

# **Essex and Others Draft Accompanied Site Visit Schedule 2019**

(The dates are as suggested by the  
Inspector in the note dated 21 December 2018)

## **Listing features, etc, which the Ramblers wish to be observed, if possible**

### **Tuesday 26 February**

#### **E10 (Alan Beckett, Andy Kenning, Alan Goffee)**

Alan Goffee requests the site visit so as to point out how the NR proposal directs walkers to a single lane road with high banks and no verge. The intention of the proposal is that walkers will not use this single lane route with high banks and no verge, because they are directed to cross this road and continue along other paths. Ramblers objection is that walkers will not do this but will take the shortest way and use the single lane road as a short cut. There is no reason for walkers *not* to do this, as we believe a site visit will show.

#### **H05 (Alan Beckett, Andy Kenning, David Glass)**

David Glass would like to be able to walk the entire proposed new route, for which it is understood that the landowner has given permission. The main issues are: the length and dog-leg nature of the diversion; that 1km of new route will be in the flood plain, compared to 100m at present; the constraints of the underpass: its height, that it is near to the watercourse, that the land on the east side of the railway slopes to towards the underpass; and that there is no way round if part of the route is unavailable. We see it as important to be able to walk the full route to illustrate these points.

#### **E28 (Alan Beckett, Andy Kenning, Gordon Bird)**

Gordon Bird would like the site visit to visit the proposed crossing point on Warley Street noting the sight lines and danger to walkers from fast-moving vehicles coming in both directions. It would be helpful to walk, in a westerly direction, along St Mary's Lane to experience the noise and danger arising from traffic.

### **Wednesday 27 February**

#### **HA03 AND HA04 (Alan Beckett, Andy Kenning, Gordon Bird)**

With HA03/HA04 Gordon Bird asks that the site visit takes in the hump-backed bridge on Ockendon Road to point out the dangers of walking across the bridge with poor sight lines combined with fast flowing traffic, and the intimidating effect it has on both walkers and drivers.

#### **T01 (Alan Beckett, Andy Kenning, Gordon Bird)**

Gordon Bird requests walking both the present and proposed diversion; noting in particular the how diversion is dominated by vehicle movement and vehicle noise and that the environment at the lay-by is heavily littered and intimidating. Also to point out the contrasting rural nature of the present path.

## **Thursday 28 February**

### **E33 (Alan Beckett, Andy Kenning, Gordon Bird)**

Gordon Bird requests visiting the level crossing to note the ease of use and proximity to the marshes. To visit Pitsea Hall Lane and the proposed crossing point noting the vehicle movement in both directions and danger to walkers crossing. And to point out the contrast of this crossing — vehicle movement and noise compared with the present level crossing.

### **E45 AND E46 (Alan Beckett, Andy Kenning and Jeffrey Coe)**

Jeffrey Coe requests walking along Great Bentley Green to visit E46 to show the relative attractiveness of the route to the south-east, proposed to be extinguished; to visit E45 to show the relatively attractive rural-character off-road landscape east of the industrial estate through which the path runs south of the crossing; and to walk the roads proposed as alternative routes, so as to experience the disadvantages of the diversions, especially the meandering indirectness of Birch Avenue and the vehicles on Plough Road. (This would be approximately 2.5 miles, for which could occupy an hour and a half.)

## **Friday 1 March**

### **T04 (Alan Beckett, Andy Kenning, Gordon Bird)**

Gordon Bird requests visiting the level crossing to point out its rural nature and ease of use. Then visiting the embankments up/down from the A1014–A13 junction proposed by NR as part of the diversion. Note the steepness of incline and the effective deterrent to walkers particularly those with mobility issues and the risk of falls. Cross over the bridge noting the traffic noise and its unattractive nature.

### **T05 (Alan Beckett, Andy Kenning, Gordon Bird)**

Gordon Bird requests visiting the railway bridge on the Southend Road noting the proposed diversion up/down a railway embankment and its deterrent effect on walkers, particularly those with mobility problems, and the risk of falls. To note the exit onto the bridge and crossing using a narrow footway and the intimidating effect of close fast-moving vehicles on walkers. To visit the level crossing and walk a section of the footpath noting its rural, quiet nature. To visit Fobbing level crossing on High Road. To note the lack of a footway on the west side the need to cross High Road twice increasing the risk of accidents between vehicles and walkers. Also to note the intrusive effect of vehicles compared to the present path.

### **E29 (Alan Beckett, Andy Kenning, Gordon Bird)**

Gordon Bird requests visiting the level crossing noting its ease of use. Visit the hump-backed bridge on Childerditch Lane noting the proposed diversion up and down steep embankments on each side of the bridge and the lack of sight lines on the approach to the bridge. Point out the dangers to walkers from accidents with vehicles and deterrent effect of steep inclines (particularly for those with mobility issues) and the risk of falls.

## **Tuesday 12 March**

### **E17 and E18 (Alan Beckett, Andy Kenning, Katherine and Paul Evans)**

The Ramblers request—

A. As the NR proposed route between E17 & E18 on the NW side of the railway line is not on public land, that all this route be walked on the visit. Ditch, proposed “lake” feature & NR overbridge.

