

The Secretary of State for Transport
c/o Transport and Works Act Orders Unit
Department for Transport, Zone 1/31
Great Minister House
76 Marsham Street
London SW1P 4DR

Grange Cottage
Oddington Grange
Charlton on Otmoor
Kidlington
Oxon OX 5 2 UP

Date: 2nd November 2010

The Transport and Works Act 1992

**The Transport and Works (Applications and Objections Procedure)
(England and Wales) Rules 2006**

Proposed Chiltern Railways (Bicester to Oxford Improvements) Order

**NOTICE OF APPLICATION TO ACQUIRE LAND OR RIGHTS IN LAND COMPULSORILY, TO USE LAND, FOR
POWERS TO CARRY OUT PROTECTIVE WORKS TO BUILDINGS, TO EXTINGUISH RIGHTS OVER LAND AND
TO IMPOSE RESTRICTIVE COVENANTS**

We refer to the above notice of application and in particular to two sections of the proposed development which seriously affects our very limited freehold land adjacent to the existing railway line upon which we graze horses and their foals.

The sections are referred to as:

- Plan 14010 2005.31 Square Metres Public footpath (FP 318/2), trees, shrubbery, thickets and land, east of Oddington Grange, Oddington, Oxfordshire.
- Plan 14011 1989.46 Square Metres Public Footpath (FP 318/2), trees, shrubbery, thickets and land, east of Oddington Grange, Oddington, Oxfordshire.

We wish to lodge a very strong objection to these plans for the following reasons:

- Plans 14010 and 14011 encroach and seriously reduce the serviceability of our 10 acre field in which my wife and I graze horses and their foals.
- Approx 10% total of this field will be lost to our equestrian use.
- Approx 5% of this loss is due to Chiltern's wish to convert an area into a worksite for up to one year after the railway is complete.
- Approx 5% of the loss is due to Chiltern's wish to permanently acquire land in order to close an existing footpath across the field.

- This is scarce and precious land and in its entirety it is needed to provide the essential and undisturbed open area for the animals well being, especially mares and their foals.
- The land is a safe and secure area, ideally surrounded by trees and hedgerow, environmentally ideal in which to accommodate horses stress free.

- All this will be destroyed should a worksite be authorised and the acquired land, to remove the footpath, would become an access route over the field to supply the worksite. The existing trees and hedge row along the rail line would be severely damaged or destroyed. Vehicle access and worksite activity would cause irreparable damage with a deposit of debris in the ground as a future equestrian hazard.....a complete and utter mess and ruination of an otherwise peaceful

environment.....with horses and foals competing against noise and stress for many years until railway completion.....and for what?

2

- **WHY CREATE ALL THIS HAVOC WHEN CHILTERN ARE BUILDING A BRIDGE IN THE NEXT DOOR FIELD WITH ALL ITS SALIENT DISRUPTION AS A MAJOR WORKSITE, WHICH COULD ALSO ACCOMMODATE THE WORKSHOP PROPOSED FOR OUR FIELD. ONE MESS INSTEAD OF TWO!!!!**
- **FURTHERMORE ,WHY NOT JUST CLOSE THE FOOTPATH WITHOUT ACQUISITION OF LAND, LEAVING THE AREA OF OUR FIELD FREE, AS IT NOW IS FOR OUR USE.**

WE HAVE NO STRONG OBJECTION TO THE DEVELOPMENT BUT CHILTERN SHOULD GIVE MORE CONSIDERATE ATTENTION AND THOUGHT TO THOSE ADJACENT TO THE ROUTE WHO SERVE TO GAIN VERY LITTLE BENEFIT FROM IT, YET CAN SUFFER MAJOR INCONVENIENCE BECAUSE OF IT.

A REAPPRAISAL OF CHILTERN'S THINKING CONCERNING PLANS 14010 AND 14011, AS HIGHLIGHTED ABOVE, WOULD BE VERY MUCH WELCOMED.

THIS WOULD STILL MEET CHILTERN'S GOAL AND LEAVE AN OTHERWISE SPOILT FREE EQUESTRIAN FACILITY.

Mr K A HAYWARD and Mrs J HAYWARD