

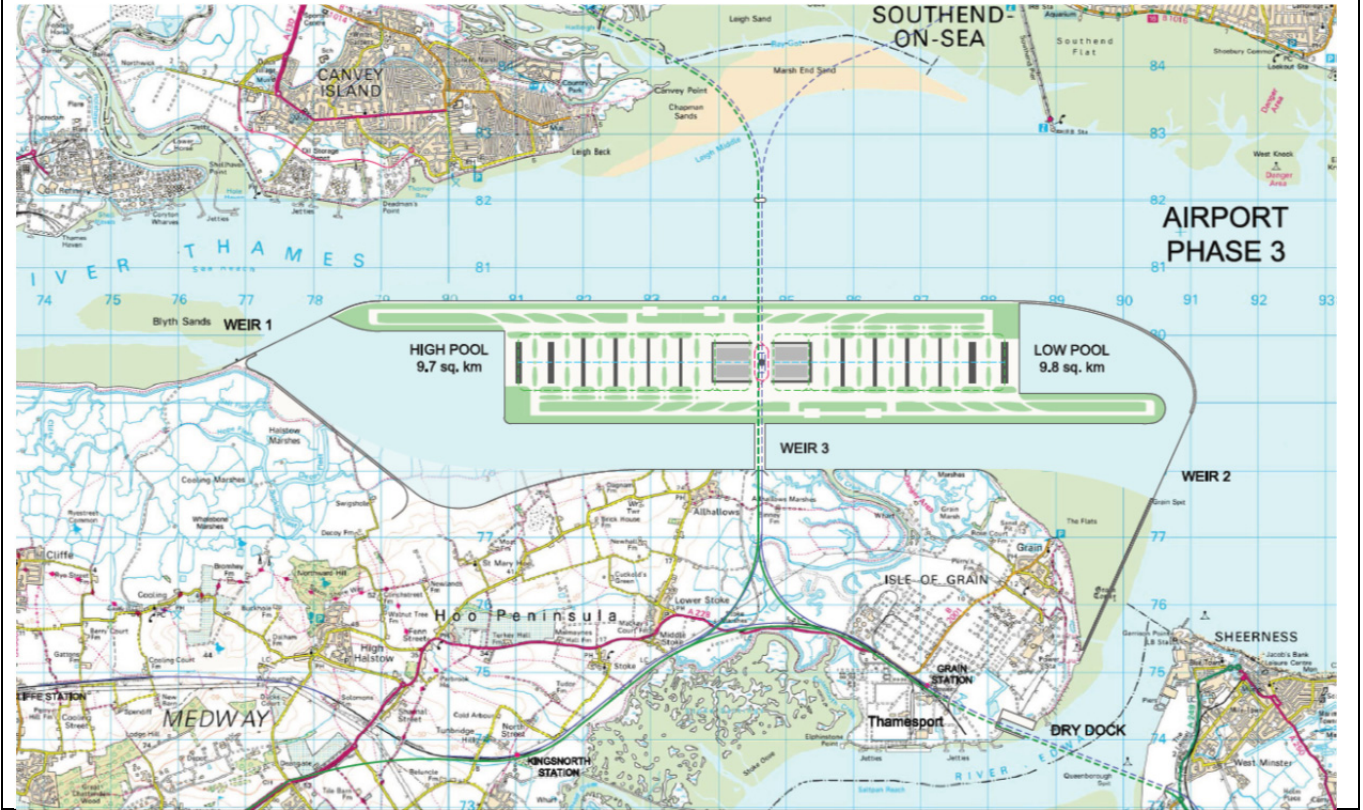
PROPOSAL TITLE:	Metrotidal Tunnel and Thames Reach Airport	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Metrotidal Ltd	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

Proposal for a new airport constructed on an artificial island in the Thames Estuary, immediately north of the Hoo Peninsula.

Other airports, notably Heathrow, Gatwick and Stansted, would be constrained to their current capacity to encourage growth and to establish a hub operation at the new airport.

Four runways would be developed as demand required, with each pair of runways in an east-west alignment. All supporting infrastructure (road and rail links, utilities, etc), plus settlements (with their supporting infrastructure) to accommodate direct and indirect employees, to be constructed. The airport would lie at a major transport node and the “Metrotidal Tunnel” would facilitate a wider regional surface transport strategy for the east of England, as well providing flood defences, tidal power generation, and an energy efficient data storage facility. Various rail infrastructure is proposed, including a link to HS1, a connection to the former CTRL line into Waterloo International, twin track tunnel between the Great Eastern Mainline and HS1, and a twin track line between the C2C line and HS1.



