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



1<sup>st</sup> May 2017

Dear Minister of State,

Application of Temporarily Use of Land  
Network Rail Crossing Reduction E08 Henham

I wish to object to the above application of use of land for closing the rail crossing E08 in Henham, Essex.

The notice appeared on my land on Friday 31<sup>st</sup> March. I rang the number provided and asked for information on what access was required and whether trees would be affected. One of the notices was in a wood. After chasing for a reply, I was finally rung by a lady from Bruton Knowles on 27<sup>th</sup> April who informed me that it was proposed to build a road across arable land and that a request for a footpath had been made to the County Council.

She did not know why a road needed to be built or the specifications. She did not know whether trees were proposed to be felled, nor the route of the footpath. She did not know what work was needed to make the footpath safe and my land secure. Meanwhile Network Rail had emailed me saying the the 'incident' was closed.

I am in favour of the closing of the foot crossing. I consider the crossing to be dangerous and the necessary 'whistle' form passing trains most disturbing for local residents. Because of this, a few years ago I agreed that the Parish Council could request a footpath diversion from the County Council along a route similar to the concept Network Rail is now suggesting, so that the crossing could be closed. Network Rail were completely disinterested. The diversion was refused by the County Council.

The crossing cannot be closed until the diversion of the foot path is agreed and open. Until then there is no need for heavy vehicles to have access to my land. Indeed I do not know why any heavy vehicles need access to my land. It seems to me that the whole affair is complete shambles.

Could you use your good offices to arrange for Network Rail to take the trouble to consult with local landowners on the exact route of the footpath and work necessary to make the footpath safe and the land secure. There will need to be an agreement on who maintains the footpath, gates and bridge in the future. I will also wish to agree on when heavy vehicles have access to my land which should alleviate any need for a road. I will need to agree about access through the wood.

When all these issues have been resolved and agreed in writing I will withdraw my objection. Until then my objection stands.

Could you please acknowledge receipt of this letter.

Yours sincerely,

Charles Martineau