

TRANSPORT AND WORKS ACT 1992

APPLICATION FOR THE PROPOSED NETWORK RAIL
(SUFFOLK LEVEL CROSSING REDUCTION) ORDER

REF: TWA/17/APP/04/OBJ/60

LEVEL CROSSING S03 BUXTON WOOD

APPENDICES

to the Proof of Evidence of Sarah Caldwell
on behalf of Mr David Caldwell, Objector

- TAB 1: OBJ/60/W1/2/bllp08: Statement by David Caldwell, Objector
- TAB 2: OBJ/60/W1/2/bllp09: Definitive Map and Statement
- TAB 3: OBJ/60/W1/2/bllp10: Patrick Hackett email 13.12.17
- TAB 4: OBJ/60/W1/2/bllp10a: Network Rail Letter 12.01.17
- TAB 5: OBJ/60/W1/2/bllp11: Alternative Route Evaluation
- TAB 6: OBJ/60/W1/2/bllp12: Alternative Route Evaluation Plans

Birketts

Statement of Mr David Caldwell, Objector

I am David Caldwell, the owner of Rookery Farm, Tattingstone, including the land known as Eleven Acres. My knowledge and recollections of the development of the railway and the effect of it on our land are as follows:

1. Bentley Station operated for passengers and goods until during the 1960s. It had two tracks serving the Norwich-London service, another track serving the Hadleigh branch line, and sidings. The photograph below shows Bentley Station in 1911 and was taken looking south from a point between the S03 Buxton Wood crossing and the Station. The siding which was next to our land is clearly visible on the left side of the photograph:

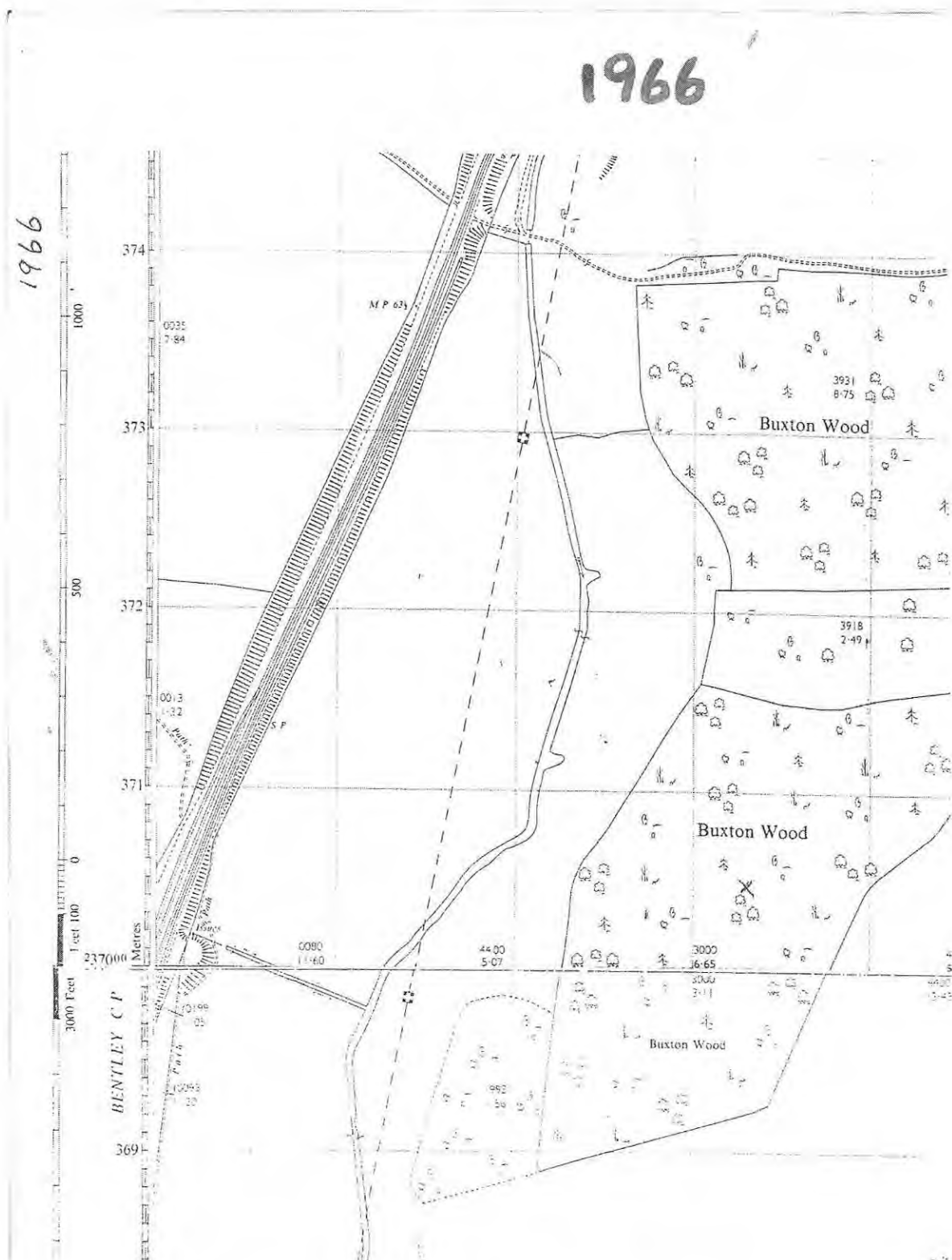


2. The 1926 Ordnance Survey map extract below shows the Hadleigh branch line (ie the track on the most western side of the line), two tracks for the mainline service and then the siding adjacent to Eleven Acres. Note that this siding runs from Bentley Station, the continuous length of our Eleven Acres field, including through the point of S03 Buxton Wood, and finishes towards the north end of the field. This 1926 map then shows a ditch from the end of the siding running along the base of the railway embankment towards north. This ditch was on Network Rail's property.



3. The 1966 Ordnance Survey map extract below shows that the Hadleigh branch line had been removed. However, the siding adjacent to Eleven Acres had been extended by approximately 32 metres towards the Falstaff crossing, indicating that it remained in active use and had been extended to accommodate operational requirements. The map

does not show the ditch, suggesting that at the time the siding was extended, that the drainage pipes were installed during the course of this work.



