

From: Bev Chapman (Maxey Grounds) <bchapman@maxeygrounds.co.uk>
Sent: 25 April 2017 12:47
To: TRANSPORTANDWORKSACT
Subject: Network Rail Cambridgeshire Level Crossing Reduction Order
Attachments: Brown_Objection.pdf; Network_Rail_Plan.pdf
Importance: High

For the attention of the Secretary of State for Transport

Please find attached a letter of objection from our clients, Mr. Jonathan Brown and Mr. Robert Brown of E.C. Brown and Sons.

I shall be grateful if you will acknowledge safe receipt.

Yours sincerely,

B A Chapman

Secretary to Mrs. S.A. Pollard

Beverley Chapman ACIB
Administrator/Secretary
For and on behalf of Maxey Grounds & Co LLP



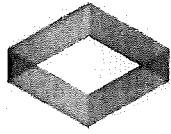
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20-24
Market
Place
March
Cambridgeshire PE15 9JH

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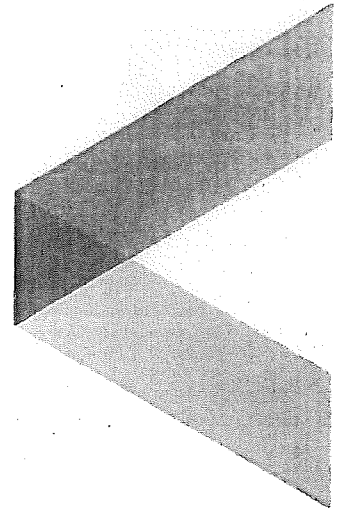
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**MAXEY
GROUNDS**

Your Ref:
Our Ref: SAP/BAC/16121
Date: 24th April 2017



The Secretary of State for Transport,
C/o. Transport and Works Act Orders Unit,
General Counsel's Office,
Department for Transport,
Zone 1/18,
Great Minster House,
33 Horseferry Road,
London,
SW1P 4DR.

Dear Sir,

Network Rail Cambridgeshire Level Crossing Reduction Order

We act on behalf of Mr. Jonathan Brown and Mr. Robert Brown trading as E.C. Brown and Sons of Wypemere Farm, 257 Benwick Road, Whittlesey, Peterborough, PE7 2HG, who farm the land adjacent to Lattersey Field Farm, which would be affected by the proposed footpath, shown on the enclosed plan as length No. 16. Our Clients are extremely concerned about the proposed footpath, so much so, that they have gone to the trouble and expense to appoint us as their Agent to write to you with regard to their objection to the proposal.

Background

E.C. Brown and Sons are a long established family farming partnership who have farmed in the immediate locality for several generations. They are extremely progressive and efficient and specialise in the growing of root crops, particularly potatoes and onions. They, therefore, know the local area very well and are well-respected members of the community.

Location

- The proposed footpath is to the south of the railway line and a survey carried out by Network Rail demonstrated that the local community would not make use of such a footpath, indeed the uptake was so small (one person in a three day period), that this project would not appear to be necessary, nor indeed feasible from a financial point of view. Our Clients' extensive knowledge of the local area, would also indicate that there is no demand for such a footpath to the south of the railway line.

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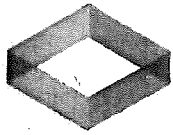
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MCIArb MINAEA MARLA, John R. Maxey MA (Contab) FRICS FRAV, Shirley A. Pollard BA MRICS FRAV





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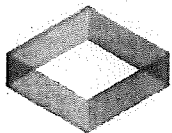
- The proposal for a footpath is extremely disruptive, as it would bring practical problems in respect of machinery usage and especially crop spraying. It would also increase the administrative burden on the farmers.
- The proposed path does not lead to another footpath or walkway and would bring any potential users out onto a busy main road, where there is no footpath to continue their journey. Our Clients do, therefore, have significant concerns for pedestrians from a safety point of view (see also comments below under Health and Safety).

Health and Safety and Environmental Issues

- The proposed footpath would require pedestrians to walk over agricultural land which is being actively farmed.
- There would be a greater possibility of damage and contamination of crops.
- The footpath would give pedestrians direct access to the land and trespass onto the field could not be prevented. This could potentially lead to significant Health and Safety issues with regard to people coming into contact with heavy machinery and chemical sprays and it is difficult to understand how these risks could be minimised with an open pathway on the land.
- The proposed pathway leads directly onto the main road and there is significant risk of pedestrians coming into contact with oncoming vehicles at that point, as there is no footpath alongside the main road.

Costs

- At the time of such financial constraint and where use of public money is quite rightly under constant scrutiny, it is difficult to understand how the cost of construction and subsequent maintenance of the footbridge (shown as 9,10,11,12,13 & 14) can be warranted. The cost of the proposed project would appear to be considerable and vastly out of proportion, when evidence has shown it would hardly be used.
- Our Clients received 20 identical copies of the original documentation from Bruton Knowles, which in itself is a waste of resources and has taken them an inordinate amount of time to sort through, to establish that the paperwork had been duplicated.



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Summary

It is difficult for our Clients to understand the benefits of this project and they strongly object to the creation of any new footpath, believing that it is not necessary and would not be used to any great extent, as proven by Network Rail's own survey.

The cost and disruption caused by the proposed footpath would appear excessive in this rural area, particularly as there appears to be no necessity for the footpath which only leads onto a busy main road.

We shall be grateful if you will note their objection and consider the points raised.

