

The Chiltern Railway and Port Meadow

1. INTRODUCTION

1.1 Alison Cobb, Witness

1.1.1 My name is Alison Cobb. I am a Freeman of Oxford. The Freemen were given their charter by King Alfred before the Norman Conquest, in around 885 AD. Our first duty was to defend Oxford from invaders (Danes or Vikings then). In order to keep our war horses, and our cattle, we were given grazing rights on Port Meadow. We still have, and exercise those rights today. I am making this statement with the approval of the Chairman of the Freemen of Oxford.

1.1.2 I became a Freeman two years ago, by being made the Lord Mayor's Childe. I believe the Lord Mayor chose me because of my long involvement with campaigning against encroachments on Port Meadow, as a member of the Port Meadow Protection Group. I also live within sight of the Meadow and have done for forty years, and daily see what is happening there.

1.2 Stephen Cobb, Witness

1.2.1 My name is Stephen Cobb. I live in Binsey, which lies on the West Bank of the River Thames, overlooking Port Meadow. I have a Doctorate in ecology from Oxford University. I am the founder and a Director of a small international environmental consulting company. The company works largely in the tropics, on such issues as environmental conservation, tropical forests and the mitigation of global climate change. Although I have spent many years leading teams studying the environmental impacts of development projects and climate change on the floodplains of major rivers (the Nile in southern Sudan and the Niger in Mali), the scale of these studies (many tens of thousands of square kilometres) is rather unlike that of the impacts of civil works on Port Meadow.

1.2.2 Nonetheless, my interest in floodplains is undiminished; I satisfy this by frequent bird-watching of the migratory waterfowl that overwinter on the flooded grasslands, just beside the Aristotle Lane gate. In addition to daily dog walks, I also cycle to work daily, over Port Meadow, leaving the Meadow at the Walton Well gate. I calculate that since moving to Binsey in

1982, I have made of the order of 8,000 site visits to the part of Port Meadow that is implicated in the Chiltern Railways proposal. I speak on behalf of the Committee of the Port Meadow Protection Group.

2 PORT MEADOW, REGISTERED COMMON LAND AND THE FREEMEN OF OXFORD

- 2.1.1 Port Meadow is an ancient urban common, and the rights of the Freemen are recorded in Domesday Book (1086 AD) “all the burgesses of Oxford have in common pasture outside the walls paying 6s 8d.” (DB I, 154b). Indeed, the rights of the Freemen over Port Meadow may originate at the royal grant of Port Meadow to the burgesses of Oxford at its founding, ca. 885.¹
- 2.1.2 The Rights of the Freemen were saved by the Municipal Corporations Act 1835/1882 ‘as if this act had never been passed’, and the Freemen remain today the beneficial owners of Port Meadow. The Meadow was first Registered in 1967 by the City of Oxford as Common Land (OXF 1), under the Commons Registration Act (1965).
- 2.1.3 The rights of common and the benefits of ownership are zealously guarded by the Freemen of Oxford and also by the neighbouring Wolvercote Commoners, whose rights of vicinage are now registered to their houses under the Commons Registration Act (1965).

3 AUTHORITY OVER PORT MEADOW

- 3.1.1 It might be helpful to the reader to clarify the implications of “beneficial ownership”. Port Meadow was registered in 1967 by the Oxford City Council because it was necessary for this to be done by a body corporate. The City is thus the registered owner (for the purposes of the Commons Registration Act), but not the legal owner. The only body of people to enjoy legal rights over Port Meadow is the Freemen of Oxford. This fact is not asserted in title deeds to the meadow (as with many other commons), but it

¹ McDonald, Alison (2007), *The historical ecology of some unimproved alluvial grassland in the Upper Thames Valley*. British Archaeological Reports 441

was reinforced in part of the Oxfordshire Act of 1985 (p.30, c.xxiv, part VI), which states : *“For the avoidance of doubt it is hereby declared that the rights of common over Port Meadow and Wolvercote Common in the city, registered in the register of common land maintained by the county council under the Commons Registration Act 1965 in the names of the freemen of the city at the date of registration, are the rights of the freemen as such, being the persons who from time to time are entered in the roll of freemen of the city”*.

3.1.2 “Beneficial Owner” means “entitled to all the benefits of ownership”. The Registered Owner may not legally do anything that is not of benefit to the Beneficial Owner. If a representative of the Beneficial Owner objects to something that the Registered Owner does, and claims and shows it is not in his or her interests, then doing that thing is illegal.