4. My wife and I came to Rookery Farm in February 1962 and I remember Bentley Station as both a passenger and goods station. In the early 1960s I remember loading my sugar

beet crop directly onto goods wagons at the station and I recall the siding being used to store freight during the late 1960s.

5. The line was electrified circa 1983/84. The drainage system on Network Rail land was most likely damaged during this electrification process. Heavy machinery accessed the site, the mainline rails were replaced and the siding adjacent to Eleven Acres was removed. The electrification poles were erected and I consider the most likely cause of damage to the drains was the installation and foundations for these poles. Machinery lifted all the ballast and sifted it with the larger grade pieces being put back on with new smaller grade ballast being laid on top. The ballast was vibrated as part of the process to level the track and the vibration could be felt 100 yards away, also a potential source of damage to the drainage system.
6. The heaps of waste ballast were discarded all along the side of the railway line, sometimes cascading down the embankment. There was a significant volume of waste ballast and this remains beside the track. This would form the base for a level footpath, clean to walk, well drained and accessible all year round.
7. This collapse of drainage on Network Rail property has resulted in two wet areas on Eleven Acres. We have raised this matter with Network Rail on previous occasions, but it has not been satisfactorily resolved. One of the wet areas affects Network Rail's previously proposed route for the new footpath, (ie 'the Green Route' as proposed during its Round 1 consultations) and the existence of these wet areas appears to be the only reason that Network Rail has revised its proposal and now applies to route the footpath around the eastern boundary of this field, which is significantly to our detriment.
8. I request that Network Rail should be required to clear its own land of the deposited waste ballast and use this land for the alternative footpath. They should not seek to take our farmland. While I realise that it is probably beyond the scope of the current inquiry, I also request that Network Rail acknowledges the damage done to the drainage system during the 1980s and undertakes urgent repairs to restore our land.

The contents of this statement are true to the best of my knowledge and belief.

Signed.....*David Caldwell*.....

David Caldwell

Dated.....*15/01/2018*.....



PLEASE DO NOT SCALE FROM THIS PDF

APPENDIX DOCUMENT REFERENCE: OBJ/60/W1/2/BLLP09



Suffolk
County Council

Director of Resource Management
Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX

Scale 1:2500

Ordnance Survey MasterMap

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Suffolk County Council Licence No. 100023395

2018

BENTLEY PUBLIC FOOTPATHS 19 (PART) 21 AND 22

- Public Footpath
- Parish Boundary

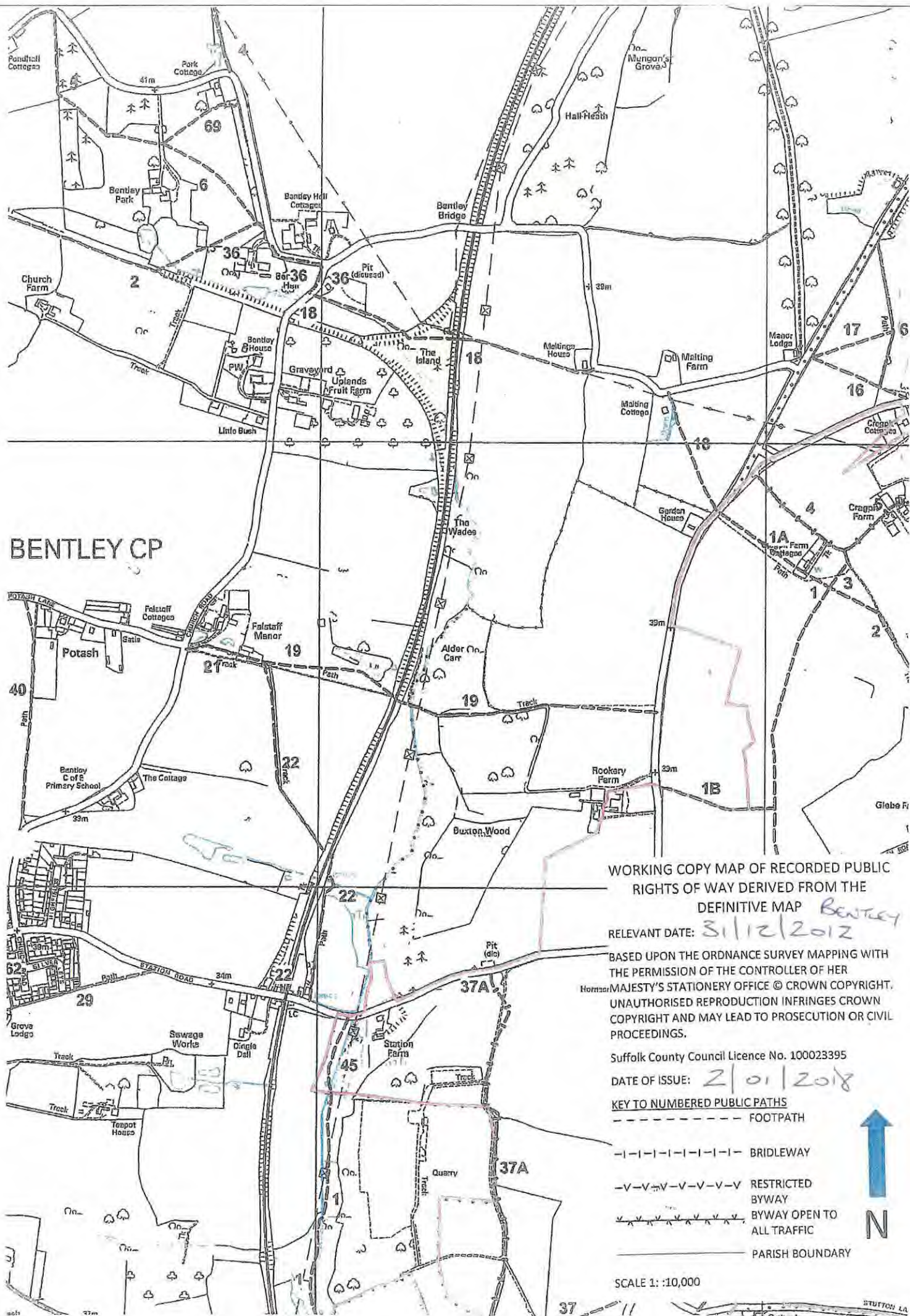


Filed at:

