

Ref ; Network Rail Essex and Others Level Crossing Reduction Order .

In the Parish of Wrabness E48 Wheatsheaf footpath Ex/184/19

## Statement of Case

Applicant: Network Rail

Objector:



## Overview

Wrabness is a tiny rural settlement in an area of outstanding natural beauty, having extensive amenities available to recreational walkers, comprising around 240 acres of nature reserves, woodlands and estuary/foreshore as well as numerous footpaths and tracks, most of which link to one another and to the Essex Way.

Wrabness Nature Reserve, Stour Wood (RSPB) and Oakfield Wood Nature Reserve also offer parking facilities.

Wrabness welcomes many visitors, particularly during the summer months and who are able to enjoy the many available amenities.

Wheatsheaf Lane/Church Lane links to all of these amenities and also offers outstanding views of the estuary, Wrabness Church with an unusual bell cage and also Grayson Perry's celebrated 'House for Essex'.

The lane is extensively used by local and visiting walkers, with and without dogs and also used by local and visiting vehicular traffic. There are 2 benches situated alongside the lane, offering stunning views as well as an information map.

**The Objector** is the Land Owner of property potentially affected by the proposed diversion of a public footpath by the Applicant.

**Public Consultation ; April 2016 - October 2016.**

The Applicant has acted unreasonably by failing to notify the Land Owner of the proposal to close the E48 Wheatsheaf crossing and to divert the public footpath on to his property during the relevant public consultation period. The Land Owner was therefore unable to contribute to the public consultation process.

The Applicant has claimed that the ownership of the potentially affected land was unknown (evidence supplied ) However during the same period the Applicant was in consultation with the Land Owner regarding necessary work to a badger set at the same location. (evidence supplied)

The Land Owner has had a very long standing relationship with the Applicant as works have been carried out on that stretch of track on several occasions over the past 30 years and compensation arrangements agreed as appropriate so that it is disingenuous for the Applicant to have claimed that the Land Owner was unknown.

On 17 January 2017 the Land Owner was contacted by Ardent, the agent of the Applicant, stating 'It has become apparent that **you are in possession of a land interest which may be affected by the proposals.** We are therefore writing to all parties who have a registered interest to request further information so that we can ensure all interested parties are kept informed of the proposals, have the opportunity to comment on the developing proposals and to be informed and given the opportunity to comment when the TWAO application is made'.

The Land Owner assumed from this correspondence that the consultation period was to begin and that further information would follow. The Land Owner replied to confirm ownership of the land.

On 13 February 2017, the Land Owner was contacted by Bruton Knowles as agent for the Applicant, again requesting confirmation of information supplied to them by Ardent. Again the Land Owner replied to confirm ownership.

No further correspondence was received but in April 2017 notices were found posted on the land subject to the application.

The notices stated 'Application for Temporary use of Land'.

By then the Land Owner had confirmed to both agents acting for the Applicant, Argent and Bruton Knowles, That he was the owner of the property so that the Applicant had a duty to serve the notices on the Land Owner and not on the field.

On examining very small print it was discovered that a permanent public footpath was to be diverted on to the property, approximately 5 metres into the field from the perimeter fence, running parallel to the edge of the field in an easterly direction, then running in a northerly direction, adjacent to 2 neighbouring gardens.

The Land Owner contacted Bruton Knowles, agent for the Applicant and was subsequently served with formal notices on 05.May 2017. This letter arrived on 06.May 2017, together with a letter dated 30. March 2017, just 6 days before the deadline for objections to be made to the Secretary of State.

The Applicant has absolutely failed in the duty to notify the Land Owner during the public consultation period therefore proper public consultation has not taken place.

Those people adversely affected by the proposals were not made aware by the Applicant at the appropriate time and were therefore unable to engage in the process.

The Land Owner has requested that the Applicant supply all the information he ought to have received during the public consultation period but has been unsuccessful in this request to date.

The Land Owner has contacted the agent for the Applicant by telephone and has requested information regarding the position of the proposed footpath, some 5 metres from the field boundary.

A footpath would normally be expected to be located at the edge of the field (headland) to minimise adverse impact on cultivations and continued additional expense. There appears to be no reason and no explanation has been offered by the Applicant.

Normally this would have been discussed during the Public consultation period.

The Applicant has acted unreasonably by failing to identify and to inform the Land Owner who was entitled to be notified in a timely manner. The communications, when eventually received, lacked detail and clarity.

No notices were placed at any time close to the 2 adjoining properties, The Old School House and Maypole House. Both will be adversely impacted by the proposals.

The Objector requests that the Applicant be responsible for his reasonable costs as it is highly likely that this matter could have been addressed during the public consultation period if the Land Owner had been informed in accordance with stated procedure.

The only correspondence the Land Owner received from the Applicant was to request confirmation that he was the owner of the land. No specific detail was offered and it was not made clear that his property was to be subject to a TWAO order until formal notices were served on 05. May 2017. A letter dated 30. March 2017 was also served at that time.



## **Reasons for objection to the closure of E48 Wheatsheaf crossing and associated diversion of public footpath.**

### **1. Health and safety.**

The crossing E48 Wheatsheaf offers good visibility in both directions. Signal lights are clearly visible.

There have been no incidents or accidents at the E48 Wheatsheaf crossing.

The crossing is reached from a long footpath several hundred metres from Wheatsheaf lane so it is extremely unlikely that it would be a target for trespassers or potential suicides. The crossing is not in frequent use.

Diversion of the footpath to run alongside the railway track would not reduce any probability of trespass/ suicide.

The perimeter of the arable field is currently used, with the permission of the Land Owner, by local horse riders who would otherwise use the lane.

The lane is heavily used by recreational walkers, being safe and scenic, as well as local and visiting motor vehicles, the addition of numerous horses would add inconvenience to all road users.

Horses can also be unpredictable so it is ideal if they can be kept off roads when possible

The 2 neighbouring properties, The Old School House and Maypole House would become vulnerable to criminal trespass and burglary from any footpath adjacent to their properties. The objector has been a victim of trespass and burglary from a public footpath.

## **2. Loss of amenity**

The existing footpath and E48 Wheatsheaf crossing links the village in a North/South direction, linking Wheatsheaf Lane to Station Road. The proposed route does not.

The proposed route would create a new footpath which leaves Wheatsheaf Lane, heading in a southerly direction along the existing footpath. Instead of proceeding south, the new route would follow the railway track in an easterly direction until it reached the edge of the field, then turning North to proceed past the gardens of The Old School House and Maypole House, only to rejoin the same lane.

This route would be absolutely pointless as the preferred route between those two points, in regular use by walkers, would be along the lane which offers outstanding scenic views and also links to numerous footpaths, tracks, nature reserves, woodlands, the estuary and the foreshore and is safe for pedestrians, also offering bench seats and an information map.

The perimeter of the field has been used, for many years, by local horse riders with the permission of the Land Owner.

The route used by riders constitutes a circuit (evidence/ map) which would be broken if a footpath were to be imposed.

The Land Owner would not be prepared to allow riders to continue to use the field as they would be likely to continue to ride a circuit and would therefore be riding on a public footpath.

The Land Owner would be unable to police the situation and would not be prepared to be responsible for the safety of users of the amenity.

Horses would then be forced to use the lane which would significantly increase the amount of 'traffic' on the lane. Whilst the lane is well used and safe for pedestrians, horses can be unpredictable at times and are best kept separate from pedestrians and traffic where possible. This is particularly relevant in Wrabness as many people walk on the lane to enjoy the lovely views. The lane also links numerous footpaths, tracks, nature reserves and woodlands as well as the estuary and foreshore and also offers 2 bench seats together with an information map/poster.