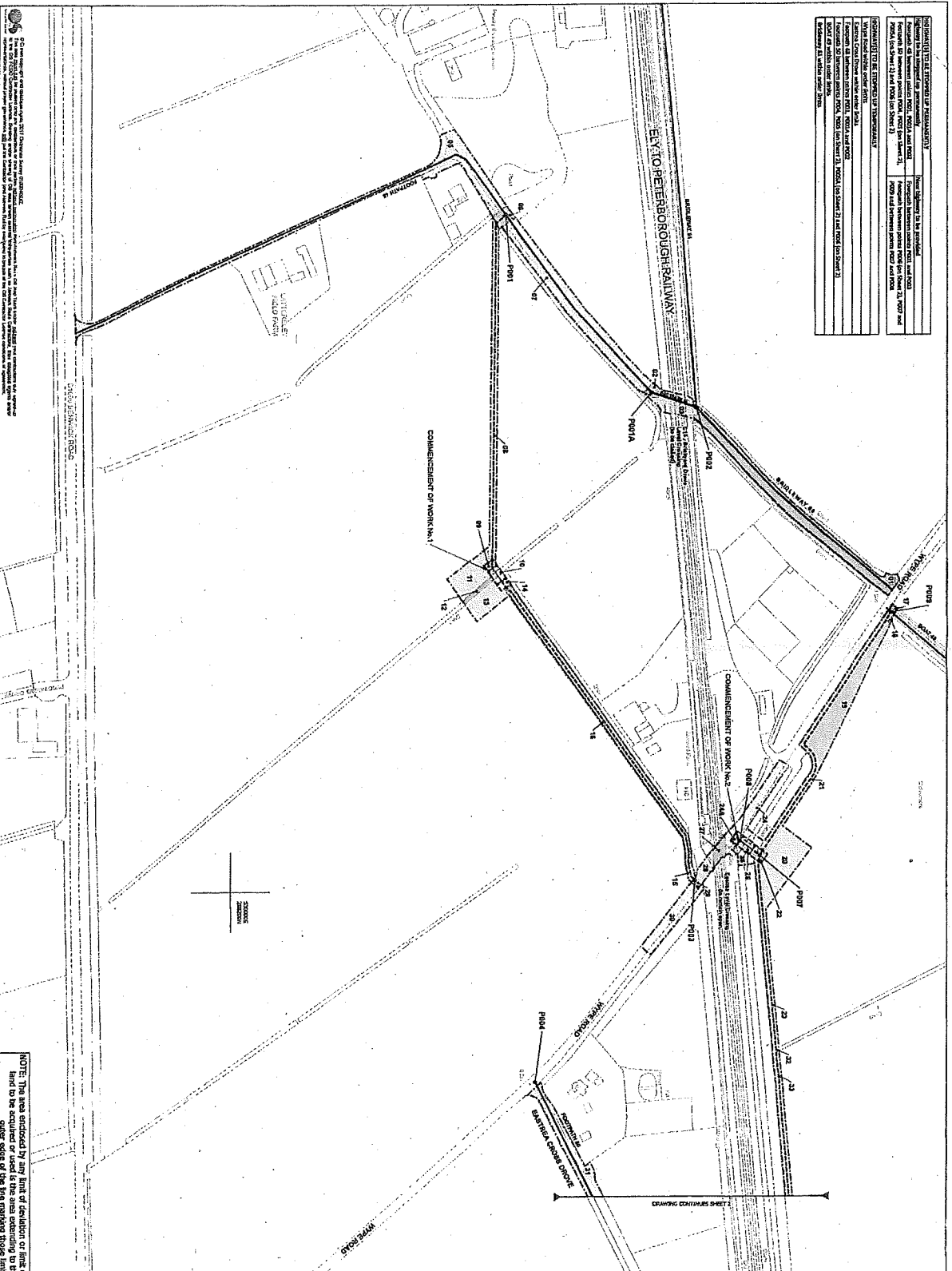
Yours faithfully,

Shirley Pollard

SHIRLEY A. POLLARD, BA, MRICS, FAAV.
for and on behalf of Maxey Grounds & Co. LLP.

Transport and Works Act 1992
bridgeshire Level Crossings
 COUNTY OF CAMBRIDGESHIRE, DISTRICT OF FENLAND
 PARISH OF WHITTLESEY

Sheet 1
C15 - Brickyard Drive
Level Crossing



PLAN

NOTE: The area enclosed by any limit of deviation or limit of land to be acquired or used is the area extending to the outer edge of the line marking those limits.

HORIZONTAL SCALE FOR PLAN 1:1250

0 25 50 75 100 125

Meters

WORK 1: FOOTBRIDGE
WORK 2: FOOTBRIDGE
FOR SECTIONS OF WORKS SEE SHEET 37 AND
SHEET 38
Unshaded points to acquire and
the ground.

Power Limited to Temporary Use of Land and Acquisition of Rights
Ho. on plat.

Porters Limited to Temporary Use of Land

08	15	24	30
09	16	24A	31
10	17	25	32

Powers Limited to Rights No on plan:

Powers Limited to Enrichment of Rights
100,000,000.

Carrolline of Work

- **Intensification of work.**
- **New / Improved Access**

Individual Land Parcels are shaded in contrasting shades of grey

from New Access Rights

Existing or Alleged Public Rights of Way

(IF APPLICABLE)

Traffic Regulation Order Reference No. 1001

10

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1