DISTRICT Samford

PARISH Bentley

STATUS & NUMBER	DESCRIPTION, WIDTH, LIMITATION OR CONDITION
FP 12	Commences at the junction of Footpath Nos. 10 and 11A runs in a south-easterly direction past Hibbards Hall to Footpath 68.
FP 16	Begins near entrance to front drive to Bentley Manor, runs south-east to join main road near cottage on Craig Pit Hill.
FP 17	Begins near entrance to front drive to Bentley Manor, runs easterly to point near the boundary of Alton Water.
FP 18	Point of commencement Tattingstone-Brantham Road generally in a north-westerly direction via Malting Cottages over L. & N.E. Railway; to the junction of path 36.
FP 19	From Ipswich-Manningtree Road at point about 150 yards north of Rookery Farm, runs west to railway line to the junction of path 21 and 22.
FP 21 & 22	Commences on the Bentley-Tattingstone Class III Road near Falstaff Manor, running in an easterly direction thence southwards over the railway to the main road opposite The Railway Tavern Public House.
FP's 25, 27 30 & 32	No name. Starts at a point on the Capel Road about 700 yards from East Bergholt Road corner, follows parish boundary through Holly Wood terminates on the East Bergholt Road north-west of Dodnash Wood.
BR 26	The Link. Leading from Bentley Road southwards to Hazel Shrub.
FP 28	No name. Commences at a point about 250 yards from Martins Hill Lane and continues due east ending at East Bergholt Road at the junction of paths 27 and 30. Distance between hedge and netting approximately 12 feet.



From: Patrick Hackett <hackett.pa
Sent: 13 December 2017 17:48
To: Carol Ramsden
Subject: RE: Proposed Network Rail (Suffolk Level Crossing Reduction) Order SO3 Buxton Wood [BK-BK.FID409817] [BIRKETTS-Legal.FID8659513]

*** External Email – THINK – Do you trust this email? ***

Dear Carol,

Thankyou for your response – I look forward to hearing from you.

Regards,

Patrick Hackett
Senior Property Technician



Property Consultants

4100 Park Approach, Thorpe Park
Leeds, LS15 8GB
T 0113 418 2101 D 0113 418 2101 M 07736 451522
W brutonknowles.co.uk
Follow @BrutonKnowles

Bruton Knowles LLP is a limited liability partnership registered in England and Wales with registered number OC418768 and its registered office is Olympus House, Olympus Park, Quedgeley, Gloucester GL2 4NF.
Please consider the environment before printing the e-mail.



Season's Greetings from Bruton Knowles

Rather than send a card this festive season we are making a donation to Centrepoint. We know young people sleep rough every night. But there are thousands more you don't see – spending the night on buses, on sofas or in the homes of strangers. Centrepoint supports more than 9,200 homeless 16-25 year olds a year into a home and a job.

Find out more www.centrepoint.org.uk

Registered Charity number 292411

Disclaimer

The information in this email is only for the recipients named above and is confidential. It may also be subject to legal privilege. If you are not an intended recipient you must not use, copy, or disseminate it and you should notify Bruton Knowles of your receipt of it immediately by email or telephone and delete it from your system.

Although Bruton Knowles believes this email and any attachment are free of virus or other defect which might affect your system it is your responsibility to ensure that this is so. Bruton Knowles accepts no liability for any loss or damage caused in any way by its receipt or use. Bruton Knowles is authorised and regulated by the Financial Conduct Authority. Bruton Knowles is regulated by RICS.

From: Carol Ramsden [mailto:carol-ramsdn@birketts.co.uk]
Sent: 13 December 2017 17:45
To: Patrick Hackett
Subject: RE: Proposed Network Rail (Suffolk Level Crossing Reduction) Order SO3 Buxton Wood [BK-BK.FID409817] [BIRKETTS-Legal.FID8659513]

Dear Patrick

Your email below has reached me, as I am acting for Mr Caldwell in this matter. I will take instruction and come back to you.

Regards
Carol

Carol Ramsden | Senior Associate (Rights of Way Executive) | Agriculture & Estates Team | Birketts LLP |
www.birketts.co.uk
Direct: 01473 406338 | Mobile: 07854 834139

From: Patrick Hackett [<mailto:hackett.patrick@brutonknowles.co.uk>]
Sent: 13 December 2017 15:15
To: Molly Barker
Subject: Proposed Network Rail (Suffolk Level Crossing Reduction) Order SO3 Buxton Wood [BK-BK.FID409817]

*** External Email – THINK – Do you trust this email? ***

Your Client: Mr David Caldwell
Our Client; Network Rail Infrastructure Ltd

Dear Ms Barker,

Further to our conversation, I would be grateful if you could refer to your client and ask if he would be willing to meet myself and a representative of Mott McDonald at Crossing SO3 Buxton Wood. The purpose of the meeting is to understand the issues Mr Caldwell raises in his objection and statement of case and to see if an alternative to the current proposals can be considered. the area of ponding that runs alongside the railway line on Mr Caldwell's land. My client, Network Rail, is keen to work with your client to re is exploring the possible option of altering the route of the proposed footpath through or around this area, as suggested in Mr Caldwell's objection and statement of case.

I would be grateful if you could refer to your client and ask if he would be willing to meet us at Crossing SO3 this coming Monday (18th) – apologies for the short notice, however with the inquiry into the Order due to start in February, it would be helpful to try and resolve your client's concerns about Network Rail's proposals in relation to this crossing before then. the immediacy of the Order, the timeframe for submissions for any potential changes to the design freeze plans is restricted.

I would be grateful if you could refer back to me at your earliest convenience.

