

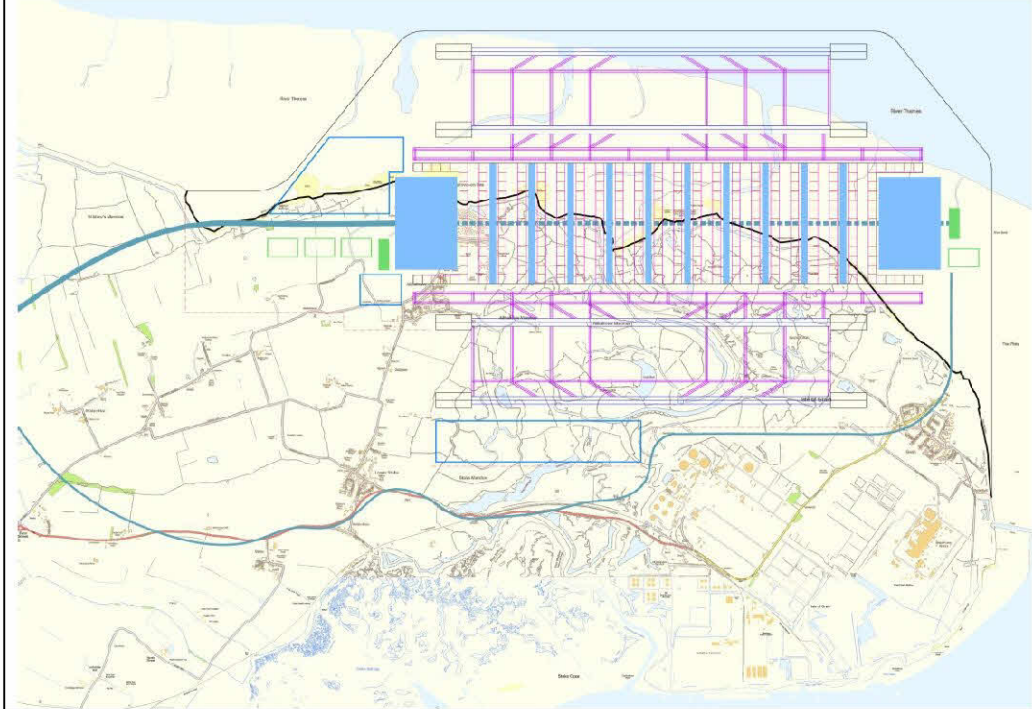
PROPOSAL

New four runway airport on the Isle of Grain at the eastern end of the Hoo Peninsula on the north Kent coast. On opening of the new airport Heathrow would be closed and its site redeveloped.

Four runway airport constructed on a reclaimed land platform partially extending into the Thames Estuary. The airport comprises two pairs of closely-spaced parallel runways in an East/West orientation, each 4,000m long. The airport is proposed to operate in a segregated mode.

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.

The assessed option is based upon a combination of a number of submissions for suggestions on the Hoo Peninsula. The assessed scheme sought to minimise cost, environmental impact and avoid relocation of the existing LNG facility.



ASSESSMENT SUMMARY

STRATEGIC FIT / ECONOMY / OPERATIONS			ENVIRONMENT			
Runways (net increase)	Passengers (net mppa)	ATMs (net)	London Airports Impact	57 dBA Leq 2030 pop'n with scheme	Listed Bldgs Grades I&II*, SM, CA, RP&G	Heritage & Designations Affected
2	62	370,000	LHR ✘	▶ 1,400 ◀	0	SPA
▶ 1 ◀	60	317,000	LGW ▶	2,500	3	Ramsar
	▶ 53 ◀	268,000	STN ▶	6,300	4	SSSI
	46	260,000	LTN ▶	13,500	5	Grade I
	40	▶ 250,000 ◀	LCY ✘	142,600	▶ 8 ◀	Grade II*
	34	222,500		144,000		Sched. Mon.
	30	190,000		180,900	14	

SURFACE ACCESS			COST / DELIVERY		PEOPLE	
45 min Population (millions)	1hr Population (millions)	2hr Population (millions)	2030 Risk-Adjusted Total (£bn)	Aero Yield (relative to LHR Q6)	Houses Demolished	IMD (Average within 5km)
17	18	38	9-13	1.3x	200	▶ 26 ◀
14	16	36	10-13	1.5x	260	21
10	14	27	13-18	1.6x	720	20
▶ 9 ◀	▶ 13 ◀	▶ 25 ◀	16-22	1.6x	800	19
			50-67	2.4x	1,300	14
6	12	20	▶ 82-112 ◀	▶ 3.4x ◀	1,500	8
					▶ 1,600 ◀	7