On Sunday 21 May 2017 between 1430 hrs 1500 hrs there were 24 people walking on Wheatsheaf Lane/church Road and on Wednesday 14<sup>th</sup> June between 13.30 hrs and 1400 hrs there were 14 pedestrians on the lane, 8 being a group who had walked from Manningtree.

All the footpaths between the lane and the estuary are very popular with visitors as well as Wrabness residents and are in frequent use, as is the lane. The E48 Wheatsheaf footpath is used very infrequently in comparison.

Recreational walkers in Wrabness have access to around 240 acres of nature reserves, woodlands, estuary and foreshore as well as several miles of footpaths and tracks where they can walk freely and safely. Horse riders are not permitted to use any of these amenities.

Horse riders in Wrabness have no other amenity where they can ride freely and safely off road without having to worry about interaction with walkers and dogs. There is currently only one point on the field where the route taken by horses crosses the footpath. This has never caused any issues. The proposed route would interfere with around 250 metres currently used by horses, spoiling the ride.

It is widely accepted that there is inadequate provision, throughout the UK for safe off road facilities for horse riders. Many farmers are reluctant to allow their land to be used due to cropping and environmental considerations and also due to the fear of possible consequences should a horse or rider be injured whilst on farm property.

In this instance the Land Owner and local riders have a good relationship based on mutual respect and trust, reinforced over many years. The Land Owner is mindful of the risk posed by horses on roads having been the victim of an accident involving a horse.

It is not fair or reasonable to deprive local horse riders of their only amenity in order to provide an additional and unnecessary amenity to walkers who already have excellent amenities within and around the village, the existing footpath and crossing having been safe to date and the proposed new route not effectively replacing the route to be closed.

### **3.Loss of privacy**

Loss of privacy would affect the two residential properties if the proposed footpath were to be imposed. As well as ruining the quality of life the residents currently enjoy this would result in significant devaluation to these properties.

### **3. Devaluation of property.**

The Land Owner is currently in discussion with the owners of these properties, regarding the sale of part of the field to the property owners.

This would no longer be applicable if a public footpath divided the properties and would permanently compromise the properties resulting in permanent devaluation of both residential properties as well as the field.

## List of documentary evidence

- i. The Network Rail (Essex and Others Level Crossing Reduction) Order  
Copy of page from library showing 'freehold owner or reputed freehold owner unknown
- ii. Copy of letter dated 7 September 2016. Network Rail Infrastructure Limited work to the Railway Embankment Adjoining Land off Wheatsheaf Lane Wrabness. Confirming that the Applicant knew who owned the land.
- iii. Letter from Ardent requesting confirmation of land ownership (17.01.2017)
- iv. Letter from Bruton Knowles . No detail, maps or explanation. (13.02.2017)
- v. Map showing footpaths, tracks and the field used by horses.
- vi. Map showing woods and nature reserves available to recreational walkers in and around Wrabness.
- vii. Article from 'Farmers Weekly' 'How to stay safe riding a horse on the road'
- viii. Copy of pamphlet 'Wrabness Explorer guide' showing some of the amenities available to walkers in Wrabness.
- ix. Copy of procedure for consultation 3.3.3. Landowners.
- x. Copy of letter dated 05.May 2017 with enclosed 'cover letter' dated March 2017. (received on 06.May 2017 together with formal notices)
- xi. Photos of Wrabness/ people walking on Wheatsheaf lane/Church road .
- xii. Photos of Wrabness views from Wheatsheaf Lane/ Church Road.

# The Network Rail (Essex and Others Level Crossing Reduction) Order

## Essex County Council – Parish of Wrabness

No on plan	Extent and description of the land or property	Freehold owners or reputed Freehold owners	Lessees or reputed Lessees	Tenants and Occupiers	Remarks including special category land
01	10.75 square metres of public footpath (EX/184/19) and shrubbery, east of public highway (Wheatsharf Lane) Wrabness, Manningtree, Essex	Unknown Essex County Council (in respect of public right of way)		Essex County Council (in respect of public right of way)	
02	1137.81 square metres of public footpath (EX/184/19), arable land and shrubbery, north of operational railway (Manningtree to Harwich Line) and east of public highway (Wheatsharf Lane) Wrabness, Manningtree, Essex	Unknown Essex County Council (in respect of public right of way)		Essex County Council (in respect of public right of way)	
03	218.19 square metres of arable land and shrubbery, north of operational railway (Manningtree to Harwich Line) and east of public highway (Wheatsharf Lane) Wrabness, Manningtree, Essex	Unknown		Unknown	
04	4061.35 square metres of arable land and shrubbery, north of operational railway (Manningtree to Harwich Line) and west of public highway (Church Road) Wrabness, Manningtree, Essex	Unknown		Unknown	

Essex County Council – Parish of Wrabness

No on plan	Extent and description of the land or property	Freehold owners or reputed Freehold owners	Lessees or reputed Lessees	Tenants and Occupiers	Remarks including special category land
05	4900.34 square metres of trees and shrubbery, operational railway (Manningtree to Harwich Line), Wheatstheaf Level Crossing, Wrabness, Manningtree, Essex	Network Rail Infrastructure Limited		Network Rail Infrastructure Limited	

Our ref: EGB/SJG/32-59182

Bury St Edmunds Office

7<sup>th</sup> September 2016

R Hutley Esq.  
Home Farm  
Wrabness Road  
Ramsey  
Harwich  
CO12 5NH

Angel Corner  
8 Angel Hill  
Bury St Edmunds  
Suffolk  
IP33 1UZ  
E [bury@brown-co.com](mailto:bury@brown-co.com)  
T 01284 725715  
F 01284 725915  
W [brown-co.com](http://brown-co.com)

Dear Mr Hutley

**NETWORK RAIL INFRASTRUCTURE LIMITED**  
**WORK TO THE RAILWAY EMBANKMENT ADJOINING LAND OFF WHEATSHEAF LANE, WRABNESS**

Further to our telephone conversation this morning, please find enclosed copies of the licence agreements for the three phases of the Badger Relocation Scheme being undertaken by Network Rail, which must have been lost in the post when they were sent in July. Also enclosed is a copy of the letter which was sent on 6<sup>th</sup> July with the agreements explaining the terms which you agreed with my colleague, Simon Gilbey.

I apologise for the inconvenience of signing and returning these again, but would be most grateful if you would do so at your very earliest convenience, as the scheme is under time pressure due to the limits imposed by the licence agreed with Natural England for movement of the badgers.

I trust you find these in order, but should you have any queries in the meantime, do please get in touch.

Yours sincerely



**LULU BURTON BSc (Hons) MSc (Hons) MRICS**  
**RICS Registered Valuer**

For and on behalf of Brown & Co

Property and Business Consultants LLP

**Direct Dial: 01284 731463**

**Email: [lulu.burton@brown-co.com](mailto:lulu.burton@brown-co.com)**

Enc.




PLAN 1.