Regards,

Patrick Hackett
Senior Property Technician



Property Consultants

4100 Park Approach, Thorpe Park
Leeds, LS15 8GB
T 0113 418 2101 D 0113 418 2101 M 07736 451522
W brutonknowles.co.uk
Follow @BrutonKnowles

Bruton Knowles LLP is a limited liability partnership registered in England and Wales with registered number OC418768 and its registered office is Olympus House, Olympus Park, Quedgeley, Gloucester GL2 4NF.
Please consider the environment before printing the e-mail.



**give homeless
young people
a future**

Season's Greetings from Bruton Knowles

Rather than send a card this festive season we are making a donation to Centrepoint. We know young people sleep rough every night. But there are thousands more you don't see – spending the night on buses, on sofas or in the homes of strangers. Centrepoint supports more than 9,200 homeless 16-25 year olds a year into a home and a job.

Find out more www.centrepoint.org.uk

Registered Charity number 292411

Disclaimer

The information in this email is only for the recipients named above and is confidential. It may also be subject to legal privilege. If you are not an intended recipient you must not use, copy, or disseminate it and you should notify Bruton Knowles of your receipt of it immediately by email or telephone and delete it from your system.

Although Bruton Knowles believes this email and any attachment are free of virus or other defect which might affect your system it is your responsibility to ensure that this is so. Bruton Knowles accepts no liability for any loss or damage caused in any way by its receipt or use. Bruton Knowles is authorised and regulated by the Financial Conduct Authority. Bruton Knowles is regulated by RICS.



**Winner of 'Private Client
regional firm of the year' at
The Legal 500 Awards 2017**

Award-winning expertise

UK regional private client firm of the year - Legal 500 UK Awards 2017

Corporate Law Firm of the Year - Insider's Central & East Dealmakers Awards 2016

Adding value: subscribe to our mailing lists for insights, industry information and event invitations
www.birketts.co.uk/register

24-26 Museum Street, Ipswich, IP1 1HZ | DX: 3206 Ipswich | Switchboard: +44 (0)1473 232300

Birketts is a Limited Liability Partnership registered in England under no. OC317545.

Registered Office at 24-26 Museum Street, Ipswich, Suffolk IP1 1HZ. A list of members is open to inspection at our offices

Authorised and regulated by the Solicitors Regulation Authority.

CONFIDENTIALITY: This e-mail and any attachments are confidential and may also be privileged. If you are not the named recipient, please notify the sender immediately and do not disclose the contents to another person, use it for any purpose, or store or copy the information in any medium. Although this e-mail and any attachments are believed to be free from any virus or other defect which might affect any system into which they are opened or received, it is the responsibility of the recipient to check that they are virus free and that they will in no way affect systems and data. No responsibility is accepted by Birketts LLP for any loss or damage arising in any way from their receipt, opening or use.

Messrs Birketts LLP
FAO Ms Carol Ramsden
24-26 Museum Street
Ipswich
Suffolk IP1 1HZ

Network Rail
James Forbes House
27 Great Suffolk St
London
SE1 0NS

12 January 2018

Ref: Obj/60/SUFF/R001

Dear Ms Ramsden

The Network Rail (Suffolk Level Crossing Reduction) Order
Level crossing S03 Buxton Wood
Parish of Bentley plots 15, 16 and 17
Your client: Mr. David Caldwell

The Department for Transport has passed to us your letter of objection to the proposed Order dated 4 May 2017 on behalf of your client, Mr David Caldwell, which has been allocated the reference OBJ/60. We have also received your client's Statement of Case.

Our response follows on from the recent site meeting held with Network Rail's consultants, Bruton Knowles and Mott Macdonald on 21 December 2017. We are grateful to have had the opportunity to meet and discuss the issues on site, which enabled us to reconsider our proposals following the on-site inspection and in view of the discussion with Mr Caldwell and his advisors at the meeting. We are also grateful for the additional information about the dredging machinery used by Mr Caldwell for the purpose of dredging under permit from the Environment Agency which we received yesterday.

We note that your client does not object to the closure of the crossing, but to the creation of a new public right of way on foot on his land. The current and proposed status of the level crossing referred to in the objection is set out below.

Level Crossing	Current Status	Proposed Status
S03 Buxton Wood	Public footpath	Closed. Users diverted via new footpath to alternative footpath level crossing to the north.

Turning to the specific points made in the objection letter.

Consultation

Before the application of the Order, Network Rail employed various methods of notification which were intended to bring Network Rail's proposals to the attention of as many people as possible who might be affected by them. This comprised the circulation of consultation flyers to properties in the vicinity of level crossings, public consultation events and publicity in the local press and Network Rail's website. Network Rail also sought to notify people of our public consultation events by posting notices at all the affected level crossings, stating the dates of the public consultations, and pointing interested parties to our website. The notices were placed in areas around each level crossing so that the public could see them, such as footpath junctions and stiles.

Your client's land is unregistered and therefore he was not included in the first round of landowner consultation. Nevertheless, he may have become aware of the proposals through other methods mentioned above, as he participated in round 2 consultation and provided feedback by submitting a questionnaire with an accompanying email (via his agent Mr Baker at Clarke and Simpson). The feedback in this submission was considered and taken into account in Network Rail's options appraisal process. Our agent, Bruton Knowles, spoke with Sarah Caldwell on 19 December 2016, who called on behalf of Mr Caldwell and made further enquiries about the process. Your client was served notice of the application in accordance with rule 15 of The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.

Network Rail considered all feedback received during the two rounds of consultation before the final decision on the diversionary route was made. The Statement of Consultation submitted with the application documents sets out the extent of the consultation undertaken, including affected landowners. Your client's comments from the consultation and responses from the project team are noted on pages 94 and 95 of the Statement of Consultation.

As stated above, further consideration of Network Rail's current proposals and those put forward by your client was given following the meeting on 21 December. Following detailed discussions with Network Rail's engineers and its other consultants, Network Rail has decided to proceed with its proposals as submitted with the draft Order. We set out our reasons below.

Objection 1

Your client alleges that the drainage issues, which Network Rail stated as the reason for not proceeding with the Green Route (round 1 consultation), are the result of Network Rail's failure to maintain proper drainage of its land and that "if Network Rail was fulfilling its obligations the Green Route would be practical as would a route that replicated Network Rail's current proposal in respect of S04".

