing strategy provided. The legal vehicles delivering the scheme are not described. ▪ Private financeability likely to require government co-funding/risk underwriting and/or suitable commercial structure. 		