

**From:** Edward Rout <Edward.Rout@struttandparker.com>  
**Sent:** 10 May 2017 22:43  
**To:** TRANSPORTANDWORKSACT  
**Subject:** Network Rail Essex and Others Level Crossing Reduction Order  
**Attachments:** Scanned from a Xerox Multifunction Device.pdf

Dear Sirs

We are instructed by Francis Braeckman who owns land affected by the proposal for E06 – Elsenham Emergency Hut Level Crossing.

We are instructed to object to the proposed creation of a new footpath in our client's field and we raise objections on the following points:

1. That the area that we have highlighted in pink on the attached drawing no. (MMD -367516-E06-GEN-005) creates a new footpath on our client's land. This new route is also shown between points P083 and P088 on sheet 13. We consider that this new footpath in its totality is an entirely unnecessary addition of over approximately 1.5km of rights of way when there are sufficient alternatives within the existing rights of way network. The proposed addition does not connect any of the users to existing rights of way on the east of the railway line, it creates a whole new route. The proposed addition to the south east of the crossing joining EX|32|22 and EX|25|15 provides the necessary alternative rights of way to connect those users that would have crossed at E06 to the rights of way network they would have been accessing to the east of the railway line.
2. The area of footpath that we have highlighted in pink which appears to be connecting EX/25/32 to EX/51/24 creates an entirely new right of way that has never existed and never been shown to be required. We do not see why this should be acquired over our client's land.
3. The general direction of all of the existing rights of way are west to east, this is considerably large addition to the rights of way network that due to the closure of the level crossing marked green 2 years ago is considered highly unnecessary. Particularly as route EX|51|13 runs the same direction connecting the rights of way network at Elsenham to that of the north at Ugley. With the closure of EX|25|7 it would be less damaging to my clients and a much simpler solution to further close EX|51|24, EX|25|37, EX|51|31 and EX|25|38 given the closure of the level crossing marked green and crossing E07 – Ugley Lane to the north. To the south the closure of EX|25|32 and EX|51|14 would simply the proposed diversion. Clearly the proposed addition has never existed and never been shown to be required given the existing network and the proposal is over and above the closure order.
4. My client is concerned that not only does the additional route provide very little amenity value given its proximity to the M11 but that it will encourage trespass on the railway line which could be more dangerous than the existing pedestrian crossing both to the trespasser and rail users. The order is a level crossing closure plan not a footpath improvement plan.

They have no objection to the closure of Level Crossings and fully understand the important safety requirements to do so.

We look forward of hearing the outcome of your consideration of this objection.

Yours faithfully

Edward

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