We note from the site meeting on December 2017 that your client's preferred route would be for the proposed footpath to run alongside the railway on Network Rail's land and you cite an example of where this is proposed at another location (S04 level crossing). However, at crossing S03, the railway is on an embankment and Network Rail's operational land is demarcated by a fence on the slope of the embankment. Therefore there is no space to create a footpath on Network Rail's land except by cutting into the embankment. As it is not possible to cut into an embankment without undermining its stability unless expensive retaining walls are provided, Network Rail does not consider your client's proposal practicable in this case.

The 'Green Route' on your client's land adjacent to the railway was not considered to be a suitable option because of ponding of water on your client's land at the foot of the railway embankment. This would make it unsuitable for use by the public. We are aware of the current correspondence between yourselves on behalf of your client and Network Rail's solicitors who are instructed on that matter, in relation to your client's allegations. Network Rail is refuting your client's claim and this matter has not been determined.

Objection 2

You state that your client has a permit from the Environment Agency to dredge and keep the stream clear of silt/debris and maintain the watercourse and the area surrounding the proposed new footpath (route 2). You have also confirmed that dredging is normally carried out every 20 years or so and the required plant would be a 22 ton machine with a 9 metre boom. This machine would have a jaw on it to clear the overhanging trees/brush as well as dredge the stream without impacting the proposed footpath.

At the 21 December 2017 meeting, an option was discussed to set the new proposed footpath further back from the ditch e.g. in a 5 meter wide strip. However on further consideration of the frequency of dredging activities, it is Network Rail's view that the impact on your client's land would be less by not widening the strip of land to be used for the proposed footpath. Instead, when required, your client could apply to the local Highway Authority to temporarily stop up the public footpath to carry out dredging activities.

Objection 3

Electricity pylon in field adjacent to proposed new footpath

Network Rail has noted that the proposed route may affect the ability of your client to farm a small area between the electricity pylon and the watercourse.

Insofar as Network Rail's proposals may affect the value of your client's property, your client may be entitled to compensation in line with the compensation code. The Government has issued guidance on compulsory purchase, which is available from Government publications on the following link (<https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-1-procedure>).

Objection 4

Impact on flora and fauna

A desktop study for proposed works at S03 did identify Buxton wood and water meadows (a County Wildlife Site) adjacent to the new route. The water meadow is an extensive area of grassland that lies adjacent to Buxton Wood, an ancient woodland. A field survey of the route was undertaken by ecologists on 10 January 2017 to assess the potential impacts of the proposed route on habitats and species. The proposed route runs along an arable field margin adjacent to the water meadows. No vegetation removal is required within the water meadow and no resurfacing works are required. The vegetation removal along the proposed route alignment will be minimal and will not impact the water meadow or the adjacent ancient woodland, nor will it disturb the environment as your client states.

Any impact resulting from the creation and operation of the new route is unlikely to be significant compared to the existing arable farming activities and existing footpaths.

Objection 5

Diversion less convenient to public, additional 220m

Under s5(6) of the Transport and Works Act 1992, Network Rail cannot extinguish any public right of way over land unless the Secretary of State is satisfied that an alternative right of way has been or will be provided or that the provision of an alternative right of way is not required. In considering the provision of an alternative right of way, the Secretary of State takes into account whether the alternative right of way is a convenient and suitable replacement for existing users.

The impact of the proposed diversion will be dependent upon users' points of origin and destination. In the case of the proposed diversion route for S03, those users approaching from or heading to the east will see their route reduced by approximately 300m. As an indication, this equates to 4.5 minutes using an average walking speed of 1.115m/s (or 2.5 miles per hour) which is provided in guidance issued by the Ramblers (source: <http://www.ramblers.org.uk/advice/navigation/calculating-walking-pace.aspx>).

Conversely those approaching from or heading to the west will have their route increased by approximately 340m (approx. 5 mins walk).

The difference between the Round 1 'green route' and the proposed route under the Order is 220m, or just over 3 minutes walking. This difference is considered not to be significant in the context of a leisure walk and unlikely to affect the behaviour or route choice of users. Walkers are used to following field edges when using public footpaths, even where this means small increases in their route.

Shooting activities

You say in your Statement of Case that you conduct shooting activities on your land. However, we were unable to locate planning permission that would allow you to do so. If you wish to change the usage of your land in the future, you may apply to Suffolk County Council to divert the public footpath.

We hope that our response has provided sufficient clarity on each of the points made in your objection and explained Network Rail's position regarding its proposals.

Having considered all the factors following the on-site meeting, Network Rail is of the view that its proposals provide a suitable and convenient alternative diversionary route as required under the Transport and Works Act.

Meanwhile, if you require further information please do not hesitate to contact me on the address above or by email to AngliaLevelCrossings@networkrail.co.uk, quoting the reference number provided.

Yours sincerely



Bridgit Choo-Bennett

Anglia Level Crossing Reduction Team
Network Rail

TRANSPORT AND WORKS ACT 1992

APPLICATION FOR THE PROPOSED NETWORK RAIL (SUFFOLK LEVEL CROSSING
REDUCTION) ORDER

Ref: TWA/17/APP/04/OBJ/60

ALTERNATIVE ROUTE EVALUATION

1. We propose two alternative routes for the diversion as described below and shown on the plans at appendix **OBJ/60/W1/2/blp12**:
 - 1.1 **Alternative Route 'A'**. ('ARA') This is contained wholly within Network Rail's land, using the land which previously comprised the railway siding to the north of Bentley Station. We are able to propose this route not least because of my father's knowledge of the history of this land, as set out in his statement (**OBJ/60/W1/2/blp08**).
 - 1.2 **Alternative Route 'B'**. ('ARB') This comprises the route proposed by NR in its Round 1 Consultation. We maintain that their subsequent rejection of this route is unreasonable and unjustified, as set out in our Statement of Case (paragraph 11).
2. We propose ARB as very much a second choice, given that there is an impact on my father's land. However, it is the route favoured by most respondents to the Round 1 Consultation and it is direct. We note that the 12 Jan letter states that NR is refuting our claim that the drainage issues on this land were caused by NR and are the responsibility of NR to resolve. In fact, to date, we know of no such refutation being made.
3. On pages 7, 8 and 9 below works costs are provided for ARA and ARB, along with works costs for providing the application route. These costings relate only to the works required to provide a route to a standard appropriate for public use on foot, and comment on the likely ongoing maintenance burden of the routes upon the highway authority.
4. Critically, they do not seek to include in the equation the considerable compensation which would be due to my father for imposing the application route on to his land. This would be very many times the cost of the works to provide all of the route options.

