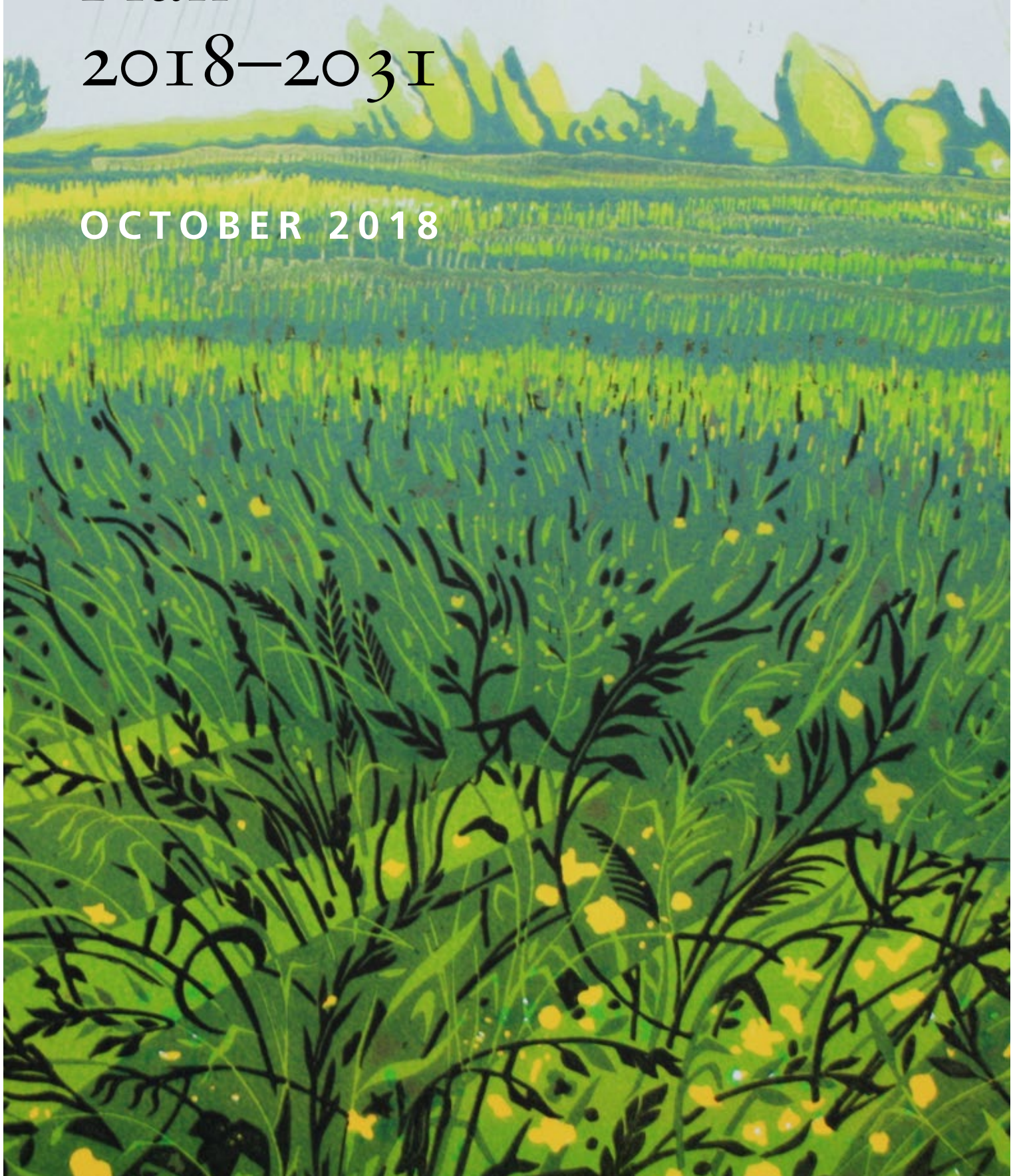
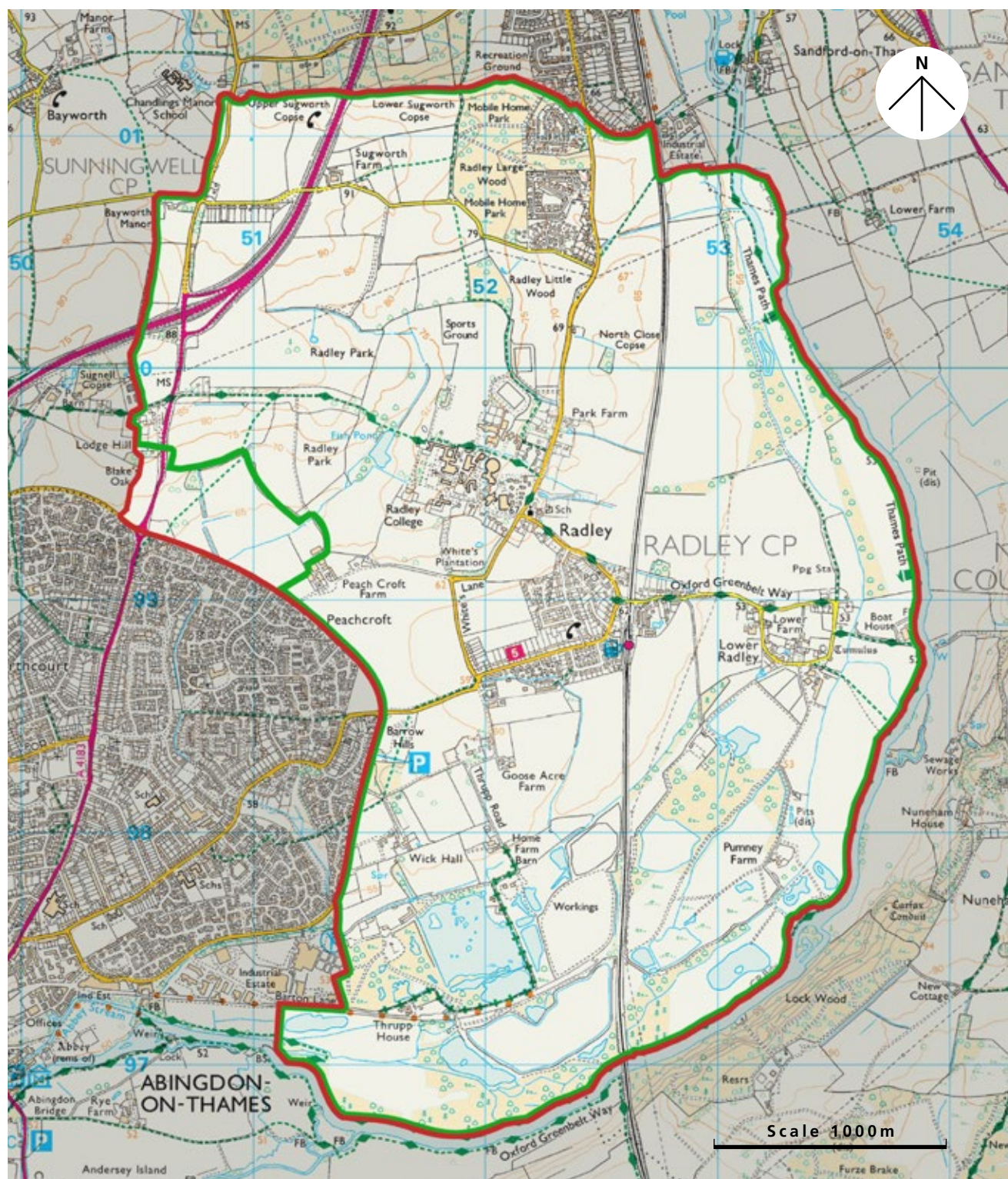


Radley Neighbourhood Plan 2018–2031

OCTOBER 2018



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MAP 1. RADLEY PARISH AND NEIGHBOURHOOD PLAN BOUNDARIES

KEY

—	Parish boundary
—	Neighbourhood Plan boundary

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Part 1: Context

1.1 LEGAL CONTEXT

This Neighbourhood Plan is made by Radley Parish Council (RPC) under section 116 of the Localism Act 2011. It sits alongside, and complements, the Vale of White Horse Local Plan 2031 (the Local Plan) as part of the current development plan for Radley parish. Under section 38(6) of the Planning and Compulsory Purchase Act 2004, all applications for planning permission in the Neighbourhood Plan designated area must be determined in accordance with the two plans together unless material considerations indicate otherwise.

