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Highways

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Cogges Link Road Recreation and Public Access

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Executive Summary

- This report evaluates the potentially significant environmental effects associated with the construction and operation of the Cogges Link Road (CLR) upon recreation and public access.
- The predicted environmental effects of the scheme relate to changes in journey lengths, amenity value, land use change, and community severance.
- Public footpaths and a country park used for informal recreation would be dissected by the proposed scheme.
- Short diversions of the public footpaths affected by the CLR would be required.
- An area of approximately 12,794m² (1.2794ha) of the country park would be permanently lost to the CLR. In addition, the presence of the CLR could reduce the amenity value of the country park and public footpaths.
- Predicted levels of traffic using the CLR could create some severance for pedestrians.
- An area of predominantly disused allotments would also be severed by the scheme.
- An area of public open space that provides a play area and a small football pitch would be reduced in size by the proposed scheme.
- The proposed scheme includes a significant package of mitigation and enhancement measures to minimise the predicted effects of the scheme.
- A cycleway will be provided alongside the northern carriageway of the CLR.
- A car park would be provided for 15 vehicles from the CLR from which access to the country park could be gained.
- Native planting along the land take of the CLR is proposed to minimise views of the CLR. Planting is also proposed within the country park itself to reduce views of the CLR from the country park.
- It is proposed to extend the area of the country park to the south of the CLR which is currently under arable and woodland use to increase the area of the country park available for recreation. It is also proposed to introduce a new management regime to the country park.
- Habitat enhancements are proposed to the East Branch of the River Windrush in the context of improving the geomorphological quality of the channel.

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1 Introduction

1.1 General

1.1.1 Oxfordshire Highways is proposing to construct a link road in Witney between Witan Way to the south of the town centre and Oxford Hill on the eastern outskirts of the town, known as the Cogges Link Road (CLR). The CLR is intended to relieve congestion in Witney town centre.

1.2 Scope and Objectives

1.2.1 This technical report evaluates potentially significant environmental effects associated with the construction and operation of the CLR upon recreation and public access and identifies mitigation measures with which to minimise predicted adverse environmental effects.

Information Sources

1.2.2 This report has been produced based upon a review of available cartographic information of the existing site and the findings of a site walkover undertaken by Oxfordshire Highways in October 2006. In addition information detailed within other technical reports accompanying the Environmental Statement for the CLR is drawn upon, including:

- Oxfordshire Highways, October 2007, Landscape and Visual Assessment B0834600/CLR/25
- Oxfordshire Highways, October 2007, Habitats and Species Overview B0834600/CLR/11

1.2.3 The report begins with a discussion of the planning policy context with respect to recreation. The methodology used to assess potential environmental impacts is presented, followed by a description of the environmental baseline. The predicted environmental impacts of the CLR are discussed and the means with which to mitigate such effects set out, followed by an evaluation of the remaining (or residual) potential impacts.

Methodology

1.2.4 The methodology adopted in this technical report is based on the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 8, Pedestrians, Cyclists, Equestrians and Community Effects.

1.2.5 The assessment primarily uses desk-based information alongside site visits and pedestrian counts to generate baseline information.

1.2.6 The DMRB sets out how the methodology for generating data should proceed. However it does not set out a prescribed assessment framework with which to describe or evaluate potential impacts upon recreation and amenity value. Therefore, for the purposes of this technical report, the assessment framework has been extended to allow a systematic assessment of the effects of the CLR upon recreation and community amenities/facilities.

1.3 Summary of the Proposed CLR scheme

- 1.3.1 The proposed alignment of the CLR runs north-east to south-west, beginning at the junction of Jubilee Way and Oxford Hill (B4022) where it passes south in cutting through agricultural land, skirting the eastern periphery of Cogges. The alignment then curves west where it passes beneath Stanton Harcourt Road and abuts the A40, before heading on embankment northwest across agricultural land and floodplain grassland of the River Windrush. The proposed alignment straddles the eastern and western branches of the River Windrush before joining the Witan Way/Station Lane interchange to the southeast of Witney town centre. The CLR is approximately 1.9km in length. The footprint of the CLR is illustrated in Figure 1.
- 1.3.2 The CLR includes provision of a designated cycleway linking the southbound carriageway of Witan Way immediately to the north of the Witan Way roundabout with Cogges via Stanton Harcourt Road. A small section of designated cycleway is also provided within the scheme proposals between the north of Cogges Hill Road and Oxford Hill.

2 Planning Policy Context

2.1 General

2.1.1 The following information sets out national, regional, local and non-statutory planning policy context for the CLR with respect to recreation and public access. This is to provide an indication of the CLR's compatibility with such policies.

2.2 National Planning Policy - Relevant Planning Guidance Notes

2.2.1 PPG17 – Planning for Open Space, Sport and Recreation sets out a framework to ensure that there is effective planning for open space, sport and recreation, such that these amenities contribute positively to people's quality of life.

2.3 Regional Planning Policy - Adopted Oxfordshire Structure Plan 2016

Countryside Recreation

2.3.1 Policies R1 and R2 in the Oxfordshire Structure Plan (OSP) 2016 seek to protect and enhance the existing countryside and recreation facilities and the Rights of Way network.

2.4 Local Planning Policy - Adopted West Oxfordshire Local Plan 2011

Recreation

2.4.1 Policies TLC5 and TLC8 in the Adopted West Oxfordshire Local Plan (WOLP) 2011 seek to protect open space and public rights of way.

2.5 Non-Statutory Guidance

Windrush in Witney Project (April 2001)

2.5.1 The 'Windrush in Witney Project' (April 2001) has been set up by West Oxfordshire District Council (WODC) to provide a landscape character assessment of the Windrush Valley and is intended to provide guidance on the management of the River Windrush as it flows through Witney. The key aims of the project are to protect and enhance this area's special landscape character and ecological, cultural and recreational value. This project is specifically referred to in Policy NE3 of the West Oxfordshire Local Plan (WOLP) 2011. The following management objectives relate to public access as part of the 'Windrush in Witney Project':

2.5.2 PA1: Improve the quality of existing public access provision within the study area, e.g. improve the standard of maintenance along footpaths and repair stiles, bridges and kissing gates.

2.5.3 PA2: Establish a new public footpath route along the valley between Witan Way and the Old Bathing Place (to the north of Witney town centre).

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- 2.5.4 PA3: Ensure that new public access provision does not conflict with sites of high nature conservation interest.
- 2.5.5 PA4: Take measures to control recreational motor bike use within the study area.

3 Methodology

3.1 Method of Assessment

3.1.1 The method of assessment adopted in this technical report is based on the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 8, Pedestrians, Cyclists, Equestrians and Community Effects and considers the following topics:

- Journey length and travel patterns
- Changes in amenity
- Severance

3.1.2 The DMRB describes severe, moderate and minor impacts in terms of new severance to Public Rights of Way (PROW). However it does not include a prescribed assessment framework of impact criteria for evaluating potential impacts upon recreation and amenity value. The methodology has been extended to allow a systematic assessment of predicted impacts upon recreation.

3.1.3 Potential Impacts are considered to be *significant* which are moderate or major in nature. However, mitigation measures would be designed as far as practicable for all predicted adverse impacts.

3.1.4 For the purposes of the assessment, the following receptors are predicted to be affected by the development proposals:

- PROW including bridleways
- Recreational amenities including country parks, play areas, public open space and sports pitches, open amenity grassland, allotments, watercourses used for angling and other facilities which people visit for informal recreation

3.2 Pedestrians and Other Users – Journey Lengths and Amenity Value

3.2.1 Table 1 below sets out the impact matrix for assessing impacts upon PROW.

Table 1 Impact Criteria Matrix – PROW

Impact Significance	Criteria
Major Adverse	High value PROW proposed to be stopped up with no alternative route available.
Moderate Adverse	<p>High to medium value PROW proposed to be diverted resulting in an increase in journey length by 250 to 500m or such that it is no longer usable by a particular mode or by vulnerable users.</p> <p>Increase in traffic adjacent to a PROW/community facility would result in the reduced amenity value of the route, owing to noise/air quality/visual impacts.</p>

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Impact Significance	Criteria
Minor Adverse	PROW proposed to be diverted resulting in an increase in journey length of up to 250m, or such that it creates a difficulty in usage (e.g. through imposition of slopes/steps). Increase in traffic adjacent to a PROW would result in some loss of amenity value as a result of noise/air quality/visual impacts.
Neutral	PROWs/amenity not affected
Minor Beneficial	Amenity of existing PROW proposed to be improved
Moderate Beneficial	Additional PROWS proposed to be provided for non-motorised users, resulting in an overall increase in route options.
Major Beneficial	Proposed improvements to existing PROWs and provision of new pedestrian, cyclist and equestrian facilities, including provision for vulnerable users.

3.2.2 To distinguish between high and medium value PROW, the Footway Hierarchy as detailed in Section 8 of the 'Well-Maintained Highways Code of Practice for Highway Maintenance Management' prepared by the Roads Liaison Group (2005) has been used as shown in Table 2:

Table 4 Footway Hierarchy Descriptions

Footway Hierarchy (Roads Liaison Group 2005)		
Category	Category Name	Description
1(a)	Prestige walking zone	Very busy areas of towns and cities with high public space and street scene contribution.
1	Primary walking routes	Busy urban shopping and business areas and main pedestrian routes.
2	Secondary walking routes	Medium usage routes through local areas feeding into primary routes, local shopping centres etc.
3	Link footways	Linking local access footways through urban areas and busy rural footways.
4	Local access footways	Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.

