

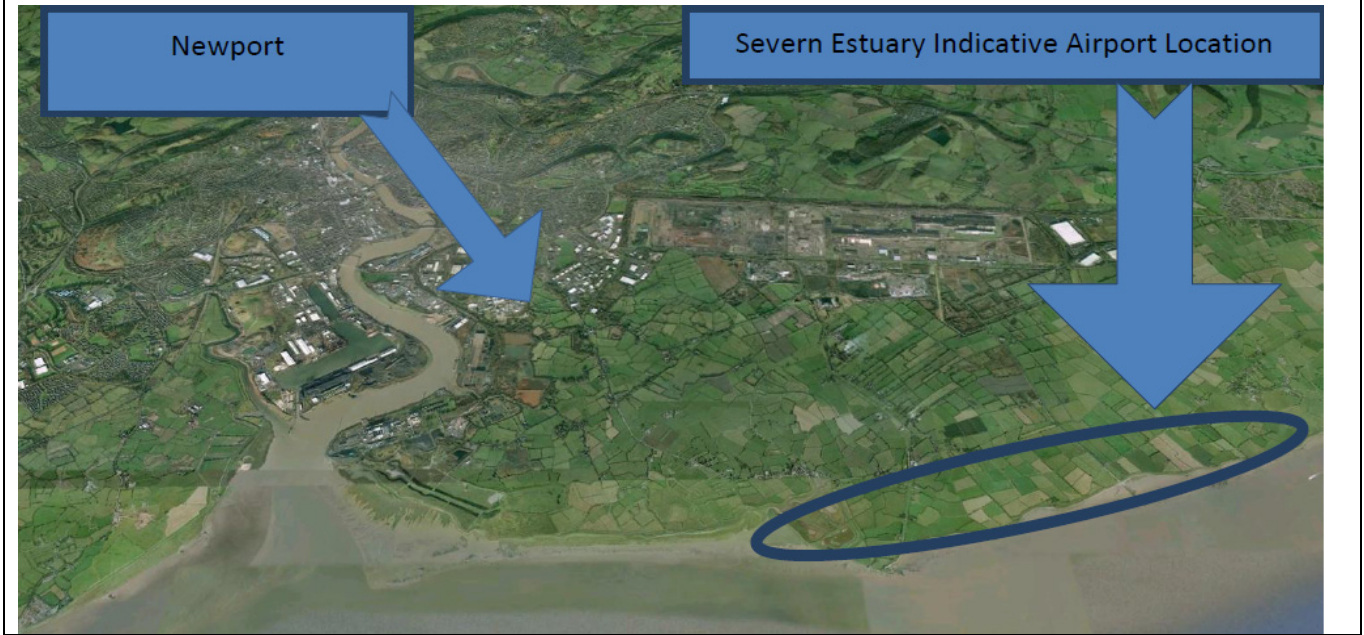
PROPOSAL TITLE:	Severnside	Short Term	<input type="checkbox"/>
SUBMITTED BY:	MSP Solutions	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

Having reviewed the potential options for development of capacity in the London system, the submitter concludes that Stansted offers the best balance of cost and environmental impact, and that it should be developed into a 4-runway hub airport, at which time Heathrow which close. Following a further review of other major airports across the south and Midlands of England and in Wales, it is recommended that the development in London would be complemented by the construction of an airport in the Severn estuary to replace Bristol and Cardiff airports.

The Severn estuary airport, located between Newport and Chepstow, would provide a capacity for 20mppa with 24-hour cargo operations. Bristol and Cardiff airports would close.

The airport development would not be dependent on a decision to construct the Severn Barrage, but the scheme could be enhanced by linking air, road, rail and marine modes.



INITIAL ASSESSMENT COMMENT

The proposal details an evaluation of a wide range of possible options for developing hub airport capacity, having itself established that a fully competitive hub airport is required for London and SE England and that the current airports at Cardiff and Bristol are not successful.

The submitter describes the scheme as being in the interests of Wales, in the interests of the West of England, and in the wider interests of the UK economy. While the scheme may have merits for the region, the scale of the contribution of the new airport to UK airport capacity is not clear and, given that Cardiff and Bristol airports would close, the additional benefit may be small against the probable cost.

PROPOSAL TITLE:	Sevenside	Short Term	<input type="checkbox"/>
SUBMITTED BY:	MSP Solutions	Medium/Long Term	<input checked="" type="checkbox"/>

OVERVIEW

Proposal	<u>A new airport in the Severn Estuary, closing Bristol and Cardiff Airports.</u>		
Approach	Develop the airport over an 8-10 year period and seed it with traffic from Bristol and Cardiff. Bristol and Cardiff airport sites would be disposed of over a 5 year period to recover part of capital investment for new airport	Stated Capital Cost	<u>£5bn</u>
Potential Benefits	<ul style="list-style-type: none"> Local and wider economic and social benefits with employment opportunities and transport improvements locally and for the wider region. Potential for more efficient configuration than either Bristol or Cardiff airports offers potential for a more resilient operation than either, offering increased frequencies and/or destinations served. Lower population affected by noise nuisance. 	Additional Capacity (mppa)	10
		Additional Capacity (ATM)	75,000
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none"> Whilst the airport may provide a single more efficient airport serving south Wales, it is not clear that it is well located to as effectively serve Bristol and southwest England. With the closure of both Cardiff and Bristol airports the net capacity gain is relatively small and, therefore, whilst it is broadly in line with the Commission's remit to address additional airport capacity it does not appear to be aligned strongly with the Commission's terms of reference. 		
Economy	<ul style="list-style-type: none"> Although hub and long haul demand are postulated, most additional demand would be likely to be generated from short haul trips to Europe and the UK. Closure of Cardiff and Bristol airports likely to deliver relatively small additional capacity and benefits. 		
Surface Transport	<ul style="list-style-type: none"> Substantial investment required for new surface transport to serve greenfield/off-shore location. Uncertain whether proposed rail and road enhancements can cater for the predicted level of demand and what measures will be implemented to achieve the assumed public mode share. Uncertain whether the rail and highway network (particularly the M4) will be able to cater for the forecast level of demand. Impact on highway network likely to be significant if the M4 Relief Road is not implemented. 		
Environment	<ul style="list-style-type: none"> Potential Impacts on designated marine and estuary sites. Potential marine heritage and fisheries impacts. Risks to coastal and estuary processes – change to erosion/sedimentation and flooding. Bird strike risk mitigation with additional risks to bird interest Source of material for platform not identified. Higher construction carbon footprint compared to use of existing infrastructure. 		
Cost	<ul style="list-style-type: none"> Estimated cost appears very low and only relates to the airport development. Total cost, including all surface transport requirements is likely to be £50 bn+. 		
Operations	<ul style="list-style-type: none"> Potential increased risk of bird strikes. Potential of fog/low visibility conditions. Assumed period of parallel operation of Bristol and Cardiff airports appears unlikely and would be commercially inefficient for airlines and airports. Additional capacity stated above is after the closure of these two airports. 		
Delivery	<ul style="list-style-type: none"> Not clear, but it would appear that the intention is to provide additional capacity in the west rather than replace existing southeast capacity. It is therefore not clear that demand for the scale of airport proposed exists. This may undermine commercial viability. Private financing may rest on natural capacity constraint expectations elsewhere within the London system. 		