The Neighbourhood Plan policies must conform with the strategic policies in the Vale of White Horse Local Plan. These are set out in Part 1 of the Local Plan¹, adopted in December 2016.

1.2 RADLEY PARISH

Radley parish is a largely undeveloped area of approximately four kilometres by three bordering the Thames to the north and east of Abingdon, as shown in Map 1 on the inside front cover. It contains just over one thousand dwellings and has a population of 2835 (Census 2011). The main settlement is in the middle of the parish. It is separated by fields from a settlement largely comprising mobile homes in the north of the parish adjacent to Kennington, and from the smaller old settlement of Lower Radley to the east of the parish. There is an area of former minerals workings in the south. With the exception of the existing built up area of Radley village, which is 'inset', and of three large sites very recently allocated for housing under the Local Plan, all land in the parish is in Oxford Green Belt.



A typical street view in central Radley.



Open farmland in Radley parish

Radley is largely residential. In common with other parts of the Vale of White Horse, it has a higher proportion of older people than the national average, with 19% of the population aged 65+ as against 16% nationally (2011 census). It has a large public school for boys (Radley College), a primary school, two working farms, a church, a public house, a community shop and a village hall. It has good public transport links with a bus service which runs every 20 minutes to Oxford and Abingdon, and an hourly train service to Oxford, Didcot and London. There is a north-facing access to and from the trunk A34 road in the west of the parish.



The Mansion, Radley College.

Most of the working age population have jobs outside the parish¹. Some residents work from home. Radley College is the largest employer within the parish. There are some jobs in the parish associated with sand and gravel processing and on a temporary industrial estate around the former gravel pits in the south of the parish, and a handful of jobs related to agriculture.

Radley has a rich history. There is archaeological evidence of continuing human occupation in the Radley area since the Mesolithic era (8000-4000 BC). There are two areas within the parish protected as scheduled monuments. The vicarage by the Church dates to the fourteenth century, and is probably the oldest in the country. Until the mid-twentieth century most villagers lived in what is now the hamlet of Lower Radley, where a number of 16th and 17th century houses remain.

The area is also rich in biodiversity. There is a Site of Special Scientific Interest in the west of the parish and four areas have been designated by the county council as local wildlife sites.

Heritage and wildlife designations are shown on Map 11 on page 51.

¹ See *Radley Parish Plan 2011*. Page 14.

1.3 THE NEIGHBOURHOOD PLAN DESIGNATED AREA AND PERIOD

The designated Neighbourhood Plan area covers all of Radley parish with the exception of an area in the west of the parish immediately north of Abingdon. The excluded area is part of the North Abingdon strategic site allocated under the Local Plan. The parish and the plan boundaries are shown on the map on the inside front cover.

The Neighbourhood Plan covers the period up to 2031 in line with the current VWHDC Local Plan.

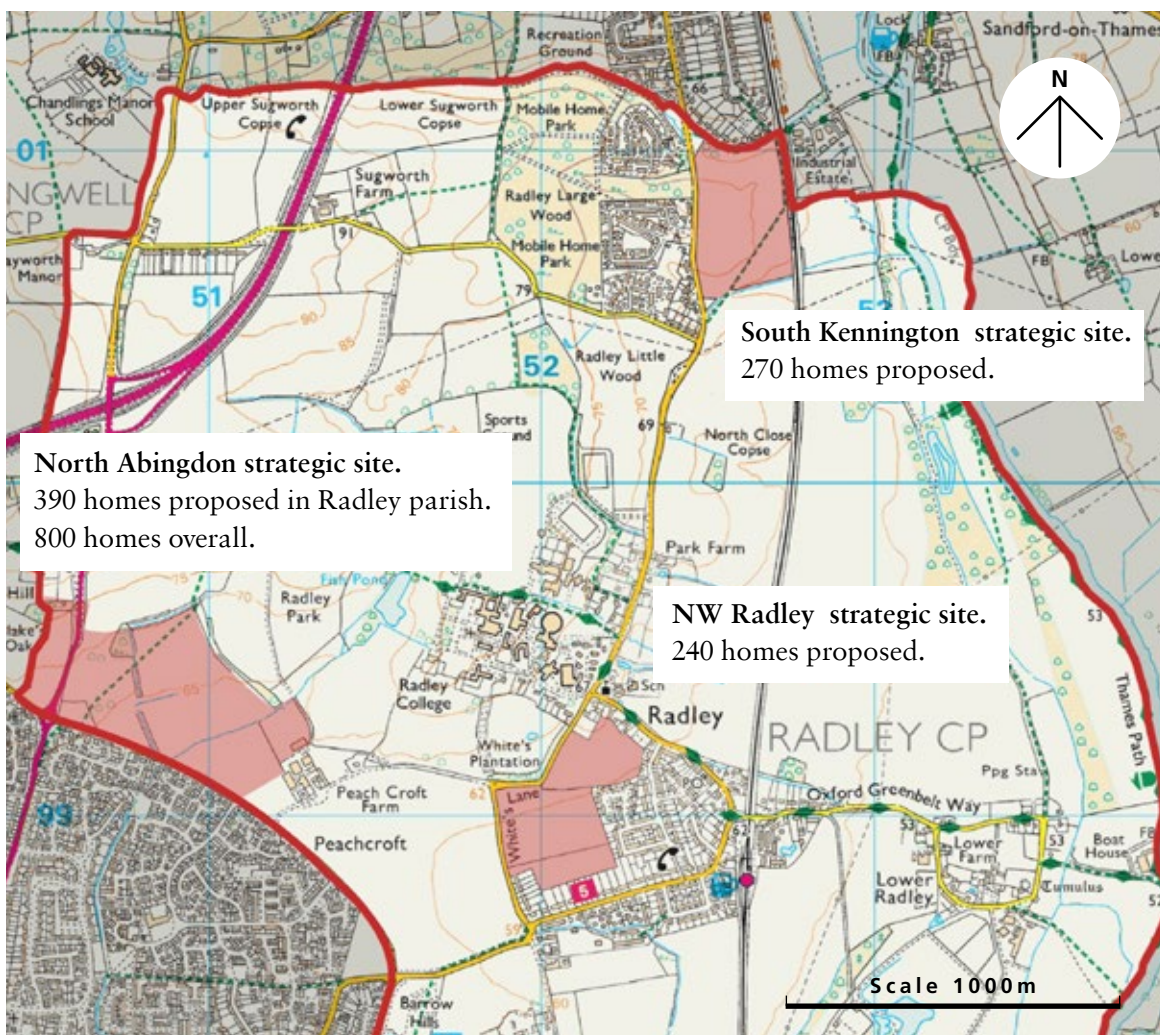


Radley's mediaeval vicarage

1.4 THE VALE OF WHITE HORSE LOCAL PLAN

Proposals for major housing development in the Local Plan provide an important context for this Plan. The Local Plan Part 1 contains proposals for new housing on three strategic sites within Radley parish, two of which are in the Neighbourhood Plan designated area (see Map 2). The three site allocations provide for 900 new houses in the parish overall, 510 in the Plan area. One of the sites has received outline planning permission and the other two are the subject of planning applications.

