

**PROPOSED RESIDENTIAL DEVELOPMENT,  
LAND SOUTH OF BROUGHTON ROAD, BANBURY  
Planning application ref. 13/01758/OUT**

26 November 2013

**PUBLIC RIGHTS OF WAY STATEMENT**

The following sets out details of those public rights of way which lie within the application site.

**Existing public rights of way**

Three public rights of way (ref. no's. 120/108; 120/109; and 120/110) cross the southern part of the site (Crouch Hill). These routes are indicated on Plan 2 (Environmental Constraints) and Plan 5 (Landscape Strategy) contained in Annex A of the Landscape and Visual Impact Assessment submitted with the application.

The routes indicated accord with the routes indicated on the Definitive Map, a marked up extract of which is attached to this Statement.

The following descriptions of the routes are taken from the Definitive Statement of the Public Rights of Way for Oxfordshire (21<sup>st</sup> February 2006); the points at which the routes enter or exit the site have been inserted in square brackets within the description:

**120/108**

'From the Crouch Hill Park entrance at SP 4407 3932 leading generally WSW for approx. 8m [entering site], then S for approx. 15m, then generally SW for approx. 50m, then generally W by WSW for approx. 55m, meeting FP 109, then generally WNW for approx. 30 m, then generally W by WSW for approx. 40m meeting FP 110 and FP 109, [exiting site and continuing west, then] generally E by SSE, then across FP 110 then generally ENE for approx. 175m to the field corner, then generally S by ESE and continuing along the field edge for approx. 15m to junction with FP 27 on the field boundary at SP'.

**120/109**

'From FP 108 at SP 4399 3926, leading generally NNW for approx. 40 m, then generally S by WSW for approx. 65 m to junction with FP 108 at SP 4392 3926' [Entire footpath is within site].



120/110

'From FP 108 at SP 4393 3926, leading generally S by SSW for approx. 40m, then generally S by ESE for approx. 35m, then along the field edge crossing FP 108 [exits site just before crossing 108] and FP 27, then generally S for approx. 155m to join CRB 35 (Salt Way) at SP 4396 3904'.

**Effects of the proposals on Definitive Rights of Way**

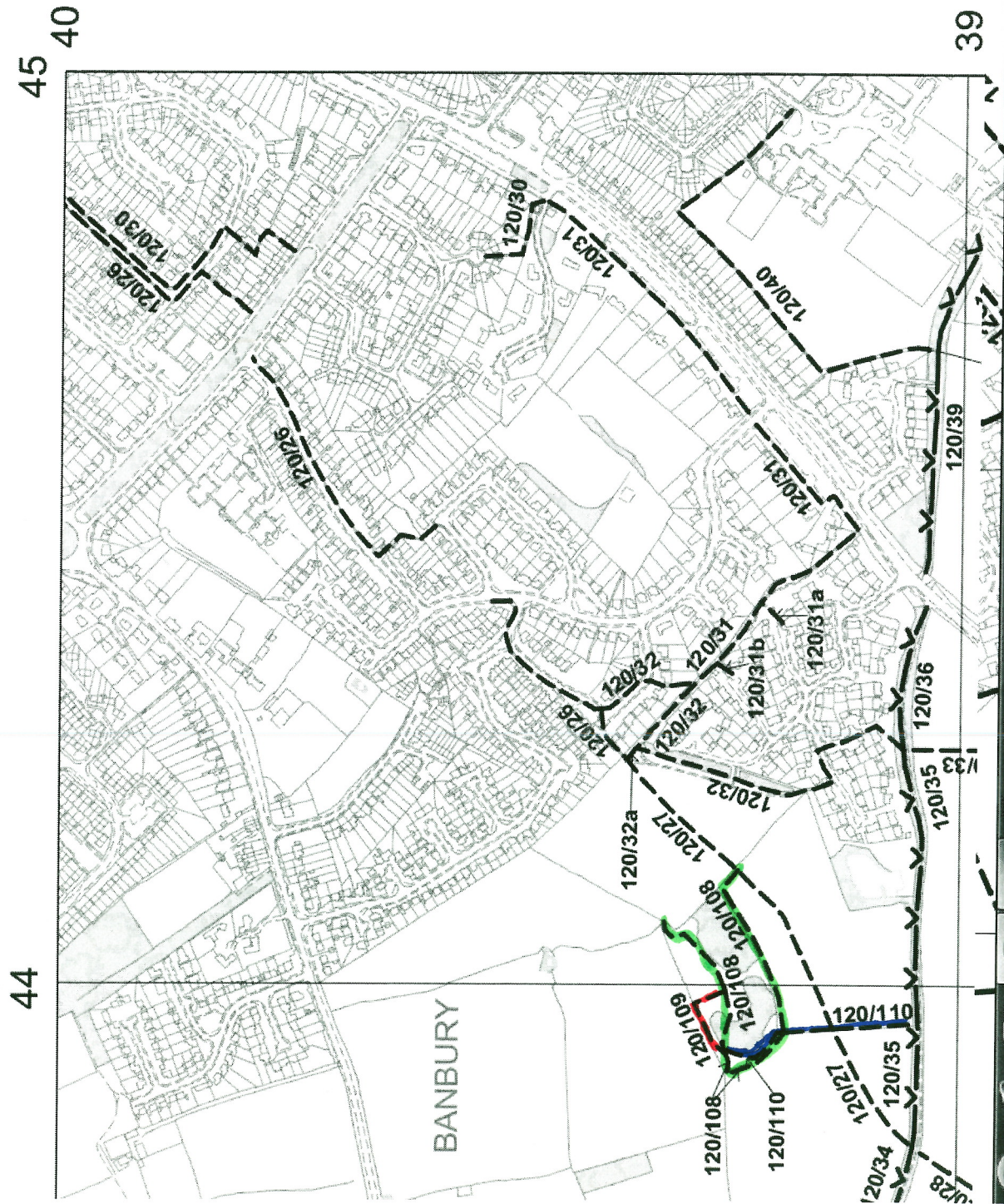
All of the routes cross Crouch Hill. Whilst lying within the application site Crouch Hill is separated from the area proposed for residential development; the hill and the field directly to the north of it are proposed as open space associated with the new development. No diversions of these routes are required or proposed. The proposals will not alter either the alignment or the physical condition of any of these rights of way. On this basis, the proposal will have no impact on existing standards of amenity and safety.

The Tree Protection Plan provided in Appendix D of Arboricultural Implications Assessment (submitted with the application), shows that Crouch Hill and the field directly to the north are to be excluded from the construction area by the tree protection fence and this will ensure the safety and free passage of users during the construction period. Some works (the construction of the LEAP, new paths, and soft landscape works) will be required in this area but these will not affect the existing public rights of way, although new paths will provide connections to the existing rights of way on Crouch Hill which will become part of the proposed public open space. There is a need for existing vegetation on Crouch Hill to be brought under management. The works would be agreed with the Local Authority as part of a long-term management plan to be established at the Reserved Matters stage. For public safety reasons, these works may involve some very short-term, temporary closure of routes whilst tree works are carried out. This would be agreed, and further details provided within a Construction Management Plan and a detailed Arboricultural Method Statement which may be secured through related planning condition(s).

It is possible that some upgrading of the existing routes may be considered desirable, such as gravel/stone surfacing of sections where existing ground conditions are poor, and upgrading of stiles and improved way-marking. The intention is to retain the natural character of the hill and the existing routes. No lighting is proposed.



# SHEET SP 43 NW



108  
109  
110