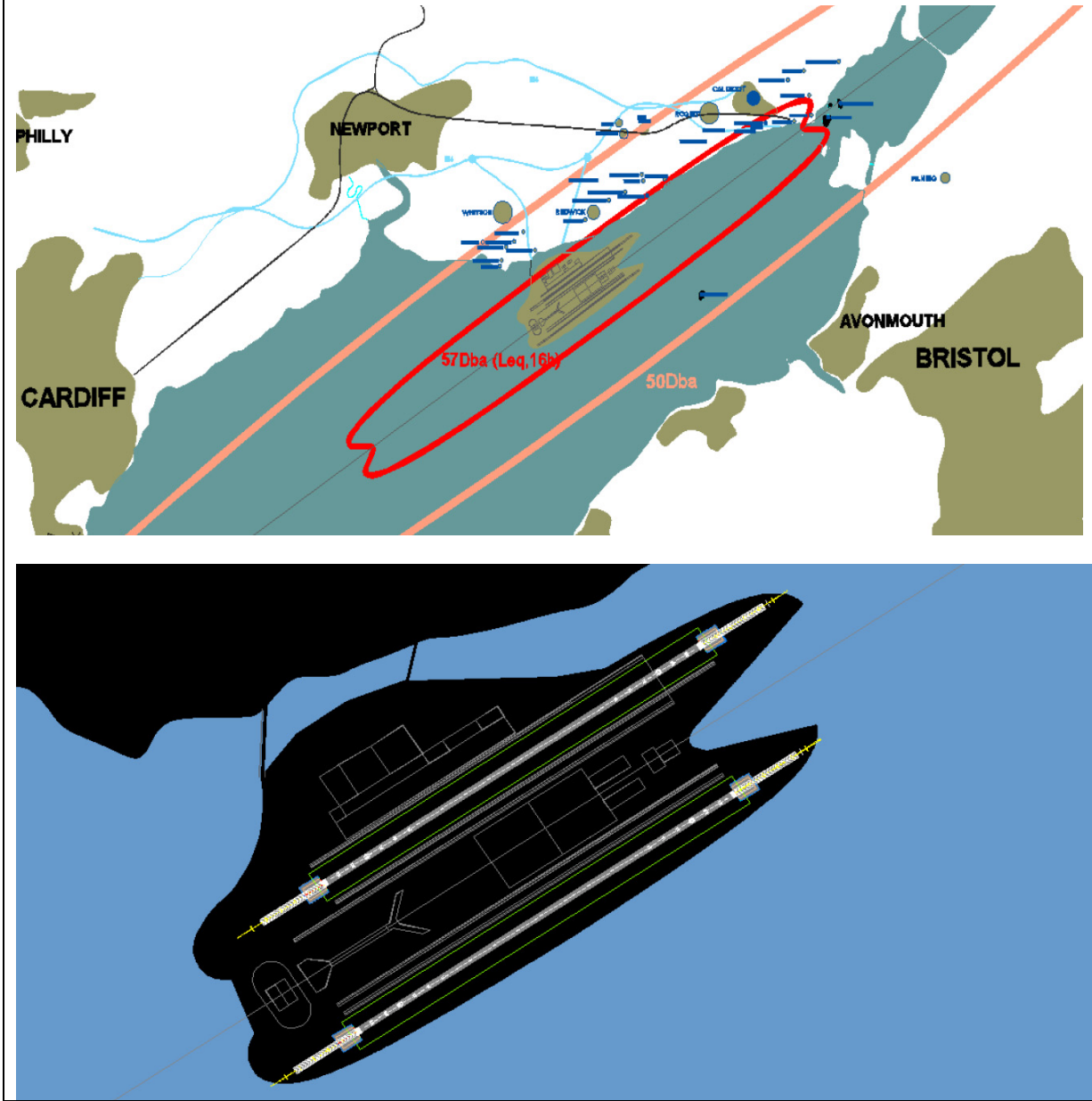


PROPOSAL TITLE:	Severn24	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Private Individual	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

New two runway airport on a reclaimed island in Severn Estuary with road and rail links to M4 and Great Western Mainline near Newport. Constructed on 12,000 ha reclaimed land platform, the airport comprises two wide spaced 4,000m long runways orientated at 063/243 degrees. The runways are assumed to operate in independent mode.

The development is proposed as part of a wider strategy to expand airport capacity away from the southeast of England and is assumed to form part of a long term plan including second runways at Birmingham and Glasgow.



INITIAL ASSESSMENT COMMENT

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. It is not clear that capacity of the scale proposed is required to serve regional demand, and given uncertainty that the airport could attract sufficient demand from the southeast of England, it is not clear that the proposal efficiently adds to national system capacity.

PROPOSAL TITLE:	Severn24	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Private Individual	Medium/Long Term	<input checked="" type="checkbox"/>

OVERVIEW

Proposal	New 2 runway hub airport on new reclaimed island in the Severn Estuary to the Southeast of Newport.		
Approach	Uncertain, but appears to assume that planning and construction could commence in 2015 with the first phase open by 2020 to 2023.	Stated Capital Cost	
		Phase 1: £3 bn	
		Phase 2: £2 bn	
Potential Benefits	<ul style="list-style-type: none"> ▪ <u>Able to operate 24 hours.</u> ▪ 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. ▪ <u>Potential for expansion up to 4 runways.</u> 	Additional Capacity (mppa)	
		Phase 1: 20	
		Phase 2: 50	
		Additional Capacity (ATM)	
		Phase 1: 125,000	
		Phase 2: 300,000	
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none"> ▪ The proposal adds to the capacity of the UK airport system and is therefore broadly in line with the Commission's terms of reference. 		
Economy	<ul style="list-style-type: none"> ▪ Although hub and long haul demand postulated, most additional demand would be likely to be generated from short haul trips to Europe and the UK. ▪ The implicit assumption that neither Cardiff nor Bristol airports would close appears unsound and therefore relatively small additional capacity and benefit may be generated. 		
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. ▪ 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 excludes land acquisition (land assumed to be leased from the Crown Estate), rail access, water supply, power generation and a number of onsite support facilities. Also only includes 15mppa terminal. Total cost likely to be £50 bn+. 		
Operations	<ul style="list-style-type: none"> ▪ Potential significant risk of bird strikes. ▪ Potential of fog/low visibility conditions. 		
Delivery	<ul style="list-style-type: none"> ▪ Nature of reclaimed land platform poses increased risk of differential settlement. ▪ Known contaminated land within the proposed site. ▪ Not clear, but it would appear that the intention would be 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. ▪ Although not stated, it is likely that Bristol and Cardiff airports may have to be closed. ▪ Private financing may rest on natural capacity constraint expectations elsewhere within the London system. 		
Mitigations	<ul style="list-style-type: none"> ▪ Need for compensatory habitat provision depending on impacts. ▪ Unknown mitigation requirements for off shore/coast geomorphological impacts. 		