	High value
	Medium value

3.3 Land Use Change, Changes in Access to Facilities and Community Severance

3.3.1 Table 3 below sets out the impact matrix for assessing impacts with regard to changes in access to facilities and community severance.

Table 3 Impact Criteria Matrix - Land Use Change, Changes in Access to Facilities and Community Severance

Impact Significance	Criteria
Major Adverse	Development would result in the loss of a community facility/recreation amenity or separation of residents from services they currently use as a result of changes in traffic flows/accessibility by non-motorised modes with no alternatives provided. Proposed pedestrian at-grade crossing of the new road carrying over 16,000 vehicles per day (AADT) in opening year.
Moderate Adverse	Development would result in barriers/difficulties in accessing services, facilities and recreation amenities by non-motorised modes and/or for vulnerable users. Proposed pedestrian at-grade crossing of the new road carrying between 8,000 to 16,000 vehicles per day (AADT) in the opening year.
Minor Adverse	Partial or temporary potential effect on local community facilities or community access to facilities/recreation amenities. Proposed pedestrian at-grade crossing or new road carrying fewer than 8,000 vehicles per day (AADT).
Neutral	No discernible change.
Minor Beneficial	Proposed improvements to the access and setting of existing community facilities/recreation amenities.
Moderate Beneficial	Proposals for improved local to sub-regional facility/recreation amenities provision (including public open space) with good non-motorised access provision.
Major Beneficial	Substantial improvement (proposed) in public facility/recreation amenities provision, with facilities well located relative to PROWs appropriate for vulnerable groups.

3.4 Field Surveys

3.4.1 Field visits have been conducted to support the generation of baseline data. In addition, pedestrian counts have been undertaken along public footpaths crossing the scheme boundary to generate a picture of their use at peak times on a weekend day, and a weekday afternoon.

4 Baseline Information

4.1 Consultation with Local Authorities and Interest Groups

4.1.1 The following organisations have been consulted during the generation of baseline information:

- Bartlett-Taylor Charitable Trust
- Oxfordshire County Council and West Oxfordshire District Council with respect to PROW
- Witney Town Council (with respect to the country park)

4.2 Pedestrian Access across the scheme Area

4.2.1 Four public footpaths are situated within the boundary of the CLR and are illustrated in Figure 1, namely:

- Footpath No. 15 (Witney)
- Footpath No. 41 (Witney)
- Footpath No. 8 (Witney)
- Footpath No. 7 (Witney)

4.2.2 Footpath No. 15 runs north to south between the two branches of the River Windrush, and links the two parts of the country park to the north and south of the A40.

4.2.3 Footpath No. 41 flanks the eastbound carriageway of the A40 from the Shores Green interchange and traverses an area under agricultural use. The footpath turns northwest towards the residential area of Cogges to join Blakes Avenue.

4.2.4 Footpath No. 8 traverses agricultural land in a southeast - northwest direction between the A40 and the northerly section of Cogges Hill Road.

4.2.5 Footpath No. 7 converges with Footpath No 8 at Cogges Hill Road and provides a means of pedestrian access between the north of Cogges and Oxford Hill (B4022).

4.2.6 Pedestrian travel patterns through the country park would be maintained by the proposed development. Therefore, travel patterns are considered to be 'straightforward' and consequently it is not considered necessary that 'origin and destination' surveys for users of the public footpaths and country park be undertaken for the purposes of this assessment.

4.2.7 Discussions with Oxfordshire County Council revealed that the footpaths in the vicinity of the CLR are considered to be popular, and therefore, for the purposes of this assessment it is considered that the footpaths are well used. According to the Footway Hierarchy (Roads Liaison Group 2005), the PROW that fall within

the CLR area constitute '*link footways*'. To provide further clarity to the level of use of the PROW, pedestrian counts were undertaken at three locations on two occasions:

A - Footpath No. 15 which passes through the country park

B - Footpath No. 41 at Cogges

C - At Cogges Hill Road where Footpath No. 7 and No. 8 converge

4.2.8 The surveys were undertaken in Autumn 2007, and occurred on Saturday 22 September between the hours of 09:00 – 14:00 and on Wednesday 26th September, from 15:00 to 18:00. Pedestrians were counted in both directions along each footpath – generating results for an 'In Survey' and an 'Out Survey' for each footpath listed above.

4.2.9 The results of the surveys are presented in Appendix A.

Survey Results - Footpath No. 15

4.2.10 The results show that for both the weekday and weekend surveys, Footpath 15 is typically more heavily used than the other three footpaths. The peak number of pedestrians recorded during the Saturday survey was 15 in one direction, and 16 in the other between 10:00 and 11:00. Of those pedestrians recorded during the 'In survey', some 55% of people were dog walkers. Two cyclists were recorded during the survey.

4.2.11 During the Wednesday survey, 32 pedestrians were recorded during the 'In survey' and 27 during the 'Out survey'. The peak footfall was recorded between 16:00 and 17:00, with 12 pedestrians recorded in each direction. People were commonly using the footpath for dog walking. No cyclists were recorded.

Survey Results - Footpath 41

4.2.12 Few pedestrians were recorded on Footpath No. 41 during either the survey. A total of 11 pedestrians were counted for the 'In' and 'Out' components of the Saturday survey. All but two of the pedestrians counted were dog walkers. A total of four pedestrians were recorded during the Wednesday survey. All of the pedestrians recorded were dog walking. No cyclists were recorded on either the weekend day or weekday surveys.

Survey Results – Footpaths No. 7 and No. 8

4.2.13 No pedestrians were recorded during the Saturday survey and a total of four pedestrians were recorded for the 'In' and 'Out' components of the Wednesday survey. Each of the pedestrians counted were walking dogs and no cyclists were noted during the surveys.

4.3 Cyclists and Equestrians

4.3.1 There are no specific provisions for cyclists within the area of the CLR. There is a small section of bridleway extending west from Footpath No. 15 (Witney) along

Farm Mill Lane from Farm Mill to join Church Green. Two cyclists were recorded during the Saturday of Footpath No. 15.

4.4 **Recreation**

The Witney Lake and Meadows Country Park

- 4.4.1 The northern part (north of the A40) of the Witney Lake and Meadows Country Park (herein referred to as the 'country park' is situated between the east and west channels of the River Windrush and extends to the north and south of the A40. The park is owned and maintained by the Witney Town Council (WTC).
- 4.4.2 This technical report considers potential environmental impacts associated with the area of the country park situated to the north of the A40 only, given that the boundary of the CLR is contained within the northern part of the country park.
- 4.4.3 The country park to the north of the A40 is an informal recreation facility comprising 6.67ha of low-lying floodplain grassland in close proximity to Witney and Cogges and provides public access to an area of low-lying floodplain.
- 4.4.4 Two channels of the River Windrush define the boundaries of the country park. The East Branch follows a meandering planform and separates the country park from agricultural land. The West Branch flows through the Farm Mill and then flanks the western boundary of the industrial units off Station Lane.
- 4.4.5 Visually the country park is well contained by boundary vegetation that screens surrounding urban development, particularly to the west, however there are intermittent short and mid distance views to the east to agricultural land and woodland. The branches of the Windrush are not visually prominent in the country park; in particular the west channel is obscured by vegetation and there are few features of interest. The principal recreational use of the country park is for walking, notably by dog walkers.
- 4.4.6 The country park is unexceptional in landscape terms and affected visually by electricity pylon lines and aurally by noise from both the A40 and, to a lesser degree, from Witan Way. Nevertheless, the country park is a valuable local resource and there is potential for enhancement and access improvements.

Management

- 4.4.7 WTC manage the land to the north of the A40 for low-key informal countryside recreation. A management plan has previously been prepared for the country park, however this has not been applied by WTC for circa 18 months. An Environmentally Sensitive Area (ESA) agreement (now known as Environmental Stewardships) expired in August 2006.
- 4.4.8 The land has previously been managed for grazing. However this has been discontinued in favour of management for hay due to problems caused by escape of stock across the unfenced East Branch of the River Windrush.

Access to the country park

- 4.4.9 Entry points to the country park are limited but users are able to roam freely and are not restricted to the single public footpath – Public Footpath No. 15 which crosses the area - or to the unbound surfaced footpath along the East Branch. The facility does not provide access for all throughout, due to the presence of steps and gates and there are few resting places. Vehicular access to the country park is from the north, where a small area of surfacing is used by visitors.

Visitors

- 4.4.10 Discussions with WTC in May 2007 revealed that no data exists on the level of use of the country park but that use is heaviest at weekends. The pedestrian count data for Footpath No. 15 suggests that the route is indeed well-used, both at the weekend and on weekday afternoons. Access to the Cogges Farm Museum can be gained through the country park from Ducklington. However it is anticipated that a small proportion of visitors to the Cogges Farm Museum use Footpath No 15 through the country park as a means of travel to the museum.
- 4.4.11 For the purposes of this assessment, the country park is considered to be an important local recreational resource.
- 4.4.12 WTC manage fishing rights on the East Branch to one fishing club.