Please note that this map is not suitable for legally binding documents. If you require a map for a legally binding document, please contact the land information team: [landinformation@networkrail.co.uk](mailto:landinformation@networkrail.co.uk)

Pond

EXISTING  
RABBIT  
FENCE

LANE

	
MAH 64.0880-64.0990	
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Plot Date	11/05/16 14:05
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Output created from GeoRINM Viewer

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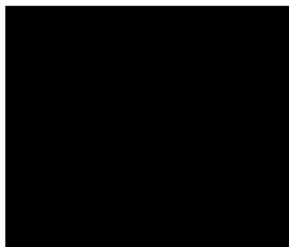
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Our ref: E48-03



**Elizabeth Jones** tel. 07775 024 234  
[elizabethjones@ardent-management.com](mailto:elizabethjones@ardent-management.com)

**Rachel Brade** tel. 07500 866 113  
[rachelbrade@ardent-management.com](mailto:rachelbrade@ardent-management.com)

**THIS COMMUNICATION MAY AFFECT YOUR LAND**

17 January 2017

Dear Mr Hutley,

**RE: Anglia (Essex and others) Level Crossing Reduction Strategy: E48**

As you may be aware from the recent consultation events, leaflets and prior correspondence, Network Rail has been working hard over the past few years to better manage its level crossing assets and operational risks they pose. It has achieved this by reducing the number of level crossings, whether by extinguishing rights or providing more suitable alternatives.

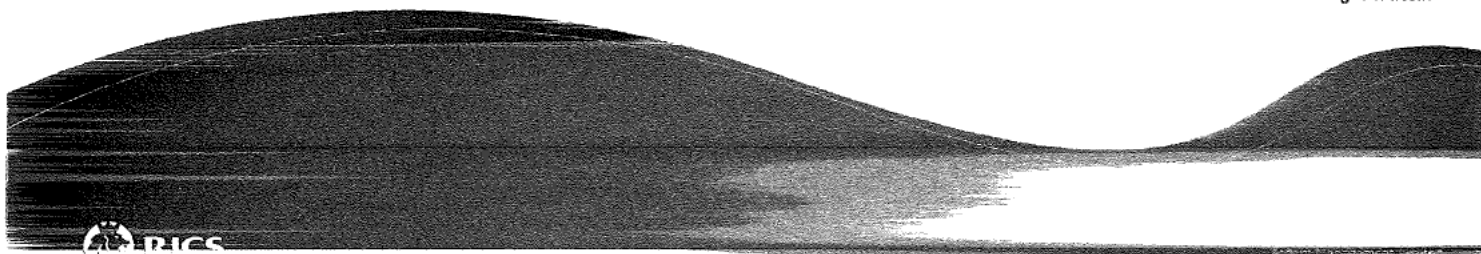
Mott MacDonald and their land referencing consultants Ardent, are working for Network Rail on a programme to initially close or downgrade around 130 of its 770 level crossings on the Anglia route.

Closing and modifying level crossings throughout Anglia will provide multiple benefits including improving the safety of level crossing users, reducing the ongoing operating and maintenance cost of the railway, delivering a more efficient and reliable railway, and reducing delays to trains, pedestrians and other highway users.

To close or downgrade individual level crossings, either by extinguishment / modification of the right of way, and / or by diverting to alternative crossing points nearby, Network Rail needs to apply to the Secretary of State for a Transport and Works Act Order (TWAO) under the Transport and Works Act 1992. Network Rail is intending to apply for the TWAO in early 2017.

As set out in The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006, Network Rail is required to identify all parties who own or occupy land affected by the project. The process of identifying parties with a legal or occupational interest is called Land Referencing.

**Ardent**  
White House, Wilderspool Business Park  
Greenalls Avenue, Warrington  
Cheshire, WA4 6HL  
t. 01925 430312  
e. [info@ardent-management.com](mailto:info@ardent-management.com)



It has become apparent from our searches of the Land Registry, site visits and consultation events that **you are in possession of a land interest which may be affected by the proposals**. We are therefore writing to all parties who have a registered interest to request further information so that we can ensure all interested parties are kept informed of the proposals, have the opportunity to comment on the developing proposals and to be informed and given the opportunity to comment when the TWAO application is made. We need to identify the details of any freeholders, leaseholders, tenants, occupiers and other parties (such as rights of access, easements etc) with an interest in your land.

It would be helpful if you are able to return the completed attached form within 14 days of receipt of this letter to enable dialogue to be entered into should it be requested or needed.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

<http://www.networkrail.co.uk/englishlevelcrossings/>

Yours sincerely,

*Cheryl*

Enc.  
Request for Information Form  
Draft Redline Plan  
Land Referencing FAQs  
Freepost Response Envelope

**IMPORTANT – THIS COMMUNICATION AFFECTS YOUR LAND**

**REQUEST FOR INFORMATION**

**This is a Request for Information served on behalf of Network Rail and relates to the land detailed in section 1**

The information requested is required in connection with a proposed application for a Transport and Works Act Order (TWAO) which will enable individual level crossings to be closed or downgraded by Network Rail, either by extinguishment / modification of the right of way, and / or by diverting to alternative crossing points nearby. Further details about the Anglia level crossing project are contained in the enclosed covering letter and can also be found on the project website: <http://www.networkrail.co.uk/anglialevelcrossings/>

Although the proposed Transport and Works Act Order will include provisions for the compulsory acquisition of rights over land required by the Promoters in connection with the proposed scheme, Network Rail will seek to obtain all necessary rights by agreement as far as is possible. However the Promoters require details of all parties holding a legal interest in the Land to ensure that everybody who has an interest in the Property is given the opportunity to comment when the application for the proposed Order is made.

We kindly request that you complete the attached form and return it using the pre-paid envelope provided. It would be helpful if you are able to provide the information within 14 days.

This information is solely for the purpose of identifying landowners and occupiers and not intended by either party to confer any right/interest in the nature of a tenancy or exclusive possession or occupation of said property and gives no proprietary interest in the property to Network Rail.