The Local Plan Part 2, which will deal with detailed policies and some further housing site allocations, is currently at draft stage¹. None of the additional housing site allocations currently proposed for Part 2 are in Radley parish and there are currently no proposals for further strategic policy changes, including Green Belt changes, which would impact on the Neighbourhood Plan area.



MAP 2. STRATEGIC HOUSING SITES

(The numbers of homes are as allocated in the Local Plan Part 1)

¹ Vale of White Horse Local Plan 2031 Part 2: Detailed Policies and Additional Sites - Publication version

Part 2: Vision and objectives

2.1 VISION

Radley is a flourishing and attractive place in a peaceful rural setting with many long-established residents¹, various overlapping clubs and networks and a strong sense of community. It faces largescale expansion over the period of the Neighbourhood Plan as described in section 1.4 and Map 2. Looking forward, RPC wants to retain the things residents value about the way Radley is now while benefiting from the advantages that newcomers and a bigger population can offer. In particular, we want to ensure that new development does not destroy the green space around us and our strong community networks. At the same time, we look forward to the arrival of new people to add vitality and diversity to the community, and to the opportunity offered to improve and expand our social, community and physical infrastructure – our schools, health services, roads, cycleways, sewerage systems, community facilities, natural habitats, recreational opportunities and more.

2.2 OBJECTIVES

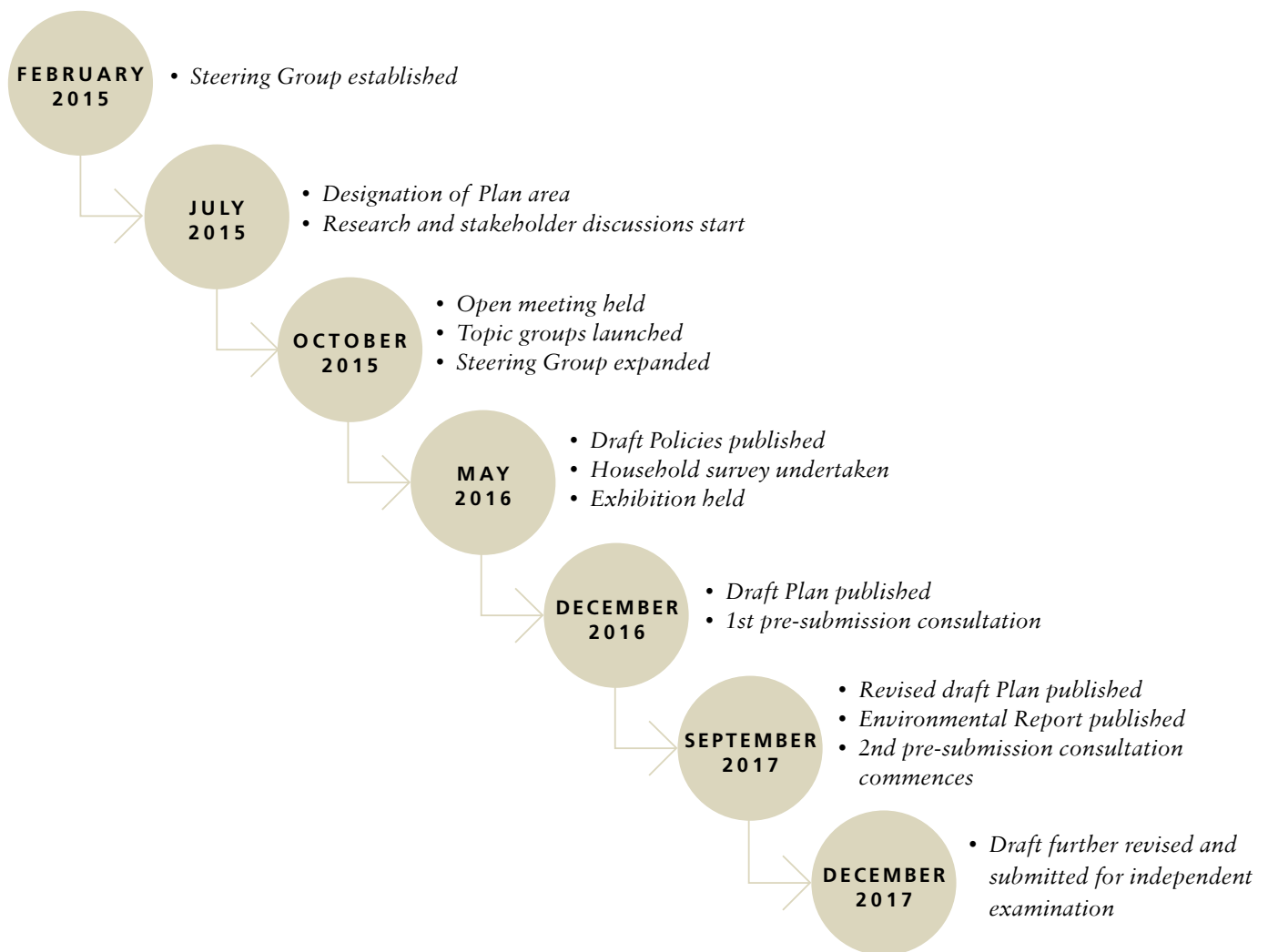
In support of this vision, this Plan seeks to guide development so that it:

- (i) respects the physical character of the existing settlement and its rural setting;
- (ii) provides a mix of new housing that meets needs within our community and beyond;
- (iii) secures the provision of infrastructure which is sufficient to support the needs of existing and new residents, in particular, roads and junctions, sewerage systems, primary health care services, primary school facilities, cycle and walking routes and station access and parking;
- (iv) supports the health and well-being of Radley residents through the provision of:
 - improved community facilities which promote social interaction and decrease isolation;
 - good connectivity between the new developments and existing settlements to provide for an integrated supportive community, sharing parish-based services and facilities;
 - opportunities for people of all ages to be more active;
 - housing types and locally accessible amenities and services which enable older people to be independent for longer;
- (v) conserves, restores and enhances biodiversity and green spaces, especially in the Radley Lakes Conservation Target Area;
- (vi) encourages sustainable patterns of travel and minimises pollution.



The starting line at the Great Radley Run 2016

Part 3: Developing the Plan – the process



3.1 DEFINING THE NEIGHBOURHOOD PLAN AREA

RPC submitted an application to the Vale of White Horse District Council (VWHDC) for the whole of the parish to be designated as a Neighbourhood Plan area on 8 December 2014. VWHDC consulted on the proposed designation over the period 14 January to 6 March 2015. There were 11 responses to the consultation including one formal objection, which came from a company with an interest in developing a large site in Radley. Their main concern was about the lack of clarity about the relationship between the then emerging Local Plan and the Neighbourhood Plan.