3.1.3 The report on ‘Progress of Negotiations with Oxford City Council’ [CRCL/P/12/E] reports an e-mail correspondence of November 1st between Chiltern Railways’ consultants and an officer of the Oxford City Council, in which the officer agreed that, “if the Inspector decides to recommend closure of the crossing.....the Council would, with reluctance, agree to the mitigation measures.” These include the grant of vehicular rights of access over the Meadow between Walton Well Road and the entrance to the Trap Grounds allotments. Such rights of access would not be in the interests of the Freemen. As the Sherriff of Oxford (a City Councillor, with special responsibility for oversight of Port Meadow issues) has pointed out to us in conversation two days ago, the Council has no powers to make such concessions, since those powers lie with the Freemen. The Freemen will vigorously resist any proposal that is injurious to their interests on Port Meadow.

3.1.4 In their document **CRCL/INQ/13** of 5th November, Chiltern Railways dismiss (in paragraphs 5.1 and 5.2) the rights of commoners to be served notice since they are not “owners, lessee, tenants or occupiers” of any land which it is proposed shall be subject to powers of acquisition or rights to use

the land”. This is incorrect. It fails to acknowledge the particular status of the Freemen as beneficial owners, rather than as simple commoners.

4 PORT MEADOW AND REGISTERED COMMON LAND

- 4.1.1 The extent of the Registered Common as shown on the official countryside (MAGIC)² mapping extends down the west side of the present railway and also (at Walton Well Road) flanks the railway on the east and west sides: both the land north of Walton Well Road between the railway and watercourse, and the moorings south of Walton Well road are part of the Registered Common (the latter inexplicably labelled as ‘Ewelme Cow Common’ on MAGIC). The area of the Meadow is 325 acres (132 ha.), while the adjacent Wolvercote Common is 75 acres (30.4ha.).
- 4.1.2 We illustrate the extent of Registered Common on our figures; **COBB 1** and **COBB 2**, which are extracts from MAGIC, while **COBB 3** is an extract from the Oxford City Countryside map (which omits the areas east of the railway at Walton Well Road).

5 OMISSION OF REGISTERED COMMON LAND FROM THE APPLICATION

- 5.1.1 The Registered Common land of Port Meadow is covered by Plan **Sheet 29** (on the Deposited Plans [**CD1.9**]), where: LOD Parcels 29007 and 29014 contain parts of the Registered Common Land, and LAU³ Parcels 29009, 29010, 29011, 29012, 29013, 29015 and 29018 cover land that is wholly Registered Common Land.
- 5.1.2 The Registered Common land of Port Meadow also occurs on Plan **Sheet 30**, which includes: Land outside the LOD on both (east and west) sides of the railway line, and LAU parcel (30009).

² Multi-Agency Geographic Mapping for the Countryside (MAGIC), at www.magic.gov.uk

³ LOD – Limits of Deviation
LAU – Land to be Acquired or Used

- 5.1.3 The Book of Reference [**CD1.10**] in referring to these parcels refers to statutory or other designations (e.g. for Parcel 20009: ‘Green belt; Site of Special Scientific Interest, Public Open Space, Special Area of Conservation’) but does not indicate its status as Registered Common Land.
- 5.1.4 The Planning Direction Drawings [**CD1.13**] at Sheets 29 and 30 do not indicate the Registered Common Land on Port Meadow, in a key with no less than eleven statutory or other designations.
- 5.1.5 The Environmental Statement Volume 3 Plans [**CD1.17**] do not indicate the Registered Common Land on Port Meadow (e.g. Figs. 7.3 Landscape and Built Heritage Features at Fig. 7.3D, and Fig. 8.9D, Non-statutory Designations).
- 5.1.6 We are taken aback that Chiltern Railways and all their consultants of many professions, have failed to take notice of or make reference to this, one of the most ancient designations of rural land. We remain mystified that they all appear to have overlooked the fact of Port Meadow’s being Registered Common Land.