Witney Lake and Meadow Country Park General Layout and Description

- 4.4.13 The site walkover identified several discrete areas within the country park in terms of landscape/landuse and these are identified by numbers 1-7 on Figure 2. Pockets of land under other ownership to the north of the country park which are also located between the two branches of the River Windrush are also identified on Figure 2 and numbered 8-11. Summary details of these areas are contained in Appendix B.

Allotments

- 4.4.14 An area of paddocks and allotments is situated to the south of Farm Mill Lane between the Farm Side Channel and the West Branch of the River Windrush. These allotments are owned by the Bartlett-Taylor Charitable Trust. It is known that there is one remaining tenant at the allotments and the remainder of the allotments are disused.

Public Open Space and other Recreation Facilities

- 4.4.15 An area of public open space east of Stanton Harcourt Road and off Eton Close provides a play area of 1.1ha. Part of this area is set out with a small football pitch and is suitable for organised team games. There is also a small play area. The area is owned and maintained by WTC.

Windrush Cemetery

- 4.4.16 The Windrush Cemetery is owned and managed by WTC and is situated to the northeast of the CLR. Access to the cemetery is from Oxford Hill (B4022).

5 Findings and Evaluation

5.1 General

5.1.1 The predicted environmental effects of the CLR with regard to recreation and public access are formally assessed below. In the first instance, potential impacts are described without mitigation measures.

5.2 Predicted Impacts – Construction

Changes to local travel patterns and journey lengths

5.2.1 Public footpaths would remain open during the construction phase. However, journey lengths would be likely to be increased as a result of temporary diversions put in place where necessary. *Impact: Minor adverse.*

Changes in Amenity Value

5.2.2 The construction compound for the proposed development would be situated immediately to the west of Stanton Harcourt Road, south of Cogges on agricultural land. It would revert to its previous use following construction. *Impact: Minor adverse.*

5.2.3 Increases in noise and the presence of construction landscapes in an area of open greenspace would reduce the amenity value for visitors using the public footpaths and recreation amenities including the country park and remaining tended allotment. *Impact: Moderate adverse.*

5.2.4 During construction the amenity value experienced by visitors to the Windrush Cemetery could also be reduced. *Impact: Minor adverse.*

Land Use Change

5.2.5 Parts of the country park are required for the construction of the CLR and would therefore reduce the area available for recreation. Access to the remaining tended allotment could also be hindered during construction. *Impact: Moderate adverse.*

5.2.6 Access to the play equipment at Eton Close would be maintained during the construction phase, and the equipment would be relocated closer to Eton Close. *Impact: Neutral*

5.3 Predicted Impacts - Operation

Changes to Local Travel Patterns

5.3.1 Footpath No.15 runs from north to south and crosses the route of the CLR near to the West Windrush Overbridge. Under the proposals the footpath would be maintained beneath the CLR. However a small diversion would be incurred to allow the footpath to follow the western branch of the River Windrush where the

river is proposed to be re-aligned to provide an area of improved aquatic habitat.

- 5.3.2 The bridleway extending west from Footpath No. 15 along Farm Mill Lane from Farm Mill to join Church Green would remain in place as part of the CLR.
- 5.3.3 Footpath No.41 is crossed by the line of the CLR to the east of Cogges. Access would be provided up to the embankment on either side of the CLR. Pedestrian access will be controlled through pedestrian gates and pedestrians would be required to cross the CLR to continue along the footpath.
- 5.3.4 The remaining two footpaths crossed by the CLR, Footpath No.7 and No.8 are situated to the northeast of Cogges and just south of the proposed junction leading to Cogges Hill Road. Both footpaths would be stopped up, between Cogges Hill Road and the CLR. The footpaths would join the footway on the east side of the CLR. A traffic island is proposed as a refuge to assist crossing the CLR from which access is provided to Cogges Hill Road.
- 5.3.5 The proposed scheme includes the provision of a cycleway alongside the northern carriageway of the CLR and therefore would provide an alternative route for cyclists between Witan Way and Cogges via Stanton Harcourt Road. A further short section of cycleway would be provided between Cogges Hill Road and the Junction of Oxford Hill and Jubilee Way.
- 5.3.6 Given that existing footpaths and bridleways would remain open, the CLR is not predicted to materially affect local travel patterns with respect to pedestrians and equestrians. *Impact: Neutral.*
- 5.3.7 The development proposals include the provision of a cycleway linking Witan Way to the south of Cogges and represents a positive impact of the proposed scheme. In addition, the development proposals include a new means of access for pedestrians from the CLR cycleway into the country park. *Impact: Moderate beneficial.*
- 5.3.8 The development proposals also include the provision an alternative means of access to Windrush Cemetery from the CLR which would allow the closure of the existing access from Oxford Hill. This arrangement has previously been envisaged by WTC and is provided for within the long-term development plan for the cemetery. *Impact: Neutral.*
- 5.3.9 A car park accessed from the CLR would be provided for 15 vehicles from which access to the country park could be gained. *Impact: Minor beneficial.*

Changes in Journey Lengths

- 5.3.10 The length of Footpath No. 8 would be increased by c.120m.
- 5.3.11 The length of Footpath No. 15 would be increased by c.8m.
- 5.3.12 The length of Footpath No. 7 would be increased by c.74m.
- 5.3.13 The length of Footpath No. 41 would be increased by c.32m.

5.3.14 The proposed development would necessitate diversions of each of the four footpaths crossed by the proposed scheme. In each instance, this would result in short (less than 250m) increases in journey lengths for pedestrians. *Impact: Minor adverse.*

Changes in Amenity Value

5.3.15 Although pedestrian access by means of public footpaths would be maintained, the amenity value of the footpaths bisected by the CLR would be reduced as the tranquility of the meadow floodplain and open farmland is reduced and views of the CLR from the footpaths afforded.

5.3.16 The country park currently represents a tranquil, open area of greenspace between the residential areas of Cogges and the eastern periphery of Witney town centre. Footpath survey data for Footpath No. 15 suggests that the PROW is well used, particularly by dog walkers. The country park would remain open for informal recreation, and pedestrian access maintained throughout. However, the amenity value of the country park would be likely to be reduced as a result of the CLR dissecting the northern part of the country park. The CLR would divide the country park into two sections, and noise from the CLR and the presence of a visual barrier could reduce a visitor's enjoyment of the country park and dissuade them from using the country park.

5.3.17 Increases in noise and the presence of the CLR in an area of open greenspace would reduce the amenity value for visitors using the public footpaths and recreation amenities. *Impact: Moderate adverse.*

5.3.18 The presence of the CLR may also be felt by visitors at the Windrush Cemetery in terms of noise as a result of the proximity of the CLR. *Impact: Minor adverse.*

Land Use Change

5.3.19 The CLR would sever the allotments situated adjacent the country park. However, these allotments are predominantly disused, with one remaining tenant.

5.3.20 The CLR would dissect existing public footpaths and recreational amenities used by the public including the country park and associated allotment gardens. An area of approximately 12,794m² (1.2794ha) of the country park would be lost. *Impact: Moderate-major adverse.*

5.3.21 The area of public open space off Eton Close which provides a play area and a small football pitch would be reduced in size considerably by the development proposals. The area of public open space lost to the proposed development would be 11,232m² (1.1232 ha). *Impact: Major adverse.*

5.3.22 In addition, areas of existing grassland and pond/wetland habitat would be lost. This is described in more detail in B0834600/Doc/CLR11 *Habitat and Species Overview*.

Community Severance

5.3.23 Existing means of access for pedestrians using the country park and footpaths across the agricultural land on the eastern periphery of Cogges would be maintained. However pedestrians using Footpaths Nos. 8, 7 and 41 would be required to cross the CLR. The calculated Average Annual Daily Traffic (AADT) for the CLR in the opening year (2011) would be in the region of 14,000 vehicles. Impact: *Moderate adverse*.

5.4 Impact Summary Matrix

5.4.1 Table 4 below sets out the predicted environmental effects of the development proposals and describes the nature of such potential impacts.

Table 4 Impact Assessment

Impact description	Direct/ Indirect	Permanent /temporary	Secondary effects	Synergistic or cumulative effects	Impact Significance
Construction					
Changes to local travel patterns and journey lengths through footpath diversions/closures	Direct	Temporary	None identified	None identified	Minor adverse
Presence of construction compound on existing agricultural land	Direct	Temporary	None identified	None identified	Minor adverse
Reduction in amenity value for users of country park and footpaths	Direct	Temporary	None identified	None identified	Moderate adverse
Reduction in amenity value for visitors of the Windrush Cemetery.	Direct	Temporary	None identified	None identified	Minor adverse
Reduction in size of the area of the country park due to the acquisition of land required for construction	Direct	Temporary	None identified	None identified	Moderate adverse
Impedance of access to allotments during construction	Direct	Temporary	None identified	None identified	Minor adverse
Access to play equipment/play area at Eton Road	Direct	Temporary	None identified	None identified	Neutral
Operation					
Disruption to local travel patterns	Direct	Permanent	None identified	None identified	Neutral
Increase in route options for cyclists	Direct	Permanent	Increased use of country park for recreation	None identified	Moderate beneficial
Alternative access to Windrush Cemetery	Direct	Permanent	None identified	None identified	Neutral
New access to country park and car parking	Direct	Permanent	Increased use of country park for recreation	None identified	Minor beneficial

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Impact description	Direct/ Indirect	Permanent /temporary	Secondary effects	Synergistic or cumulative effects	Impact Significance
Footpath diversions	Direct	Permanent	None identified	None identified	Minor adverse
Reduction in amenity/recreation value of country park	Direct	Permanent	Potential to lose the viability of the northern section of the country park as a Hay Meadow due to a reduction in area	None identified	Moderate adverse
Dissection of allotment gardens	Direct	Permanent	Reduction in amenity value of existing allotments	None identified	Moderate adverse
Reduction in amenity value along public footpaths crossed by the CLR	Direct	Permanent	Reduction in visitors to the country park (Footpath No. 15)	None identified	Moderate adverse
Reduction in amenity value for visitors at the Windrush Cemetery	Direct	Permanent	None identified	None identified	Minor adverse
Loss of public open space at Eton Close	Direct	Permanent	None identified	None identified	Major adverse
Severance caused by requirement to cross road to follow Footpath Nos. 41, 8 and 7.	Direct	Permanent	None identified	None identified	Moderate adverse

6 Mitigation and Enhancement Measures

6.1 Mitigation Measures

6.1.1 The proposed mitigation and enhancement measures are indicated on Figure 3.

Changes in Journey Lengths

6.1.2 The potential increases in journey lengths with respect to increases in footpath lengths are considered to be small, such that no mitigation measures are required. However, during construction, any temporary footpath closures or diversions would be advertised in advance of the proposed works and alternative routes clearly signposted.