B. Some walking to see the public rights of way and the topography of the land on the SE side of the A12 & the adjacent railway line.

C. That we can point out the line of the historic route north–south route—point 5 in the

Ramblers Proof of Evidence.

D. Features to be pointed out—which can probably be seen from a car—see point 9 in the Ramblers POE & the Appendix: (i) proposed location of the new Beaulieu Park station; (ii) other new features associated with the Beaulieu Park development as per the Movement strategy; (iii) Boreham village and the public rights of way running north-west towards the current A12 and the adjacent railway line (on the north/north-west side).

**E37** (Alan Beckett, Andy Kenning, Katherine and Paul Evans)

The Ramblers request walking the entire current route and the entire NR proposed TWAO route. (Also — presumably — the modified diversion route proposed by the objecting landowner, Stuart Philpot of SJR Farming.)

The features we would wish to be pointed out are, on the NR TWAO route: (i) level differences around the underbridge; (ii) ditch to be crossed; (iii) ponding / waterlogging at the underbridge; (iv) horse paddocks; (v) boggy on the land by the river Brain; and on the existing route, (vi) views over the valley of the river Brain; (vii) good sight lines at E37 crossing and the fact that it is a single-track line; (viii) shorter distance & directness compared with NR's TWAO route.

### **Wednesday 13 March**

**E19** (Alan Beckett, Andy Kenning, Katherine and Paul Evans)

The Ramblers request walking the proposed the diversion from Hoo Hall to the road underbridge on Oak Road, to show, starting from Hoo Hall—

- (i) The clear view over the valley showing the Potters Crossing and the clear visibility you have of the railway traffic;
- (ii) The unsuitability (in the Ramblers' view) of footpath 48 — it is boggy and overgrown and now has a drainage ditch across it at the southern end.
- (iii) The narrowness of the pavement at the Oak Road underbridge and how busy the road is.

**E20** (Alan Beckett, Andy Kenning, Katherine and Paul Evans)

The ramblers request that the site visit includes walking a circular route from the Clark's Farm (the junction of Kelvedon PROWs 36, 34 and 16) down Snivellers Lane, the purpose being—

- (i) To show how pleasant this historic lane (now a bridleway) between two hedges is. To show the small distance at the railway end that is along the field edge to the crossing. (NR claimed that the route was easily lost at this point.)
- (ii) To cross the main line showing sight lines.
- (iii) To carry on south down the Snivellers Lane — still a public vehicular road — to the existing A12.
- (iv) To show how in the Ramblers' view the A12 is sub-standard (exits on and off into properties, bi-directional traffic on slip road). To highlight why it is premature to close the crossing as the A12 *will* be improved. [Delayed into RIS2 2020–2025 due to paused Inquiry into the proposed Garden Community in the Marks Tey area.]
- (v) To point out the connectivity across the A12 between the two bus stops which was lost with the changes to the central crash barriers on the A12. Point out the "lost" bus stops. This connectivity will be restored when the A12 is improved. This is the general area of the A12 / new A120 junction which was discussed at the Inquiry.
- (vi) To point out the continuation of the lane on the south side of the A12 going from Hole Farm to Great Braxted Mill, and show the views across the valley of the river Blackwater.
- (vii) To walk North East along the A12 to the A12 substandard Kelvedon Junction and then to Crabb's Lane.
- (viii) To walk north as a party along Crabb's Lane and then Crane's Lane (narrow vehicular roads) including over the hump-backed railway bridge showing the problems of country lane walking (especially with a large party of walkers) to return to Clark's Farm.

**E41** (Alan Beckett, Andy Kenning, Mags Hobby)

With E41 the Ramblers would like to visit High Street bridge crossing of the railway (suggested route) noting bus visibilities and movements and narrowing of existing footway caused by pole. Visit junction of Queen's Road and Paget Road north noting convenience of folley opposite. Visit junction of Queen's Road (also known as part of Valley Road at this point) and Anglesea Road noting spillage of gravel from Anglesea Road onto the tarmac surface of Queen's (Valley) Road and consequent slippage hazard. Note gradients on Queen's Road.

**Thursday 14 March**

**E51 and E52** (Alan Beckett, Andy Kenning, Mags Hobby)

The Ramblers request being able to walk entire new routes noting: woodland/stream (habitat clearance — possible boardwalk) to north of junction 12/13 to east of Thornfield Wood crossing, exact exit point from eastern diversion of E51 to Janke's Green Road (level or steps & visibility splay), visibility on Janke's Green Road (bends no sanctuary), visibility when exiting the revised FP7 to Jupes' Hill and habitat removal required at the junction of the Diversion route with revised FP7. It has not been possible to visit the entire diversion routes as they are private land; in any case we are unsure what the exact routes are, due to the thick sections of woodland and ponds visible from Google Satellite. Also note humpback bridge structure 1251 on Station Road (Jupes' Hill) and existing easy flow of paths 10/11.

10 JANUARY 2019