6 COMPLIANCE AND NOTIFICATION OF THE FREEMEN OF OXFORD

- 6.1.1 Reference was made in opening remarks by Counsel for the Chiltern Railway about the Compliance Statement [**CRCL/INQ/4**]. While the terms of the Transport and Works (Applications) Rules 2006 [**CD 5.22**] may have been followed with regard to Open Spaces (including commons), it seems curious that this can be done without any reference to proposed works being carried out on Registered Common Land. The Compliance Statement at Section 11 ‘Open space land’ merely refers to ‘land at Port Meadow’ [**CRCL/INQ/4**, para **11.1**, p.5], and the certificates obtained from the Government Office [e.g. **CRCL/INQ/4**, item **27**] certainly make no reference to Common Land. The Acquisition of Land Act 1981 [**CD5.6**] at Schedule 3 (6) ‘Commons Open Spaces etc’. does not even mention Registered Commons in its definition.

- 6.1.2 Perhaps we may conclude from this that the required ‘Compliance’ actually lies with procedures under other legislation, to which we shall in due course return.
- 6.1.3 In one respect this Application may indeed not be compliant, in the failure to notify the Freeman of Oxford. The Transport and Works (Applications and Objections Procedure) Rules 2006 [CD 5.22] refer in Schedule 6 para (9) [p.39] to the requirement to serve Application notices on persons ‘specifically named’ in relevant Acts of Parliament. Now the Freeman of Oxford appear to fall within this category, since an entire section of the Buckinghamshire Railways Act, 1850 [CD 5.4] was devoted to the rights of the Freeman of Oxford on Port Meadow [Sect. XIV, at p.82], and the compensation that was then paid to the Freeman’s Charities. We would respectfully suggest that this is a serious omission in compliance, quite apart from being a lapse of good manners.

7 PORT MEADOW PROTECTION GROUP & ENCROACHMENT ON THE MEADOW

- 7.1.1 The Port Meadow Protection Group, an ad hoc association set up in the 1980s to prevent encroachment upon the meadow has, like the Freeman, also been concerned to restrict illegal access and activities on the meadow. In 1989, after a lengthy campaign, it successfully prevented the expansion of Medley Boat Station, a proposed lease to which would have granted vehicular access across the Meadow from Walton Well Road to the river bank, for a period of 125 years. Local Authorities have a statutory obligation to protect common land from encroachment including encroachment by commercial companies. Oxford City Council had attempted to find a solution to a long-running High Court case with the owners of the Boat Station that would have authorised such encroachment.
- 7.1.2 In the event, a settlement was reached that protected Port Meadow and terminated the rights of vehicular access to the boat station. Subsequently, a Lord Mayor, Councillor John Power, hosted a reception in his parlour for the

Port Meadow Protection Group, to recognise what he described as the most effective campaign by an amenity group that he had ever experienced.

8 WORKS ON COMMON LAND

- 8.1.1 ‘Under Section 38 of the Commons Act 2006 consent is generally needed from the Secretary of State [for Environment, Food and Rural Affairs] for any restricted works on registered common land. Restricted works are those which prevent or impede access to or over land, which might include erecting fencing, constructing buildings, digging ditches or resurfacing of land with tarmac and similar materials’. This handy summary comes from that impeccable source, the Planning Inspectorate website, which further explains that the Planning Inspectorate is responsible ‘for determining applications under section 38(1) of the 2006 Act to construct restricted works on common land’.
- 8.1.2 With regard to the Land to be Acquired or Used (LAUs) at Aristotle Lane, we have found it somewhat difficult to understand for what use so much land is required on the Port Meadow side of the Aristotle Lane bridge, and this information does not seem to be prominent in the voluminous documents of the Inquiry library. If one purpose is to park cars, this intent is obscured in the documentation. However, we have now seen the proposals for the footpath crossing the Aristotle Lane footbridge. The Atkins drawing of the ‘Indicative Ramp Layout’ (Ref. 5083741-BOX-CBR-08619 dated 29 October 2010) is to be found in the Chiltern Railways rebuttal of Ian Salisbury’s evidence [**CRCL/R/OBJ15**]. The plan in the ‘Inspector’s Note on Common Land and Mitigation Works at Aristotle Lane [**CRCL/INQ/13, Appendix C**] shows substantially the same information.
- 8.1.3 This last document shows a regrading of the path descending from the footbridge over the Registered Common Land on Port Meadow, and a reconstitution of the initial part of the track on Port Meadow (Parcel 29012). It is now claimed in the ‘Inspector’s Note on Common Land and Mitigation Works’ that the raising of the footpath does not constitute a ‘work’

[CRCL/INQ/13, at sect. 7.2C]. We strongly dispute this claim, on any reasonable interpretation of the word (quite apart from the use of the words ‘Mitigation Works’ in the title of the Note).