Changes in Amenity Value

6.1.3 The CLR would reduce the amenity/recreation value of the country park and public footpaths which the scheme dissects. Tree and shrub planting along the land take of the CLR is proposed to minimise views of the proposed scheme and to act as a natural barrier. In addition, planting is proposed within the country park itself to reduce views of the proposed scheme from that viewpoint.

6.1.4 The presence of the CLR would also be felt by visitors at the Windrush Cemetery as a result of the proximity of the proposed scheme. Native planting along the CLR would act aid visual screening.

Land Use Change

6.1.5 The pond and associated wet meadow habitat lost to the proposed scheme would be mitigated by the creation of replacement pond and wet meadow habitat.

6.1.6 Grass/wildflower areas would be managed within the land take of the CLR and further native planting encouraged. By agreement with WTC, planting with native species would also be undertaken within the country park in close proximity to mitigate visual impact.

6.1.7 As detailed in Section 6, the country park would be dissected by the CLR, and approximately 12,794m² (1.2794 ha) of the country park would be lost to the development proposals. To mitigate the loss of country park meadow grassland, it is proposed to extend the area of the country park by 43,480m² (4.348 ha) to the south of the CLR on land which is currently under arable and woodland use. The arable area would be managed as floodplain grassland and fenced to allow the existing grassland area to the south of the CLR to be managed again for grazing where livestock is free to cross the river. This represents a potential increase in size of the country park by 30,686m² (3.0686ha).

Loss of Allotments

6.1.8 The allotment gardens between the Farm Mill Side Channel and the River Windrush are primarily disused. However there is one remaining tenant. The allotment gardens would be severed by the CLR. Discussion will be held with

the owners with regard to the future use and treatment of the area.

- 6.1.9 The construction of the CLR would significantly reduce the area of the Eton Close public open space such that it would be of limited value for recreational purposes. It is proposed to mitigate the loss of this area of public open space by the creation of a new area of public open space approximately 11,382m² (1.1382 ha) in size, situated to the north between the CLR and Cogges Hill Road. This represents a small increase (150m² or 0.015 ha) in the area of public open available. It is proposed that this new area of public open space would create a replacement 'kick-about' area. It is proposed to move the play equipment at Eton Close to a retained smaller area of public open space.
- 6.1.10 The replacement 'kick-about' area would be planted with native tree and shrub species on its eastern and western boundaries to create a visual screen from the adjacent CLR and residential areas respectively and to provide a semi-enclosed and defined space for informal recreation. Local variations in topography would be provided at part of the public open space to create a varied play area. In addition, it is proposed to maintain a mown footpath for pedestrians, joggers and dog walkers. An illustrative design for the replacement area of public open space is shown on Figure 4.
- 6.1.11 It is also proposed to screen the retained play area at Eton Close from the CLR. An illustrative design for this area is illustrated in Figure 5.

Community Severance

- 6.1.12 Pedestrian access along the existing footpaths which are crossed by the CLR would be maintained. However pedestrians would need to cross the CLR at Footpath Nos. 41, 8 and 7. Given that the AADT flows along the CLR are considered to be high, a degree of severance could be experienced by pedestrians crossing in these locations. An island is provided at the location in which Footpath Nos. 8 and 7 cross the CLR. However, no provision exists within the existing scheme proposals to assist pedestrians crossing the CLR at Footpath No 41.
- 6.1.13 Access along the footpaths crossing the CLR could be hindered and access through the country park could also be impeded during construction. During construction, advance warning of footpath closures and closure of all/sections of the country park including the allotments would be provided and alternative routes advertised.

6.2 Enhancement Measures

River Windrush

- 6.2.1 Habitat enhancements are proposed to the East Branch of the River Windrush in the context of improving the geomorphological quality of the channel to support fisheries.

Country Park - Access

- 6.2.2 To provide an enhanced means of access for all members of the community, it

is proposed to replace existing steps with ramps where existing footpath routes cross the disused railway and at the A40 underpass.

Country Park – Amenity Value

- 6.2.3 The CLR proposals include the underground placement of overhead electricity cables running eastwards from the country park and to the south of Cogges to improve the visual quality of the country park. And adjoining countryside.

Country Park – Management

- 6.2.4 It is proposed that a development and management plan for the extended country park be prepared in consultation with Witney Town Council and local interest groups to cover the construction of the CLR and beyond, setting out the long-term objectives and to allow appropriate provision for the management of the country park for conservation and amenity/recreation.
- 6.2.5 The country park was covered by an ESA agreement until August 2006. It is being investigated as to whether a future Environmental Stewardship agreement can be entered into. If established, the Environmental Stewardship agreement and country park management plan could be delivered in tandem to meet the requirements of the Department for Environment, Food and Rural Affairs' (DEFRA) Rural Development Service (RDS).

6.3 Residual Impacts

- 6.3.1 Table 5 sets out the mitigation measures which are proposed to be implemented to minimise the predicted adverse environmental effects of the scheme, and the assessment of the residual impact following mitigation.

Table 5 Mitigation and Residual Impacts

Impact description	Mitigation	Residual Impact
Construction		
Footpath closures/diversions resulting in increased journey lengths	Advance notification of temporary footpath closures and advertisement of alternative routes.	Minor adverse - neutral
Presence of construction compound on existing agricultural land	No mitigation feasible during construction	Minor adverse
Reduction in amenity value for users of country park and footpaths	No mitigation feasible during construction	Moderate adverse
Reduction in amenity value for visitors of the Windrush Cemetery	No mitigation feasible during construction	Minor adverse
Reduction in size of the area of the country park due to the acquisition of land required for construction/closure of parts of the country park	Advance notification of closure of parts of the country park.	Moderate-minor adverse
Impedance of access to allotments during construction	The remaining tenant of the allotments might not be able to access his site during construction. The tenant would be given advance warning of any such times.	Minor adverse
Access to play equipment/play area at Eton Road	None required.	Neutral
Operation		
Disruption to local travel patterns	None required	Neutral
Alternative access to Windrush Cemetery	None required	Neutral
Footpath diversions	None required	Minor adverse
Reduction in amenity/recreation value of country park	<p>Extension of the country park south of the CLR via replacement of existing area under arable and woodland use to meadow grassland.</p> <p>Management of grassland and wildflower areas and recreation of habitats lost to the development proposals including pond and wetland habitat.</p> <p>Off site native planting to reduce views of the CLR from within the country park.</p>	Minor adverse

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Impact description	Mitigation	Residual Impact
Dissection of allotment gardens	There is one remaining tenant at the allotment gardens. Discussions with the current landowners regarding future use and treatment of the area.	Minor adverse
Reduction in amenity value along public footpaths crossed by the CLR	Off site native planting to reduce views of the CLR from within the country park.	Minor adverse
Loss of public open space at Eton Close	Creation of replacement area of public open space between the CLR and Cogges Hill Road. Retention of play area equipment at Eton Close site. Linking of the two sites by a public footpath.	Minor adverse - neutral
Reduction in amenity value for visitors at the Windrush Cemetery	Native planting act as a natural noise barrier to the CLR.	Minor adverse
Severance caused by requirement to cross road to follow Footpath Nos. 41, 8 and 7	Crossing island between CLR and Footpath No. 7 and 8.	Minor-Moderate adverse

6.3.2 Mitigation measures have been designed to maintain the recreational use of the country park as far as practicable through extending the area of the country park and the design of management practices which reflect and reinforce the habitats present. However, the scheme as proposed would unavoidably lead to the dissection of the country park, reducing the recreation/amenity value of the country park to the north of the A40. Consequently, the CLR would potentially retain an adverse effect for this aspect.

6.3.3 Similarly, the amenity value of the public footpaths in the vicinity of the CLR would also be reduced by the presence of an additional feature of urban infrastructure through an area of greenspace.

6.3.4 The proposed scheme would also result in the loss of one tenanted allotment garden in the northwest of the country park.

6.3.5 Although the playing field/'kick-about' area at Eton Close would be relocated to a pocket of land between the CLR and Cogges Hill Road, the play area would be separated from the 'kick-about' field. Consequently a minor adverse to neutral impact would be retained.

