	Airports Commission NWR cost estimate - Source: Appendix C, Cost and Commercial Visibility: Cost and Revenue Identification Update Heathrow Airport North West Runway, Jacobs June 2015				HHL comment	HHL estimate of cost for NWR scheme			
II figures rounded Iemental breakdown as Jacobs	Quantity	Unit	Unit Rate (£)	Total (£)		Quantity	Unit	Unit Rate (£)	Total (£)
ost estimate	543	ha	156,000	84,708,000	The AC assumed site clearance/demolitions only within the NWR site	680	ha	156,000	106,080,0
ite clearance					boundary (actually 569ha, para, 9-136 AC Final Report July 2015). Additional costs will be incurred as a result of the additional land required				
ecants/demolitions	0.9	sum	171,000,000	153,900,000	for relocation of displaced property and infrastructure - estimate additional 25%	1.1	sum	171,000,000	188,100,0
arthworks	3,932,500	m3	8	31,460,000	The AC assumed earthworks only within the NWR site boundary. Additional costs will be incurred as a result of the additional land required	5,000,000	m3	8	40,000,0
					for relocation of displaced property and infrastructure - estimate additional 25%.				
					The AC's estimate appears to assume earthworks to be primarily excavation, rather than fill, across the NWR site, assuming the new runway	10,000,000	m3	35	350,000,0
					and taxiways at grade. This is based on Jacobs allowing a rate of £8/m3 for NWR earthworks compared to £35/m3 for ENR, that higher rate relating to cut/fill/grading of imported fill (Appendix C, Cost and Commercial				
					Viability: Cost and Revenue Identification Update, Heathrow Airport Extended Northern Runway, Jacobs for Airports Commission, June 2015).				
					Hall now propose to raise the NW purway above grade "between 3 and 5				
					metres elevation relative to the existing" (Updated Scheme Development Report, Document 2 of 5, HAL June 2019). We assume runway width 75m (Figure 1.7 Ibid), taxiway width 25m, 180m between taxiway/runway				
					centrelines (Para. 2.4.8), 91m between taxiway centrelines and a runway length of 3,500m (Para. 1.5.53) + 240m RESA's each end. We therefore				
					estimate an overall platform area of c.500m x 4,000m = 2,000,000m2 including shoulders but excluding taxiway connections to the existing				
					airfield. Assuming the platform level returns to existing grade at the eastern end, and the required remediation, we estimate a total fill volume.				
					of c.10,000,000m3. For comparison, Jacobs estimated ENR required c.22 million m3 of "earthworks, cut, fill, grading of imported fill" (Appendix C,				
					Cost and Commercial Viability: Cost and Revenue Identification Update, Heathrow Airport Extended Northern Runway, Jacobs for Airports Commission, June 2015) - despite ENR requiring a much smaller site				
					Commission, June 2015) - despite ENK requiring a much smaller site (336ha) than the NWR (569ha) site (para. 9.136, Airports Commission Final Report, July 2015)				
ite levelling, remediation	270	ha	455,000	122,850,000	Within the NWR site boundary there is c.7 million m3 of contaminated	340	ha	1,000,000	340,000,
					material which requires either on-site remediation or excavation and removal (Figure 2, Heathrow NWR Landfill Report, Appendix 20, Response to Airports Commission Consultation, RSK for Gatwick Airport Ltd, January				
					2015 - see Appendix A). For comparison, prior to 2012 the Olympic Park				
					Stratford required treatment of 0.7m3 contaminated soil by soil washing, 82,000m3 complex sorting, 50,000m3 ex situ stabilisation and 30,000m3				
					bioremediation (Sustainable site clean-up from megaprojects: lessons from London 2012, Engineering Sustainability, Volume 168, Issue ES2, Institute df Cl Fores ESE (Institute and Control and Contr				
					of Civil Engineers 15th January 2015). While it is not possible to make direct comparisons, the final cost of the Olympic Park enabling works was £364m, within a total site preparation and infrastructure cost of £1.8bn				
					£364m, within a total site preparation and infrastructure cost of £1.8bn (London 2012 Olympic and Paralympic Games, Final Quarterly Report, DCMS October 2012): HAL's NWR scheme will require substantial				
					also the necessary underground infrastructure including drainage, fuel pipelines, utilities and passenger transit and baggage systems. Assume higher rate/ha, and 25% additional area as a result of the additional land				
lunway, taxiways, stands &		-		655,000,000	required for relocation of displaced property and infrastructure				655,000,
avaids Vrfield facilities				329,000,000					329,000,
erminal & satellite buildings				3,330,000,000					3,330,000, 1,536,000,
assenger transit/baggage ystems		L							
andside infrastructure (car iarks)				500,000,000	HAL June 2019 consultation confirms new 52,500 space car parks ("Northern and Southern Parkways," paras. 7.7.3-4, Preferred Masterplan	52,500	spaces	25,000	1,312,500/
					June 2019) Assume 25% of construction cost of T2 MSCP (1,340 spaces, £140m at 2011 prices. HAL Project Definition Sheet 8)				
					HAL masterplan now includes passenger transit systems to connect Northern & Southern car parks to CTA/T5 (see Appendix B). Assume same				
	<u> </u>	<u> </u>			rates as airside transit system Tunnel (civils/fit-out)	5,000	m	80,000	400,000,0
					Stations (surface) within Northern and Southern Parkways		6 no. 2 no.		60,000,0
					Stations (sub-surface) Depot/maintenance base		2 no. 2 no.		50,000,
Other landside infrastructure				467,000,000	Transit vehicles		-		50,000) 467,000/
inc. utilities, river diversions)				730,000,000					730,000)
Operational commissioning Operational handover				124,000,000 3,000,000			_		124,000) 3,000/
Commercial property CPO				1,552,000,000	The AC's estimate appears to have assumed extinguishing, not relocation. However, reprovision of commercial and public property and	Lakeside EfW plant/High Temp			500,000,0
					infrastructure is essential, and includes the Lakeside EfW plant, BA HQ, Harmondsworth/Colnbrook Immigration Removal Centres, BT Data Centre,	Incinerator/Material Recovery Facility, inc.			