- 8.1.4 The present beaten earth path is used by pedestrians (with or without child buggies), bicycles, and occasionally horses. In the last decade, use of this bridge as access to Port Meadow has greatly increased, due to the building of new housing developments between the canal and the railway line to the east. The proposal (on both east and west sides) is for a series of surfaced ‘ramps’ separated by ‘landings’. We do not accept that these steps or a hard surface are really appropriate on common land such as Port Meadow.
- 8.1.5 Furthermore, as beneficial owners of the Common Land that is Port Meadow, the Freemen of Oxford have a right to be consulted on the proposed nature of these works, and they have not been.
- 8.1.6 As previously stated, works on Common Land require the authorisation of the Secretary of State for Environment, Food and Rural Affairs, and such authorisation has not been sought, and seemingly cannot be obtained by a Transport and Works Order.
- 8.1.7 We respectfully submit that these matters cannot be decided in this forum, and should be the subject of a separate Inquiry under the Commons Act 2006.

9 DRIVING ON COMMON LAND

- 9.1.1 Under the Law of Property Act 1926 sect. 193 it remains an offence to drive on Common land without lawful authority.
- 9.1.2 The resistance to driving on Port Meadow has been a recurring feature of its recent history. Exceptional and necessary access to the river, moorings (and indeed the allotments) can be obtained by the permission of the City of Oxford, which constitutes ‘lawful authority’. The nature of the current informal arrangements for occasional access for allotment holders we believe to be correctly reported in the recent note ‘Port Meadow: Arrangements for

Vehicle Access to Allotments' [CRCL/INQ/17]. We can bear witness that it is a very exceptional event to see any vehicle on the Meadow.

9.1.3 The track across the Meadow from Walton Well towards the Allotments is shown on the Deposited Plans [CD1.9] at Sheet 29 (Parcel 29011) and Sheet 30 (Parcel 30009). This is an existing, though disintegrating, concrete and tarmac track, originally formed as an access for lorries going towards the City refuse dump on Burgess Field (which lies north of the Trap Ground Allotments). It was used most intensively in the 1950s and 60s, and was closed with the cessation of dumping in c.1975. The original (1935) agreement between the Freemen and the City (which incidentally included a payment, in recognition of the Freemen's rights to the land) provided for returning the land to its original state after its use as an access track had ceased. In the event, the City has not yet done this; it is now only used very exceptionally (e.g. by the Port Meadow Countryside Ranger checking stock and horses, and as tractor access for cutting thistles).

9.1.4 At present the gate onto the meadow at the foot of Walton Well Road is locked at all times. The keys to it are in the care of the City Council's Countryside Ranger. Issuing keys to unquantified numbers of allotment holders would immeasurably diminish the security which the Meadow now enjoys. This security matters greatly to the Freemen, and their valuable cattle and horses; there have been incidents of rustling in the past and the Freemen are understandably keen to minimise the likelihood of this happening again. At times of year when the grazing is at its best, the livestock grazing the Meadow has a combined value of about £500,000. The present security measures are an essential part of protecting this asset.

9.1.5 The plans do not show how cars would turn or park at the Trap Ground Allotments. There was some discussion of this in the Inquiry on 9th November; and presumably some kind of car park would be necessary at the gateway from Port Meadow to the Trap Ground allotments. Doing this would necessitate the raising of further ground (with consequent further loss of floodplain). This area is the most important spot on Port Meadow for ornithologists: for example, on Saturday morning 30th October 2010, on the

very spot just outside that gateway, there were no less than 23 people, most with telescopes and binoculars, enjoying the tranquillity of the floodplain scene, and the thousands of migratory ducks and waders just in front of them. This is not exceptional, but the enjoyment would be impaired if it were covered with parked cars.

