

08/09/10

Ann and Jon Conibear

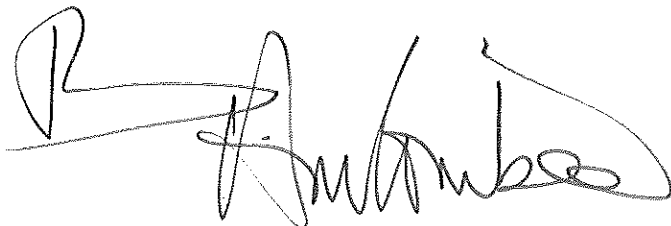
The Grange, Mill Street, Islip, OX5 2SY

Statement of Case for our objection to the footbridge/equestrian bridge at Islip

PETOM/119788-010009

1. We agree it is necessary to close the level crossing at Islip
2. We accept the majority decision of Islip and the Parish Council that it is desirable to retain a SMALL PEDESTRIAN crossing at this site. Our objection is against the proposed footbridge/equestrian bridge for the following reasons.
  - a) The proposed structure is enormous. (Doc 1). It is 350 metres long with embankments. The embankments will have considerable visual impact as stated in the Chiltern Railway Environmental Statement (Doc 2). It cuts in half two large, agricultural fields. These are in the green belt, adjacent to the Islip conservation area. (Doc 3). It is totally out of keeping with the rural nature of this historic village.
  - b) The cost of £1.7 million is disproportionate to usage, and totally unnecessary as there is an alternative crossing 500m from the proposed bridge, which meets the criteria for the DDAct and equestrian usage.
  - c) We have been advised by Chiltern Railways that they do not intend to use lighting on the bridge, though this is subject to further discussion with Cherwell DC. (Doc 4) With health and safety regulation it is hard to believe the bridge will remain unlit. This will cause unacceptable light pollution in this rural location

We hope pragmatism in this hard economic climate will prevail and the wishes of the majority of the village for a simple crossing will be heard. We understand the legal argument regarding the DDAct but argue that there is a crossing very close which is accessible. (Doc 5)



July 30<sup>th</sup>, 2010

|               |  |   |
|---------------|--|---|
|               | crossing.  | frequency of trains.  |
|               |  | 3. Close crossing and provide new sections of footpath to link to Oddington No. 5 - new sections of footpath cannot be justified given proximity of suitable existing alternative routes.   |
| Name:         | Manor Farm No 1 (aka "Crossing")                                   | None.   |
| OS Grid Ref.: | SP 52884 14688   |   |
| Railway Ref.: | OXD 25m 17ch   |   |
| Type:         | Accommodation (disused)  |   |
| Proposal:     | Ensure crossing rights are extinguished.                           |   |
| Name:         | Islip Level Crossing   | 1. Upgrade crossing (re-equip as CCTV crossing or AHB crossing) - undesirable due to likely increased road use and impact of audible warnings on adjacent residential property. CCTV crossing would impact on signaller workload. Cost of re-equipping crossing difficult to justify given current levels of use and proximity of alternative route.  |
| OS Grid Ref.: | SP 52107 13904   | 2. Close road but retain crossing for footpath / bridleway use - undesirable due to increased safety risk resulting from increased speed and frequency of trains. Replace with road bridge (on existing road alignment) - not possible due to proximity to residential properties. Also, likely to result in undesirable increase in traffic using Mill Lane. Cost and environmental impacts difficult to justify given levels of use.  |
| Railway Ref.: | OXD 25m 72ch   | 3. Replace with road bridge (on alternative alignment) - difficult to find acceptable alternative alignment given constraints of adjoining residential property, Islip Conservation Area and flood plain. Also, likely to result in undesirable increase in traffic using Mill Lane. Cost and environmental impacts difficult to justify given levels of use.   |
| Type:         | Public Road (MWL/UWG)  | 4. Close crossing and road and provide footbridge/bridleway bridge - footbridge would be required to be accessible to wheelchair users and other mobility impaired persons, resulting in the need for long ramps. <u>Ramps would have considerable visual impact and would require the purchase of adjoining private land.</u> Despite these disadvantages, the option to pursue a foot and bridleway bridge was taken forward following respond to public opinion following further public consultation. |
| Proposal:     | Close road - replacement foot and bridleway bridge to be provided. |   |
| Name:         | Mill Farm Crossing   | 1. Provide bridge on alignment of existing crossing - would have significant visual impact as railway elevated at this point. Also, proximity to adjoining watercourse would create significant design problems. Impacts difficult to justify given that  |
| OS Grid Ref.: | SP 51915 13745   |   |
| Railway Ref.: | OXD 26m 05ch   |   |
| Type:         | Accommodation  |   |
| Proposal:     | Close - alternative access to                                      |   |

