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08 August 2017
FFP012/hj

Your Ref: DPI/Z1585/17/12

Dear Mr Groom,

**PROPOSED NETWORK RAIL (ESSEX AND OTHERS LEVEL CROSSING REDUCTION)
ORDER: Confirmation Letter Subject**

Further to email correspondence on 4th August, we write on behalf of our client Fairfield (Elsenham) Limited to confirm that no oral evidence will be provided at the Public Inquiry in relation to the Proposed Network Rail (Essex and Others Level Crossing Reduction Order). Fairfield (Elsenham) Limited will therefore will not be attending the Pre-Inquiry meeting scheduled for 9th August.

Fairfield (Elsenham) Limited submitted written evidence in relation to the proposed Order to Network Rail on 11th May 2017. Fairfield (Elsenham) Limited will continue to rely on the Inspector's consideration of this evidence at the enquiry. This is enclosed for the benefit of the Inquiry.

Yours sincerely

HARRY JONES
Principal Planner

email: hjones@davidlock.com

cc Steve Biart, Fairfield (Elsenham) Limited

encl. Fairfield (Elsenham) Limited written evidence dated 11th May 2017

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BY EMAIL: transportandworksact@dft.gsi.gov.uk and post

11 May 2017
FFP012/PDC

Dear Sir or Madam,

NETWORK RAIL ESSEX AND OTHERS LEVEL CROSSING REDUCTION ORDER

Fairfield Elsenham Ltd has been served notice under the above proposed Order in relation to its land interests in and around Elsenham in Essex. Fairfield Elsenham Ltd has long-term interests over the land outlined red in the enclosed plan (FFP012-003 Rev G). David Lock Associates is responding on behalf of Fairfield Elsenham Ltd at this stage of the Order. Fairfield Elsenham Ltd or alternative advisors may respond to subsequent stages.

Fairfield (Elsenham) Ltd objects to the proposals for the closure of the Elsenham Emergency Hut Crossing and associated works including the compulsory purchase of land:

1. The mitigation proposed is inadequate. The current 4 crossing points in the 2 km of railway line north of Elsenham level crossing will be reduced to 2 crossing points. This would have a significant severance and injurious affection effect on land served by the local footpath network. Fairfield (Elsenham) Ltd consider that an additional footbridge crossing should be considered to maintain current levels of connectivity and avoid significant diminution in value of their related land holdings.
2. The reliance on the North Hall Road bridge for recreational walkers is not a suitable alternative. The bridge (known locally as the Toot Toot Bridge) is of a single vehicle width limited visibility on the approaches. Any benefits to safety from the closure of foot crossing of the railway line would be outweighed by the risks to safety of directing pedestrians along this route. Further the design of the bridge does not allow for any enhancements to improve the environment for pedestrians.
3. The diversion of footpath EX/25/15 on to land controlled by Fairfield (Elsenham) Ltd is objected to. This land forms an integral part of land being actively promoted for residential and related development and will have a direct material effect on proposals for the future redevelopment of the land thereby causing injurious affection and related diminution in value. The diversion offers little benefits to users of the footpath network in terms of taking pedestrians away from 125 m of public highway Old Mead Road. This road is lightly trafficked in this area and already serves existing employment and residential uses. Therefore, regardless of the

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proposed diversion there will remain a pedestrian function for this part of the road. This diversion should be abandoned.

4. The reliance on the footbridge crossing at Elsenham Station ignores the fact that the footbridge lands on the up platform, not within any land adopted as public highway. It is therefore questioned whether this offers a suitable alternative.

Please keep me informed of all future stages of this process.

Yours faithfully

PHIL COPSEY
Partner

email: pcopsey@davidlock.com

cc Steve Biart Fairfield (Elsenham) Limited
Chris Selway BNP Paribas Real Estate

encl. Land Control and Site Description Plan – FFP012-003-RevG