5. **ALTERNATIVE ROUTE 'A'**

- 5.1 Alternative Route 'A' (ARA) is shown in detail by a red hatched area on Plan 1 appended in **OBJ/60/W1/2/blrp12**.

6. **MERITS**

- 6.1 ARA provides a most direct route for walkers between Footpaths 19 and 22 in place of the part of Footpath 22 to be closed. No existing public rights of way are truncated; connectivity is maintained.

7. **PRACTICABILITY**

- 7.1 The 12 Jan letter misunderstands the proposal in maintaining that it would be necessary to cut into the embankment (which would undermine its stability) to create the footpath. There is no necessity for any such works; the land proposed is the land which formed the siding previously. The siding land is now waste land and used to store waste ballast. The works required are the removal of the vegetation and the spreading and compacting of the top soil and waste ballast evenly on the embankment surface to create the footpath.
- 7.2 These photographs, taken from my father's land or the existing footpath crossings, show this to be the case:



Photo 1: Ballast surface - taken from near S03 – ideal walking surface once levelled and spread



Photo 2: Ballast heap with vegetation on left, looking south from SO3



Photo 3: Ballast heap with vegetation on right, looking north from S03

7.3 The route is wholly practical upon the completion of these works. This would provide a path of 2 metres width which required no exceptional future maintenance by the highway authority, only maintenance in line with the rest of the network in the area.

7.4 The route would be available for walkers able to access the adjoining network and in the same weather conditions.

8. **AIMS AND OBJECTIVES OF THE ORIGINAL SCHEME**

8.1 The provision of the route is compatible with the purpose of the scheme, as set out in paragraph 4 of Network Rail's Statement of Case, ie it enables the closure of the level crossing S03 Buxton Wood by providing pedestrian access on an alternative route.

9. **BENEFITS AND IMPACTS**

9.1 The impact on the land to be used is positive. The land is currently wasteland and has nil utility. It is unattractive and left covered with waste ballast following the removing of the siding serving Bentley Station and electrification of the line in the 1980s.

9.2 The clearance of the land and provision of a route in this location enhances this area visually and is a positive improvement on the natural environment.

9.3 As an additional benefit, works on this land also address the possibility of any future sliding of the deposited waste ballast from Network Rail's land on to the farmland below. This is potentially to Network Rail's long term benefit, removing the need to remove the waste and compensate for the deposit.

9.4 There is no impact on the objector's land, leaving it as productive farmland.

9.5 The route to be provided would be equivalent to the standard of the route being proposed by the applicant as acceptable for public use at the crossing to the north: S04 Island

9.6 The current cost to the highway authority of cutting any annual surface growth along the route to be extinguished would be removed, given the surface to be provided.

10. **ALTERNATIVE ROUTE 'B'**

- 10.1 Alternative Route B ('ARB') is shown in detail by a green hatched area on Plan 2 appended in OBJ/60/W1/2/blp12.

11. **MERITS**

- 11.1 ARB provides a most direct route for walkers between Footpaths 19 and 22 in place of the part of Footpath 22 to be closed. No existing public rights of way are truncated; connectivity is maintained.

12. **PRACTICABILITY**

- 12.1 The route is wholly practical upon the completion of the costed works. This would provide a path at 2 metre width which required no exceptional maintenance by the highway authority, only maintenance in line with the rest of the network in the area.
- 12.2 The route would be available for walkers able to access the adjoining network and in the same weather conditions.

13. **AIMS AND OBJECTIVES OF THE ORIGINAL SCHEME**

- 13.1 The provision of the route is compatible with the purpose of the scheme, as set out in paragraph 4 of Network Rail's Statement of Case, ie it enables the closure of the level crossing S03 Buxton Wood by providing pedestrian access on an alternative route.

14. **BENEFITS AND IMPACTS**

- 14.1 The route has the benefit of being direct along a field headland, minimising the loss of land to the landowner. It would involve a lower amount of compensation to be paid to the landowner for the taking of their land for its creation, compared with the application route.
- 14.2 As a headland path the route would not be ploughed. The cost of cutting annual surface growth along this route would fall to the highway authority. The cost would be less than its maintenance burden to cut surface growth along the part of Footpath 22 proposed to be extinguished by the order.

15. **CONCLUSIONS**

- 15.1 ARA is the obvious choice. The impact on the land to be used is positive, improving its quality.

- 15.2 The cost of the works is economic and provides a cost effective solution for NR, removing the need to pay the landowner compensation which would arise from the taking of land as a result of either Alternative Route B or the proposed order route.
- 15.3 The interests of the public are served with access maintained along a direct route.
- 15.4 No exceptional maintenance will be required by the highway authority in the future, to the benefit of the public purse.

LES COTTON

Contractors Ltd



Elms Farm, Laxfield Woodbridge, Suffolk IP13 8EG
Tel: 01986 798888 / Fax: 01986 798889 / Mobile 07831 191525
E-mail: mail@lescottoncontractors.co.uk



Rookery Farm, Tattingstone

Introduction

Les Cotton Contractors (LCC) has been asked to give an estimate of the cost of creating a new footpath on the eastern side of the railway in Eleven Acre field on Rookery Farm. The proposal has arisen from Network Rails requirement to stop up a foot crossing of the railway on this section of line and provide a link between a footpath going north at P of the line to one going south between at point Q on the plan attached. There are 3 alternative routes shown by different coloured lines on the plan attached and labelled A, B and C. All 3 routes have to provide a path with a minimum width of 2m. Each path is to be unobstructed, level and without surface treatment and to be able to be used at the same time of the year as the existing hard footpaths at P and Q.