RPC was notified on 15 July 2015 that the Neighbourhood Plan area had been designated with a revised boundary (see Map 1 on inside front cover) with effect from 15 June 2015. The revised boundary excluded one of the sites which was proposed to be designated as a strategic housing site under Part 1 of the Local Plan 2031, the North Abingdon strategic site. VWHDC concluded that this site should be excluded on the grounds that it had “a stronger relationship to Abingdon than Radley village, particularly with regard to road and community infrastructure needs”.

3.2 UNDERSTANDING THE LOCAL PLAN CONTEXT

A first task in developing work on the Neighbourhood Plan was to understand the proposals in the then emerging Local Plan Part 1. The consultation version of the Local Plan, published in November 2014, included the three strategic housing sites shown in the Map 2 on page 5, and a proposal to remove a further 10 hectare site to the south of Radley village from the Green Belt with a view to development at some point in the future. RPC opposed these proposals through the various stages of the Local Plan process. At the same time, however, the decision was taken to develop thinking on the Neighbourhood Plan on the assumption that the proposals in the November 2014 version of the Local Plan would go ahead. RPC wanted to be ready with informed and constructive parish views to input to the new developments should they be confirmed, and to ensure that land-use policies in the Neighbourhood Plan reflected the reality of Radley's future.

In the event, proposals to allocate the three strategic sites were confirmed following Independent Examination but the proposal to remove a fourth site from the Green Belt was not. References to that site in early draft material were therefore removed from later drafts of this Plan.

3.3 NEIGHBOURHOOD PLAN STEERING GROUP¹

A Neighbourhood Plan Steering Group was set up as an advisory committee of the Parish Council in February 2015. It comprised 3 councillors and the Chair and Vice-Chair of the Council, acting ex-officio. Following the parish council elections in May 2015, the Chair of the Steering Group changed, and one additional parish councillor joined the group.

Membership of the group was expanded significantly in January 2016 to include people who had been active in work on the Neighbourhood Plan topic groups (see below). Eight additional members were co-opted, six of whom remained on the Steering Group throughout the progress of the Plan to pre-submission consultation.

The Group had no powers to take decisions on behalf of the Parish Council. It did however play a major role in advising the Council on the steps to be taken in developing the Plan and on the policies to be adopted.

3.4 RADLEY'S FUTURE WEBSITE AND FORUM

A new section of the Radley village website was created over the summer of 2015 to provide a single and easily accessible source of information for Radley people both about Local Plan proposals for development in Radley and progress with the Neighbourhood Plan. In addition to sections on those two themes, it included sections containing details of the various developer proposals for Radley sites and of past consultation exercises. New sections were added as the work proceeded, covering the work of the topic groups, the May 2016 consultation exercise, the December 2016 consultation and the September 2017 consultation.

A forum was set up on the village website in March 2016 to encourage local discussion of the issues but did not take off.

3.5 MONTHLY COMMUNICATIONS

Radley residents were kept up-to-date with developments on the Neighbourhood Plan through monthly reports in the parish news magazine, Radley News, and monthly email bulletins to some 500 people on the RPC Neighbourhood Plan email distribution list. This included people who had signed up to the earlier Save Radley Village campaign and others expressing interest at one or other of RPC's Neighbourhood Plan consultation events.

3.6 INVOLVING THE COMMUNITY – IDENTIFYING KEY TOPICS

RPC held a well-publicised open meeting in the Church Room in Radley in October 2015 to agree key themes to be explored for the Neighbourhood Plan. More than 40 people attended. The meeting agreed the following five key themes for taking forward work on the Neighbourhood Plan:

- (i) the shape and cohesion of Radley village, including the location of the village hall, the

¹ The membership and terms of reference of the Steering Group can be found on the Radley village website under Radley's Future/The Neighbourhood Plan.

community shop, open space and other possible facilities;

- (ii) infrastructure priorities: roads and other transport provision, sewerage and flood prevention, the primary school;
- (iii) the requirements of parishioners neighbouring the South Kennington site in relation to plans for that area;
- (iv) opportunities and challenges around Thrupp Lane (the Radley Lakes area);
- (v) housing design, mix and tenure.

In selecting topics to propose to the open meeting, the Steering Group was able to draw on RPC's knowledge of local areas of concern, informed by a number of earlier consultation exercises. These included a survey undertaken for the Parish Plan published in 2011¹, a survey for the Save Radley Village campaign in November 2014², and consultation by Radley College in March 2015³.

3.7 INVOLVING THE COMMUNITY – THE WORK OF THE TOPIC GROUPS

Topic groups were set up to look into the first four of the five themes identified, with many of those who attended the October 2015 open meeting agreeing to participate. The numbers involved in each topic group ranged from 8 to 3. The groups worked over the winter months of 2015/2016, reporting to the Steering Group in January or February of 2016. The conclusions of the South Kennington group were fed into the Infrastructure group. Reports of the 'Shape and Cohesion', 'Thrupp Lane' and 'Infrastructure' groups are published on the RPC website. Members of the Steering Group researched the fifth theme but no policies were developed at this stage.

The reports of the topic groups were considered by the Steering Group, and pulled together into RPC's May 2016 publication: *"Developing Radley's Neighbourhood Plan. Our thinking to date and draft policies for consultation"*.

The Infrastructure topic group continued to exist throughout the process of developing the Neighbourhood Plan, providing advice on infrastructure issues as they emerged, pursuing discussions with key infrastructure providers such as the County Council, the Environment Agency and Thames Water, and undertaking a number of surveys. The Thrupp Lane group remained in existence as a source of advice to the Steering Group on issues affecting the Radley Lakes area. Other sub-groups were convened ad hoc to deal with particular issues as they came up, for example on questionnaire analysis, housing policies, Kennington issues and the future of the central allotment site.

3.8 INVOLVING THE COMMUNITY – THE MAY 2016 CONSULTATION

RPC held a major consultation exercise in May 2016. There were three components:

- (i) the publication of the consultation document referred to above;
- (ii) an exhibition in the village hall on Saturday 21 and Sunday 22 May which illustrated the ideas in the consultation document. It was attended by approximately 400 people. Feedback is available on the website;
- (iii) a questionnaire survey of all households in Radley. This achieved a 45% response rate.

The questionnaire covered a selected range of topics on which the Steering Group considered that it was particularly important to understand the community's views before preparing a full draft neighbourhood plan. These included views on the location of the village hall and playing fields, the possible development of the central allotment site for community benefit, the future of the community shop, the strategy for Radley Lakes, facilities to support development in south Kennington and local people's housing requirements. The views expressed were taken into account in developing policies for this Plan, as explained in the relevant sections of Part 4.

The consultation responses also revealed local concern about the adequacy of infrastructure proposed to support new development in the parish. Policies to address these concerns were

¹ Radley Parish Plan 2011, pages 11-15

² Save Radley Village Survey, November 2014, pages 4-13

³ Radley College consultation feedback, March 2015



Neighbourhood Plan exhibition. May 2016.

included in the draft Plan published in December 2016.

The results of the May 2016 consultation are reported in RPC's *Report on Neighbourhood Plan consultation – May 2016*, which is submitted in support of this Plan. Links to the consultation document, the questionnaire and supporting leaflet, a spreadsheet recording and analysing all responses, a statement reporting policy conclusions on matters raised through the questionnaire, a statement of housing policy drawn up to reflect the requirement revealed by the survey and a checklist of other comments made and RPC's response to them may all be viewed on the RPC website.

