

PROPOSAL

A wide range of companies would be set up under the holding company to develop businesses to attract traffic, develop the region, and attract investment.



The scheme is predicated on the release and decontamination of land that the MOD currently uses and which it has not expressed any intention of ceasing to use.

PROPOSAL TITLE:	Foulness – Euro International Britannic Airport	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Private Individual	Medium/Long Term	<input checked="" type="checkbox"/>

OVERVIEW

Proposal	<u>Develop a 5-runway airport at Foulness on MoD land; not necessarily a replacement for Heathrow.</u>		
Approach	<u>Attracting sovereign wealth funds, and built on land to be leased to the scheme, a substantial airport would be constructed together with a conference centre, hotels, a Formula 1 racing circuit, a port/marina, and Queen Elizabeth II New England Park housing and recreational estate.</u>		Stated Capital Cost £30bn
Potential Benefits	<ul style="list-style-type: none">Although not quantified, it would be assumed to deliver national and local economic benefits.Potential for a larger, more efficiently configured site offers the potential for a more resilient operation than attainable at Heathrow.No additional noise for Heathrow residents.Low population exposed to noise at Foulness airport.24-hour operation.		Capacity (mppa) <u>100-120</u> Capacity (ATM) 700-800,000
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none">Although the details are unclear, the concept establishes the basis for longer term expansion providing additional capacity and specifically hub capacity. Therefore the proposal appears to be broadly in line with the Commission’s terms of reference. This proposal is however, heavily focused on the various other non-aviation proposals (F1 racing circuit, horse racing track, etc.) that form the wider development of the land around the airport.		
Economy	<ul style="list-style-type: none">Economic impacts are not described in detail; the scheme is described as adding wealth for the nation.		
Surface Transport	<ul style="list-style-type: none">Substantial investment required for new surface transport to serve greenfield location.		
Environment	Potential impacts could include: <ul style="list-style-type: none">Foulness contains areas designated as SSSI.The existing activities on the land have an impact on wildlife but conservation is managed carefully.Airport development would require wildlife to be re-homed using wetlands or other land.The existing land is heavily contaminated with unexploded munitions.Noise impacts at Heathrow will be reduced, while flight paths at Foulness are predominantly over the sea with minimal impact on people.		
Cost	<ul style="list-style-type: none">High-level cost estimates of £30bn are supplied, including c.£10bn surface transport improvements. This would appear to under estimate the total cost which would be expect to be closer to £50 bn including all surface transport upgrades required.		
Operations	<ul style="list-style-type: none">The non-closure of Heathrow may affect the operational viability of the scheme.The development would be likely to lead to the closure of Southend Airport.		
Delivery	<ul style="list-style-type: none">The proposal assumes that Government would provide the land for the airport, currently used for military ordinance testing. Although there is no indication that the Ministry of Defence intends to release the land.There could be potential issues with the construction of an airport on a (former) military weapons testing site which would require further examination.We understand that t the MOD has informed the AC Secretariat that it does not have any intention to stop using the land.The proposer’s financial and corporate structure arrangements are unusual and may not attract conventional investment. The non-closure of Heathrow would be likely to affect its commercial viability.Unclear that the scheme would be particularly attractive to a sovereign wealth fund.		