

**Smyth, Anna**

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**From:** Alan Goffee [alan@turnbury.plus.com]

**Sent:** 05 October 2008 18:20

**To:** Gibson, Robert

**Subject:** Stansted Generation 2 Airport Access from M11 and A120. Statement of Case.

## STANSTED AIRPORT GENERATION 2 AIRPORT ACCESS FROM M11 AND A120

### Statement of Case from the Ramblers Association

#### 1. Introduction.

This case is provided by Alan Goffee Footpath and Countryside Secretary for the Uttlesford Area of the Essex Ramblers Association. Alan has been an Essex resident for 30 years and a member of the Ramblers for over 25 years.

#### 2. The Ramblers Association.

##### a) National.

The Ramblers Association is a voluntary organization founded in 1935 whose aims are to promote walking, protect public rights of way, to campaign for access to open country and to defend the beauty of the countryside. All of these aims are threatened by the proposed expansion of Stansted Airport. The Association has over 137,000 Members, making it the largest single organization representing walkers in the UK.

##### b) East of England

The counties of Hertfordshire and Essex, both of which will be severely affected by the proposal are represented by two Area Associations of the Ramblers. These in turn are made up of a combined 26 Groups (Essex 19, Herts 7) with a total of around 10,000 members.

##### c) Approach to Aviation and Airport Expansion

The Association has a long track record in expressing concern about the effect of airport expansion, both in terms of immediate physical impact on the local environment and countryside, and the longer term impact of noise and pollution, all of which damage the walking experience. In 1985, the Associations General Country agreed:

"That this Association welcomes the successful efforts made by members of Parliament of all political parties to dissuade the government from authorizing the development of Stansted as London's third airport. It reiterates the Associations view that large scale expansion of Stansted would have widespread and disastrous effects upon the open countryside and rights of way in Essex and Hertfordshire."

And most recently in 2003 adopted the following policy:

" This General Council is concerned at the adverse effects that major development of air transport in the UK would have on the British countryside. New or expanded airports and their associated infrastructure would damage substantial amounts of countryside in terms of visual, air and noise pollution, and would undermine efforts to develop sustainable rural tourism."

"Council therefore..... [agrees]..... to campaign against the governments proposals for airport development outlined in the Department for Transport's national consultation

"The Future Development of Air Transport in the United Kingdom". Council urges the government to manage future developments of air transport in the UK in a sustainable and to reject the "predict and provide" approach.

These policies are the basis for our objection to the present proposal.

### 3. Support for other Objections

We are happy to add our support to the cases made by other objecting groups, particularly Stop Stated Expansion, residents groups and parish councils, on environmental issues, noise, quality of life and economic/tourism aspects.

### 4. Grounds for Opposition

#### a) M11 Motorway

The proposal for the new junction includes the reprovision of existing footpaths and bridleways, and the creation of a cycle way alongside the motorway. These proposals provide an upgraded system of paths which can only benefit the local community.

The objection concerns the lack of identification of the methods to be used to stop vehicular access to the routes and the surfaces to be used to enable horse and cycle use. It is difficult to believe that these issues could not be resolved by a site meeting. To date no attempt to meet the Ramblers Association has been made.

#### b) A120 Road

The proposals for the new junction does provide for some reprovision of existing footpaths but also for the stopping of others.

Footpath 20 is a long distance path, The Harcamlow Way running between Harlow and Cambridge. As a long distance path it is of great importance to all ramblers both local and otherwise. It is stated that field access will be stopped at point "C" on the site plan for the junction. It would indicate that this would affect the path. It is essential that this stoppage does not affect the use of the path and until confirmation is provided that this is the case no acceptance of the proposal will be given.

Footpath 19 at present joins up with Footpath 17 via use of the pathways at the side of the existing Trinity roundabouts and overbridge. There is no indication that similar pathways will be provided on the proposed new junction. It is essential that these are provided as walking along slip roads or roundabouts is completely unsatisfactory. It is also noted that the new private access road to the balancing ponds is for vehicular rights. Will this be designated as a byeway or track or footpath. Again until information to the contrary is given this proposal is not acceptable.

Footpath 45 is to be removed completely. There is no reason given as to why this decision has been made and thus it is not acceptable. The present route runs along side the existing slip road and there is no reason why this cannot be continued under the proposals. A strong objection must be recorded.

As with the M11 proposals some of the issues could be points of clarification which it may be possible to resolve with site meetings.

These issues were raised in the email to the Highways Agency dated 20<sup>th</sup> June 2008 to date no attempt on possible resolution has been made so it must be assumed that the points raised are genuine and not lack of clarification.

The Ramblers Association therefore objects to these proposals.

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