7 Conclusions

7.1 Summary of Environmental Impacts

7.1.1 The main predicted adverse effects of the CLR reflect the alignment of the road through an area of greenspace, part of which is a country park and used by members of the public for informal recreation.

7.1.2 The CLR would sever four public footpaths. Footpath No. 15 would be maintained beneath the CLR, whilst a further two (Nos. 7 and 8) would be diverted to join each other and cross the CLR with a traffic island in place to assist crossing. Footpath No. 41 would not incur a diversion, but would be severed by the CLR.

7.1.3 However, the development proposals also include the provision of enhancements with respect to promoting access to the country park for all members of the local community through an extended area and the provision of improved footways, cycleways and a car park to the southeast of the country park. In addition, access for cyclists between Witney and Cogges would be enhanced by the provision of a separated cycleway.

7.2 Summary of Mitigation and Enhancement Measures

7.2.1 A number of mitigation measures are proposed to minimise the predicted adverse environmental effects of the scheme, including the extension of the area of the country park by some 3.12ha and planting/landscaping around the scheme area to act as a visual barrier. It is also proposed to re-create an area of public open space which would be lost at an alternative location within the scheme boundary.

7.2.2 Following implementation of the proposed mitigation measures, it is considered that many of the predicted adverse environmental effects could effectively be minimised or reduced to minor adverse impacts.

7.2.3 Further to this, the scheme proposals include a number of enhancement measures with which to improve the recreational quality of the country park in particular. These comprise:

- Habitat enhancements to the eastern branch of the River Windrush
- Removal of steps along footpaths within the country park which may constitute obstacles to the mobility impaired
- Underground placement of electricity cables through the country park
- Development of a long-term management strategy for the country park

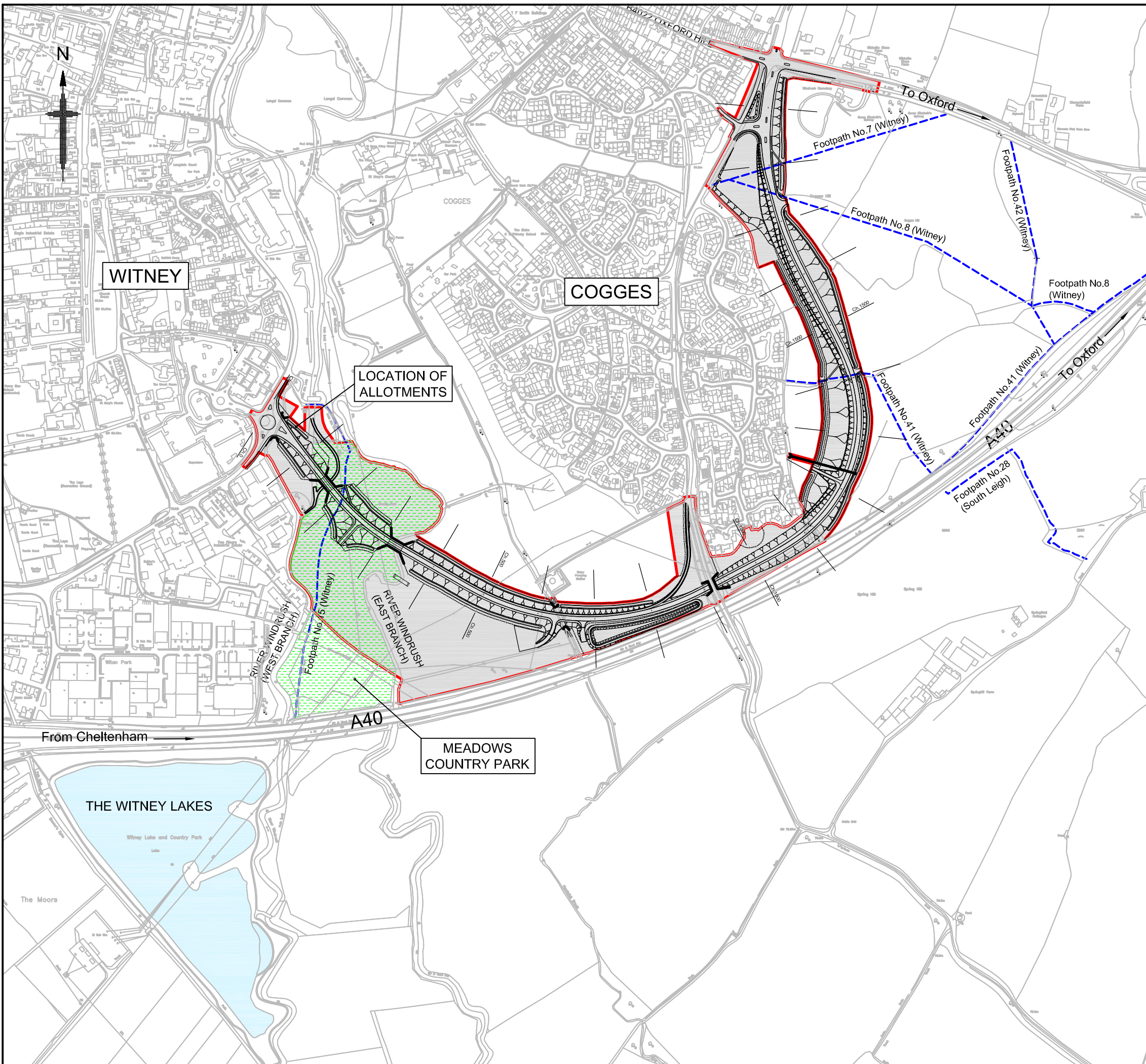
7.2.4 Overall, it is considered that the combination of the proposed mitigation and enhancement measures could feasibly reduce predicted adverse effects upon recreation and amenity receptors to minor levels or neutralise such effects. Furthermore, the scheme proposals include a number of important

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


enhancement measures to improve access to the country park.

Figures

Figure 1	Land use
Figure 2	Witney Lake and Meadows Country Park and Adjoining Land
Figure 3	Proposed Mitigation and Enhancement Measures
Figure 4	Replacement Public Open Space – Illustrative Design
Figure 5	Retained Play Area – Illustrative Design



LEGEND

-  Meadows Country Park
-  The Witney Lakes
-  Footpaths

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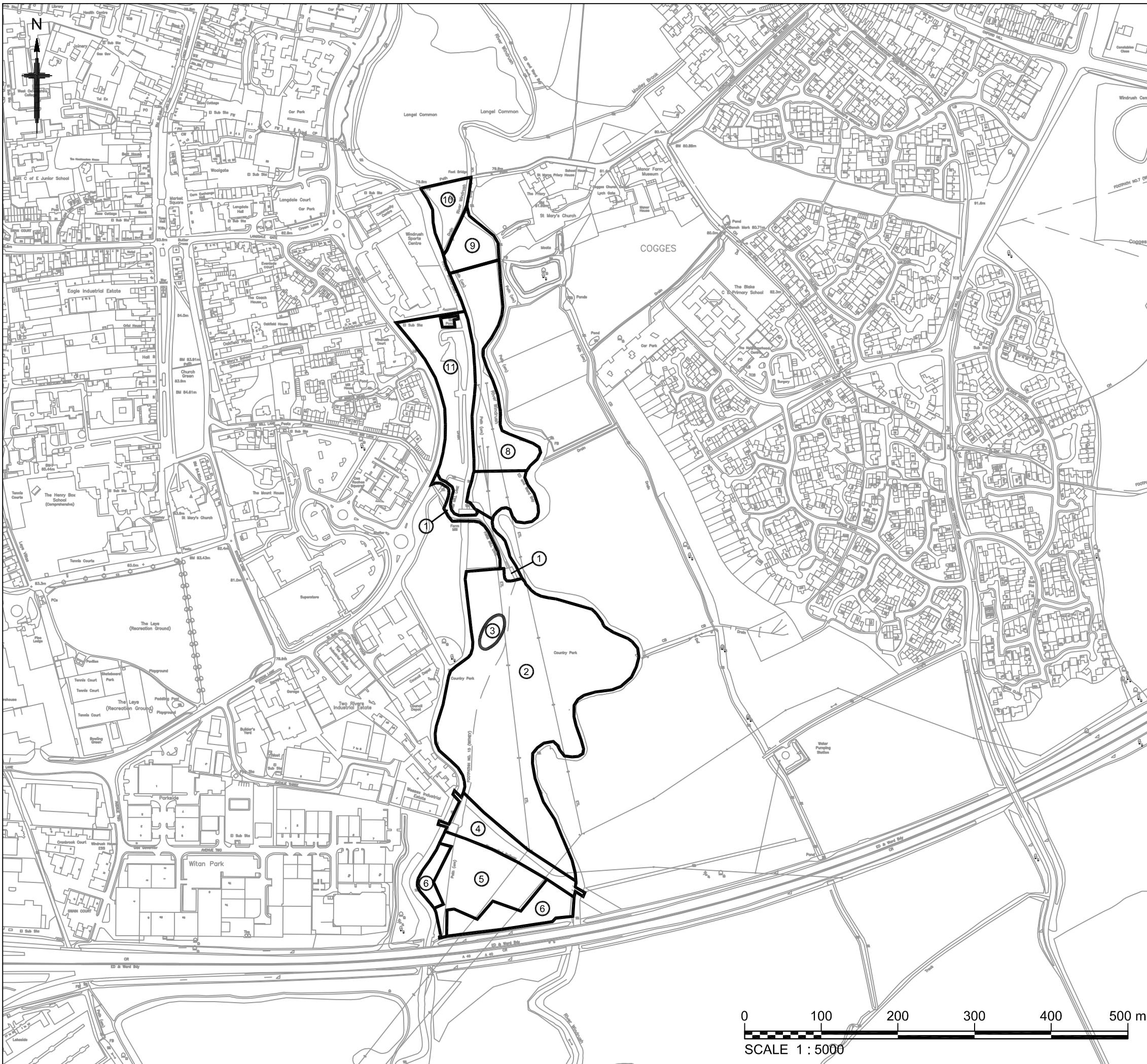
Project
COGGES LINK ROAD