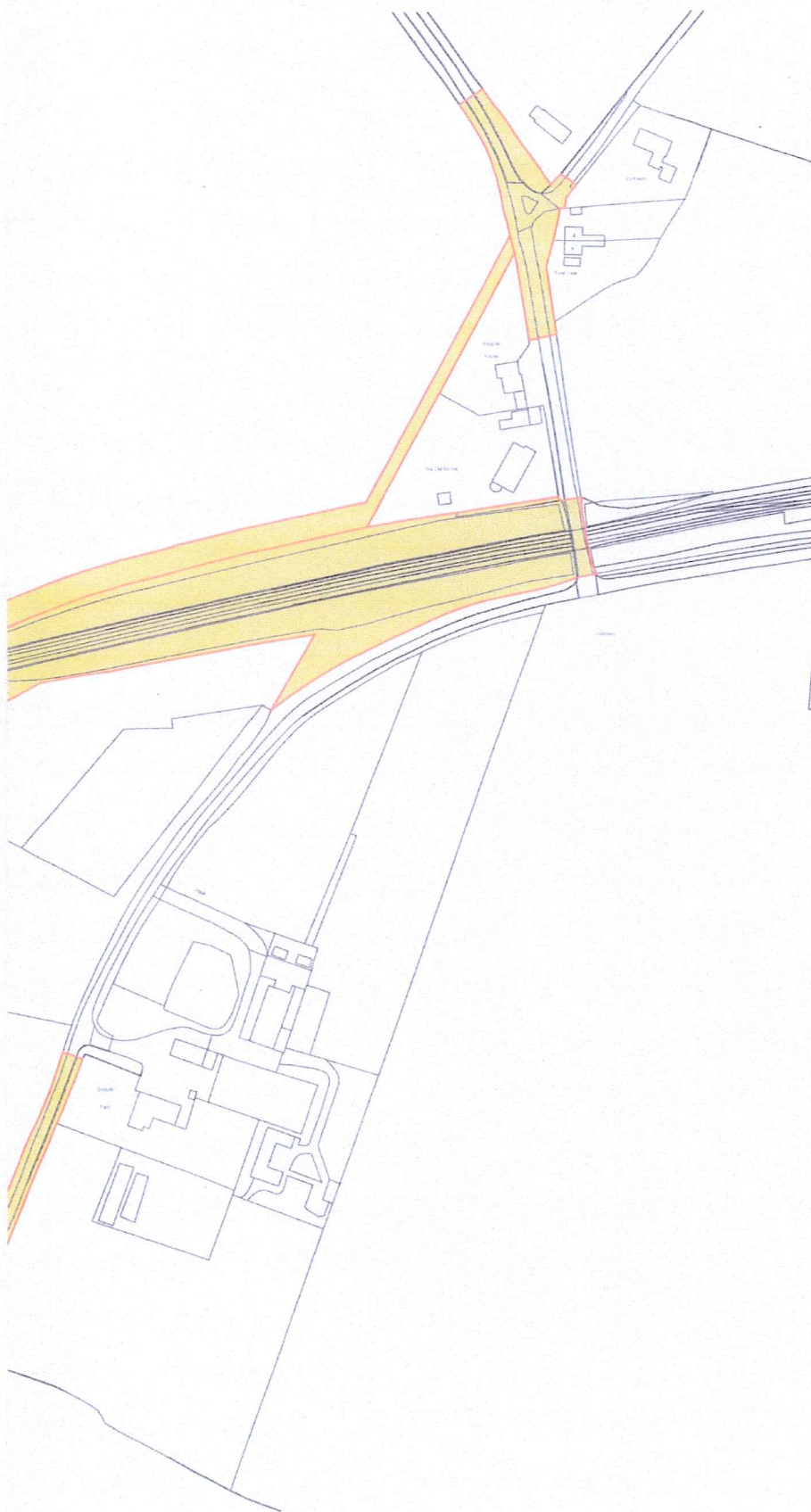
Dated this 17th January 2017

Ardent Management Limited


**On Behalf of Network Rail**



Essex



Key:

 Land potentially affected by the Order

DRAFT

Title:

Plan 52

Scale: 1:2500 @ A3

20m 0m 20m 40m 60m 80m 100m

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Plan Ref: Essex\_Master\_Plan\_OTL\_03.01.2017.pdf

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Date:  
03.01.2017

Drawn by:  
J.S

Rev:

Checked:  
E.J



infrastructure and regeneration



Date: 13 February 2017

Our ref: AWP/LE/32028

Your ref:

Robert Hutley



Property Consultants

15 Castle Gate  
Nottingham  
NG1 7AQ  
T0845 200 6485  
E [anglialevelcrossings@brutonknowles.co.uk](mailto:anglialevelcrossings@brutonknowles.co.uk)  
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Offices across the UK

Dear Mr Hutley,

**Re: Network Rail – East Anglia Level Crossing Closure Project**

I am writing to inform you that Bruton Knowles has been appointed by Network Rail as their new land agents on the East Anglia Level Crossing Closure project and will be taking forward all consultation and other land agency matters.

This letter contains information about proposals which may affect your land. You may already have been contacted by Ardent (Network Rail's land referencer) requesting details about your land.

Network Rail has been working hard to reduce the risk that level crossings pose to the public and as part of its East Anglia Level Crossing Closure Project it has developed proposals for the possible closure or change of use of around 130 level crossings across Cambridgeshire, Suffolk, Essex, Havering, Hertfordshire, Southend and Thurrock. Level crossings can be incredibly dangerous places and closing or modifying them can provide a range of benefits, including:

- Improving the safety at level crossings for all users
- Reducing delays to trains, pedestrians and other highway users
- Minimising the ongoing operating and maintenance cost of the railway
- Delivering a more efficient and reliable railway on behalf of the UK taxpayer

It is important to Network Rail that it listens to those individuals and parties who may be impacted by these closures and as part of this a first round of public consultation events took place in June 2016, followed by a second round of consultation events in September and October 2016. Network Rail is keen to stress that none of the crossings affected by this project involve closing public A or B roads. Network Rail is also supportive of the recognition of public rights of way and keen to ensure that where possible easy access to the countryside be maintained.



Having listened to public and stakeholder concerns and ideas, and following a review of all the feedback from consultation events a number of amendments have been made to Network Rails proposals. These amended proposals for each crossing are available to view online at [www.networkrail.co.uk/anglialevelcrossings/](http://www.networkrail.co.uk/anglialevelcrossings/)

#### How this scheme may affect you

Bruton Knowles understand that you hold an interest in land near to a proposed level crossing closure or where a crossing status is being downgraded. As such, you may be affected in one of the following ways;

1. Network Rail may need to take temporary rights of access over part of your land to enable it to carry out works to close a crossing.
2. Network Rail may need to take temporary occupation of part of your land to enable it to carry out works to close a crossing.
3. Network Rail may need to acquire for another landowner permanent rights of access over part of your land as part of the proposals to close or downgrade a crossing.
4. Network Rail may need to extinguish your private rights to use the crossing as it is proposed to close or downgrade it.

#### Consent for the work

In order to secure the powers necessary to implement these proposals, such as the dedication of public rights of way across private land, extinguishments of existing rights and alteration of rights (including the downgrading of roads). Network Rail will be applying to the Secretary of State for Transport for three Transport and Works Act Orders (TWAOs). The TWAO applications will be grouped by county, as detailed below, and are expected to be submitted in Spring 2017.

1. The County of Suffolk (The Suffolk Level Crossing Reduction Order);
2. The County of Cambridgeshire (The Cambridgeshire Level Crossing Reduction Order);
3. The County of Essex, the County of Hertfordshire, the Unitary Authorities of Thurrock and Southend-on-Sea and the London Borough of Havering (The Essex and Others Level Crossing Reduction Order).

To inform the application, Network Rail is consulting with the public and relevant statutory bodies. The feedback submitted, and how Network Rail has taken account of it, will form part of a consultation report which supports the Transport and Works Act Order application.

If the crossing proposals affecting your land are included in one of these Orders you will receive a formal notice on behalf of Network Rail in March.



