

KEITH MURRAY CONSULTANTS

CHARTERED SURVEYORS

OBJ/9

Secretary of State for Transport
c/o Transport and Works Act Orders Unit
General Counsel's Office
Department for Transport, Zone 1/18
Great Minster House
33 Horseferry Road
London
SW1P 4DR

30 January 2012

Special Delivery

Dear Sir or Madam

The Transport and Works Act 1992 – Proposed Croxley Rail Link Order Linda Ann Field – Notices No. 102 and 213

Our client, as identified above, has instructed us to object to the Notices of Application made in respect of the above Proposed Croxley Rail Link Order ('the Order'). Mrs L A Field owns the freehold interest in the land identified in Notices 102 and 213 and situated at 33 Baldwins Lane, Croxley, Watford, Herts, WD3 3RT ('the Property').

Under the Application, recently submitted to the Secretary of State for confirmation:-

Notice 102 in respect of Plot 7 of the Order seeks to authorise the acquisition of 111.3 sq m of land primarily comprising the frontage land to the Property. This land provides both a means of access to the Property and is also used for vehicle display purposes thereby being essential in order to ensure the optimum commercial exploitation of the Property. Our client objects to the inclusion of this area of land within the Order on the grounds that if acquired, our client's property will become incapable of proper and beneficial occupation.

Notice 213 in respect of Plot 8 seeks to authorise the temporary occupation of 603.3 sq m of land associated with the use of the Property. This land provides the main vehicular parking and display areas associated with operational activities at the Property and is particularly important as the site is used for car sales purposes. Our client objects to the inclusion of this area of land within the Order on the grounds that if occupied for any length of period it will force the occupying business to cease trading and consequently the residue of our client's property will become incapable of proper and beneficial occupation.

Alternatives to the Croxley Rail Link

The major part of the infrastructure which comprised the former Croxley Green branch line that used to be in operation between Watford Junction and Croxley Green Station (which was situated near to the proposed Ascot Road Station and could also serve Vicarage Road) still

exists with the exception of an over-road bridge which was removed for the construction of the Ascot Road dual carriageway in 1996.

In our opinion this line could be re-opened so avoiding the need for the Order. The terminus station could be located at Ascot Road and a shuttle bus service provided to transport passengers to Croxley Station on the Metropolitan Line, and visa-versa. This would do away with the huge expense of constructing the viaduct for The Croxley Rail Link.

Another option, if an Underground connection to Watford Junction Station is so important, is to restore the service that previously ran between Harrow & Wealdstone and Watford Junction Station. We believe that the cost of re-introducing this service would be a fraction of the Croxley Rail Link cost and are of the opinion that restoring the former Bakerloo Line service to Watford Junction has not been considered fully.

Closure of the Existing Watford Metropolitan Station

The Croxley Rail Link proposes to close Watford Metropolitan Line Station. This would be of considerable inconvenience for all the residents in the vicinity of the existing Watford Metropolitan Station, many of whom have purchased their properties on the basis of having a local Underground station nearby. Additionally many school students use the existing station to get to their schools, namely Watford Grammar School, Rickmansworth School and St Joan of Arc School. The closing of the Watford Metropolitan Station would have the potential to create a major difficulty for the students of these schools which would probably result in an increase in traffic on the surrounding roads as their parents would rather take their children to school by car than let them face lengthy walks to their respective schools.

In conclusion please accept this letter as formal notice of our clients' objection to the CPO.

At this time our client wishes to reserve her position on having her objections considered at any inquiry and to make representations and call evidence at inquiry.

We would be grateful if you would confirm safe receipt of this letter and direct future correspondence in connection with the CPO to us on behalf of Mrs L A Field.

Yours faithfully



Keith Murray

Keith Murray Consultants Ltd

