

## Samantha Woods

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**From:** Emery John <John.Emery@networkrail.co.uk>  
**Sent:** 30 April 2019 11:55  
**To:** Katie Benbow (née Cooke)  
**Cc:** Lorna Meaden; joannavincen@personaassociates.co.uk;  
YVanderman@landmarkchambers.co.uk; Hurst Charles  
**Subject:** RE: Network Rail @ Hayfield Farm

This message originated outside Winckworth Sherwood

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Dear Katie,

Thank you for meeting with myself and Charles Hurst on 26th April 2019, it was beneficial to further understand your client's concerns and discuss Network Rail's position and constraints in providing the additional requirements your client has sought.

During our meeting, it became evident that the overriding issue between parties remains the type of material to be used in the new access tracks provided under the Order. We agreed that a concrete track to Salford Road would be suitable; however your client still has concerns regarding the access routes from the East. The upgrade of all access tracks to concrete, as requested by your client, from what is proposed under the Order would involve an increased cost to the scheme of circa £800,000, which Network Rail considers to be disproportionate and not reasonable. However, Network Rail has committed to funding the ongoing maintenance of the tracks to ensure they remain adequate for their ongoing use.

However, in reply to your concerns, Network Rail will reevaluate the costs of upgrading the tracks and explore the potential of upgrading sections of the access track; such as the entrance to the Bedford Road where there is a significant gradient onto the highway. In addition to this, Network Rail will investigate the provision of a physical track on the south of the railway, subject to agreeing the revised proposals with any affected land owners and the increased cost being acceptable. Once these activities have been completed we will provide an update to your clients.

Finally, as regards compensation, professional fees for acting for landowners in relation to compulsory purchase and compensation are governed by statute. Network Rail will pay all eligible claims and is willing to discuss this further with yourselves in due course.

Kind Regards,

John

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### John Emery

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**From:** Katie Benbow (née Cooke) <katie.benbow@savills.com>  
**Sent:** 04 April 2019 10:38  
**To:** Emery John <John.Emery@networkrail.co.uk>  
**Cc:** ; Lorna Meaden <lorna.meaden@savills.com>; Moeng Sophie  
<Sophie.Moeng@networkrail.co.uk>; joannavincen@personaassociates.co.uk; charles.hurst@networkrail.com  
**Subject:** Network Rail @ Hayfield Farm

Dear John,

**THOMAS WHITE PROPERTIES LTD – HAYFIELD FARM**

Thank you for your time on the phone.

I have outlined the boundary of Hayfield Farm roughly in red below and the access at Berry Lane is used for all farm machinery movements, with further movement across the Long Leys and Matey Boys crossings on the farmland to the East of Berry Lane., as discussed the need for concrete tracks is crucial to the functioning of the farm.

- Peter Sinnott lives to the South of the railway line and all the farm buildings and machinery are to the North of the railway
- All farm cultivations on land to the South need equipment to move from the North to the South
- It is not possible to access the fields to the South – this is currently done via Berry Lane and the additional 2 crossings that you will be closing
- It is not possible to take machinery through Aspley Guise
- It will not possible to turn right out of the farm drive due to the dualling of the A421
- The topography of the land means that type 1/2 will not be sufficient for the purposes of the track
- It might be better to move the access track to the South of the Railway into the field to the North (i.e. from the field owned by Woburn to the field owned by the Russells) – current proposed route shown in yellow below
- All the routes will need to permit access for all purposes (not just agricultural)
- All tracks must be concrete for practical and maintenance purposes

To be clear your letter dated 1<sup>st</sup> April 2019 has significant errors and we firmly refute these statements:

1. *“Network Rail believes the closure of Berry Lane...does not create a severance issue”* – perhaps this was an April Fools comment?
2. Access track to East of Berry Lane *“NR believe that these access routes provide suitable access compared to the current crossing and will be sufficient to accommodate the type and volume of usage”*
3. Access to South Side of railway *“NR is not proposing to install any form of permanent track in this location as none currently exists”*. This is incorrect as Berry Lane currently exists.
4. Entrance onto Salford Road – comments regarding combine harvester – we know that a combine harvester won't fit through the village but following the closure of the Berry Lane an alternative access will need to be provided.