Title
LAND USE

Scale N.T.S.	Drawn By TMW	Checked By	Approved By
	Date 16.11.07	Date	Date

Clients Ref

Drawing Number **FIGURE 1** Rev **-**



LEGEND

① Areas 1-11

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Rev	Description	By	Date	Chk'd	Apprd
03	Removal of Area of Flood Compensation	JMa	21.11.07		
02	Addition of Area 11 and extended Area of Flood Compensation	JLW	29.11.06	JM	JM
01	Revised numbering and key; addition of Area of Flood Compensation	JLW	18.10.06	JM	JM
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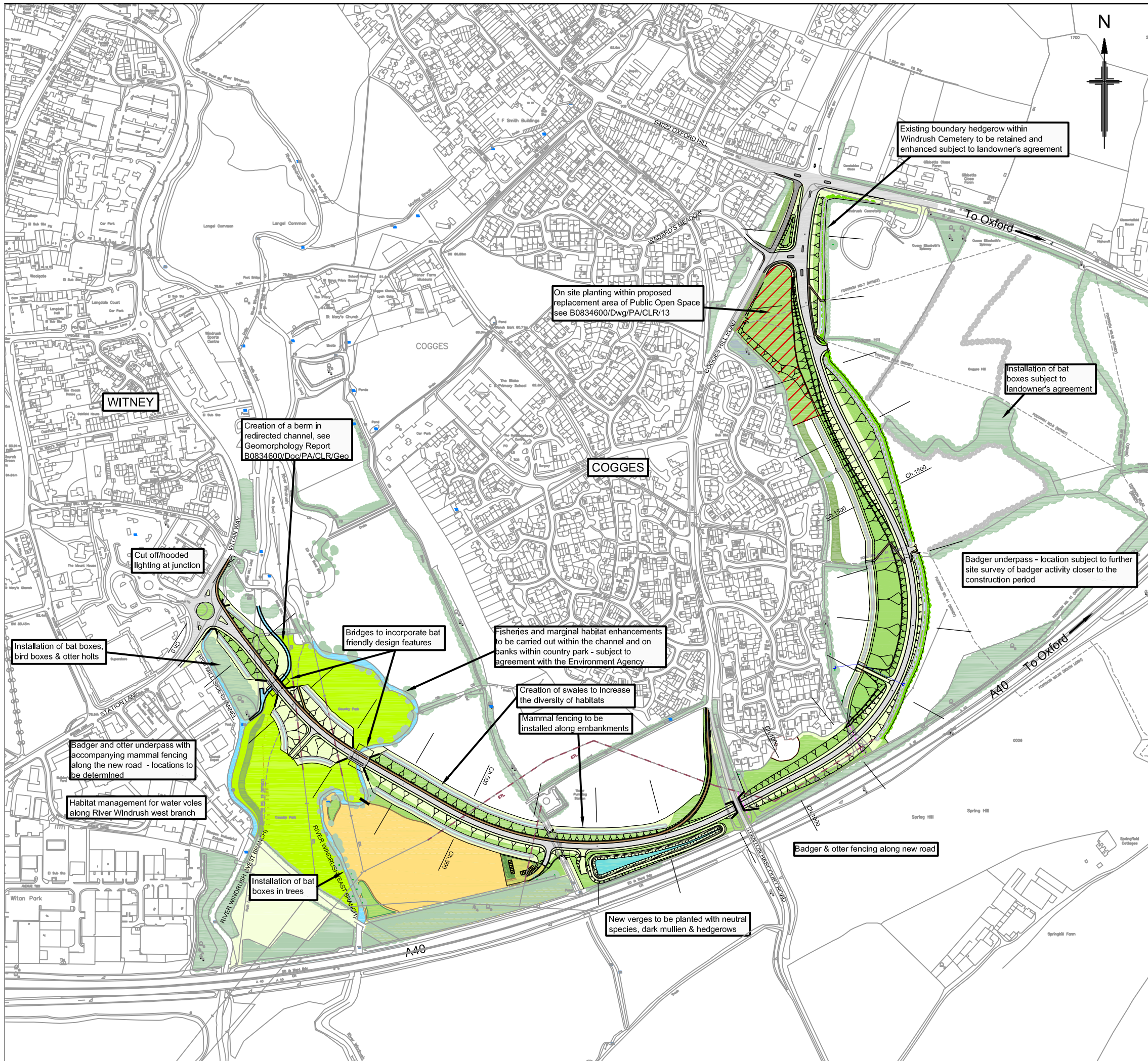
Project **Cogges Link Road**

Title **Witney Lakes and Meadow Country Park and Adjoining Land General Layout**

Scale	Drawn By	Checked By	Approved By
1:5000	ALB	JM	JM
	Date 11.10.06	Date 11.10.06	Date 11.10.06

Clients Ref **B0834600**

Drawing Number **Figure 2** Rev **03**



LEGEND

- Proposed tree and shrub planting within land-take for the scheme
- Proposed off-site tree and shrub planting subject to landowner's agreement
- Proposed grass / wildflower area
- Existing tree and shrub vegetation to be retained
- Proposed aquatic habitat creation or enhancement
- Proposed replacement area of Public Open Space
- Proposed hedgerows including hedgerow trees - within highway boundary
- Proposed hedgerow reinforcement including hedgerow trees - off-site subject to landowner's agreement
- Potential locations for dormouse crossing
- Proposed creation of MG4/5 grassland and reptile mitigation
- Existing grassland
- Overhead electricity lines to be placed underground

NB This plan shows existing overhead power cables that will be placed underground where crossed by the Cogges Link Road. Length to be placed underground not yet known - lengths show are indicative.

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Title
LANDSCAPE AND ECOLOGICAL MITIGATION PROPOSALS

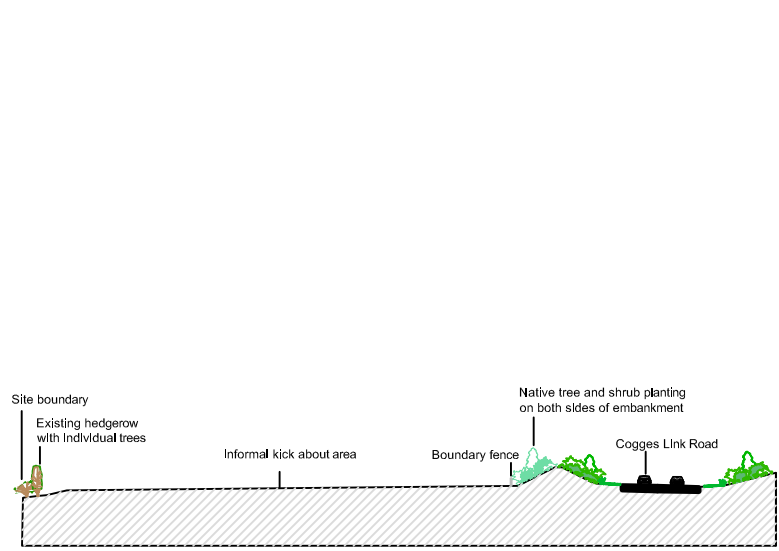
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		TMW	ND	JM
		Date 02.05.07	Date 15.04.08	Date 15.04.08

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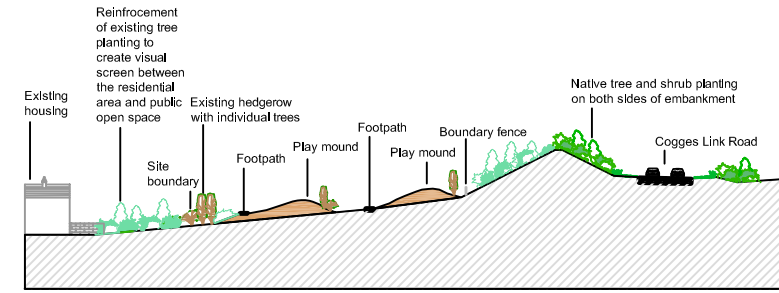
Drawing Number **FIGURE 3** Rev **-**



Cogges Link Public Open Space Retained Public Open Space at Eton Close - Illustrative Layout



Section A - A1
Chainage 1720.000



Section B - B1
Chainage 1780.000

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Title
**Proposed Replacement Public Open Space
East of Cogges Hill Road
Illustrative Layout**

Scale N.T.S.	Drawn By CTB	Checked By ND	Approved By JM
	Date 08.04.08	Date 11.04.08	Date 11.04.08

