

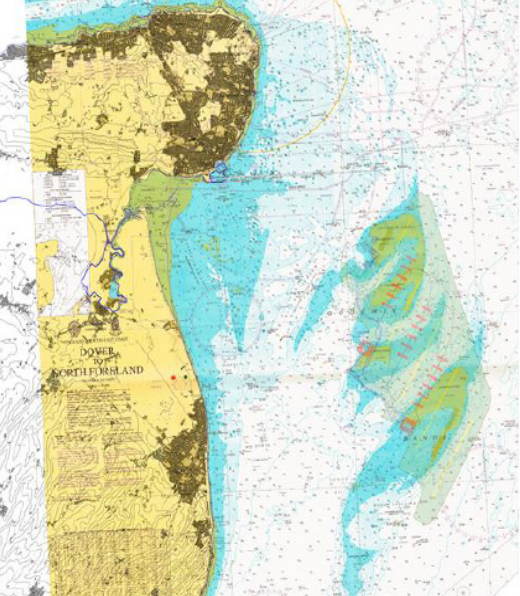
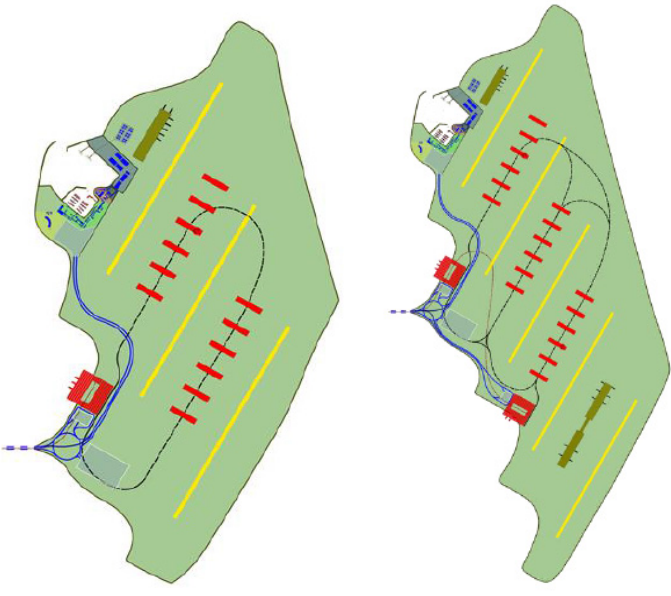
PROPOSAL TITLE:	Goodwin Airport	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Beckett Rankine	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

A new airport with up to 5 runways located on reclaimed land, built upon Goodwin Sands, 71 miles from London and 2 miles to the east of Deal. Each runway is 4km long, separated by 1.5km. Two terminal buildings would be located to the south-west of the runways, each with a number of satellites in ‘toast rack’ formation, providing up to 216 stands per terminal. Twin road tunnels and twin rail tunnels would form the island’s connection to the mainland as well as fast ferries.

The island would be served by a branch of HS1, connecting just west of the Folkstone Eurostar terminal. Ebbsfleet would provide park and ride and remote check-in facilities, serving traffic from the M25 and east London.

It is proposed that the scheme would be financed by government, with the potential for private investment, perhaps from a state backed overseas infrastructure investor (e.g. in the Middle East).

INITIAL ASSESSMENT COMMENT

A scheme to deliver a new hub airport on reclaimed off-shore land, avoiding the negative noise impacts on populations associated with many other proposed airport locations on shore. The proposed location, 71 miles from central London, presents a surface access challenge not just for the catchment area in London and the south east, but for those located north or west of London. Access to the airport would be entirely dependent upon the availability of two twin tunnels (road and rail), carrying significant operational, safety and security risk (airport also served by ferry but with comparatively very low capacity

It is not clear that the proposal delivers any greater benefit over similar schemes within the Thames Estuary and closer to centres of demand.

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OVERVIEW

Proposal	Proposal for a new 4-runway airport on the Goodwin Sands, c.3km to the east of Deal, and the closure of Heathrow.		
Approach	Assumed to be Government led initiative to construct new airport and surface transport, close Heathrow and manage the transfer of operations. Seven year construction programme stated from the planning consent. Phase 1: construct the north section of the island for 3 runways, one terminal and its satellites, light rail system, and a port; construct mainland link tunnels, upgrade M20, create link to HS1, and upgrade rail connections to Reading. Phase 2: reclaim land and construct 2 additional runways, south terminal and its satellites; extension to light rail system; and a freight handling facility.	Stated Capital Cost Phase 1: £39.2bn Phase 2: n/a	
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. ▪ Employment creation could help regenerate part of Kent, creating jobs for in areas where unemployment is high. ▪ User benefits from more direct flights, increased frequencies, increased choice of airlines and more competition. ▪ Airline benefits from opportunities to pursue profitable traffic, reduced direct operating costs due to airport design and significantly improved resilience. ▪ Away from centres of population, not creating a significant noise nuisance, whilst relieving those affected by Heathrow. 	Capacity (mppa) Phase 1: 90mppa Phase 2: 150mppa Capacity (ATM) Phase 1: 530,000 Phase 2: 900,000	
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none"> ▪ Broadly in line with the majority of the Commission's objectives: creating airport capacity and delivering economic benefits while mitigating environmental and other impacts. 		
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 relocated to the new location. 		
Surface Transport	<ul style="list-style-type: none"> ▪ Substantial investment required for new surface transport to serve remote location. ▪ Uncertain whether proposed rail and road enhancements can serve predicted level of demand. ▪ Uncertain that rail termini in London could accommodate the additional traffic. ▪ Access from locations west and north of London would be poor. ▪ Lack of surface transport redundancy, being reliant upon two long tunnels for access. 		
Environment	<ul style="list-style-type: none"> ▪ High construction carbon footprint compared to making use of existing infrastructure. ▪ Significantly impacts on major sites of environmental designation. ▪ Would require appropriate assessment and demonstration of no alternative and overriding public interest plus large scale compensatory habitat creation. ▪ Risks to coastal and estuary processes: change to erosion/sedimentation and flooding. 		
Cost	<ul style="list-style-type: none"> ▪ Stated cost relates only to the first phase of construction and includes £11bn for "road, rail and runways", which appears to underestimate the cost of the surface transport requirements to connect the airport into the existing road and rail infrastructure, widen existing links and enlarge London stations. Phase 2 may increase the cost by a further c £10bn for on airport works. ▪ Cost of closing Heathrow not included. ▪ Total cost for both phases and closure of Heathrow could be £100bn+. 		
Operations	<ul style="list-style-type: none"> ▪ Impacts existing airspace with international cooperation required to resolve. ▪ 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 and more complex and risky construction. Similarly regarding the two twin bored tunnels. ▪ Range of support measures likely to be needed for private financing, including government support / commitment and supportive regulatory framework and planning environment and wider package of measures to reduce the cost of finance. ▪ The required government support also raises fundamental value for money and affordability. ▪ The scale of private financing involved is large and deliverability is not certain despite significant government funding and underwriting of risk. 		