7

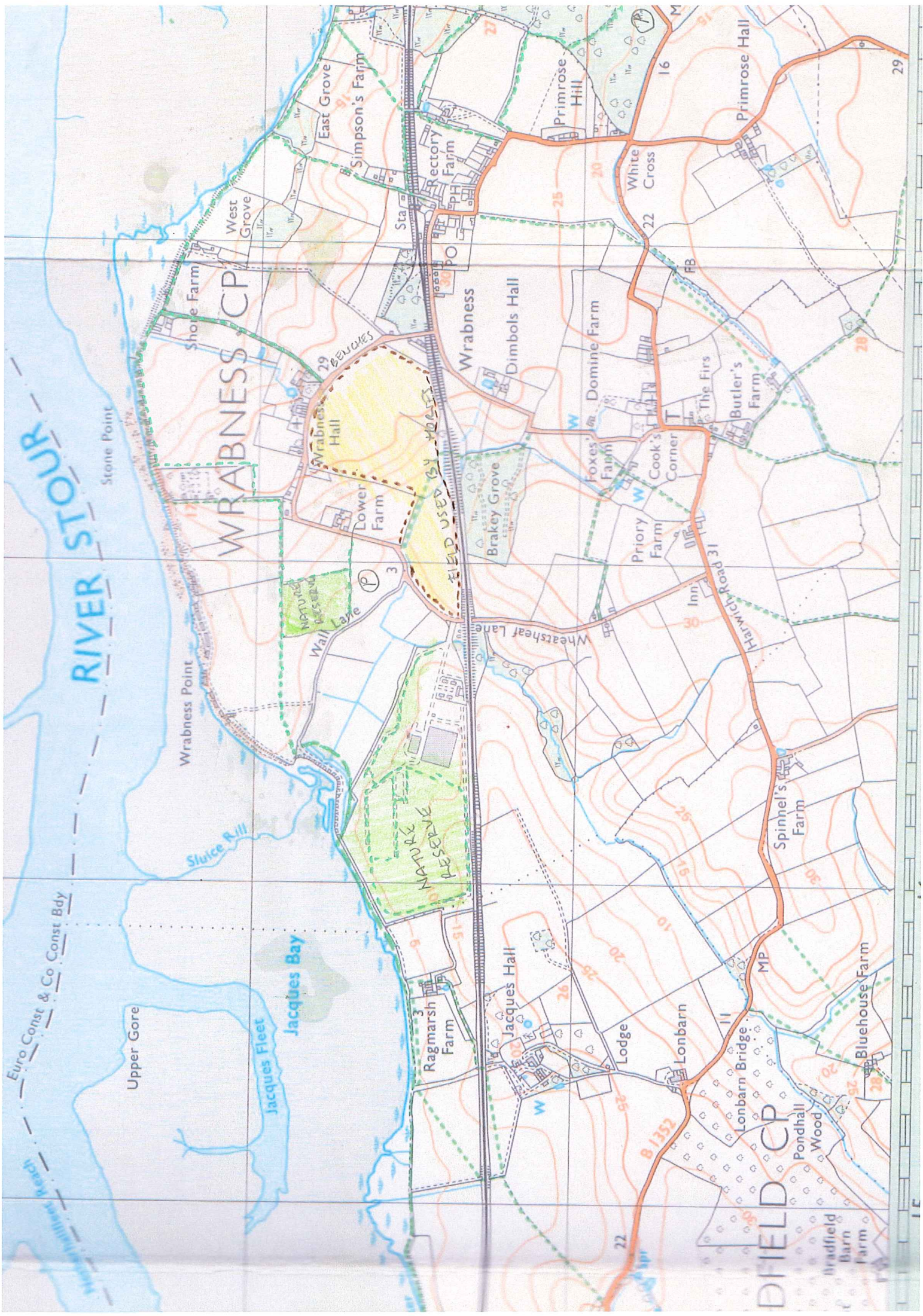
If you have any comments on the proposals, or you wish to discuss in more detail how the proposals may affect you and your land, please do get in contact with Bruton Knowles via email to [anglialevelcrossings@brutonknowles.co.uk](mailto:anglialevelcrossings@brutonknowles.co.uk) or by telephone on 0845 200 6485 .

Yours sincerely,

A handwritten signature in black ink, appearing to be 'AP', with a long horizontal stroke extending to the right.

**Andrew Prowse MRICS**  
**Associate**







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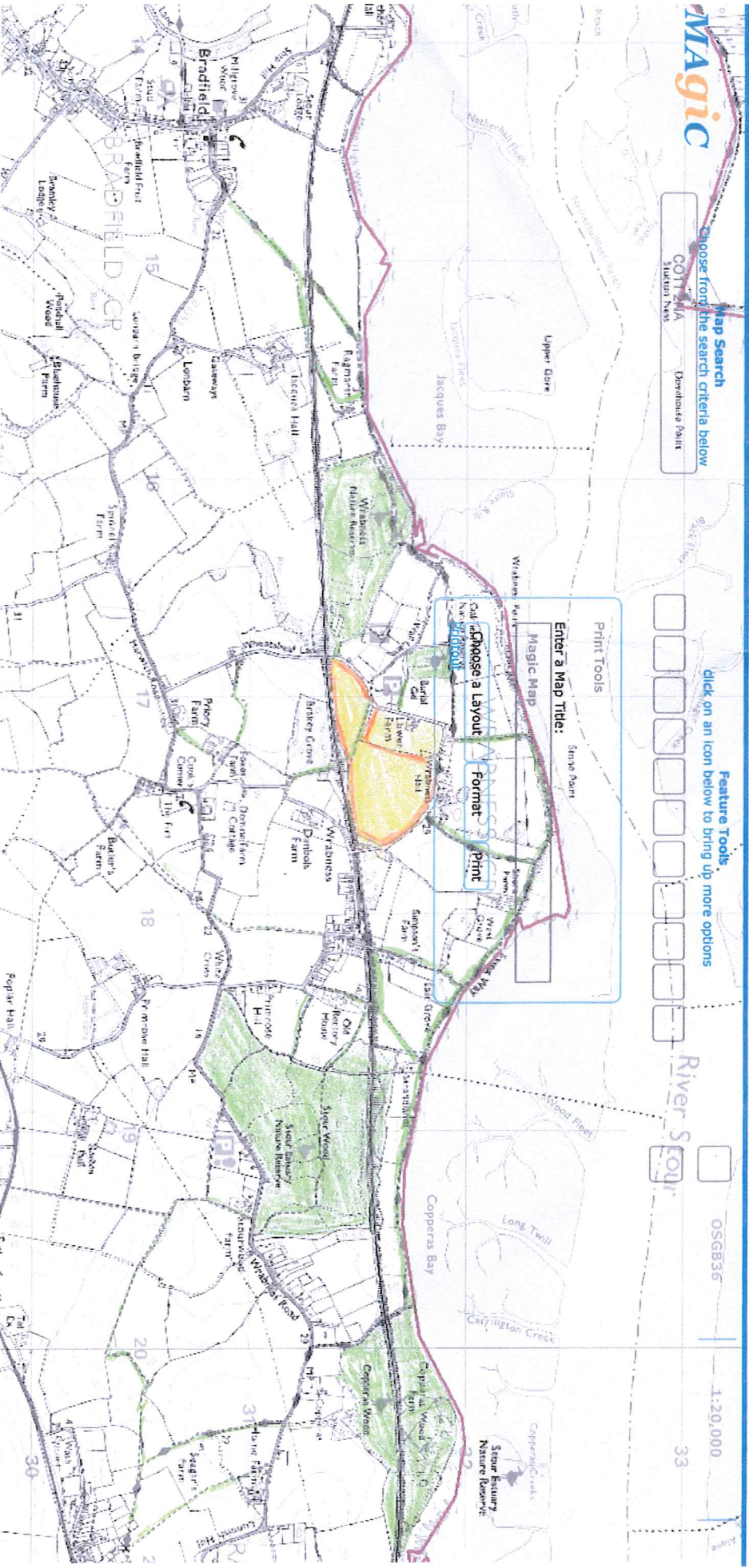