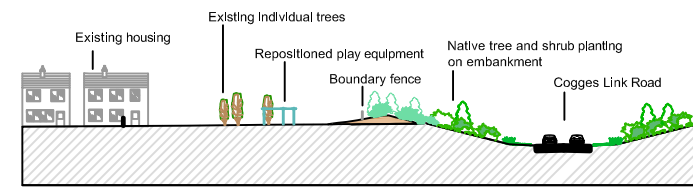
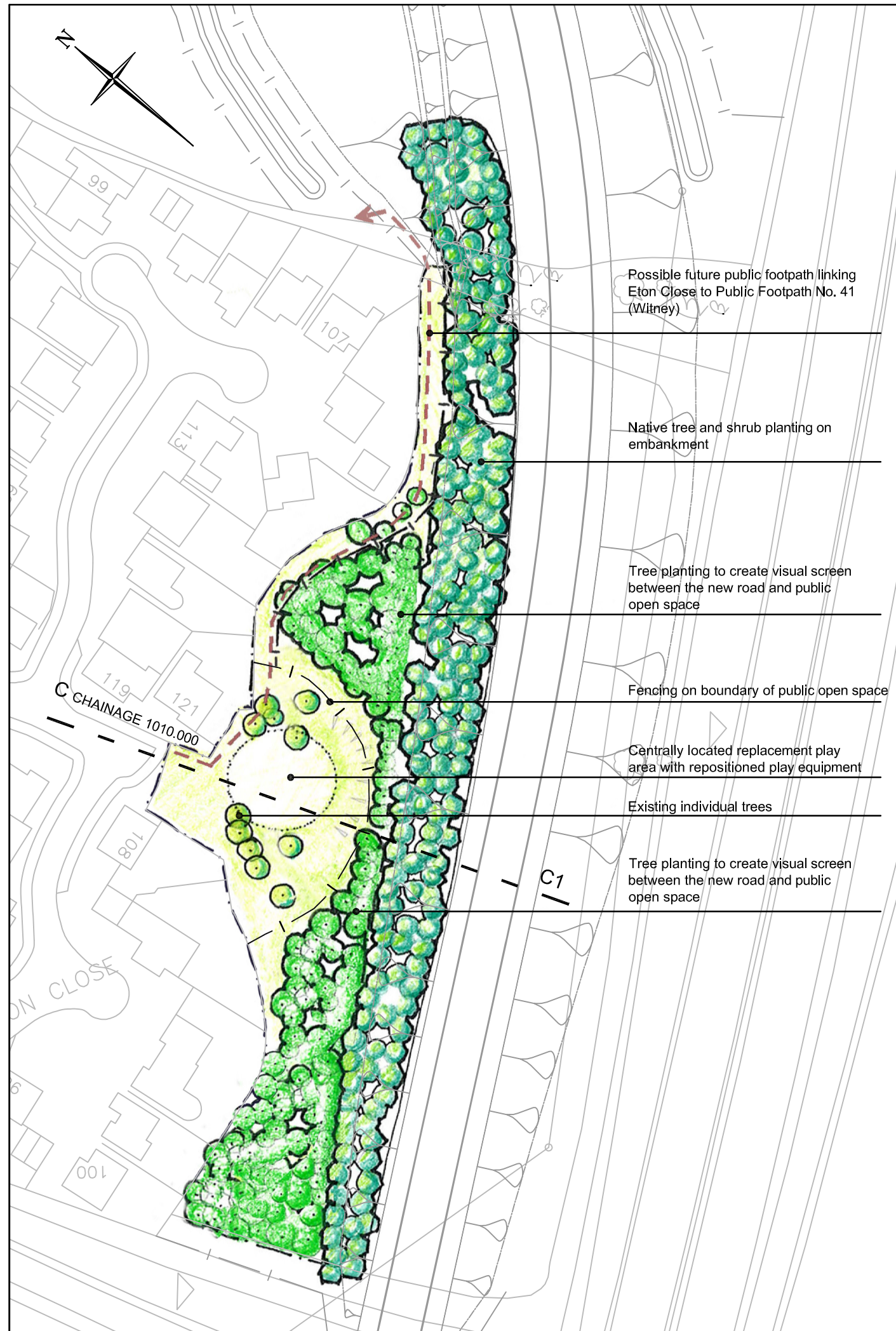
Clients Ref

Drawing Number
FIGURE 4

Cogges Link Public Open Space

Retained Public Open Space at Eton Close

- Illustrative Layout



Section C - C1
CHAINAGE 1010.000



Existing play equipment to be repositioned to layout to be agreed with Witney Town Council

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Project
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Title
**Retained Public Open Space at Eton Close
Illustrative Layout**

Scale N.T.S.	Drawn By CTB	Checked By ND	Approved By JM
	Date 08.04.08	Date 11.04.08	Date 11.04.08

Clients Ref

Drawing Number **FIGURE 5** Rev **-**

Appendix A – Results of Footpath Surveys

Weekday Afternoon Pedestrian Survey - Witney - A (Footpath 15)

Time	IN			OUT		
	Adult	Child	Cycles	Adult	Child	Cycles
3.00-3.05						
3.05-3.10						
3.10-3.15						
3.15-3.20	2 (1 dog)	3				
3.20-3.25						
3.25-3.30				1 (1 dog)	3	
3.30-3.35						
3.35-3.40				1		
3.40-3.45	2 (2 dogs)					
3.45-3.50						
3.50-3.55	1 (2 dogs)					
3.55-4.00	1 (1 dog)					
4.00-4.05				1		
4.05-4.10				1 (2 dogs)		
4.10-4.15	2 (2 dogs)					
4.15-4.20	1 (1 dog)			3 (1 dog)		
4.20-4.25	2 (2 dogs)					
4.25-4.30	2 (4 dogs)			2 (2 dogs)		
4.30-4.35				2 (2 dogs)		
4.35-4.40						
4.40-4.45				2 (2 dogs)		
4.45-4.50	3 (3 dogs)			3 (4 dogs)		
4.50-4.55						
4.55-5.00	2 (2 dogs)					
5.00-5.05						
5.05-5.10				2 (2 dogs)		
5.10-5.15	1 (1 dogs)			1 (2 dogs)		
5.15-5.20	1 (1 dogs)					
5.20-5.25	1					
5.25-5.30	2 (2 dogs)					
5.30-5.35	1 (1 dog)			1 (1 dog)		
5.35-5.40						
5.40-5.45	2 (1 dog)					
5.45-5.50				2 (1 dog)		
5.50-5.55	1 (1 dog)					
5.55-6.00				1 (1 dog)		

**Weekday Afternoon Pedestrian Survey - Witney - B
(Footpath 41)**

Time	IN			OUT		
	Adult	Child	Cycles	Adult	Child	Cycles
3.00-3.05						
3.05-3.10						
3.10-3.15						
3.15-3.20						
3.20-3.25						
3.25-3.30						
3.30-3.35						
3.35-3.40						
3.40-3.45						
3.45-3.50	1 (1 dog)					
3.50-3.55						
3.55-4.00						
4.00-4.05						
4.05-4.10						
4.10-4.15						
4.15-4.20						
4.20-4.25				1 (1 dog)		
4.25-4.30						
4.30-4.35						
4.35-4.40						
4.40-4.45						
4.45-4.50						
4.50-4.55						
4.55-5.00						
5.00-5.05						
5.05-5.10						
5.10-5.15						
5.15-5.20						
5.20-5.25						
5.25-5.30						
5.30-5.35						
5.35-5.40	1 (1 dog)					
5.40-5.45				1 (1 dog)		
5.45-5.50						
5.50-5.55						
5.55-6.00						

**Weekday Afternoon Pedestrian Survey - Witney - C
(Footpaths 7 and 8)**

Time	IN			OUT		
	Adult	Child	Cycles	Adult	Child	Cycles
3.00-3.05						
3.05-3.10						
3.10-3.15						
3.15-3.20						
3.20-3.25						
3.25-3.30						
3.30-3.35						
3.35-3.40						
3.40-3.45						
3.45-3.50						
3.50-3.55						
3.55-4.00						
4.00-4.05						
4.05-4.10						
4.10-4.15						
4.15-4.20						
4.20-4.25						
4.25-4.30						
4.30-4.35						
4.35-4.40						
4.40-4.45						
4.45-4.50						
4.50-4.55	1 (1 dog)					
4.55-5.00				1 (1 dog)		
5.00-5.05						
5.05-5.10						
5.10-5.15						
5.15-5.20						
5.20-5.25						
5.25-5.30	1 (1 dog)					
5.30-5.35						
5.35-5.40						
5.40-5.45				1 (1 dog)		
5.45-5.50						
5.50-5.55						
5.55-6.00						

