

SOC 2

HIGHWAYS AGENCY
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Date: 31 July 2008

Mr R A Gibson
Project Manager
Highways Agency
Bedford MK41 7LW

Dear Mr Gibson,

**Reference: 65/11/159
HIGHWAYS ACT 1980
PROPOSED SECOND RUNWAY AT STANSTED AIRPORT
AIRPORT ACCESS FROM PROPOSED M11 MOTORWAY JUNCTION 8b AND
PROPOSED A120 TRUNK ROAD REPLACEMENT TRINITY JUNCTION**

Your letter of 21 July calls for a **Statement of Case** from me in respect of this proposal. I am a concerned member of the public and I am content for my original objection letter of 26 April to be taken as my statement of case. For ease of reference it is reproduced as follows:

"Have you any idea how many times the words scrubland, arable land, stream, track, bridleway, public footpath, grassland, plantation, woodland, public footway, verge and copse appear in these Notices?"

The answer is 66.

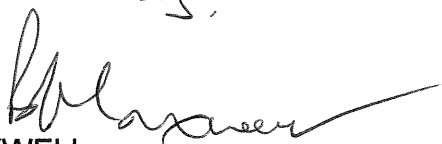
What does that tell you? It tells *me* that this is a desecration of our precious countryside. With the Government supposedly concerned about the threat of global warming, with new evidence confirming that the migratory bird population is rapidly diminishing due to the decline in habitat, with oil prices hitting record peaks, with air travel numbers declining because of costs and with Terminal 5 at Heathrow being the biggest farce imaginable do we really need new access to Stansted? The massive recent investment in the M11 and A120 roads to Stansted has already vastly improved access to the airport and there are no delays thanks to that tax payers expenditure. There is no need for further investment so soon after the last tranche. Or is it that Terminal 2 is already a done deal and this is just going through the public consultation motions?

I object to this Compulsory Purchase Order on the grounds that the further destruction of the countryside and its amenities is not justified by the economic case for the benefits.”

Since April, my submission is that the economic case for these proposals has been weakened even further. Easyjet have announced a considerable cut back in their Stansted timetable brought on by spiralling fuel costs and lower passenger numbers. Now Ryanair, the largest operator at Stansted has followed suit by announcing that 14% of its Stansted capacity will be cut for the same reason. In future 25% fewer Ryanair aircraft will be based at Stansted as the operator endeavours to cut costs. In a statement commenting on the cut backs the local paper reported BAA as saying; “Let’s be clear – the aviation industry, like many others, is coping with the challenges of a global economic downturn. Everyone is feeling the pinch”

I do not claim to be an economist but I believe that I have more economic sense about me than to put forward proposals to build an infrastructure at vast cost that will do considerable damage to the local environment when there is already in existence perfectly adequate access arrangements to the airport and at a time when the very industry that is supposed to serve is cutting back due to economic circumstances surrounding oil price rises that are very unlikely to ever be reversed.

Yan Sweeney,



B A MAXWELL