Option A

The path at option A is coloured red and is approximately 375m long and is located on the site of the former railway siding on the top of the embankment. To create a footpath with a minimum width of 2m will require the use of a 6 tonne tracked digger with global positioning system (GPS) levelling system attached. The route is to be created by scrapping off existing surface vegetation and waste ballast over a 2 m width, levelling the surface with high areas being scraped into low ones, shaping and compacting the soil and ballast with the digger to form a wearing surface using the waste ballast. Any surplus soil is to be levelled out to the side of the new path. Where necessary the new path is to be seeded with a hard wearing grass mix. The finished surface level any area treated like this is to be level with the rest of the path. Fencing is required this is to be carried out by others working with LCC. The type of fences that maybe required is post and two rails at 1.35m high or chain link at 1.85m high.

Estimate for Option A

6 T Digger, GPS equipment (footpath) assume 24 days at £400 per day =	£9,600.00
Moving in charge for equipment	250.00
1.35m high post and rail fencing at £16.00 per m run each side	12,000.00
Cost of seeding grass inclusive of seed at £5.20 per m run	<u>1,950.00</u>
Total	<u>23,800.00</u>

Or with 1.85m high chain link fencing at £26.00 per m run on each side	<u>19,500.00</u>
Total	<u>31,300.00</u>

Option B

The path at option B is coloured orange and is approximately 375m long and is located on the western edge of the field but in the field. To create the footpath to the same specification as option A will require a 6T Digger with GPS levelling equipment. The work is to be done in the same way as option A including works to address the existing poor drainage in this area the use of a geotextile membrane and road planings in place of the waste ballast. On this option no fencing is included in the estimate.

Estimate for Option B

6 T Digger, GPS equipment (footpath) at £3.70 per m run	= £1,387.50
Moving in charge for equipment	250.00
Geotextile matting and road planings at £14.00 per m ² assume 250m	3,500.00
Non perforated twin wall/sewer pipe	1,500.00
Cost of seeding grass inclusive of seed at £5.20 per m run	1,950.00
Drainage on North end of field estimate as previously discussed	<u>4,980.00</u>
Total	<u>13,567.50</u>

Option C

The path at option C is coloured pink and is approximately 600m long and runs down the eastern edge and along the southern edge of the field. To create this route will require a 17T Digger, with a 9m boom reach, GPS levelling equipment and a tree shear. Prior to work starting on the path it will be necessary to cut all the hedges and trees along the whole of the proposed route. Creation of the footpath to be to the same specification as Option A including any use of geotextile membranes and road planings, grass seeding but excluding any fencing cost from the estimate.

Estimate for Option C

17 T Digger, GPS equipment and tree shear at £4.00 per m run	=£3,980.00
6 T Digger with GPS equipment (footpath) at £3.70 per m run	4,600.00
Moving in charge for equipment	460.00
Geotextile matting and road planings at £14.00 per m ² allow	1,500.00
Non perforated twin wall/sewer pipe allow	500.00
Cost of seeding grass inclusive of seed at £5.20 per m run	<u>3,120.00</u>
Total	<u>14,160.00</u>



237400m

237300m

237200m

237100m

237000m

Railway

Pond

LC

Q

SL

A

B

C

ETL

LC

Mast

Issues

Mr D Calderwell
Rookery Farm
Tattingstone
Ipswich
IP9 2LU

GRID REF TM 121 372

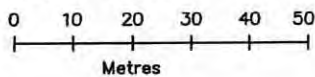
Proposed Works

Key

- Option A
- Option B
- Option

--- Existing Footpaths

Scale: - 1/1250



Reproduced from the Ordnance Survey map
with the permission of The Controller of Her
Majesty's Stationary Office. © Crown Copyright
Licence No. AL50973A0001