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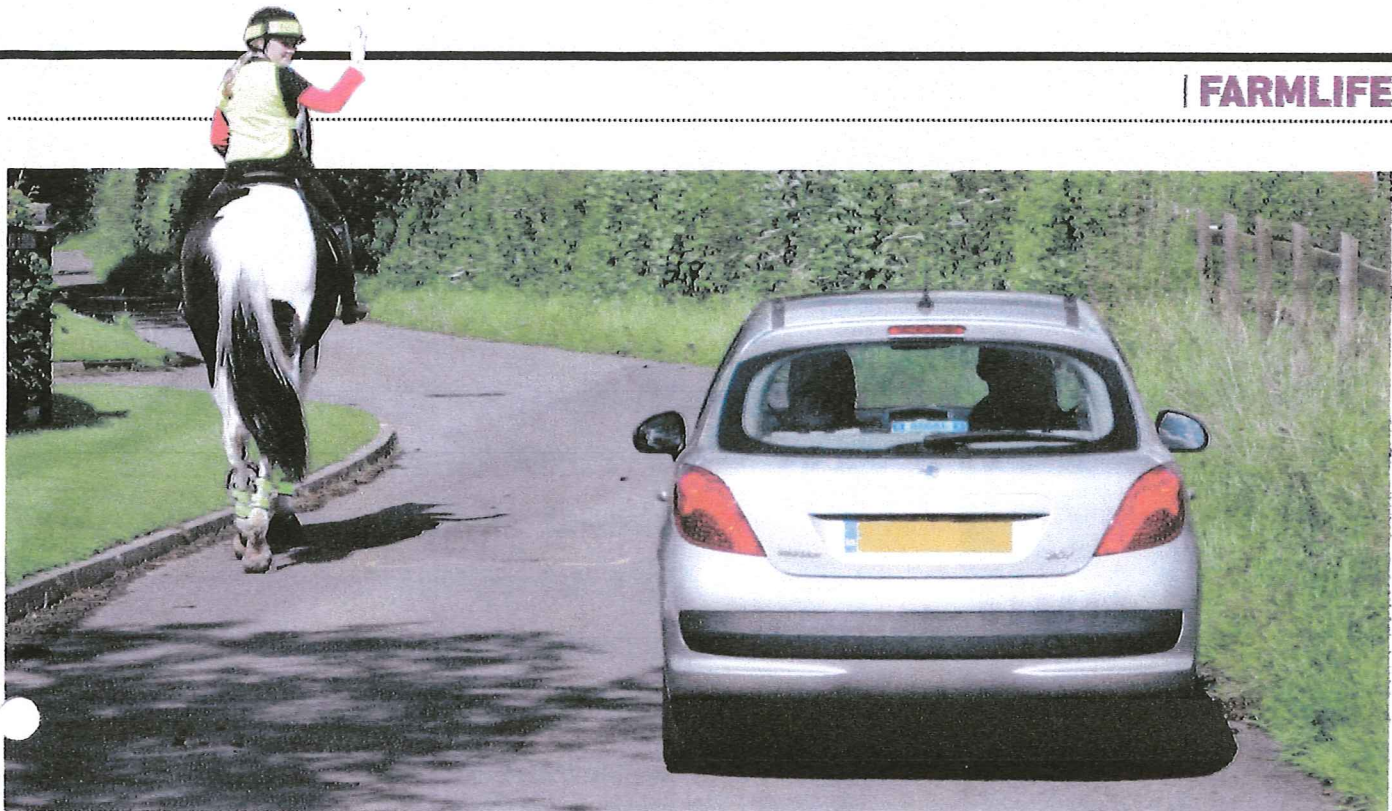


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**S**ince the launch of its Horse Accidents website in 2010, more than 2,300 incidents involving horses on the roads have been reported to the British Horse Society (BHS).

In these, tragically, 38 riders have died and 213 resulted in the death or euthanasia of the horse. This is just the number of incidents reported to the BHS, too, so in reality the numbers are probably much higher.

The majority happened because the driver involved did not allow enough space between the vehicle and the horse.

It was evident that some people didn't know how to pass a horse safely and there was no clear guidance available.

This was why the BHS launched its road safety campaign, *Dead or Dead Slow*, to educate drivers on how to pass horses safely and included an educational video.

*Dead Slow* calls on drivers to slow to a maximum of 15mph when they see a horse on the road, to leave at least a car width between their vehicle and the horse, and to drive away smoothly, without sounding the horn or revving their engine.

The relationship between rider and driver can be fraught sometimes; almost one in four of the riders who reported incidents had been subjected to road rage.

Unless you've been on the back of a horse, it can be difficult to understand how vulnerable you are. Horses are "flight" animals and even a well-trained one can act on its instincts; this may mean reacting quickly to avoid a perceived threat.

In order for drivers to respect horse and rider, an aspect of the campaign is educating road users on

## How to stay safe riding a horse on the road

Shocking statistics reveal the threat horse riders face on our roads. The British Horse Society outlines the issues

### IN NUMBERS

- \* 426 road incidents
- \* 21 horse fatalities
- \* 1 rider fatality
- \* Yorkshire has the highest number of incidents, with 52 in the past year
- \* 81% of incidents occurred because the vehicle involved was passing too close
- \* 46% of riders reported the incident to the police

horses' behaviour. It's important for drivers to remember there are three brains working when a car meets a ridden horse: the rider's, the driver's and the horse's.

The campaign continues to be a success a year on from its launch but, despite its achievements, last year saw a 16% increase in the number of incidents being reported to the BHS – 385, in total. In these, two riders and 21 horses died.

The BHS believes that this increase is partly due to riders being

aware of the Horse Accidents website. Either way, it's unacceptable that horses and riders are still dying.

The focus isn't just on drivers, it's a rider's responsibility to stay safe too, so the BHS is educating riders. Safer riders and safer drivers will minimise the number of incidents.

People often say that you can't miss a horse on the road. But a dark horse, with a rider wearing dark clothes, can be incredibly difficult to spot. If you can't be seen, then drivers don't have enough time to slow down to pass you and your horse safely, risking the life of the horse, rider and driver.

The BHS recommends that, as a minimum, riders wear a hi-vis jacket or tabard, and their horse has leg bands. While there is no recognised hi-vis standard for horse accessories, riders should ensure that their garments reach BSI standards.

Hi-vis should be worn at all times while riding out, no matter what the weather. In order to be safe and be seen, a mixture of different hi-vis colours will make you more visible.

When a driver passes a rider courteously, it's important for riders to say thank you where possible. Whether it be a raised hand or a nod of the head, if a driver is thanked for passing safely, then they are more likely to repeat their behaviour next time they see a horse on the road.

Riders can take other steps to minimise risks, such as riding two abreast when out with younger or inexperienced horses and riders.

Although it might be tempting to take a photo while you're in the saddle, unless it is an emergency you should never use your phone while riding. Not only does it mean you have less control over the horse, but it also gives a bad impression to other road users.

If a rider experiences a driver passing too fast, too close or is subject to road rage or abuse, they should report it to the police who will investigate. They can also report it to the BHS Horse Accidents website. Reporting incidents allows other riders to stay safe – they can view hotspots near them, and clear statistics on road incidents support the campaign.

If you've been involved in an incident while riding your horse, it's never too late to report it. To do so, or to find out more about *Dead Slow*, visit [www.bhs.org.uk](http://www.bhs.org.uk).

### YOUR VIEWS

- \* What are your experiences as a rider? Are drivers considerate or reckless? And what steps do you take to ensure your safety when you're out and about? Share your opinions by emailing [fwfarmlife@rbi.co.uk](mailto:fwfarmlife@rbi.co.uk)



## The Suffolk Coast &amp; Heaths AONB

The Suffolk Coast & Heaths Area of Outstanding Natural Beauty (AONB) is one of Britain's finest landscapes. It extends from the Stour Estuary in the south to the eastern fringe of Ipswich and then north to Kessingland. The AONB covers 403 square kilometres, including wildlife rich wetlands, ancient heaths, windswept shingle beaches and historic towns and villages.

## Visiting Wrabness

Ordnance Survey Explorer Map No. 197 (Ipswich, Felixstowe and Harwich)

Car: access via the B1352 from the A137. Parking can be limited on very busy days. Parking at Stour Wood by donation in RSPB honesty box/RSPB members free. Cycle racks are available in the reserve car park.

Trains from Manningtree to Harwich stop at Wrabness. For Train information check online at [www.nationalrail.co.uk](http://www.nationalrail.co.uk) or call 08457 484950

Buses stop at the RSPB reserve car park by request. Nearest bus stop is on the B1352 at the south-west corner of Stour Wood.

