



www.stopstanstedexpansion.com
info@stopstanstedexpansion.com

PO Box 311
Takeley
Bishops Stortford
Herts CM22 6PY
Tel: 01279 870558
Fax: 01279 870786

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By email to aviation.policyframework@dft.gov.uk

Aviation Policy Framework
Department for Transport
Great Minster House (1/24)
76 Marsham Street
London SW1P 4DR

Dear Sirs

Developing a sustainable framework for UK aviation: Scoping document

Stop Stansted Expansion ('SSE') welcomes the opportunity to respond to your scoping consultation on developing a sustainable framework for UK aviation. We represent some 7,500 members and registered supporters including over 150 parish and town councils, residents' groups, national and local environmental groups and other organisations.

SSE was established in 2002 in response to the major DfT consultation at that time on expanding UK airports, particularly to address the threat posed by expansion proposals for Stansted Airport subsequently included in the 2003 White Paper, *The Future of Air Transport* (the 'ATWP'). SSE's objective, in summary, is to contain the development of Stansted Airport within tight limits that are truly sustainable.

We strongly support the Government's objective of developing a sustainable framework for UK aviation. We believe this is long overdue. Aviation policy since the 1960s has given insufficient weight to sustainable development and the policy has rarely been consistent for any great length of time, except perhaps in its thrust, which has generally been to satisfy the industry's insatiable appetite for expansion. The result has been enormous blight, uncertainty and upheaval for many local communities, mostly unnecessary.

Four times in the past fifty years the people living around Stansted Airport have been threatened by proposals to make Stansted bigger than Heathrow. On the first three occasions, the proposals were decisively rejected when subjected to independent scrutiny, by the Blake Inquiry in 1967, by the Roskill Commission in 1971 and by the Eyre Inquiry in 1984. On the fourth occasion, the threat of a second runway hung over local communities around Stansted Airport for almost eight years, before BAA finally withdrew its planning application in May 2010, recognising that it no longer had Government support for its plans.

It is very difficult to maintain cohesive, sustainable communities when people are threatened by compulsory purchase, when homes are left empty and uncared for, and when lifelong neighbours feel that they cannot cope any longer with the stress and uncertainty and move away.

Patron: Terry Waite CBE

Stop Stansted Expansion is a working group of the North West Essex and East Herts Preservation Association

The threat which has hung over the local area around Stansted since the publication of the DfT's 2002 consultation on '*The Future Development of Air Transport in the United Kingdom*' has still not gone away. BAA's continued ownership of some 300 homes around Stansted Airport sends the message that it remains committed to major expansion and is simply waiting until Government policy turns back in its favour.

It is profoundly unfair for a local community to continue to be threatened and blighted in this way and that is why we seek a moratorium on any additional runways at Stansted Airport for a period of at least 50 years. We are aware that the moratorium on additional runways at Gatwick was for a period of only 40 years but, as we have said, the communities around Stansted have endured repeated periods of blight, uncertainty and upheaval for the past 50 years and there should now be an equivalent period of assured respite.

Recognising that there has been no long term consistency in UK aviation policy in the past, the Coalition Government and DfT civil servants should use their best endeavours to secure cross-party support for the aviation policy which is currently being formulated, and this should include cross-party support for a long term moratorium on airport expansion.

Turning to the wider picture, the UK aviation industry can only develop sustainably if it begins to operate within far stricter environmental limits than presently apply. These will relate not only to the size of our airports (as discussed above) but also to aviation's local environmental impacts such as aircraft noise, surface access and air quality, and to the impact of aviation emissions upon the global environment. Our attached response addresses all these points more fully.

You will see that the main body of our response is set out in tabular format and replies to each of your consultation questions in turn. We are also providing two annexes to our response:

- '*Aviation, jobs and the UK economy*'; and
- '*For richer and poorer? Who really benefits from cheap flights?*'

which deal with specific topics in greater detail.

We hope you find our response helpful. We would be happy to meet to discuss any aspect of this should you so wish.

Yours faithfully



Peter Sanders
Chairman