

PROPOSAL TITLE:	Heathrow or Stansted Airport Expansion	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Private Individual	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

A range of potential developments at a number of locations around London (existing airports as well as new on and off shore locations) are presented and briefly discussed. Should a threshold of 1 million noise impacted residents be considered acceptable, the submission proposes that Heathrow should be developed, otherwise it recommends the development of Stansted into a replacement hub with Heathrow closed and redeveloped.

INITIAL ASSESSMENT COMMENT

It is not entirely clear which scheme is being proposed: either Heathrow or alternatively Stansted depending upon a threshold of 1 million residents in west London affected by noise.

The high level details of the proposals for Heathrow and Stansted are broadly in line with those of the respective airport owners and therefore it is not clear that this submission, as a standalone document, adds significantly to those submissions.

OVERVIEW

Proposal	The development of either Heathrow or alternatively Stansted should the noise impact of Heathrow be considered unacceptable.		
Approach	Unstated, but presumably, Heathrow would be developed by the airport's owner whereas the closure of Heathrow and the development of Stansted may require enabling legislation. Either option may require government support to develop surface transport links.	Assumed Capital Cost	c £20 - 50 bn
Potential Benefits	<ul style="list-style-type: none"> The principal benefit argued for is the option that delivers the least noise impact, although setting a high threshold at 1 million population before recommending that Heathrow be abandoned. Development of Stansted in preference to Heathrow would result in significant net reduction in population affected by noise. 	Capacity (mppa)	130 - 160
		Capacity (ATM)	740,000 – 900,000
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none"> Both options seek to expand the UK's hub airport in line with the Commission's objectives. 		
Economy	<ul style="list-style-type: none"> The closure of Heathrow and the development of Stansted, which would be expected to further necessitate the closure of Luton, may reduce competition in the London system. The development of Stansted whilst increasing hub capacity, but requiring the closure of Heathrow and possibly a reduction or closure of Luton, may not significantly add to the capacity of the London system. 		
Surface Transport	<ul style="list-style-type: none"> Upgrades to existing surface access required at both potential locations. 		
Environment	<ul style="list-style-type: none"> Although the development of Stansted would significantly reduce the population affected by noise and air quality impacts, it would not be without its own impacts on designated sites (likely 2 woodland SSSIs, and 70 cultural heritage structures within 300 designated cultural heritage features and potential impacts on high value landscape and resident population. 		
Cost	<ul style="list-style-type: none"> Development of Stansted likely to be higher, given the lower current capacity and the better surface transport connections at Heathrow. 		
Delivery	<ul style="list-style-type: none"> Development of Heathrow could potentially be achieved through established regulatory mechanism, although government support plus potential debt underwriting may still be necessary to support financeability / viability. Development of Stansted maybe either a wholly government led initiative, or require more significant Government support. In either case, government support requirement raises issue re affordability and value for money. 		