

Rebuttal Evidence to:

CRCL/P/7/A: PROOF OF EVIDENCE OF AIDAN NELSON

By

Dick van Wijngaarden BSc

On behalf of:

Owner and residents of Merton Grounds Farm, Bicester, OX25 2NS

Obj/191

Objection to part of the “The Chiltern Railways (Bicester to Oxford Improvements) Order”; The line of the proposed route, as a result of the closing of the Langford Lane level crossing

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COMMUNITY SAFETY PARTNERSHIPS LTD**

Please find below my rebuttal to Mr Nelson's evidence in Blue

112. For vehicular traffic and cyclists, the proposed diversionary route via the new road-over-rail bridge to be located close to site of present Elm Tree Number 2 level crossing is reasonable whether the route to it is as proposed by Chiltern Railways when the diversionary route is one kilometre longer or as counter proposed by Topbreed Ltd (OBJ/189.), Primepark Ltd (OBJ/190) and the owners and residents of Merton Grounds Farm (OBJ/191). The same is true of the impact on The Beeley Trustees and the Calcutt Trustees (OBJ/194). The diversionary route proposed is reasonable and the impact on F, J & J Shouler (OBJ/225) is reasonable. In so far as (OBJ/189) to (OBJ/191), (OBJ/194) and (OBJ/225) are concerned, their joint proposal should be taken as indicating their acceptance of the longer diversionary distance.

REBUTTAL to 112:

On my question of clarification, after Mr Nelson presented his summary proof of evidence at the inquiry, he agreed that the word "**the**" in the last sentence: "acceptance of **the** longer diversionary distance" should have read "**a** longer diversionary distance".

I would like to confirm that my clients do NOT accept **the** longer diversionary route as proposed by Chiltern Railways. As explained in my Proof of Evidence, my clients are willing to accept **a** longer diversionary route as proposed by them, named the Orange Route. Although they would have preferred no diversion at all, they are aware of the importance of the Scheduled Ancient Monument and the lack of any other suitable alternatives for the crossing.