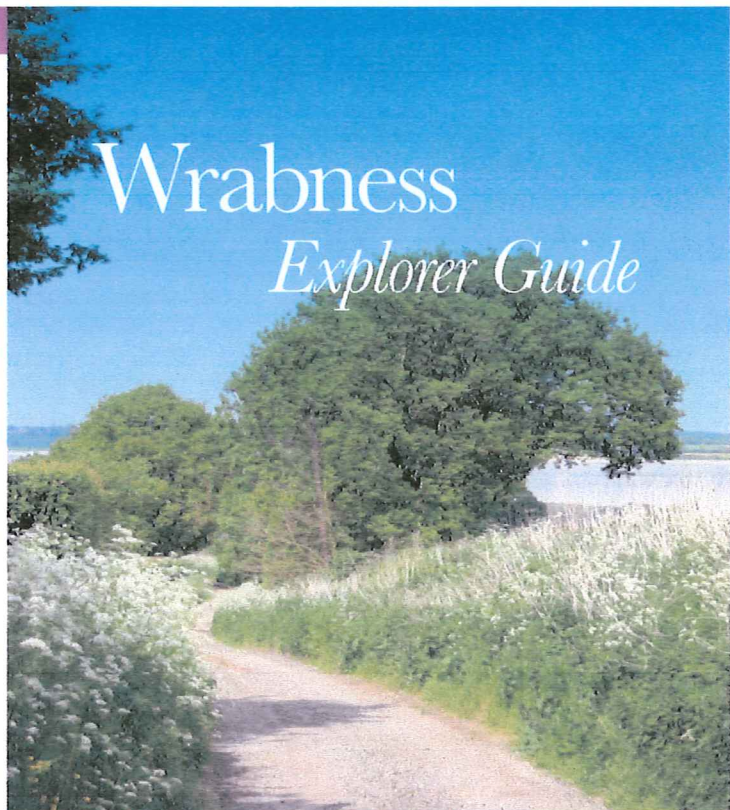
For Public transport information: [www.traveline.info](http://www.traveline.info) or call 0870 6082608

Suffolk Coast & Heaths AONB  
01394 384948  
[www.suffolkcoastandheaths.org](http://www.suffolkcoastandheaths.org)

Suffolk Coast & Heaths AONB is a partner of the BALANCE project, part-financed by the European Union through the Interreg IV A 2 Seas Cross-border Programme.



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Wrabness  
Explorer Guide

Delight in two easy walks: Start from Stour Wood or Wrabness Railway Station. Both walks feature superb views of the River Stour.



## Wrabness

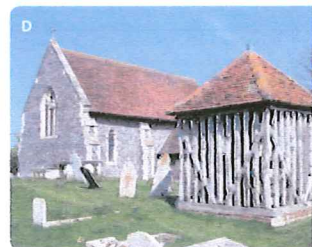
Suffolk Coast &amp; Heaths Explorer Guide

## Highlights of Wrabness

- 1 Stour Wood is part of the RSPB's Stour Estuary Reserve and is an ancient woodland. The sweet chestnut trees in the wood have been 'coppiced' for many centuries. Coppicing is a way of managing woodland by cutting trees and shrubs almost to ground level to encourage many small stems. This practice is maintained to manage the woodland today. Other trees in the wood include oak, small-leaved lime and the rare wild service tree. On the woodland floor are many interesting plants, including wood spurge, yellow archangel and bluebells. In early April, the woodland is carpeted with the white flowers of the wood anemone. Stour Wood is home to around 40 species of breeding birds, including treecreeper and wren. In spring and early summer you may even hear the song of the nightingale. In the autumn, redwing and fieldfare visit to feed on berries. Insects thrive here, including butterflies like the white admiral and the speckled wood.



- 2 All Saints Church, Wrabness dates from the Norman period, but has been much altered since. In the late 17th century, the bell tower collapsed, so a 'temporary' bell cage was built in the churchyard. The bell and bell cage remain to this day. The church is partly built of septaria, a local stone found in clay. The septaria used to build the church may have come from the shore at Wrabness.



- 3 The River Stour abounds with wildlife, particularly birds. The salt marshes and mudflats are home to avocet, ringed plover and redshank. Migrating birds, including Brent geese, grey plover and greenshank can be seen in the Spring, late Summer and Autumn as they stop to rest and feed. Huge flocks of birds arrive for the winter and can be seen on the mudflats. The river was once an important trade route, carrying goods to and from the port of Mistley. Small ships and pleasure craft still ply the river today.



- 4 Copperas Bay is so named because it was once dredged for copperas, or iron sulphate. Iron sulphate was a vital ingredient in cloth production as it was used to fix dye. The copperas was dredged from the mud and used in the manufacture of dyes, inks and sulphuric acid. It was used to produce indigo ink.







## 'Woodland and River Ramble'

Distance  
4.2 miles (6.7 km)

Time: 2 hours 30 mins

**Terrain:** Paths and tracks, which can be muddy after rain. Some sections on minor roads. Take care crossing railway. The path along the river wall is exposed. No cycling permitted on RSPB land.

Leave Stour Wood car park via the path to left of wooden shelter. Follow a wide path through wood and bear right when path divides. At the T junction, turn left. At cross paths, go straight and then follow track to right. Pass cottage and turn left. Follow path through woodland and between fields. At T junction with track, turn right and cross bridge over railway.

Turn left on the far side of bridge and follow path parallel with railway. At T junction with lane, turn left. Follow lane back over railway and then to right. Walk straight ahead along Station Road. At junction with Church Road, turn right, crossing the railway again. Follow lane past entrance to Shore Farm and around a gentle bend to the left. Take the next footpath on your right down Stone Lane. You may wish to take a detour at this point to visit Wrabness Church.



Follow lane down hill to river, passing caravan park on left. At bottom of hill, turn right just before wooden buildings. At this point you can continue along the path or walk down to the beach.



Follow path parallel with river, along river wall, through woodland and beside fields. Ignore all right turns. Go through tall kissing gate and along edge of garden. Continue along edge of fields, keeping river to left.

After some distance, follow path into woodland and take the left hand fork, following signs for Essex Way.

Other shorter walks can be enjoyed in Stour Wood by following the trails.

Keep on path until railway bridge. Cross bridge and turn sharp right along permissive path. Follow path parallel with railway back into woodland. Ignore first left, but take second left, indicated by white arrow. Follow white arrows back to car park.



Distance  
2.2 miles (3.6 km)

## 'Stour Wood Stroll'

Time: 1 hour

**Terrain:** Paths and tracks can be muddy after rain. Because of grazing animals and ground nesting birds, please keep dogs on leads. The route follows Public Rights of Way and permissive routes.



Images: A. Woodland Path – beautiful throughout the year. B. Bluebell – one of our finest spring wildflowers. C. Country Track – draws you towards the river. D. Boat on Wrabness Beach. E. Views from the Essex Way. F. Permissive Path – the RSPB has opened up routes for you to enjoy.

Leave Stour Wood car park via the path to left of wooden shelter. Follow a wide path through wood and bear right when path divides. At the T-junction, turn left. At cross paths, go straight and then follow track to right. Pass cottage and turn left. Follow path through woodland and between fields. At T-junction with track, turn right and cross bridge over railway.

Turn right and follow the path along edge of a field to river. When you reach a path running parallel to the river, turn right. Go through tall kissing gate and along edge of garden. Continue along edge of fields, keeping river to left.