- 9.1.6 The Draft Order [CD 1.2] Section 25 ‘Power to Acquire New Rights’ includes at para (5) acquisition of rights over (d) “the land numbered 29010, 29011 and 30009 in the city of Oxford on the deposited plans to provide a means of vehicular access for the benefit of the owners and occupiers of land affected by the closure of Aristotle Lane Crossing”. These parcels are all part of the Registered Common Land, on Port Meadow (though none of these words appear in the Order). We do not believe that the acquisition of these ‘rights’ would benefit the owners and occupiers of this common land whether for grazing their animals or enjoying fresh air and exercise, an enjoyment they are happy to share with countless other citizens of Oxford.
- 9.1.7 The lawful authority to grant this right does not seem to lie within the powers of the Secretary of State for Transport alone under the Planning Acts or the Transport and Works Act, and we respectfully submit that it should rather be the subject of a separate Inquiry by the authority of the Defra Secretary of State under the Commons Act 2006.
- 9.1.8 We therefore strongly object, on behalf of the Freemen of Oxford, and the Port Meadow Protection Group, to the granting of any powers whatsoever of driving across or parking cars on Port Meadow.

10 IMPACTS ON PORT MEADOW’S LIVESTOCK

- 10.1.1 The cattle and horses of the Freemen and Commoners make frequent use of the refuge of raised land, grass, wet ditch and tree-cover in the vicinity of the track between the Walton Well Road entrance and Aristotle Lane. We twice daily walk our dog on or beside the Meadow, where we have a magnificent view of its migrating wildfowl and of the cattle and horses that graze there. Two miles long and half a mile wide, Port Meadow has never in recorded

history been anything but grazing land. Port Meadow is open and windswept. In floods, horses and cattle use the higher area on either side of the Track (from Walton Well Road to Aristotle Lane) as a refuge. The Freeman agreed (in the 1880s) to the use of this land for deposits of rubbish so that the land here would be raised to save animals cut off by the floods that always start, and are most severe, at this southern end of the Meadow.

10.1.2 Several times the Freeman have protested at removing any of this Eastern higher land refuge from the grazing land; in particular, in 1935, the use of what became the track to the rubbish dump at Burgess Field, to which it gave access. Burgess Field has since become a Nature Reserve. The release of the higher ground that became the Trap Ground allotments was also contested by Freeman. The remaining high-ground refuge is but a small fraction of the Meadow as a whole and Freeman with rights to graze their animals on the Meadow know how vital it is to keep what little is left and to keep it undisturbed. In a strong east wind we see most of the horses and many of the cattle sheltering behind the belt of trees that line the railway between Aristotle Lane and the Walton Well road entrance (the willow walk); one of the most favoured spots of all is under the trees alongside the path leading up the ramp to the Aristotle Lane footbridge. This includes all the land to the east of the track to which Chiltern Railways wish to have access. These animals are semi-wild. The Freeman's young cattle are let out onto the Meadow in spring, and apart from the round-up conducted by the Sheriff of Oxford on a secret date each year, they are left to their own devices until they are taken off as fat cattle in the autumn. Some horses remain throughout the year. They live as wild horses do, forming themselves into two herds that stay together. Horses and cattle need to shelter from the wind, otherwise they suffer, lose weight and lose value. They would be disturbed if the cars of the allotment holders regularly travelled along the track beside their flood refuge and East wind shelter, and frightened if large lorries of aggregate and similar materials did so, during construction. They would not use it, and as a result they would be in danger. A very important part of the grazing land of Port Meadow would be lost to them, and with it a great deal of the value of our rights on the Meadow.

10.1.3 Any changes that impact on these resources must be a matter of concern to the Freemen.

11 IMPACTS ON THE HYDRAULIC CAPACITY OF THE FLOODPLAIN

11.1.1 The low-lying path on Port Meadow (to the footbridge) is intended to be raised by over 2 feet (67 cm), to provide dry access in flood-time. This raises questions of the surface treatment, and the effect on drainage (e.g. culverts in Parcel 29010). This would have the general effect of reducing the absorptive capacity of the land and reducing the area of the floodplain. The Environment Agency's guidance on these matters (*PPS25 Development and Flood Risk*) presumes against such works in floodplains, and numerous development plans proposed in recent years within the Oxford floodplain have been refused on these grounds (and also under the previous version, PPG7).

11.1.2 Both the raising of this path, and any extension of a car-parking area outside the gate from the Meadow into the Trap Grounds allotments, would constitute a barrier to the free flow of water and a reduction in the water storage capacity of Port Meadow. There have been three severe episodes of flooding in the last decade (December 2000, January 2003 and July 2007) and in each of them, it was quite clear to those of us that lived through them, that Port Meadow (which becomes a lake during high floods) performs a vital role as a reservoir, holding floodwater back from flood-prone residential areas downstream in West Oxford and beyond. This is well described in a report commissioned by the PMPG, authored by one of the country's most respected river and floodwater hydrologists.⁴

11.1.3 We therefore object to any works that have the effect of reducing, by however little, the flood-absorptive capacity of Port Meadow.

