

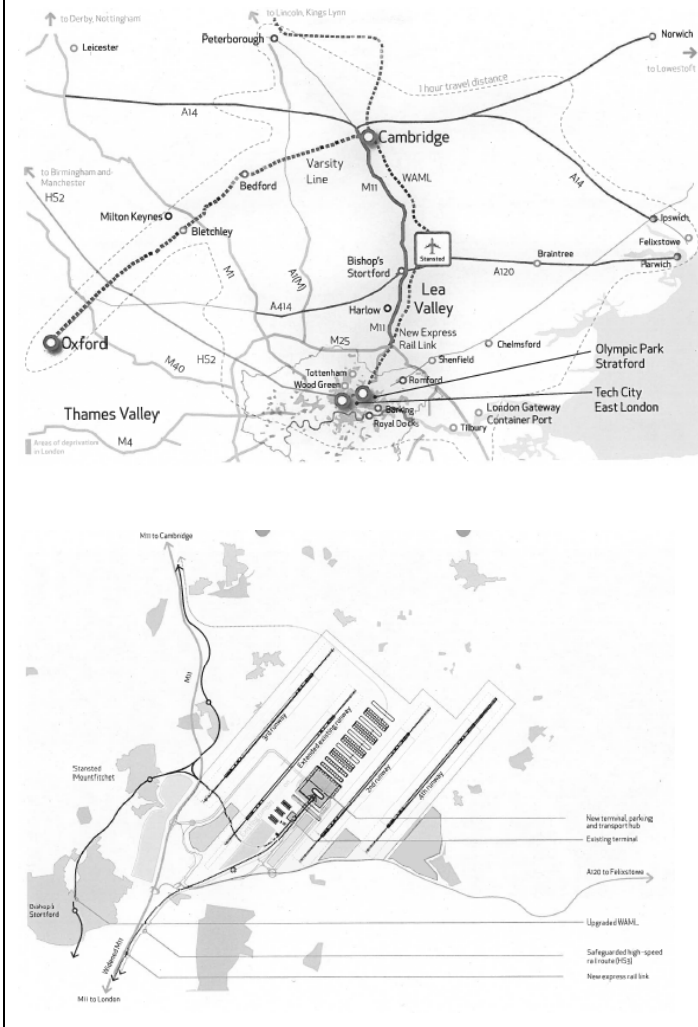
|                        |  |                         |                                     |
|------------------------|--|-------------------------|-------------------------------------|
| <b>PROPOSAL TITLE:</b> | <b>A strategic vision for Stansted</b> | <b>Short Term</b>       | <input type="checkbox"/>            |
| <b>SUBMITTED BY:</b>   | <b>MAKE Architects</b>                 | <b>Medium/Long Term</b> | <input checked="" type="checkbox"/> |

PROPOSAL

The scheme proposes a 4-runway international hub airport at Stansted, building on existing air, road and rail facilities.

A state of the art, low carbon, campus airport would be built with a capacity of 120m+ passengers, designed to minimise emissions and maximise efficiency.

The scheme proposes a wide range of surface transport infrastructure works, principally on rail and Crossrail, that would be necessary also to improve access and connectivity. Headline costs are provided for each scheme.



INITIAL ASSESSMENT COMMENT

While the proposal describes a scheme to construct a 4-runway hub at Stansted, the focus of the proposal is on the various surface transport investment programmes that would be required to provide adequate access to Stansted, and the various secondary benefits that those transport links would bring in terms of connectivity.

The airport scheme itself, together with its supporting economic, environmental and financial analyses, is comparatively under-developed. However, the surface transport proposals are well developed and may inform the detailed development of other schemes for the development of a hub airport at Stansted if appropriate.