3.9 TREATMENT OF CROSS-BOUNDARY MATTERS

RELATIONSHIP WITH KENNINGTON

The strategic housing site in the north of the parish – known in the Local Plan Part 1 as the South Kennington strategic site – adjoins the village of Kennington, and residents of the new housing are likely to look north to Kennington for many local services rather than south to Radley village. RPC accordingly held discussions with Kennington Parish Council and Kennington service providers, and proposals in this Plan which concern the north part of the parish reflect those discussions.

THE NORTH ABINGDON STRATEGIC HOUSING SITE

950 new homes are proposed to be built on the North Abingdon strategic housing site, a substantial proportion of which will fall within the boundaries of Radley parish. Although the site lies outside the Neighbourhood Plan area, the residents of the new site will have an impact on people and services within the Neighbourhood Plan area, in particular the roads, railway station and green infrastructure. RPC has accordingly been involved in discussions with the developers and the planning authority about the development. Particular concerns were to secure a developers' contribution to this Plan's strategy for the Radley Lakes area (which we expect to be of benefit to people living well beyond Radley boundaries), to promote good cycle access from the site to Radley station, to secure a housing mix which will contribute to meeting the requirements of Radley people, and to support Abingdon residents in their concern to manage the additional burden of traffic on the Abingdon ring road. These concerns were met at least partially through the terms of the outline planning permission granted in October 2017 with the exception of provision for housing mix.

RELATIONSHIP WITH ABINGDON-ON-THAMES TOWN COUNCIL

RPC's policy is to work with the neighbouring Abingdon-on-Thames Town Council to ensure a co-ordinated approach on matters of common interest, notably in relation to the North Abingdon strategic site and RPC's strategy for the Radley Lakes area. The two councils worked together in presenting views on the North Abingdon site to the VWHDC planning committee and future liaison is planned over the strategy for Radley Lakes.

3.10 DISCUSSIONS WITH OTHER STAKEHOLDERS

Discussions were held with 23 different local stakeholders as listed below, many of them involving more than one meeting and further written exchanges of views. There were ongoing discussions across the whole period with two key stakeholders, VWHDC and local landowners, Radley College. Stakeholder meeting notes and statements for those bodies marked with an asterisk can be found on the RPC website.

- Arnold White Estates* – south Radley site developers
- CEG/ Carter Jonas/ Westbourne Ltd – N Abingdon site developers
- Earth Trust*
- Environment Agency flood risk team*
- Graham Payne/ Davis Planning Ltd – old coal yard owner
- Great Western Railway*
- Kennington Health Centre
- Kennington Parish Council*
- Malthouse surgery, Abingdon
- Oxfordshire County Council minerals planning department*
- Oxfordshire County Council highways department*
- Oxfordshire County Council education department
- Oxfordshire Clinical Commissioning Group, south-east and south-west
- Radley College*
- Radley primary school
- Radley village hall committee*
- Radley Village Shop Management Committee
- Redrow / Curtin and Co* – south Kennington site developers
- RWE Generation

- St Swithun's primary school, Kennington*
- Thames Water*
- Tuckwell's Ltd, minerals operators in Thrupp Lane
- VWHDC - Neighbourhood planning and development management teams

3.11 FIRST PRE-SUBMISSION CONSULTATION, DECEMBER 2016

The Radley Neighbourhood Plan: Consultation Draft December 2016 was published on 16 December 2016 in accordance with the requirements in Regulation 14 of the Neighbourhood Plan Regulations 2012. Individual copies were sent to local landowners, businesses and interest groups and to statutory consultees required by the regulations, and a summary of the proposals and response sheet was distributed by hand to every household in Radley parish. An electronic version was placed on the village website and circulated to those on the email database. Free paper copies of the draft were made available at the community shop and from the Parish Clerk. Presentations were held in the village hall on the evening of Wednesday 18th January and afternoon of Sunday 22nd January, attended by 63 and 77 people respectively.

Responses were received from 25 organisations and 36 individuals. All comments received were recorded and analysed by policy area in a response spreadsheet submitted with this Plan. RPC's response to each comment made, and how it was taken forward, are noted in the final column of the response spreadsheet.

Responses from individuals and local groups largely echoed views and concerns raised in the May consultation, but new points of detail were raised and some changes were made to the revised Plan. The statutory bodies raised some technical matters which were addressed in the revised draft, the most substantial of which related to Radley Lakes policies. The strategic site developers objected to some of the proposed policies, and some changes were made to take account of their views. However, policies on housing mix, cycle provision and connectivity were retained despite some developer opposition.

RPC had hoped that the next step following the December 2016 consultation would be to submit

a suitably revised version of the Plan to the Vale of White Horse District Council for independent examination. However, the parish council received a draft screening opinion from VWHDC on 10 February which concluded that the draft Plan required a Strategic Environmental Assessment under the Environmental Assessment of Plans and Programmes Regulations 2004. This was confirmed after consultation with the statutory consultees on 18 April 2017. As a consequence the pre-submission consultation was required to be re-run with an Environmental Report published alongside the revised draft Plan.

3.12 STRATEGIC ENVIRONMENTAL ASSESSMENT

Following the screening opinion, RPC commissioned AECOM to carry out a Strategic Environmental Assessment (SEA). The SEA appraised the Plan as a whole against a series of specified objectives, and also appraised two alternative strategies for the Radley Lakes area against these same objectives. The results were contained in the *Environmental Report* which was published in parallel with the draft Plan and formed part of the package for consultation¹. The high-level conclusion is that the Plan performs well in terms of a range of sustainability objectives, with no major draw-backs highlighted.

3.13 SECOND PRE-SUBMISSION CONSULTATION, SEPTEMBER 2017

The Radley Neighbourhood Plan: Second Consultation Draft September 2017 was published on 6 September in a second round of consultation under Regulation 14 of the 2012 Regulations. The revised draft and Environmental Report were sent by email as previously to local landowners, businesses and interest groups and to the statutory consultees. For consultees' benefit, a spreadsheet recording comments and RPC responses from the earlier consultation was circulated with the revised Plan. Local people were informed of the new round of consultation by means of public notices placed on parish notice boards, a message to those on RPC's email list and a notice on the parish website. There was no house-to-house circulation on this occasion as changes to the earlier version

of the draft were predominantly technical in character.

17 bodies commented on the revised draft Plan, comprising the county and district local authorities and 6 other statutory consultees, 3 local bodies, 5 developers/ strategic site owners and one other landowner. Only one individual commented. All comments and RPC's response to them are recorded in the spreadsheet submitted with this Plan. There were no comments on the Environmental Report.

The bulk of the comments fell into the following three broad categories:

- (i) supportive comments from local bodies/ individuals, and from many of the statutory agencies;
- (ii) technical concerns raised by the county and district council about the Plan's policies for the Radley Lakes area;
- (iii) comments relating to the impact of some of the policies on the strategic housing sites, either challenging the substance of the policies (from the developers), or querying their general conformity with strategic policies in the Local Plan (from the developers and VWHDC).

RPC gave very careful consideration to the mainly technical points raised on (ii) and (iii) above. Our conclusions are recorded in detail in annexes to the Consultation Statement which accompanies this Plan. Whilst no further change to our general policy and approach was made at this stage, a number of amendments were made to refine or clarify the policies and associated text on these issues, and we are satisfied that they now conform with the Basic Conditions. Further relatively small changes were made to pick up on other comments. All changes are noted in the final column of the response spreadsheet.

