Angela Foster

OBJ|146

From: Edward Rout <Edward.Rout@struttandparker.com>
Sent: 11 May 2017 11:18
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 Jim Raey 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 P089, P090 and P091 on sheet 14. 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|31and 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.

Our client advises us that they have not been contacted by any of Network Rails representatives to consider my clients views on the proposals, there appears to have been little consultation with any of the affected landowners.

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.

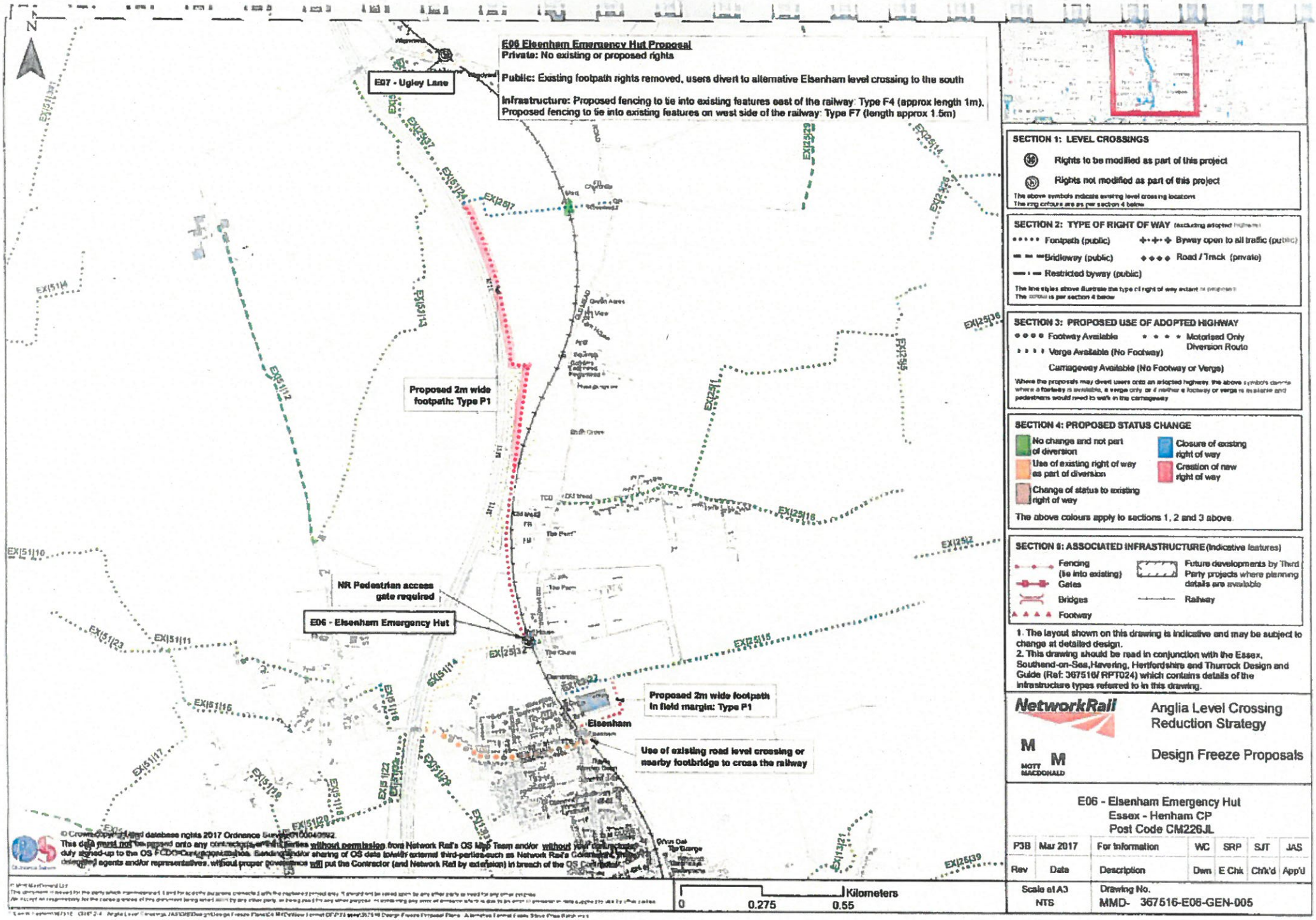
Yours faithfully

Edward

Edward Rout MRICS FAAV
RICS Registered Valuer
Partner
Land Management Department
Strutt & Parker LLP

Coval Hall
Rainsford Road
Chelmsford
CM1 2QF

Direct line +44 (0) 1245 254644
Mobile +44 (0) 7471 354117



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations
The ring colours are as per section 4 below

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed
The colours as per section 4 below

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only or if neither a footway or verge is available and pedestrians would need to walk in the carriageway

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (to be into existing)
- Future developments by Third Party projects where planning details are available
- Gates
- Bridges
- Railway
- Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

Anglia Level Crossing Reduction Strategy

MOTT MACDONALD

Design Freeze Proposals

E06 - Elsenham Emergency Hut
Essex - Henham CP
Post Code CM226JL

Rev	Date	Description	Dwn	E Chk	Chk'd	App'd
P3B	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3: NTS

Drawing No.: MMD- 367516-E06-GEN-005