⁴ Rickard, C (2008) Report on flood risk in the west Oxford floodplain.

12 IMPACTS ON FLOODPLAIN ECOLOGY

12.1.1 Port Meadow is the more important of two areas in England where the rare plant, Creeping Marshwort, *Avium repens*, lives, and the fact that it is here is one of the reasons that Port Meadow is a Special Area of Conservation. It needs moist ground to grow, and indeed winter floods are a necessary part of its regime. It is underground then. But summer floods are dangerous for it. The water becomes anoxic under bright sunshine and the plant dies. One of us (AC) has looked, on several occasions, with Dr. Alison McDonald (the undisputed expert on the ecology and history of Port Meadow), at this plant growing on the Meadow, and she has pointed out how much it has declined after summer flooding, and how she fears we might lose it altogether if summer flooding becomes greater or more prolonged. The Freemen of Oxford are proud of having this incredibly rare plant on our land, and will do all we can to preserve it.

12.1.2 Port Meadow is an exceptional site for migratory waterfowl, which fact was recognised by the Nature Conservancy in 1952 when Port Meadow became one of the first Sites of Special Scientific Interest. Throughout the winter, there are up to 2,500 ducks of eight species, a wide variety of other wading birds and 1,500 golden plover, in addition to thousands of roosting gulls and many other species in smaller numbers. The Oxford Ornithological Society maintains meticulous records of the rare bird visitors to this site. The core area for these is within 200 m of the Aristotle Lane gate onto the Meadow, the very area over which Chiltern Railways seek powers. No other city in Britain of which we are aware has a natural wetland on this scale within its city boundaries (London's new wetland centre at Barn Elms is artificial). This quite exceptional ornithological site relies on the correct flooding conditions and lack of disturbance for its success as waterfowl habitat.

13 CONCLUSION

- 13.1.1 The proposal fails to acknowledge the particular status of the Freeman as beneficial owners of Port Meadow, rather than as simple commoners. The Freeman will vigorously resist any proposal that is injurious to their interests in Port Meadow.
- 13.1.2 We are extremely surprised at the omission of mention, in the proposal documents, of the fact that Port Meadow is Registered Common Land.
- 13.1.3 The Freeman of Oxford, the beneficial owners of Port Meadow for over 1000 years, regret not having been consulted. We believe that the proposal was deficient in not notifying the Freeman, since their status as beneficial owners of Port Meadow is well established, both within the railway context and elsewhere in the law.
- 13.1.4 The proposal is deficient, and we believe outside the law, in not having sought permission from the Secretary of State for Environment, Food and Rural Affairs, for proposed incursion on Registered Common Land. We believe that it is also deficient in not having sought the same Secretary of State's permission to undertake works on Common land.
- 13.1.5 We object to the proposed granting of vehicular access over the Common Land and the disturbance, loss of security for animals and degradation of natural landscape qualities that this would engender. We object to the proposed transfer of rights that this would entail.
- 13.1.6 We object to the potential disruption of the use of the flood refuge, with its grazing, sheltering, and shading that is necessary for the Freeman's cattle and horses.
- 13.1.7 We object to all those works which risk impeding the flow of natural flood water, displacing floodwater elsewhere, and hence reducing the flood-absorptive capacity of Port Meadow.
- 13.1.8 We object to all those works which risk altering the ecology of the floodplain at the expense of the meadow plants, and threatening the exceptional

ecological values of this urban wetland site, and the intense enjoyment that this area offers to thousands of people each year.

Alison Cobb

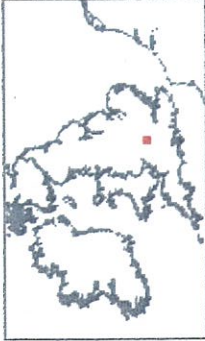
Stephen Cobb

Binsey, Oxford. 15th November 2010

Figures:

- COBB 1 Registered Common Land of Port Meadow (whole). *Extract from MAGIC*
- COBB 2 Registered Common Land of Port Meadow (part). *Extract from MAGIC*
- COBB 3 Port Meadow. *Extract from Oxford City Countryside map*
(Omits area east of railway at Walton Well)