¹ *Environmental Report. SEA of the Radley Neighbourhood Plan. AECOM Infrastructure & Environment UK Ltd. September 2017*

Part 4: Policies

4.1 GENERAL

This Part of the Neighbourhood Plan sets out policies on twelve subject areas of particular importance to the Plan's objectives (which are set out in Part 2.2). The diagram on the next page lists these subject areas, showing how each contributes to one or more objectives. For each subject area there are three linked passages.

1. CONTEXT. This passage summarises the factual background and the issues and evidence which have led to the policies, referring where needed to supporting documents in the Plan's evidence base.

2. OUTCOMES SOUGHT. Because the policies themselves need to be brief and technically sound they will not necessarily convey what they aim to achieve. This passage provides this key link, setting out the outcomes which the policies are designed to deliver. There is also in each case a short explanation of the relationship with the Local Plan, indicating the additional value which the Neighbourhood Plan aims to bring. These passages vary in length, ranging from a brief statement of the desired outcome to a fuller statement of strategy.

3. POLICIES. These are the business end of the Neighbourhood Plan - relatively short statements of what needs to be done, set out in the shaded boxes. The Plan contains two types of policy.

- Planning Policies (orange shaded boxes): these are at the heart of the Neighbourhood Plan's purpose and have formal status as part of the statutory development plan examined by the independent examiner. They are designed to help VWHDC decide planning applications
- Community Actions (blue shaded boxes): this term has been used where delivery of the Plan's objectives requires pro-active action by Radley Parish Council, most often working with others. Community Actions are not part of the statutory development plan.

These policies have been prefixed 'PP' and 'CA' respectively, each having its own numerical sequence. In some cases they both, in their different ways, bear on the same issue. The Planning Policies however stand in their own right and do not depend on achievement of the Community Actions.

Some policies apply to 'largescale' housing developments. In line with the definition of 'largescale major development' in Government statistics this means sites with 200 or more dwellings. The term covers the strategic sites and any others of this size in the unlikely event of their being proposed over the lifetime of the Plan.































The Planning Policies are designed to be consistent with the National Planning Policy Framework and with the Core Policies in the VWHDC Local Plan, providing re-enforcement or greater detail where the circumstances of the Radley Neighbourhood Plan area justify that. In a very few instances, for emphasis or clarity, a Neighbourhood Plan policy partially or wholly repeats what is anyway in the Local Plan.

There are other subject areas which are also important to the Neighbourhood Plan but are already dealt with adequately by the Local Plan without the need for supplementary detail in this Plan. These include Local Plan policies:

- CP37 Design and Local Distinctiveness
- CP40 Sustainable Design and Construction
- CP41 Renewable Energy
- CP43 Natural Resources.

OBJECTIVES MATRIX

This table lists the sections that follow in this part of the Plan (left axis), showing how each addresses the objectives in Part 2 of the Plan (top axis). The full text of the objectives can be found on page 6.

Sections \ Objectives	(i)	(ii)	(iii)	(iv)	(v)	(vi)
	Respecting the physical character of the settlement	Providing the right housing to meet needs	Securing infrastructure for expanded village	Promoting health and well-being	Enhancing biodiversity and green spaces	Encouraging sustainable travel and minimising pollution
4.2 Sites for development						
4.3 Housing mix and tenure						
4.4 Community facilities and amenities						
4.5 Primary education and health						
4.6 Radley Lakes area						
4.7 Roads						
4.8 Cycling and walking						
4.9 Village connectivity						
4.10 Radley station access						
4.11 Surface water drainage and sewerage						
4.12 Digital connectivity						
4.13 Natural and historic environment						

4.2 SITES FOR DEVELOPMENT

4.2.1 CONTEXT

Radley currently has about 1,000 homes, including about 300 mobile homes. The strategic sites allocated under the Local Plan Part 1 will add 900 homes, increasing the total number by 90% and the number of fixed homes by 125%. The allocations are split between three sites:

North-West Radley	240
South Kennington	270
North Abingdon	390

The 390 North Abingdon homes are outside the Neighbourhood Plan area but within the parish of Radley. Additionally, the Local Plan provides for a further 410 homes on this site just over the border from Radley.

Since the Local Plan was adopted in December 2016:

- Radley College applied in July 2017 for planning permission for 240 homes on the North-West Radley site (and for a further 13 homes for College staff adjacent to the site on the former Church Farm). The applications have not yet been determined;
- the developers of the South Kennington site applied in October 2017 for planning permission for 288 homes. The application has not yet been determined;
- the developers of the North Abingdon site applied for outline planning permission in January 2017 for up to 900 homes, 50 retirement homes and an 80-bed care home. This application was approved by VWHDC in July 2017, subject to certain conditions and an agreement on developer contributions, and permission was formally granted in October 2017.

The timing of these new homes being built depends on progress with the improved junction at Lodge Hill on the A34 giving access to and from the south, but on any view Radley faces an exceptional increase in the number of homes in the parish and an exceptional pace of change. This will challenge Radley's coherence as a community, its rural character and the capacity of its infrastructure.

Any further significant housing sites during the Neighbourhood Plan period would:

- make it more difficult to plan for and absorb the large sites currently planned for;
- overwhelm the local infrastructure and destroy the character and coherence of the local community;
- erode the remaining Green Belt, which provides separation for Radley as a community and protects its rural setting.

It is therefore welcome that the VWHDC have not proposed any further housing sites in Radley in Part 2 of the Local Plan¹ and have said that they are not looking to Radley's Neighbourhood Plan to allocate further housing sites. There is however a limited opportunity (the central allotment site near the station) where development might make better use of the land concerned.

In their response to the December 2016 the owners of Gooseacre Farm argued that the land to the east of Thrupp Lane between the farm buildings and the playing field should be developed as a major housing site (the South Radley site). This site, which is in Green Belt, had earlier been proposed for removal from Green Belt during the Local Plan Part 1 process. The Local Plan as adopted however did not allocate the land for housing and did not remove the land from Green Belt. Nor have the Vale proposed allocation of the site in Part 2 of the Plan.

4.2.2 OUTCOMES SOUGHT

The policies are designed to:

- plan constructively for the two strategic housing sites (North-West Radley and South Kennington) in the Neighbourhood Plan area;
- identify, and set appropriate conditions for, a smaller opportunity (central allotments) where development could bring benefit;
- set a geographical boundary on any further development during the Neighbourhood Plan period.

The two strategic housing sites

This Plan takes as a given that the Local Plan has designated the two strategic sites and has provided for them to be master planned according to the site templates in the Plan. But the Neighbourhood Plan has an important role in ensuring that planning of the sites is integrated with that of the wider parish. For example: there are linkages between playground provision on-site and elsewhere in the parish; site access needs to be planned in accord with road hierarchies for the wider parish; cycle track alignment needs to take account of extra trip generation from the sites and of the use of land on the sites; green space needs to be protected where it is important to those on and off the sites; and more generally the planning process needs to ensure that separate disconnected communities are not created.

Because the planning applications for the sites have been in preparation at the same time as this Plan, RPC has been engaging in the development management process to ensure as far as possible that the emerging Plan proposals are also reflected in the planning applications and decisions for the sites. The two processes have resulted in some helpful convergence, but there are some points of difference where this Plan continues to propose what it believes to be sound planning policies which differ from the current development proposals. This applies most strongly to the integration of the North-West Radley site with the rest of the village.

