| PROPOSAL TITLE: | **Stansted 4-runway hub** | Short Term | ☐ |
|---|---|---|---|
| SUBMITTED BY: | **MSP Solutions** | Medium/Long Term | ☒ |

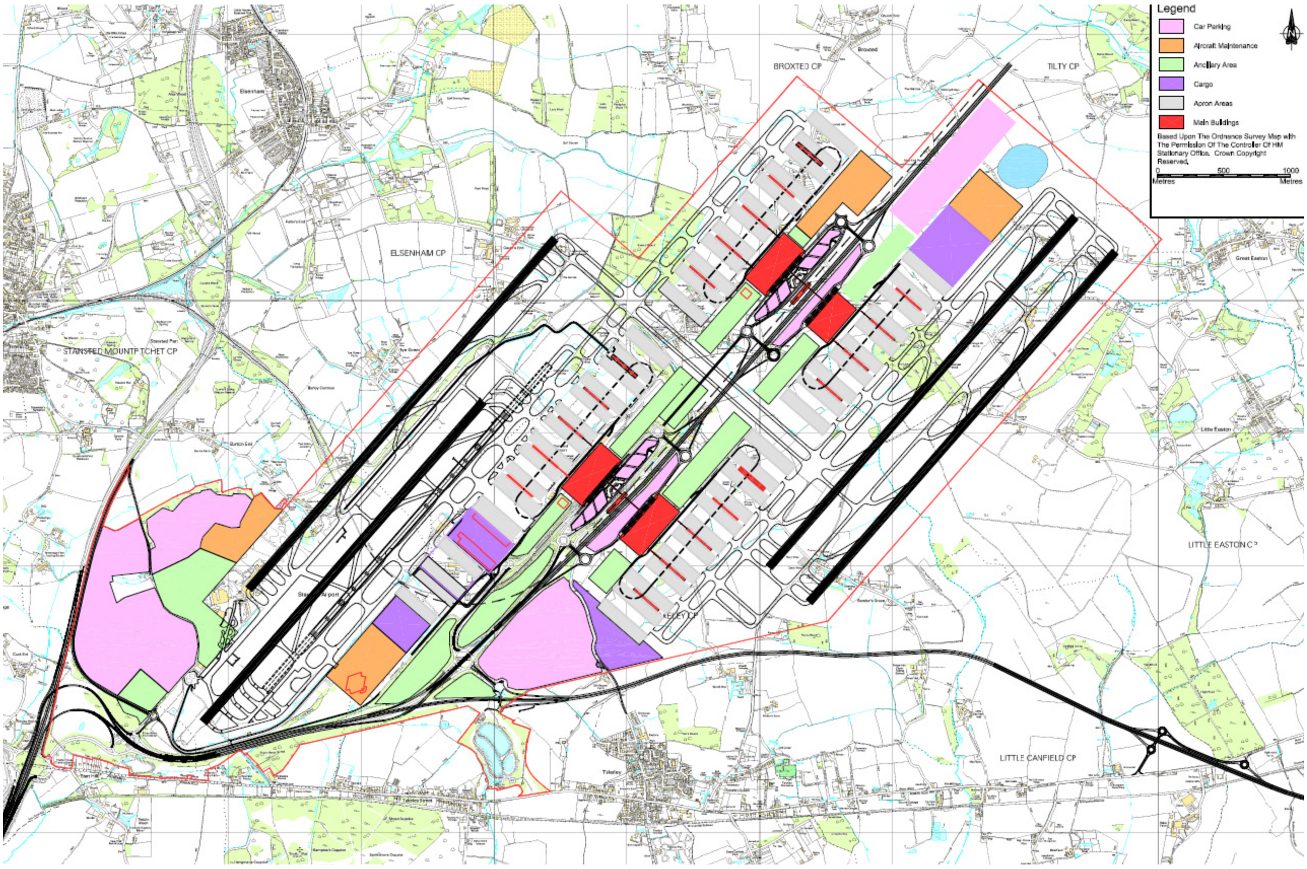
## PROPOSAL

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, along the lines anticipated by the 2003 Air Transport White Paper consultation documents, at which time Heathrow would close.

Depending on the runway configuration, up to c.950,000 ATMs could be handled by the airport.

Substantial investments in road access and a new rail link to central and west London and beyond would need to be developed to serve the catchment around Heathrow.

The M25 would need to be widened, an improved link into the A1 and access from East Anglia north and east of Cambridge.




## 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 southeast England.

While it concludes that a hub airport at Stansted is the best option, ideally constructed at the same time as an airport in the Severn Estuary, precise details on the scheme are limited.

As such, this submission does not stand as a scheme proposal in its own right, but rather it is supportive of others that have proposed the development of Stansted as the hub airport to serve London and the southeast of England.

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OVERVIEW

| | | |
|---|---|---|
| Proposal | **To develop Stansted into a 4-runway hub airport to replace Heathrow which would close.** | |
| Approach | Unstated, but implies that government would lead initiative to compulsorily transfer traffic from Heathrow in 2025 to the developed Stansted.<br>Low-cost traffic is assumed to leave in 2025 when charges increase to recoup cost of new infrastructure. | Stated Capital Cost<br>**Airport: £15-25bn**<br>**Access: £5-10bn** |
| Potential Benefits | ▪ Likely to offer a larger, more efficient configuration enabling a more resilient operation than Heathrow.<br>▪ Carbon footprint likely to be less than a wholly new hub location making use of existing infrastructure.<br>▪ Benefits from replacement of Heathrow with overall reduction in population affected by aircraft noise nuisance.<br>▪ Could support regeneration aims for the Upper and Lower Lea Valley and east London with associated social benefits to areas of deprivation and unemployment. | Additional Capacity (mppa)<br>55<br>Additional Capacity (ATM)<br>350,000 |
| Key Issues & Risks | | |
| Strategic Fit | ▪ Providing additional capacity the proposal is broadly in line with the Commission's terms of reference. | |
| Economy | ▪ May reduce competition in the London system given closure of Heathrow and possibly Luton.<br>▪ Given its distance from Heathrow existing businesses and workforce at Heathrow would be adversely impacted unless they are able to adjust to the new opportunities presented at the redeveloped site, or to the relocation at the new location.<br>▪ Acknowledges that low-cost airlines would leave, but no indication of where suitable alternative capacity would be provided. | |
| Surface Transport | ▪ Uncertain whether proposed rail and road enhancements could cater for the predicted level of demand. | |
| Environment | ▪ Direct loss of 2 woodland SSSIs and local wildlife sites; impacts to over 70 cultural heritage structures amongst nearly 300 designated cultural heritage features. Residential property loss of 240-400.<br>▪ Large area of agricultural land loss. | |
| Cost | ▪ Although total costs are estimated to be £20-35bn including surface transport infrastructure, this is likely to underestimate the wider surface transport costs and does not include costs associated with the closure of Heathrow and Luton. Surface transport costs may be in the order of £5-10 bn greater than estimated. | |
| Operations | ▪ May necessitate the closure of Luton Airport, potentially leading to insufficient system capacity, particularly for low cost airlines.<br>▪ Additional capacity stated above is after the closure of Heathrow and Luton. | |
| Delivery | ▪ Range of support measures likely to be needed for private financing, including government commitment and supportive regulatory framework, planning environment and wider package of measures to reduce the cost of finance. | |