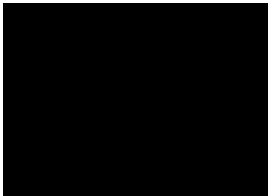




Mrs Ruth Plucknett



Temple Point
Redcliffe Way
Bristol
BS1 6NL

Date 5th November 2025

Dear Mrs. Plucknett

The Network Rail (Tackley Level Crossing) Order 202[X]

Summary

As you may know, Network Rail is seeking to close Tackley level crossing, stop up part of the existing bridleway over the level crossing and provide a replacement bridleway route. Network Rail had previously proposed that the replacement bridleway route should run adjacent to the railway line. Network Rail is now consulting on an alternative route for the replacement bridleway that is on the opposite side of the field, further away from the railway line.

You are receiving this letter as a person who is likely to be affected by the proposed amendment to the route or otherwise interested in the proposals and Network Rail is seeking representations from such persons.

If you wish to make any comments on the proposals, instructions as to what you should do are set out at the bottom of this letter. The deadline is 3 December 2025.

Background

On 8 December 2023 Network Rail Infrastructure Limited (Network Rail) submitted an application (**Application**) to the Secretary of State for Transport for the Network Rail (Tackley Level Crossing) Order (**Order**). If granted, the Order would, amongst other things, facilitate the closure of the Tackley level crossing, the stopping up of part of an existing bridleway over Tackley level crossing (**TLC**) and creation of a new replacement bridleway (the **Scheme**).

A public inquiry into the Application ran from 18 June 2024 until 3 July 2024 and was attended by representatives from the local community and stakeholders, as well as key landowners. The majority of the consideration during the inquiry focused on the route for the new bridleway. Following its consultation and scheme development, Network Rail promoted in the Application a new replacement bridleway located adjacent to the railway line. This was not supported by objectors, who instead proposed an alternative route to the west of the railway line, which became known as Route D (as set

out in the British Horse Society's Statement of Common Ground, referenced inquiry document [SOC-OBJ-60]).

On 10 December 2024, the Department for Transport (**DfT**) issued a letter (**Minded to Letter**) in relation to the Application. The Minded to Letter confirmed that the Secretary of State agrees that TLC Order, cannot reasonably be made safe for ongoing use by the public and that there is a clear and compelling case for its permanent closure and the extinguishment of the corresponding section of the existing bridleway. However, the Secretary of State is currently not minded to approve the Application with the proposed configuration of the new bridleway as the Secretary of State does not consider that a suitable alternative. Instead, Network Rail is invited to consider amending the Scheme to incorporate Route D.

Amended Bridleway Route

Following engagement with key landowners and stakeholders, Network Rail has identified an alternative configuration for the replacement bridleway route, which largely aligns with Route D as shown on the plan in Appendix 1 (**Amended Bridleway Route**). Network Rail now proposes to bring forward this alignment as part of the Scheme.

Route D, as referenced by the Inspector (Appendix D of the Inspector's Report), was shown approximately on the diagram put forward by the British Horse Society. It did not have regard to the field boundaries. Following discussions with Mr Peake, the owner of the field through which the bridleway will run, Network Rail proposes an update to Route D that follows strictly around the northern and western field boundaries.

Network Rail proposes that part of the existing footpath 379/16/20 running westwards from the railway line will be redesignated as a bridleway. Approximately halfway along this footpath, at the location of the field ditch lined with vegetation, the route of the bridleway will turn south along a section of new bridleway to be created. The bridleway will then provide a connection to existing footpath 379/1/70 and then run along a diverted and redesignated section of footpath 379/17/40 to meet the housing and buildings at the south-western corner of the field, to then join the restricted byway at Old Whitehill Lane.

Amendments to Order documentation

In order to effect the incorporation of Route D into the Scheme, the following changes would be required to the existing Order documentation:

1. Amendments to the land and rights of way plans to remove the (former) new bridleway and replace with Amended Bridleway Route. This will comprise:
 - 1.1. the diversions and creations of bridleways described above and the removal of the (former) new bridleway route;
 - 1.2. removal of unnecessary land plots (006, 007, 008 and 010); and

- 1.3. creation of new land plots (013 and 014) and the reshaping of plot (009) all within the ownership of Mr Peake.
2. Amendments of the Order to align with the amendments to the Order Plan, comprising:
 - 2.1. amendments to article 9 (Creation and maintenance of new highway) to make it explicit that Network Rail may carry out such works as are necessary for the creation of the new highway (to provide a clear correspondence for the direction for deemed planning permission) and also to include the requirement for the provision of gates to British Standard 5709:2018 and their locations (as per paragraph 44 of the Minded To Letter).
 - 2.2. amendments to Schedule 1 to include the new highway redesignations described as above; and
 - 2.3. amendments to Schedule 4 to remove plot 007 and add plot 014.

A copy of the proposed amended land and rights of way plans is enclosed with this letter. All other documentation from the Application and the inquiry, including the latest version of the draft Order, remains available at the inquiry website: <https://gateleyhamer-pi.com/en-gb/tackley-level-crossing/>.

Representations

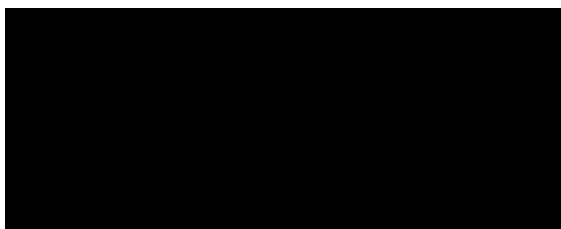
As a person likely to be affected by the modifications to the bridleway route, you are invited to make representations to the Secretary of State as to the proposed modifications to the Scheme and the Amended Bridleway Route.

Any representations should be sent to the Secretary of State for Transport c/o Transport Infrastructure Planning Unit, Department for Transport, Great Minster House, 33 Horseferry Road, London SW1P 4DR (e-mail: transportinfrastructure@dft.gov.uk).

Any representation MUST: (i) be received by the Secretary of State for Transport on or before 3 December 2025; (ii) be made in writing (whether sent by post or e-mail); (iii) state the grounds of the representation; (iv) indicate who is making the representation; and (v) give an address to which correspondence relating to the representation may be sent. (If you are sending your representation by e-mail, please provide a postal address).

Please note, the Secretary of State may make complete copies of the representations public, including any personal information contained in them, and will copy them to Network Rail.

Yours faithfully



David Wilson

Head of Consents and Environmental Planning

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Appendix 1

Amended Bridleway Route