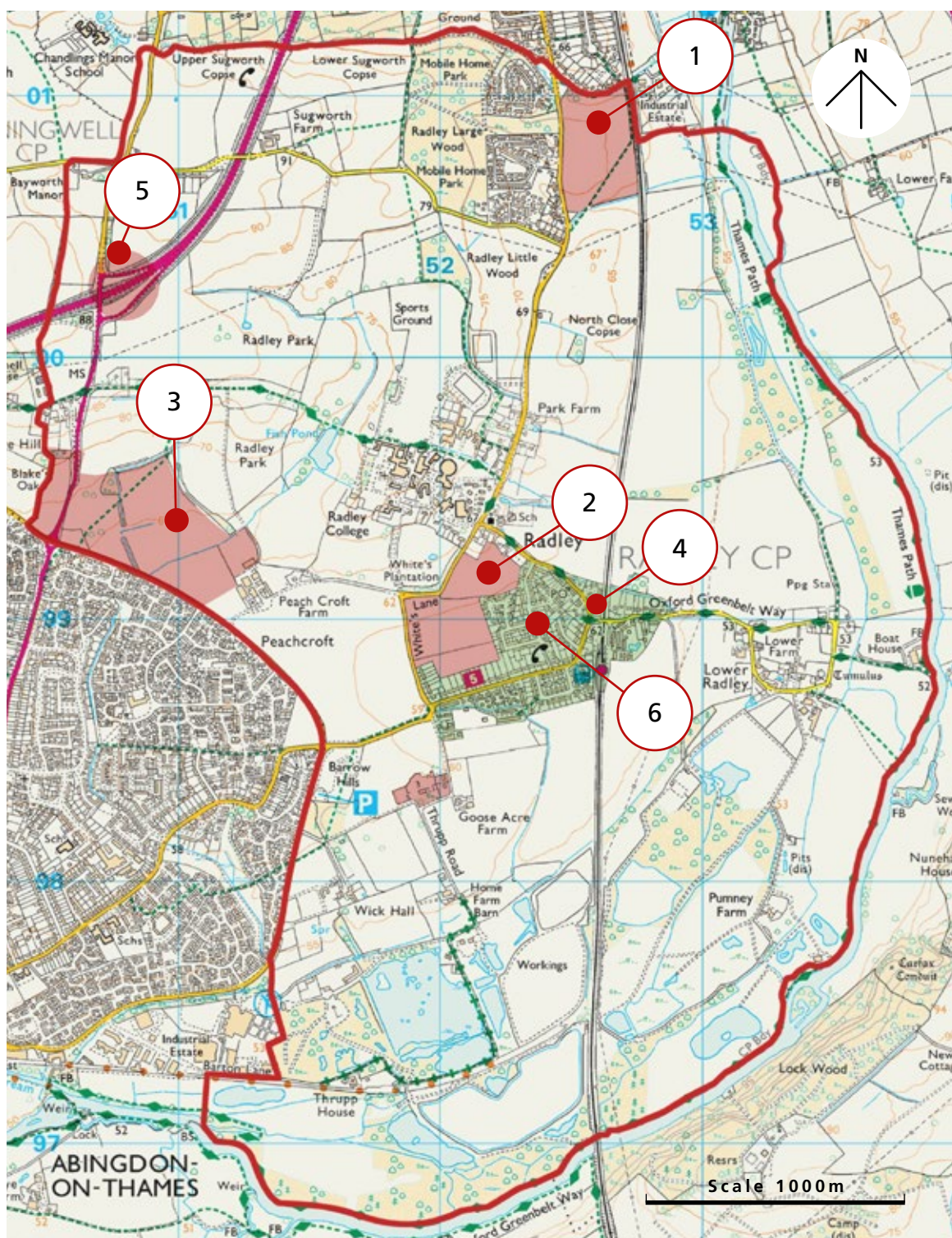
Smaller development opportunities

There is a smaller area (shown on Map 3 on page 18) where limited housing development could make more suitable use of the land in support of this Plan's objectives. This could accommodate a further 8-12 homes.

- **The central allotments.** This site is not in Green Belt and is strategically placed near the station in the centre of the village. It could potentially be used for a larger community shop as well as for a small number of homes. Use of this site would depend on relocation of the allotments, discussed in Section 4.4 below. The site is owned by RPC, who would not develop it unless for community benefit, through community facilities on the site and/or the funding of facilities elsewhere. Radley Village Shop should be given an option to occupy part of the site.



The old coal yard



MAP 3.
SITES AND OPPORTUNITIES
FOR DEVELOPMENT

KEY

- 1 South Kennington strategic site
- 2 North-West Radley strategic site
- 3 North Abingdon strategic site
- 4 Central allotments
- 5 Lodge Hill Junction – proposed location for Park and Ride
- 6 Central Radley inset area

This Plan does not formally allocate this site for development but sets out conditions which would need to be met for development to be supported and includes stipulations requested during consultation by the Environment Agency.

Non-housing development

The main area of industrial and commercial development in the parish is in the Radley Lakes area. Much of this is under temporary planning permissions. There are at present significant difficulties with access via Thrupp Lane, constraints posed by flood risk and potential conflict with the use of the area for quiet recreation and nature conservation. Nevertheless there may be scope for permanent permissions in the area if these issues can be resolved and this is discussed in section 4.6 of this Plan.

Two possible transport infrastructure developments are under consideration which could have a major impact on the parish. In their Local Transport Plan 4, Oxfordshire County Council has proposed a new Park & Ride site for 1,600 cars alongside the A34 Lodge Hill junction. The National Infrastructure Commission has proposed a new Oxford-Cambridge Expressway; one option would be for this to start at the A34 Lodge Hill junction crossing the north of the parish to the Thames and beyond.¹ The case for both is strategic and beyond the scope of this Neighbourhood Plan but it is important that decisions take full account of local impacts including loss of green belt, visual intrusion, surface water run-off, air and noise pollution, and the impact on local roads used for access.

A geographical boundary

Given the scale of development already planned at the strategic sites over the period to 2031, this Plan provides that any further development should be limited to infill within the Green Belt 'inset' area (see Map 3) and to development consistent with the highly constraining Green Belt policy set out in Local Plan CP13. The intention is to prevent further development on greenfield land in the parish.

Relationship with the Local Plan

Local Plan CP4 (*Meeting our Housing Needs*) and CP8 (*Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-areas*) designate the two

strategic sites in the Neighbourhood Plan area and the site templates in Appendix A to the Local Plan make provision for lay-out and supporting infrastructure. The Neighbourhood Plan contains additional complementary policies to shape and integrate the sites within the wider Plan area.

Relevant criteria for the development of other sites in the NP area are again in CP4 (*Meeting our Housing Needs*) and in CP13 (*The Oxford Green Belt*). PP.1 dealing with the central allotments site is in line with the presumption in favour of development of sites within the existing built-up area of Larger Villages in CP4. PP.2 reinforces the general protection to the Green Belt given by CP13.

4.2.3 POLICIES

PLANNING POLICIES

PP.1 Central allotments site

The residential development of the central allotments by the railway bridge will be supported where the following criteria are adequately addressed.

- Appropriate measures should be taken to remedy any contamination issues or instability from previous land uses and the main sewer under the site should be adequately protected.
- A suitable replacement allotment site should be provided which is of at least equivalent quality and is located at reasonable convenience to the community.

PP.2 Green Belt

The Green Belt round Radley will be protected to maintain its openness and permanence. Inappropriate development outside the strategic sites and the Green Belt 'inset' area will not be supported except in the very special circumstance as identified in the National Planning Policy Framework and Policy CP13 of the Vale of White Horse Local Plan 2031 (Part 1).

