

080185

Ref ; Network Rail Essex and Others Level Crossing
Reduction Order .
In the Parish of Wrabness E48 Wheatsheaf footpath Ex/184/19

03.05. 2017.

Dear Sir

Network Rail have been aware for many years of my ownership of the land at Wrabness potentially affected by proposed changes to the footpath.

To date I have received no information from Network Rail or their representatives regarding these proposals.

I discovered notices placed on my land in April 2017

This has not allowed me sufficient time to take advice or other appropriate action.

This is entirely contradictory to the document that I have today viewed in Manningtree library in which it is stated that consultations with landowners commenced in April 2016.

This failure to inform me of proposed changes of use to my land amounts to negligence and lack of due diligence resulting in my rights potentially being severely compromised.

I am the owner of the land potentially affected by the proposed works.

Whilst I am in favour of the closure of the pedestrian railway crossing for safety reasons, it is my submission that the provision of a new footpath between P276, P284 and P285 is neither necessary nor desirable.

I therefore object to the creation of the proposed new footpath P276, P284, P285 for the following reasons;

1. The existing footpath, Ex/184/19 is not in regular use as walkers prefer to use the numerous scenic walks and footpaths in Wrabness which link up to the Essex Way, the estuary, nature reserves and extensive woodland.

Footpaths, tracks and lanes in regular recreational use within Wrabness are as follows;

- i. Wrabness Nature Reserve (off Wheatsheaf Lane) has a network of tracks and links to the Essex Way (public footpath) also has car parking available.
- ii. The Coign, public footpath. From Church Road to the estuary, links to the Essex Way.
- iii. Stone Lane, from Church Road. Used by numerous beach hut and caravan owners and links to the Essex Way.
- iv. Black Boy Lane, public footpath passing Grayson Perry's House for Essex and links to the Essex Way.
- v. Strandlands, public footpath to the estuary and links to the Essex Way.

- vi. Stour Wood, public footpath to 200 acre RSPB woodland. Has a car park and also links to other public footpaths.

Recreational walkers choose to use these footpaths, lanes and tracks because they offer outstanding scenic views and also link to other public footpaths, nature reserves, woodlands and the estuary.

The footpath subject to these proposals Ex/184/89 does not offer outstanding views and does not link to any other public footpath or amenity.

2. The perimeter of the field subject to the proposed new footpath is currently in frequent and regular use by local horse riders, with my permission, who otherwise have very limited provision for safe off road riding and who would stand to lose this valuable amenity as I would not be prepared to permit horse riding close to a footpath for safety reasons.

It is my submission that it is not reasonable to deprive horse riders of an amenity (by permission) in order to give an additional and unnecessary amenity to recreational walkers who already have access to an extensive network of footpaths, tracks, nature reserves and woodlands within the village.

3. The proposed new footpath runs adjacent to the boundaries to 2 residential properties. P284, P285. These properties have low boundary fences so that they are able to benefit from their position and views. The homeowners would suffer loss of privacy and would also become vulnerable to criminal activity (trespass and burglary)

I have personally experienced trespass and burglary, from a public footpath very recently.

I am currently in discussion with the owner one of the properties potentially affected by the proposed works as he is considering the purchase of some additional land adjacent to his garden. If a footpath were to be imposed both his and my properties would become devalued.

4. The proposed new footpath runs alongside the railway between P276 and P284. This creates an increased risk of trespass onto the railway track with associated risk of criminal damage, potential risk to life and also suicide.

I have no objection to the retention of the current public footpath between P01 and P276. The footpath is rarely used and has no adverse impact on any other use of the associated land.

Yours sincerely.

Robert Hutley.