

From: McKeown, Peter [REDACTED]
Sent: 15 February 2023 09:48
To: Section 62A Applications <section62a@planninginspectorate.gov.uk>
Subject: RE: S62A/2022/0012 - Land East of Station Road, Elsenham
Importance: High

Good morning Mark,

Please accept the below as our formal response to the comments received from Network Rail.

Thanks for sending through the consultation response from Network Rail dated 2 February 2023.

We note that importantly Network Rail's recommendation on the application is to approve. With regard to the points raised within Section A we note that Network Rail is simply seeking the provision of further information and we would comment as follows:

- Traffic movements across Elsenham Station level crossing were considered at length during the 2017 appeal (Refs. Outline Permission UTT/17/3573/OP and APP/C1570/W/19/3243744 and Reserved Matters UTT/21/3269/DFO) for the adjoining land to the south. The 2017 level crossing survey undertaken for the application to the south identified the following two-way movements across the level crossing:
 - Vehicles AM peak (8:00-9:00) = 87 vehicles Vehicles PM peak (17:00-18:00) = 95 vehicles
 - Pedestrians AM peak = 63 persons Pedestrians PM peak = 18 persons
 - Bridge AM peak = 2 persons Bridge PM peak = 3 persons

The Transport Assessment that accompanied the current submission identifies that the proposed development would add a total of eight vehicles in each of the AM and PM Peaks which is not considered significant. The numbers of development related pedestrians and cyclists that would use the level crossing is not assessed in the transport assessments. However, the overall numbers of pedestrians and cyclists predicted from the development is small with a total of one cyclist and four pedestrians in the AM and PM peaks. With the exception of persons travelling to the railway station, most pedestrians and cyclists will utilise the more attractive route along Elsenham High Street to access the facilities within the town, rather than travel via the level crossing. In summary, vehicular/ pedestrian/ cycle impacts would be minimal and therefore the proposed development would not compromise the safe operation of the railway. Bloor Homes are happy to engage in further discussions with Network Rail at the detailed design stage should planning permission be granted.

- The only connection to the west is a footpath connection which was approved as part of the consented 350 home scheme to the south. This will lead to Old Mead Road and not to the centre of the Elsenham Station platform.
- A through route connecting High Street/ Henham Road with Old Mead Road has been considered, however was discounted for the reasons specifically stated within the Transport Assessment (Section 2.6) that accompanied the planning application. This matter has also been discussed with Essex Highways Authority. Bloor's transport consultants WSP have explored the feasibility of providing a vehicular access at this location, however due to visibility and level crossing safety issues it was concluded that this location is not suitable for vehicular access to the site.
- We note the final comment made regarding the proposed closure of the Elsenham Emergency Hut level crossing. Importantly these proposals would not affect the delivery of the 200 homes proposed as part of this application.

The points raised within Section B are generic comments and points of detail that would be picked up at the detailed design/ Reserved Matters stage of the process. As outlined above the applicants are happy to engage in further discussions with Network Rail and are currently working collaboratively with Network Rail on another site they are working on at Elmswell (Suffolk).

If the above response can be shared with the Inspector it would be greatly appreciated.

Kind regards

Peter

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Partner

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