|                        |  |                         |                                     |
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## OVERVIEW

|                               |  |  |  |
|-------------------------------|--|--|--|
| Proposal                      | <b>4-runway hub airport at Stansted</b>  |  |  |
| Approach                      | Scheme to upgrade Stansted to a 4-runway hub, developing it as a campus airport and using its expansion to drive renewals of existing national transport networks. Options for Heathrow are not elaborated but include its full closure, reduction in flights to improve resilience, a split hub, or migration into low-cost hub.  |  | <b>Stated Capital Cost</b><br><b><u>£18bn (airport)</u></b><br><b><u>£35-40bn surface transport)</u></b> |
| Potential Benefits            | <ul style="list-style-type: none"><li>▪ Larger, more efficient configuration enabling a more resilient operation than Heathrow.</li><li>▪ Additional local employment, with wider economic benefits for Upper and Lower Lea Valley and East London.</li><li>▪ Low additional population affected by noise compared with current noise impacts at Heathrow.</li><li>▪ Carbon footprint likely to be less than a wholly new hub location.</li></ul>  | <b>Additional Capacity (mppa)</b><br>15<br><b>Additional Capacity (ATM)</b><br>100,000 |  |
| <b>Key Issues &amp; Risks</b> |  |  |  |
| Strategic Fit                 | <ul style="list-style-type: none"><li>▪ Providing additional capacity and specifically hub capacity, the proposal is broadly in line with the Commission's remit.</li></ul>  |  |  |
| Economy                       | <ul style="list-style-type: none"><li>▪ May reduce competition in the London system given potential reduction in capacity or closure of Luton and Heathrow.</li></ul>  |  |  |
| Surface Transport             | <ul style="list-style-type: none"><li>▪ The proposal describes several schemes to improve surface transport links to the airport: West Anglia Mainline upgrade (£300m-4bn); new Stansted Express into Liverpool Street (£3bn); extended Crossrail 1 (£5bn); extended Crossrail 2 (£5bn); upgraded routes to the north (£9bn); re-opening of the East-West Varsity line (£3bn); high-speed connection to HS2 and HS1 (£6bn); and upgrade of existing roads (£2bn).</li><li>▪ A new non-stop Stansted Express into Liverpool Street station, running on a new route that includes a total of 15km of tunnels, would reduce journey times to 25 minutes.</li><li>▪ Crossrail extensions would connect Stansted with Bond Street via Stratford in 30 minutes, or with Farringdon via Canary Wharf in 30 minutes.</li></ul>   |  |  |
| Environment                   | <ul style="list-style-type: none"><li>▪ 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.</li><li>▪ Large area of agricultural land loss and impacts on local high value landscapes.</li><li>▪ Various measures offered aimed at reducing environmental impact: solar energy generation, heat harvesting, water conservation strategies to conserve energy and reduce carbon emissions. Creation of new meadows, wetlands and woodlands, creative land management to reduce flood risk, carbon sequestration, generation of biomass as a source of renewable energy, enhanced habitat networks, and opportunities for outdoor recreation and environmental education.</li></ul>  |  |  |
| People                        | <ul style="list-style-type: none"><li>▪ The impact on people is not specifically described, though benefits in terms of job creation and housing as part of regional development are described in general.</li></ul>   |  |  |
| Cost                          | <ul style="list-style-type: none"><li>▪ The airport capital cost is estimated at £18bn, twice the cost estimated by MAG for the construction of a new hub but one third the cost estimated by Mayor of London.</li><li>▪ Various surface transport schemes are proposed with cost estimates bringing the total to £50-60 bn.</li><li>▪ No details on funding or financing are supplied.</li></ul>  |  |  |
| Operations                    | <ul style="list-style-type: none"><li>▪ Likely to necessitate the reduction in capacity of closure of Luton Airport due to airspace restrictions.</li><li>▪ The scheme's proposal that no flights operating to/from a Stansted hub would need to fly over London may not be operationally feasible.</li></ul>  |  |  |
| Delivery                      | <ul style="list-style-type: none"><li>▪ The sponsor considers that the scheme could progress quickly, being built upon existing infrastructure, deliverable within 15 years. The scale of surface access infrastructure proposed (none of which is a currently committed scheme) suggests this element may not be deliverable to this timetable.</li><li>▪ No details provided on the scheme's commercial viability or funding and financing arrangements.</li><li>▪ Should a privately funded approach be adopted a range of support measures may be needed, including government support / commitment and supportive regulatory framework and planning environment. The scale of private financing involved is large and deliverability is not certain despite significant government funding and underwriting of risk.</li><li>▪ Whether Heathrow would be required to close for the scheme to be commercially viable is not addressed. The stated additional capacity assumes that Heathrow is required to be closed with its operation transferred to Stansted.</li></ul> |  |  |