MAGIC



**PortMeadow
Registered Common
Land**

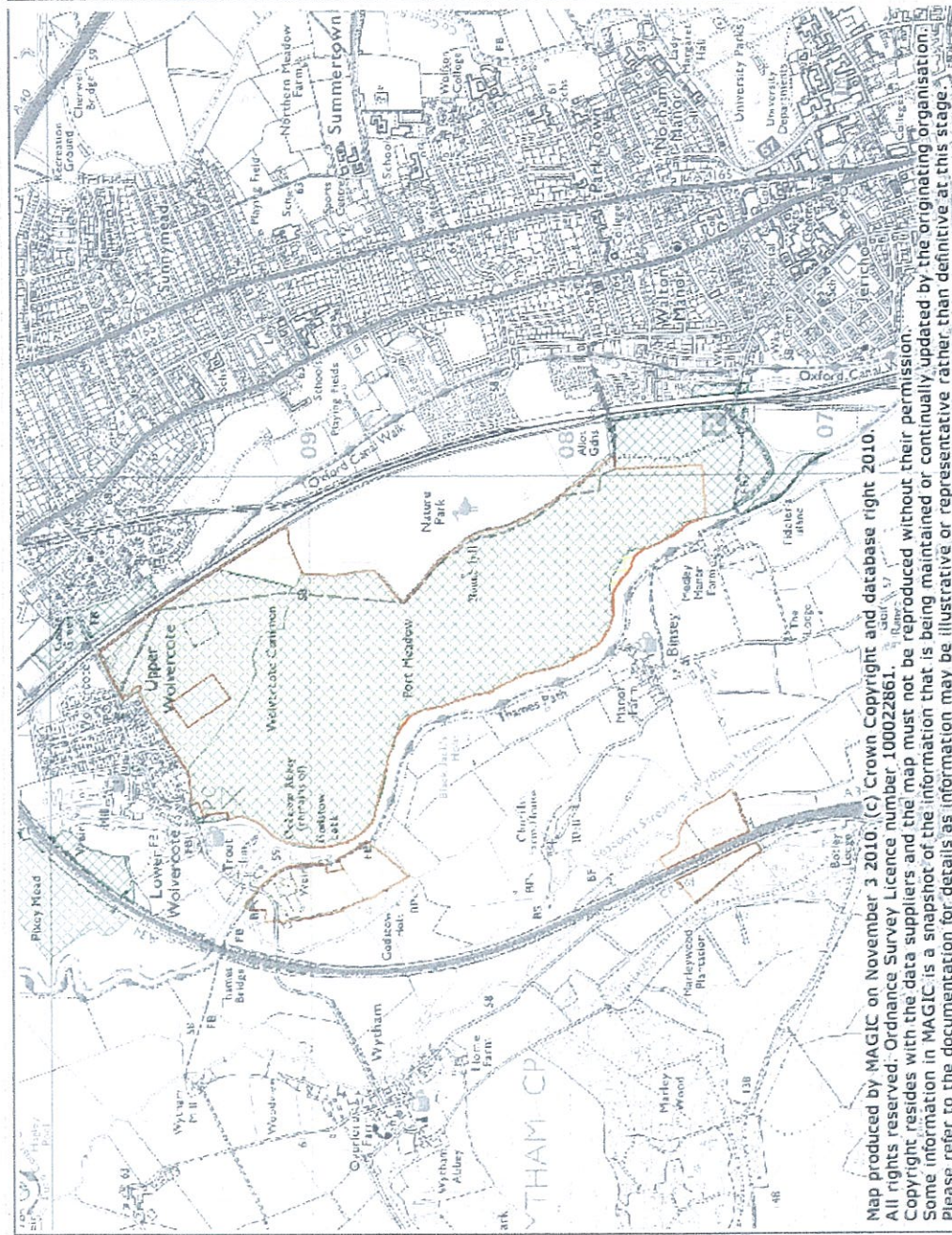
**Town or Village Greens
(England)**

- ▲ Less than 1ha
- ▲ 1 - 10ha
- ▲ 10 - 25ha
- ▲ 25 - 100ha
- ▲ 100ha+

**Scheduled Monuments
(England)**



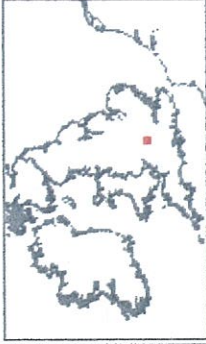
**Registered Common Land
(England)**



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COBB 1 Registered Common Land of Port Meadow (whole).
 Extract from *MAGIC*