LES COTTON
CONTRACTORS

ENVIRONMENTAL SEWAGE and DRAINAGE

Mobile 07831 191525
Office 01986 798888
Fax 01986 798889

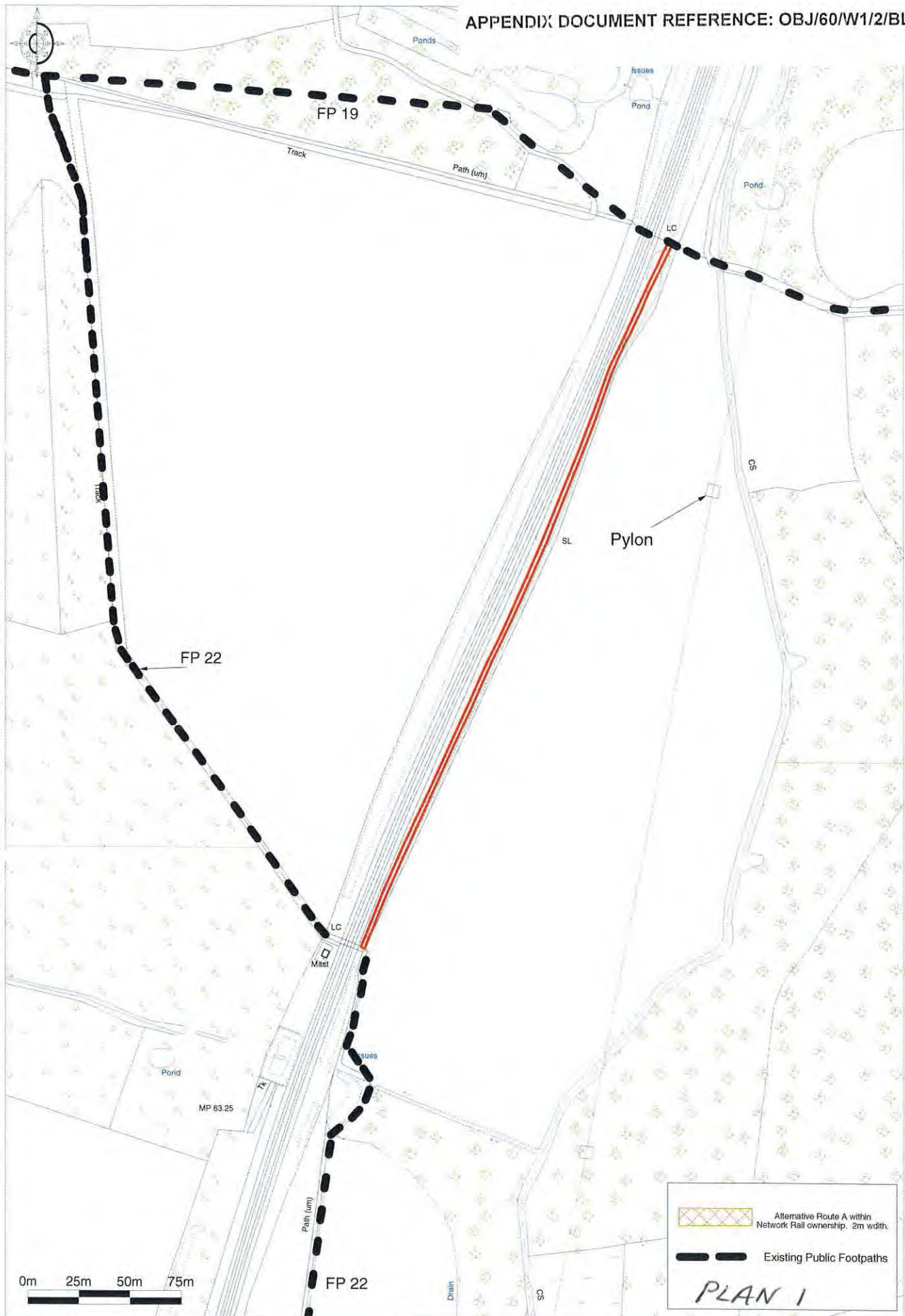
Email mail@lescottoncontractors.co.uk

Head Office:
Wells Corner, Laxfield, Suffolk IP13 8EG

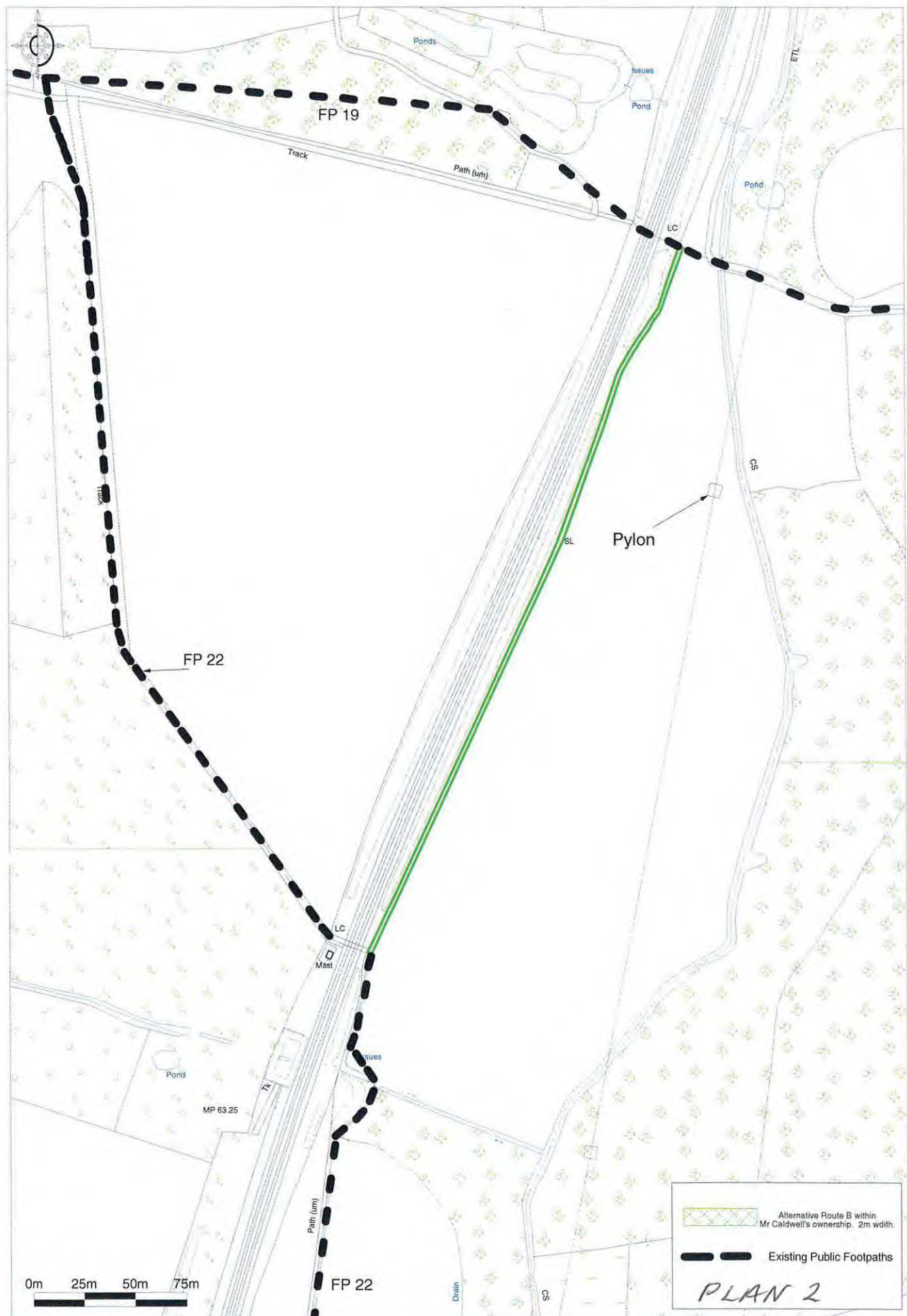
612200m

612100m

612000m



Eleven Acres, Rookery Farm, Tattingstone, Suffolk - Alternative Route B



Alternative Route B within Mr Caldwell's ownership. 2m width.

Existing Public Footpaths

PLAN 2