

Caroline O'Neill

From: Ben Crossman <ben@orwellparkestate.co.uk>
Sent: 04 May 2017 10:28
To: TRANSPORTANDWORKSACT
Subject: Network Rail Suffolk Level Crossing Reduction Order - OBJECTION

Sirs,

I am employed Estates Manager with full authority to act for Orwell Settlement Trustees ("the Owners") who own land at and around Bacton affected by the Proposed Network Rail (Suffolk Level Crossing Reduction) Order. The Owners have been served a variety of notices under the following acts on various parts of their Land: Transport and Works Act (1992) and The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.

This land is let by way of Farm Business Tenancy to Messrs E Hudson Baker ("the Tenant") a partnership whose partners are Mabel Anne Baker and Paul Edmund Baker who I understand are objecting to the proposed order. I email to object to the proposed order on behalf of the Owners and all further correspondence should be to this email address or "Orwell Settlement Trustees c/o Mr B Crossman" at the address in the footer to this email. We have undertaken negotiations with Network Rail and their project team ("the Applicant") over the last 12 months and some of our concerns have been addressed. The Owners land straddles the railway for some three miles and hence the ability to cross it at a number of points is vital in its continued use and hence value. However, I email to register an objection to the order on the following grounds:

1. The proposed new footway under the railway bridge at Pound Hill, Bacton (Sheet 20, Parcel 38) will significantly reduce the useable width for vehicles under the bridge. The crossings that are not affected in this order have restricted height and more relevantly width. If the proposed footway restricts movement of farm traffic due to width, this will create long diversions of very large and slow moving farm machinery through neighbouring villages. This is both a safety issue for everyone and a cost issue for the Tenant especially if there is a future round of crossing closures. This element should be removed from the proposed order or an increase in permissible width of machinery included in the order at crossing s12 (Gooderhams) to mitigate this risk.
2. The proposed creation of new footpaths across the owners land has been discussed at length with the Applicant and we had agreed in writing a design freeze that sensibly met the needs of all stakeholders. However, the proposed order has reverted to a previous design freeze in this regard and hence we object to the proposed new footpath partially on the Owners land from S12 (Gooderhams) to "Cow Creek" Crossing. We consider it unnecessary and betterment in light of the extremely low footfall recorded at both crossings, an argument used by the applicant as one of the main reasons for proposing closure in the first place. There is enough existing footpath infrastructure to provide circular walks (albeit slightly different in nature) for the few users and this extra footpath is unnecessary and hence beyond the scope of the proposed order. The proposal as previously agreed with the Applicants agent for an alternative linked path to the East of the railway line should be put back into the order as a better compromise solution for all stakeholders or the additional footpath removed from the order in this regard.
3. The Proposed Order includes creation of formal access rights across the Owners land to get to crossings. Whilst we accept Network rail probably have such rights by long use, this is beyond the scope of proposed order and should be removed.

Please acknowledge receipt of this objection and confirm how the Secretary of State is going to deal with objections.

Yours faithfully.

Ben Crossman BSc.(Hons) MRICS
Estates Manager

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