

**From:** David Tomkins < >  
**Sent:** 05 September 2018 20:29  
**To:** TRANSPORTANDWORKSACT  
**Cc:** Neil Perrins  
**Subject:** Network Rail East West Rail TWA Order

**Importance:** High

I am David Tomkins of Millbrook, Bedfordshire and I represent the tenancy of John Tomkins and son (farmers). I am writing to object to some of the suggested proposals contained within the proposed upgrade of the East West Rail Link.

These proposals will impinge on my business and adversely affect my livelihood.

My first objection relates to land parcel

The proposal is to stop up part of Footpath No.1 and to reroute it. The proposed redirection of this footpath is through a grass field which contains an ancient monument. This field, previously in an arable rotation, was laid to grass in a management agreement with English Heritage to preserve the ancient monument. This field forms a major part of our grazing area for our sheep enterprise. I have several issues with having a public footpath through our sheep field. Sheep worrying is a massive problem in the industry and is on the increase. Introducing a public footpath into an area grazed by livestock will increase the threat of livestock worrying. Our flock is predominantly made up of young mothers. Should the flock be harassed by dogs or people, the potential for mismothering of lambs is a lot higher. The health and safety of the livestock could be jeopardised by litter left by walkers. Access into the field at present is limited to those authorised. I am concerned about the security (and bio-security) and safety of my livestock. Any form of gate, stile or hurdle used as an access for the footpath could potentially be a site of escape for my livestock. At the moment, my livestock enjoy a safe protected environment but if the footpath were rerouted into this field I would feel unable to use this land for grazing on the grounds of the safety and the security of my livestock. This in turn would leave a 20 acre parcel of land unproductive and unprofitable; this would adversely affect our business.

My second objection refers to land parcel

This is an access issue.

At present we enjoy an access, to our fields, within 30m of the Marston Road Level Crossing. The proposed over bridge will remove this access. This access provides me with a way of entering 50% of my holding. If this were to be removed, it would mean an extra 0.5 miles on every journey to my fields. Whether it is journeys for fertilising, spraying, cultivating, combining or corn carting this will be a massive concern for us, not only the expense but the time taken and the impact on the soil. Our soil is grade 3 heavy clay; it is prone to water logging and in a wet year it is difficult to travel on. There are no hard tracks around our fields. We would have to use the same headland tram line (wheel marks) over and over again. If we have to access some fields by crossing through others, this will damage the soil structure, lead to more water

logging and in turn lead to greater problems of access. This will create problems that will reflect upon us economically and this is unacceptable.

My third objection refers to land parcel

It is suggested that this land may be acquired. This field is already a small field and to reduce it in size would make it uneconomical to farm. Removing this parcel of land would also remove an access to the field. In my experience, rough ground or areas put down to trees/shrubs generally tend to harbour unwanted pests – rabbits, pigeons and numerous types of weed (e.g. thistle, ragwort etc).

We have attended public exhibitions held locally and have discussed these issues with members of the East West rail team. I feel saddened to see that none of our concerns were taken seriously. This is our lively hood. Farming can be a difficult, stressful way of life – we do not need to add more layers of difficulty when it can be avoided. It would be greatly appreciated if some common sense were used when considering these objections.

David Tomkins

Millbrook

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