After some distance, follow path into woodland and take the left hand fork, following signs for Essex Way. Keep on path until railway bridge. Cross bridge and turn sharp right along permissive path. Follow path parallel with railway back into woodland. Ignore first left, but take second left, indicated by white arrow. Follow white arrows back to car park.

### Countryside Code

The area has a network of footpaths and bridleways. We have shown suggested routes on this map. Here are a few simple suggestions to help you enjoy the area safely and assist our work in caring for it.

Follow the Countryside Code:

Plan ahead and follow any signs

Leave things as you find them

Protect plants and animals, control fires and take your litter home.

Dogs are very welcome, but please keep them under close control at all times and on lead as advised.

Thank you.

Find out more about the Countryside Code:  
[www.countrysideaccess.gov.uk](http://www.countrysideaccess.gov.uk)



back on the 15<sup>th</sup> March 2017, and confirmed that no EIA is required for the Essex and others proposals.

### 3.3.2.1 Schedules 5 and 6 consultees

Schedules 5 and 6 of the Rules identify a range of other statutory consultees that need to be consulted. This engagement has been undertaken via written correspondence, to provide current information about the project, details of information available on the project website and contact details to provide feedback or discuss any aspect of the project.

All parties to be served under Schedule 5 and 6 of the Rules have been informed of the intended application.

**Appendix A** provides a summary of the various relevant categories of consultee under Schedules 5 and 6 of the Rules, who are entitled to receive a copy of the application documents or to be served with notice of the making of the application. It also contains categories which are not relevant although consultation has been carried out with some of these parties so that they are aware of the scheme.

### 3.3.3 Landowners

This category of consultee is mostly concerned with the owners of land affected by the Anglia level crossing closure proposals; but also includes tenants, occupiers and parties with private rights of way.

The approach adopted for consulting with landowners and other affected parties is described below.

Details for affected landowners were obtained from the Land Registry; this enabled the team to undertake initial desktop investigations and discussions with landowners. This also enabled the identification of other affected parties (including tenants, occupiers, and parties with private rights of way).

At GRIP Stage 1, only an initial prioritised list of potentially directly affected landowners were consulted, to enquire about the operation of the land, make arrangements to gain access for surveys and obtain information for initial compensation cost estimates. This was undertaken via letter and telephone discussions. In addition to this, a small number of additional land owners were consulted during site visits if the opportunity arose (i.e. the landowner was present on site whilst our surveyor was there).

At GRIP Stage 2-3, written correspondence and discussions continued with landowners during three phases of activity (described below).

1. An initial phase of consultation activity (between April and July/August 2016) was undertaken with landowners directly affected by the proposals; namely, where the proposals involved the creation of a new public right of way across their land, where their private user rights to a level crossing would be affected, or for land adjacent to a public level crossing being affected.
2. A second phase of consultation between August and October 2016 for key landowners on single preferred options.
3. The third phase of consultation (between November and December 2016) was undertaken with landowners where there were potential significant impacts, or where changes to the proposals as a result of the consultation process or other engineering or environment reason

had taken place, etc., and where design evolution had identified new landowners / parties affected by the proposals.

4. A fourth phase of consultation activity (between December 2016 and February 2017) was undertaken by Bruton Knowles with landowners/affected parties including those subject to the acquisition of temporary access rights. This comprised progression of discussions with parties previously engaged and the engagement of new parties where identified through earlier consultation. This was undertaken through written correspondence, telephone discussions and site meetings where requested. All landowners/affected parties identified through the referencing process were written to, given an opportunity to discuss the proposals, advised of how their interest could be affected and where to view the current design.

The team made on average three separate attempts to contact unique land parties to ensure that they had sufficient opportunity to be consulted.

Furthermore, to establish the use of private user crossings, a questionnaire was produced for completion by those with rights to use at least one of the four private user crossings being considered within the Essex and others area. This is shown in **Appendix B**. The private user crossings identified within the study area within the Essex and others area are as follows

- E07 Ugley Lane
- E12 Wallaces
- E57 Wivenhoe Park
- H09 Fowlers

This questionnaire sought to capture not only the average use of the level crossing but also whether there were any times of the year when usage peaked (such as during the harvesting season). The questionnaire was posted to interested parties on Friday 2<sup>nd</sup> December 2016. A freepost return addressed envelope and details of the project email address to which responses could be sent were enclosed. The deadline for responses was set as Friday 16<sup>th</sup> December 2016. The survey was issued again to those who had not provided a response on Wednesday 11<sup>th</sup> January 2017, with a revised response date set for 23<sup>rd</sup> January 2017.

Of the questionnaires issued to the five private users, only two responses were received:

- E57 Wivenhoe Park – 1 response
- E12 Wallaces – 1 response

Network Rail can confirm that all identified parties in the Book of Reference have been consulted prior to submission of the Order. If any other parties are identified following on from submission of the order Network Rail will continue to engage with them as they become known. Key comments made by landowners have been identified in **Appendix D**. This also sets out how these comments influenced the design proposals taken forward.

### 3.3.4 Local user and interest groups

#### 3.3.4.1 GRIP Stage 1

At GRIP Stage 1, Mott MacDonald worked with Network Rail to prepare an online survey as the first means of engaging with local user groups. This collated high level feedback and information, as a basis for further, more detailed engagement in the later stages of the programme. The survey intended to give an opportunity for local user groups to inform the

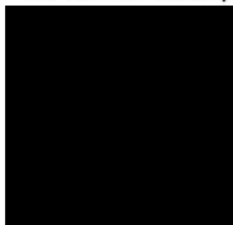


Date: 05 May 2017  
Our ref: AWP/LE/32028  
Your ref:

**Property Consultants**

15 Castle Gate  
Nottingham  
NG1 7AQ  
Offices across the UK

Mr Robert Hutley

**IMPORTANT - FORMAL NOTICE**

Dear Mr Hutley,

**TRANSPORT AND WORKS ACT 1992  
THE TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE) (ENGLAND AND WALES)  
RULES 2006  
PROPOSED NETWORK RAIL (ESSEX AND OTHERS LEVEL REDUCTION) ORDER**

Please find enclosed a covering letter and formal notices for your kind attention.

Yours faithfully,

**Andrew Prowse BSc (Hons) MRICS  
Associate  
On behalf of Network Rail**

*Received  
06/05/2017*

Date: 30 March 2017  
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Your ref:

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Network Rail Infrastructure Limited is applying to the Secretary of State for Transport under section 6 of the Transport and Works Act 1992, for the above Order under sections 1 and 5 of that Act. The proposed Order, if made, would authorise Network Rail to close or change level crossings and the powers necessary to implement these proposals, such as dedication of public rights of way across private land, extinguishments of existing rights and alteration of rights (including the downgrading of roads).

A notice in respect of the interest affected is enclosed and this also provides information regarding the application including places and times at which the full application and associated documentation can be inspected.

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Associate  
On behalf of Network Rail**

*Received  
06/05/2017*





People walking on Wheatsheaf Lane / Church Road Wrabness





People walking on Wheatsheaf Lane / Church Road Wrabness





People walking on Wheatsheaf Lane / Church Road





Views from Wheatsheaf Lane / Church Road Wrabness





Views from Wheatsheaf Lane / Church Road Wrabness





Views from Wheatsheaf Lane / Church Road Wrabness





Views from Wheatsheaf Lane / Church Road Wrabness





Views from Wheatsheaf Lane / Church Road Wrabness





Views from Wheatsheaf Lane / Church Road Wrabness





Views from Wheatsheaf Lane / Church Road Wrabness