INITIAL ASSESSMENT COMMENT

A proposal for an off-shore Hoo Peninsula airport which includes a surface transport and energy scheme. Although similar in principle to other “inner Thames estuary” proposals, it is novel being located off-shore.

The runway configuration is unconventional, but is similar to other submissions of similar concepts at Heathrow.

Whilst the wider surface transport upgrades may have regional benefit, in the absence of detailed information to support assessment against the Commission’s criteria, there is little to set this scheme apart from other inner Thames Estuary schemes or to justify that the off-shore location, with its greater construction cost and risk, plus its significant impact on the Thames Estuary is preferable to the other on-shore proposals.

PROPOSAL TITLE:	Metrotidal Tunnel and Thames Reach Airport	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Metrotidal Ltd	Medium/Long Term	<input checked="" type="checkbox"/>

OVERVIEW

Proposal	<u>New four runway airport in the Thames Estuary, immediately north of the Hoo Peninsula as a split hub with Heathrow.</u>		
Approach	Government imposed constraints to expansion at other airports supported by government funded initiatives to encourage airlines to transfer to the new airport enabling it to be developed in competition with existing airports. Assumes surface transport schemes commence in 2014 and first phase of the airport opens in 2024.	Stated Capital Cost	
		<u>Tunnel: £5 bn</u>	
		<u>Airport: £23 bn</u>	
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. ▪ Increased economic activity due to unconstrained capacity of new hub airport, allowing for increased international and domestic connectivity ▪ User benefits from more direct flights, increased frequencies, increased choice of airlines and more competition. ▪ Airline benefits from opportunities to pursue profitable traffic routes, reduced direct operating costs due to airport design and significantly improved resilience. ▪ Promotes regeneration in North Kent, Thames Gateway and east of England. ▪ Away from current significant centres of population, not creating a significant noise nuisance, whilst limiting further impact on those affected by Heathrow. 	Capacity (mppa)	
		<u>160</u>	
		Capacity (ATM)	
		900,000	
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none"> ▪ Providing additional capacity the proposal is in line with the Commission's terms of reference. 		
Economy	<ul style="list-style-type: none"> ▪ Benefits to the UK and regional economy are alluded to but not quantified. ▪ Potential impact to Thames shipping and port capacity. 		
Surface Transport	<ul style="list-style-type: none"> ▪ Substantial investment required for new surface transport to serve location. ▪ Impact on existing rail services in the region is uncertain. ▪ Uncertain that rail termini in London could accommodate the additional traffic. ▪ Uncertain that sufficient demand is available to render the proposed rail services viable. ▪ No assessment of impact of the rail proposals on road users and the effect that the project may have on congestion in the region. 		
Environment	<ul style="list-style-type: none"> ▪ Significant impacts on internationally and nationally important estuary sites and along the coast from barrage and airport (including excavation of materials for platform). ▪ Archaeological and cultural heritage impacts likely within estuary and at Allhallows on Sea. ▪ Risks to coastal and estuary processes: change to erosion/sedimentation and flooding. ▪ Would require appropriate assessment and demonstration of no alternative and overriding public interest plus large scale compensatory habitat creation. 		
Cost	<ul style="list-style-type: none"> ▪ Only a high level cost estimate has been presented which would appear to underestimate the surface transport costs, which given the extensive nature of the proposed works would be significantly higher than estimated. Total cost is likely to be £50 bn+. ▪ Costs are likely to be higher than for a comparable onshore estuary airport. 		
Operations	<ul style="list-style-type: none"> ▪ Impacts existing airspace with international cooperation probably required to resolve. ▪ Novel, largely untried operational proposal, which whilst not unreasonable may require an extended introduction period to fully achieve capacity benefits. ▪ May result in an increased risk of bird strikes. ▪ Fog/low visibility conditions currently unknown. 		
Delivery	<ul style="list-style-type: none"> ▪ Nature of reclaimed land platform poses increased risk of differential settlement. ▪ Continued operation of Heathrow, even with capacity constraint may raise certain risks (e.g. level of demand) that render the scheme commercially unviable. Government has limited legal scope to encourage airlines to move from one airport to another. ▪ No substantive commercial proposal presented, but viability to compete in the London market appears to be predicated upon government/regulatory support to provide ability to attract inward investment/achieve viability. ▪ Government support requirement raises issue of affordability and value for money. 		
Mitigations	<ul style="list-style-type: none"> ▪ Potential for intertidal habitat loss compensation through implementing managed coast retreat around outer estuary from Margate to Lowestoft but feasibility and link to losses not addressed. 		