Doc 2

WAA



ramps will need to be a sizeable structure, as in our proposal, wherever it might be located, and whether or not used by horse riders.

You have raised concern that the structure would compromise your privacy and would present a security risk for your property. I do not agree that this structure would harm your privacy or create a security risk for your property. The bridge features a parapet of at least 1.5 metres in height the bridge which could both act as a screen to restrict views as well as providing adequate safety for users of the bridge. The bridge and approaches will be fenced and I do not believe that the presence of the bridge would add materially to any security risk to your property.

## **2. Light Pollution from bridge**

Chiltern Railways does not intend to use lighting on the bridge. However, this will be subject to further discussion with the County and District Councils at the time of detailed design. If the overall scheme is approved, detailed design will have to be approved by Cherwell District Council, who would have to make any decision regarding lighting.

Doc 4

## **3. Noise impact from users of the bridge**

I do not agree with your view that pedestrians and bridleway users on the bridge would result in a significant noise impact on your property.

## **4. Potential for antisocial behaviour**

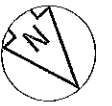
I do not agree that a pedestrian/equestrian bridge in this location would create a significant potential for antisocial behaviour. It is sited well away from the main residential areas in Islip and will be a high quality design solution with open surveillance thus reducing the opportunity for antisocial behaviour. The landscape design eliminates closed areas under the bridge, which might be more at risk of attracting anti social behaviour.

## **5. The bridge will change the character of Mill Street**

There is a need for a bridge in this area and Chiltern Railways have carefully considered the design of bridge so that it is in keeping with the character of the area. The gradual grassed approaches make best use of the topography and will be much less prominent than a typical foot bridge with steel approach ramps.

## **6. Compulsory purchase of land will change the land from green belt to brown belt and allow future development**

You have raised concern that the compulsory purchase of land could allow future development as the land would be classified as brown belt rather than green belt. I can confirm that under the statutory planning system the compulsory purchase of this land will not alter the green belt designation. Therefore, the purchase of this land does not allow the potential for future development to be any greater than it currently is.



Access along  
Doc 5 including Pond Church Lane →  
Hall Street

# Transport and Works Act 1992 Chiltern Railways (Bicester to Oxford Improvements) Order

DISTRICT OF CHERWELL  
Illustrative Rights of Way Plans

Sheet No. 2 (Illustrative Rights of Way Plans)



- KEY**
- Limits of Deviation
  - Limits of Land to be Acquired or Land
  - New Right of Way to be provided in lieu of permanently stopped up Right of Way
  - New Highway to be provided in lieu of permanently stopped up Highway
  - Right of Way to be temporarily stopped up
  - Route of temporary diversion of stopped up Right of Way
  - Current Footpaths or Bridleways
  - Right of Way to be Permanently Stopped Up
  - Work to be Done Permanently Stopped Up Right of Way or Highway

Reproduced by permission of Ordnance Survey, on behalf of HMG.  
© Crown copyright and database right (2000). All rights reserved.  
Ordnance Survey Licence Number: Chiltern Railways - 010024242.



Plan 2