We also need confirmation that Network Rail will meet the following costs:

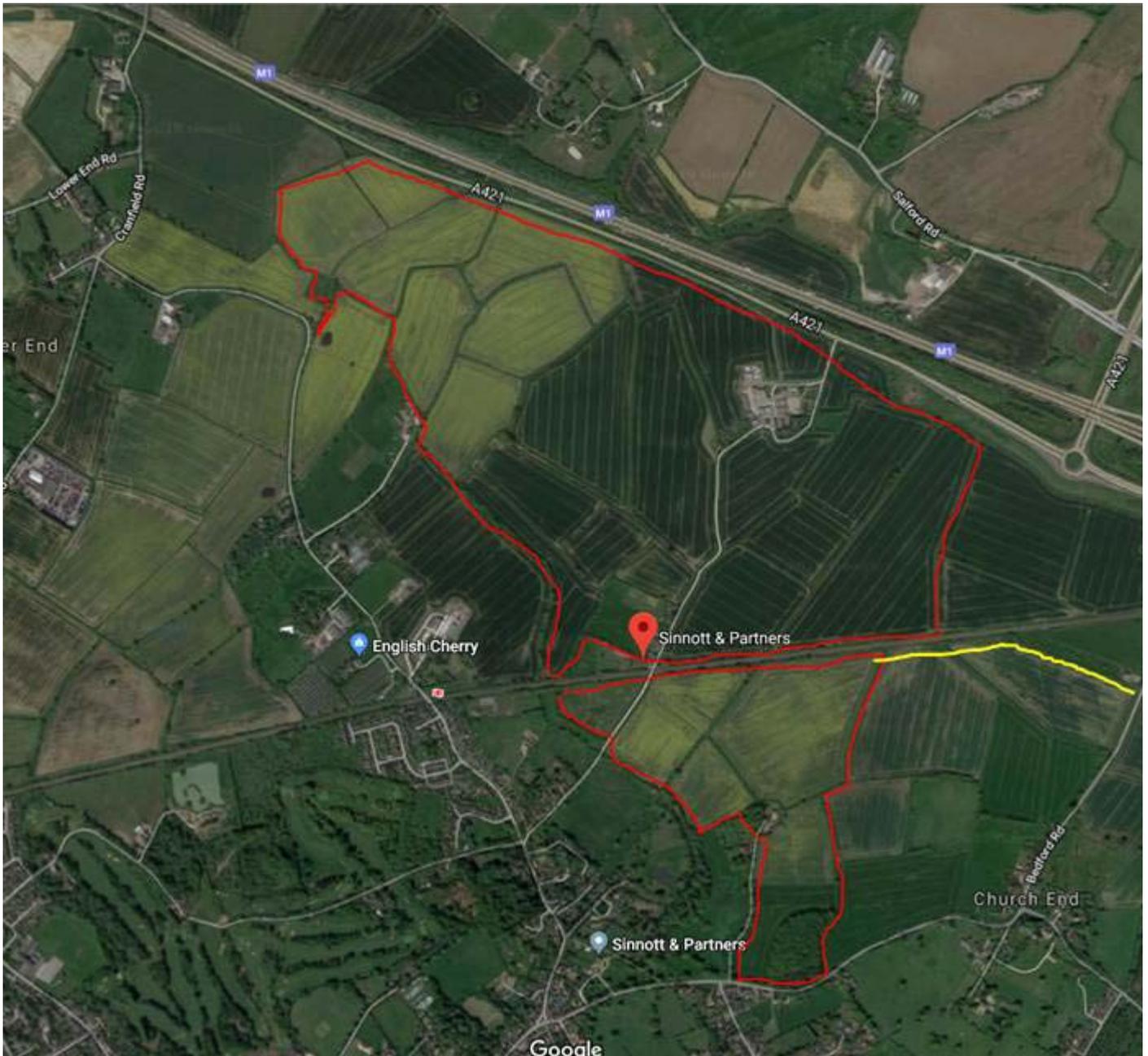
- Savills time in dealing with this matter to date and going forwards – please may we put in an interim claim for the significant hours that we have spent to date discussing this.
- Peter Sinnott's time in dealing with this matter
- Compensation for the loss of agricultural land to be used by the track
- Compensation for the building that is proposed to be demolished for works 34
- Compensation for the severance of the farm and subsequent diminution of the value of the farm and the fact that the new route will add extra time to all daily movements and agricultural operations.

Thank you for offering to meet with both Peter and myself on site. I am on holiday from today until 15<sup>th</sup> April but I have copied in Lorna Meaden who can check my diary if you want to propose some dates.

Joanne – our objection still stands, as you can see we are trying to resolve the issues but please make it clear to the enquiry that our position remains as per our objection.

Kind regards,

Katie



Katie Benbow MRICS FAAV TEP  
Associate Director  
Rural

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