Weekend Day Pedestrian Survey - Witney - A (Footpath 15)						
Time	IN			OUT		
	Adult	Child	Cycles	Adult	Child	Cycles
9.00-9.05	2 (1 dog)					
9.05-9.10	3 (2 dogs)					
9.10-9.15				2 (2 dogs)	1	
9.15-9.20	2	1				
9.20-9.25				2 (1 dog)		
9.25-9.30						
9.30-9.35	1	1				
9.35-9.40			1			
9.40-9.45	2 (2 dogs)			3		
9.45-9.50	1	1				
9.50-9.55	2 (1 dog)	2		1 (1 dog)		
9.55-10.00						
10.00-10.05	5 (3 dogs)					
10.05-10.10	1			2 (2 dogs)		
10.10-10.15				3 (2 dogs)		
10.15-10.20				1	1	
10.20-10.25	2 (2 dogs)			2 (1 dog)		
10.25-10.30	2 (1 dog)			2 (1 dog)		
10.30-10.35	1 (1 dog)					
10.35-10.40						
10.40-10.45	3 (3 dogs)			2 (1 dog)		
10.45-10.50	1 (1 dog)			2 (1 dog)		
10.50-10.55	1 (1 dog)					
10.55-11.00				1		
11.00-11.05	2 (1 dog)	2		2 (3 dogs)		
11.05-11.10						
11.10-11.15						
11.15-11.20	1 (1 dog)			1 (1 dog)		
11.20-11.25						
11.25-11.30				1 (1 dog)		
11.30-11.35						
11.35-11.40	1					
11.40-11.45	1			2 (3 dogs)		
11.45-11.50				3 (1 dog)	2	
11.50-11.55						
11.55-12.00	4 (1 dog)	3				
12.00-12.05	2 (1 dog)					
12.05-12.10						
12.10-12.15						
12.15-12.20				2 (1 dog)		1
12.20-12.25				2 (2 dogs)	3	
12.25-12.30						
12.30-12.35						
12.35-12.40						
12.40-12.45						
12.45-12.50				2 (2 dogs)		
12.50-12.55						
12.55-13.00	1 (1 dog)					
13.00-13.05						
13.05-13.10	1 (1 dog)					
13.10-13.15	1 (1 dog)			1 (1 dog)		
13.15-13.20	1 (1 dog)			2		
13.20-13.25						

13.25-13.30	2 (1 dog)					
13.30-13.35						
13.35-13.40	2 (2 dogs)			2 (1 dog)		
13.40-13.45						
13.45-13.50	3 (2 dogs)					
13.50-13.55						
13.55-14.00						

Weekend Day Pedestrian Survey - Witney - B (Footpath 41)						
Time	IN			OUT		
	Adult	Child	Cycles	Adult	Child	Cycles
9.00-9.05						
9.05-9.10						
9.10-9.15						
9.15-9.20						
9.20-9.25	1 (2 dogs)					
9.25-9.30						
9.30-9.35						
9.35-9.40						
9.40-9.45						
9.45-9.50	1 (1 dog)					
9.50-9.55		1				
9.55-10.00				1 (2 dogs)		
10.00-10.05						
10.05-10.10				1 (1 dog)		
10.10-10.15						
10.15-10.20	1 (1 dog)					
10.20-10.25						
10.25-10.30						
10.30-10.35				1 (1 dog)		
10.35-10.40						
10.40-10.45						
10.45-10.50						
10.50-10.55						
10.55-11.00						
11.00-11.05						
11.05-11.10						
11.10-11.15						
11.15-11.20						
11.20-11.25						
11.25-11.30						
11.30-11.35						
11.35-11.40						
11.40-11.45						
11.45-11.50						
11.50-11.55						
11.55-12.00						
12.00-12.05						
12.05-12.10						
12.10-12.15		1				
12.15-12.20						
12.20-12.25						
12.25-12.30						
12.30-12.35						
12.35-12.40						
12.40-12.45						
12.45-12.50						
12.50-12.55	1 (1 dog)					
12.55-13.00				1 (1 dog)		
13.00-13.05						
13.05-13.10						
13.10-13.15						
13.15-13.20						
13.20-13.25						
13.25-13.30						
13.30-13.35						
13.35-13.40						
13.40-13.45	1 (1 dog)					
13.45-13.50						
13.50-13.55						
13.55-14.00						

**Weekend Day Pedestrian Survey - Witney - C
(Footpaths 7 and 8)**

Time	IN			OUT		
	Adult	Child	Cycles	Adult	Child	Cycles
9.00-9.05						
9.05-9.10						
9.10-9.15						
9.15-9.20						
9.20-9.25						
9.25-9.30						
9.30-9.35						
9.35-9.40						
9.40-9.45						
9.45-9.50						
9.50-9.55						
9.55-10.00						
10.00-10.05						
10.05-10.10						
10.10-10.15						
10.15-10.20						
10.20-10.25						
10.25-10.30						
10.30-10.35						
10.35-10.40						
10.40-10.45						
10.45-10.50						
10.50-10.55						
10.55-11.00						
11.00-11.05						
11.05-11.10						
11.10-11.15						
11.15-11.20						
11.20-11.25						
11.25-11.30						
11.30-11.35						
11.35-11.40						
11.40-11.45						
11.45-11.50						
11.50-11.55						
11.55-12.00						
12.00-12.05						
12.05-12.10						
12.10-12.15						
12.15-12.20						
12.20-12.25						
12.25-12.30						
12.30-12.35						
12.35-12.40						
12.40-12.45						
12.45-12.50						
12.50-12.55						
12.55-13.00						
13.00-13.05						
13.05-13.10						
13.10-13.15						

13.15-13.20						
13.20-13.25						
13.25-13.30						
13.30-13.35						
13.35-13.40						
13.40-13.45						
13.45-13.50						
13.50-13.55						
13.55-14.00						

Appendix B – Country Park Summary Description

1 - Access from Witan Way – Farm Mill Lane

Access to the country park from Witan Way to Farm Mill Lane is via a bound/unbound paved vehicular access road to a small parking area adjoining Farm Mill and defined to the north by black painted steel estate fencing. An unpaved single width vehicular access track leads to timber gates to an area known as the Hay Meadow with pedestrian access to the Hay Meadow and grassland north of Farm Mill. Public information signage for the country park is set in a timber plinth and adjoins the entrance to the Hay Meadow. This section of the country park is not owned by WTC and WTC have no vehicular rights other than for maintenance/agricultural purposes.

2 - Hay meadow

The Hay Meadow is an area of open and flat meadow bounded by the meandering planform of the east and West Branches of the River Windrush. Open views to mid-distance visual horizons are interrupted by two overhead electricity cables and poles. An unbound paved path closely follows the East Branch of the Windrush, leading to a dismantled railway crossing the south of the area. The unsurfaced public Footpath No. 15 runs parallel to the West Branch of the River Windrush. A small number of lightly beaten paths are discernible between the aforementioned formal footpath routes. The banks of the east channel of the River Windrush are mainly open with pollards and locally denser vegetation. The banks to the western channel are fenced and more heavily vegetated with trees and shrubs obscuring the watercourse. There are also the remains of a World War II pillbox located near to the north entrance to the country park.

3 - Pond/wetland area

Within the Hay Meadow there is a fenced area which defines an area of wet meadow and shallow pond, found to be heavily colonised by bulrushes at the time of the site walkover.

4 - Disused railway

A section of disused railway is situated in the south of the country park and separates the Hay Meadow (Area 2) from the small meadow to the south (Area 5). It is orientated from southeast to northwest and comprises a section of raised grassland with banks and cut hedgerows to the north and south. Derelict steel railway bridges remain at each end of the disused railway embankment where it passes over the branches of the River Windrush. The bridge entrances are heavily fenced to deter access.

5 - Small meadow

An area of lowland meadow is situated to the south of the disused railway embankment (Area 4) and displays a more diverse array of meadow species than the Hay Meadow. This small meadow is crossed by an unsurfaced route linking an unbound path along the east boundary of country park to public Footpath No. 15.

6 - Woodland plantations

To the south of the small meadow is a fenced area of maturing plantation to the north of

Oxfordshire Highways
Cogges Link Road
Recreation and Public Access

the A40 which runs on a low embankment. Planting comprises predominantly deciduous trees and shrubs, including: alder, ash, cherry, field maple, oak and willow with a small percentage of conifers. A smaller fenced area of plantation woodland is also situated adjacent to the West Branch of the River Windrush.

7 - Grassland north of Farm Mill

A further meadow area is located between the branches of the River Windrush to the north of the access to the country park at Farm Mill. This area is crossed by an unbound surfaced footpath with recent black painted steel estate fencing running parallel to and close to the West Branch of the River Windrush. Two overhead electricity lines situated in close proximity to each other pass over this meadow area. This pocket of land is part of Farm Mill and has been the subject of planning applications for residential and restaurant uses.

8 - OCC Land

To the north of the meadow area at Farm Mill is an area of lowland meadow which is owned by Oxfordshire County Council, however it essentially forms a continuation of the habitats and landscapes identified in Area 7 at Farm Mill. The change in ownership is not represented by a boundary feature but there is a change in the surface of the riverside path from unbound surfacing to no surfacing. Two overhead electricity lines in close proximity pass over the land and terminate in the central part of this area where the two channels of the River Windrush are at their closest. At this point the cables pass underground.

9 - Goose Ham

Goose Ham exists as a continuation of Area 8 but with more notable mature trees and is owned by the Church. It is separated from Area 10 to the north (Langel Common) by a band of tree and shrub vegetation running east to west along a ditch. An unsurfaced riverside footpath continues northwards and crosses a ditch on low timber boardwalk.

10 - Langel Common (part)

Langel Common is owned by West Oxfordshire District Council and the habitats and landscape present are a continuation of Area 9. The northern boundary of Area 10 is formed by a cycleway running east-west between Witney and Cogges. The cycleway provides access to the Manor Farm Museum at Cogges.

11 - WTC Land

The area of land bounded by Witan Way to the west and the western branch of the River Windrush is owned by WTC and includes medieval fishponds and mature trees. This area is neither currently receiving management nor is it the subject of a management plan.