MAGIC

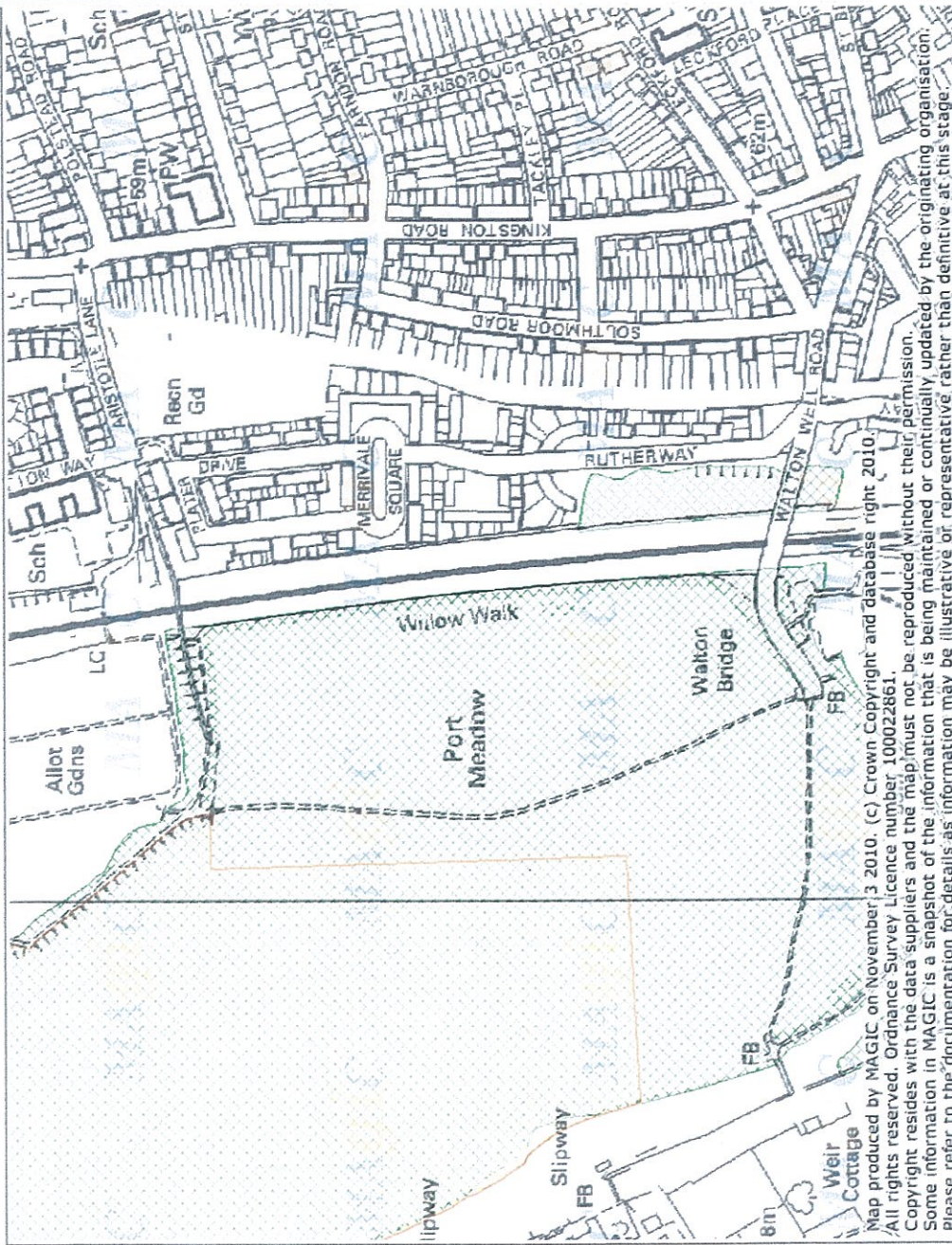


Port Meadow Registered Common Land

Highlighted Feature
Scheduled Monuments
(England)



Registered Common Land



COBB 2 Registered Common Land of Port Meadow (part).
Extract from MAGIC



COBB 3 Port Meadow. Extract from Oxford City Countryside map
 (Omits area east of railway at Walton Well)