					Heathrow Police Station, Colnbrook freight branch and associated facilities including the airport's aviation fuel terminal as well as the	road infrastructure, utilitiy diversions etc.			
					industrial/warehousing/logistics facilties and hotels (providing c. bedrooms). HAL have previously estimated a total of c.200,000m2 of	BA Waterside HQ	m2	4,000	184,000,
					"commercial and industrial airport-related displaced uses" in addition to "2,335 to 2,960" hotel rooms (Table 12.1, Our emerging plans, HAL,	(46,000,2 GIA), external works, car park			
					January 2018)	Immigration Removal Centres, 1100 places	place	250,000	275,000,0
						Colnbrook freight branch inc.			100,000,0
						aggregates/aviation fuel terminals & new			
						pipeline connections BT Data Centre			50,000,0
						Commercial/industrial property including	m2	2000	200,000,0
						Airport Gate, Polar Park, Heathrow police			
						station, c. 100,000m2 Hotels, 3,000 rooms		150,000	450,000/
									100,000,
						Car rental locations, parking and	room space	20000	
						Car rental locations, parking and maintenance facilities, assume 5,000 spaces	space	20000	
						Car rental locations, parking and maintenance facilities, assume 5,000 spaces	space	20000	50.000
						Car rental locations, parking and maintenance facilities, assume 5,000 spaces Compensation for business	space	20000	50,000/
and purchase				405,000,000		Car rental locations, parking and maintenance facilities, assume 5,000 spaces Compensation for	space	20000	
and purchase				405,000,000	The AC mode no allowance for additional last to relacest displaced uses, and instead assumed "the inclusion watch (the VNR) materiapian of ang	Car rental locations, parking and maintenance facilities, assume 5,000 spaces Compensation for business disruption/relocation	space	20000	50,000,/ 500,000,/
and purchase				405,000,000	and instead assumed "the inclusion within (the NWR) mosterplan of large areas set aside for development which would no longer be suitable for residential land due to the proximity of the runways" (Para. 8.19, Heathrow	Car rental locations, parking and maintenance facilities, assume 5,000 spaces Compensation for business disruption/relocation	space	20000	
and purchase				405,000,000	and instead assumed "the inclusion within (the NWR) masterplan of large oreas set aside for development which would no longer be suitable for residential fand due to the proximity of the runwoys" (Para. 8.19, Heathrow Airport North West Runway: Business case and sustainability assessment, Airports Commission, Airports Commission, Noromber 2014). See	Car rental locations, parking and maintenance facilities, assume 5,000 spaces Compensation for business disruption/relocation	space	20000	
and purchase				406,000,000	and instead assumed "the inclusion within (the WRR) masterpion of Jarge areas set socied for development within would no longer be subbible for residential land due to the proximity of the runwoys" (Para. 8.19, Heathrow Airport North West Runway: Business case and sustainability assessment, Airports Commission, Airports Commission, Norember 2014), See Appendix C for comparison of Landtake assumed by AC and now proposed by HAL. We assume additional land pointake is therefore now required.	Car rental locations, parking and maintenance facilities, assume 5,000 spaces Compensation for business disruption/relocation	space	20000	
and purchase				406,000,000	and instead assumed "the inclusion within (the VMM) materiples of large createratic flow of productions with involved to longe the stubble for insteaders flow due to the proximity of the runways" ("Para 8.19), leastform Apport Centh Wite Manayes, Exclusives, case and a dustabilishilly associated Apport Centh Wite Manayes, Exclusives, case and a dustabilishilly associated Apport Centh Wite Manayes, Exclusives, case and a dustabilishilly associated apport Centh Wite Manayes, Exclusives, case and a dustabilishilly associated apport Centh Wite Manayes, and a dustabilishilly associated apport Centh Wite Manayes, and the state of the state of the value	Car rental locations, parking and maintenance facilities, assume 5,000 spaces Compensation for business disruption/relocation	space	20000	
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esidential property CPO invironmental compensation & integration community impacts including community impacts and compensation and compensation		15%		255,000,000 476,000,000 347,000,000	and instata susmed "the inclusion within (the WWW) mostophol of large cancer active big devolvement works work of longer in statules the Markov Mark	Car rental locations, parking and maintenance facilities, assume 5,000 spaces causes 5,000 spaces Compensation for business disruption/relocation costs	property		500,000, 391,500,
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