¹ The NIC report *Partnering for Prosperity: a new deal for the Cambridge-Milton Keynes-Oxford arc*, November 2017, recommends that the route should be defined by 2025 and construction completed by 2030.

4.3 HOUSING MIX AND TENURE

4.3.1 CONTEXT

Housing in Radley. The Neighbourhood Plan area currently has just over 1000 homes. Less than 5% of these are in the social and private rented sectors together, well below the national and district averages. The area is also unusual in that 30% of households live in mobile homes (which are owned, on rented land) and some 10% are employees of Radley College and live in tied accommodation. The remaining 55% of households are owner occupiers in non-mobile accommodation.

Age profile. Census figures show a higher proportion of people in the 60+ age range in Radley (25.1%) than the national average (22.3%) but the figure is not out of line with the Vale of White Horse average. The presence of Radley College boarding schoolboys in term-time means that there is an unusually high proportion of individuals in the 0-24 age range shown in census data.

Local evidence of needs. RPC explored residents' requirements for new housing in Radley through its May 2016 questionnaire. 14% of respondents said they were looking for new accommodation for themselves in Radley and 11% were looking for accommodation for members of their family. Taking both these groups together, 32% wanted a family home, 26% were looking for a starter home and 23% wanted somewhere in which to downsize. In terms of tenure, 64% were looking for market housing and 26% for 'affordable' options (the remainder were unclear). There was also some interest in self build. The findings are set out in full in the RPC paper *Housing requirements for the Radley strategic housing sites*.

4.3.2 OUTCOMES SOUGHT

This Plan seeks to ensure that, within the policies set out in the Local Plan, housing meets the needs of:

- those living in Radley and their families, and in the immediately neighbouring areas of Kennington and Abingdon;
- Oxford City residents whose needs cannot be met within the city boundaries;¹
- those wanting to move into the parish from further afield to take up new jobs in the wider area.

Affordable Housing. Local Plan CP24 states that VWHDC will seek 35% affordable housing on larger sites and that within the affordable element there should be a split of 25:75 between intermediate and social/affordable rented housing. This Plan supports the provision of 35% affordable housing. Within the affordable element, local evidence shows that demand for intermediate housing in Radley slightly exceeds that for social renting.

Smaller homes. Local Plan CP 22 sets out rules for the mix of dwelling sizes to be provided on new developments, distinguishing between market and affordable housing. For this, it draws on the Oxfordshire Strategic Housing Market Assessment (SHMA). The SHMA size guidelines for affordable housing closely match the requirements expressed in the Radley survey and are therefore supported by this Plan. However, as shown in the table on page 21, the RPC's survey evidence of need for market housing among Radley households and, to a lesser extent, the SHMA guideline for market housing in Oxford City both indicate a substantially greater requirement for small homes than indicated by the SHMA guideline for market housing in the Vale district.

The local survey evidence and the SHMA guidelines for Oxford City should be taken into account alongside the SHMA guideline for the Vale district in determining the size mix appropriate for market housing in the Neighbourhood Plan area.

Homes for older people. Local Plan CP26 emphasises the need for homes suitable for older

¹ It is generally accepted that development in Kennington and Radley will be relevant to meeting the needs of Oxford residents which cannot be met within the City's own boundaries. The draft Local Plan Part 2 notes that the Kennington and Radley strategic sites are 'well located to provide for Oxford's unmet housing need. Housing on these sites would be just as much available to those people falling into the category of Oxford's need as to those of the Vale'. (Para 2.14)

SIZE MIX FOR MARKET HOUSING

	1-bed / 2-bed %	3-bed / 4+ bedroom %
SHMA guideline for Vale of White Horse	27.6	72.4
SHMA guideline for Oxford City	35.6	64.4
Radley PC housing survey: expressed requirements ¹	67	32

people but does not prescribe or suggest specific numbers. RPC developed guideline figures derived from its survey results, set out in the RPC paper Housing Requirements for the Radley Strategic sites, September 2016. This is relevant evidence in determining whether the proposed provision for older people's housing is adequate on development sites in the Neighbourhood Plan area.

Mobile homes. The four mobile homes sites in Radley parish provide a valued source of affordable and flexible housing in the parish. It is noteworthy that the RPC housing survey suggested that residents of mobile homes are less likely than the average Radley resident to be looking for a move.² RPC is committed to the retention of the mobile home sites.

Self-build. The National Planning Policy Framework³ encourages authorities to reflect demand for self-build and in the case of Radley there is enough evidence from its survey to pursue this.⁴ To explore demand over a larger area, RPC recommends that the VWHDC housing department takes steps to identify individuals interested in self-build at the Radley strategic sites. Proposals for self-build on the strategic sites or within the Central Radley inset area will be supported.

Relationship with Local Plan

As outlined above, Local Plan CP 22 sets out policy on housing size, CP24 on affordable housing and CP 26 on policies for older people's housing.

This Plan is consistent with these policies but,

in the case of largescale sites, adds some further evidence to support the interpretation of Local Plan CP 22. This provides that the mix of dwelling sizes should be determined "in accordance with the Council's current SHMA". Whilst the SHMA offers a specified distribution for market housing in the Vale, it says that in applying this to individual sites "regard should be had to the nature of the development site and character of the area, and to up-to-date evidence of need as well as the existing mix and turnover of properties at the local level". It is consistent with this requirement that RPC's local evidence should be taken into account alongside the SHMA's proposed distribution for the Vale district, as should the SHMA's suggested size mix for the Oxford City area, towards whose needs Radley sites are widely expected to contribute.

There are no policies in the Local Plan which deal with mobile homes and self-build, so the policies in the Neighbourhood Plan fill a gap believed locally to be important.

¹ The local survey results are not directly comparable to the SHMA figures as they are drawn from a household survey rather than an analysis of demographic trends, and they do not take account of the needs of incomers. However, the differences between the two sets of figures are sufficiently marked to suggest a real local need which is not fully reflected in the SHMA guidelines for the Vale of White Horse area .

² 11% of respondents in the South Kennington area said they were looking for a move as against 14% of respondents overall. The large majority of residents in the South Kennington area of the parish live in mobile homes.

³ National Planning Policy Framework Paragraph 50.

⁴ The Radley Survey suggested a requirement for 17 self-build plots for Radley households and their families. See *Housing Requirements for the Radley Strategic Sites*, Table 6.



One of Radley's mobile home sites.

4.3.3 POLICIES

PLANNING POLICIES

PP3 Housing size and type at largescale sites

Housing on large development sites will be supported where the mix of dwelling size and type takes account of the needs of the local housing market both in general terms and as expressed in Strategic Housing Market Assessments. Where appropriate the range of dwellings to be provided should take account of the nature of the site concerned in general terms, and its topography in particular.

PP4 Self build

Provision of plots for self-build on the identified strategic housing sites or within the Central Radley inset area (as identified on Map 3) will be supported.

COMMUNITY ACTION

CA.1 Mobile homes

The four mobile home sites play an important role in meeting housing need and RPC will oppose proposals for them to be converted to other uses.

4.4 COMMUNITY FACILITIES AND AMENITIES

4.4.1 CONTEXT

Existing facilities

Within the parish of Radley there currently are:

- a village hall with adjacent play area, playing field and sports pavilion at Gooseacre. RPC and the village hall trustees have a leasehold interest in this land which runs to 2037. Radley College owns the freehold;
- a full-sized football pitch on privately owned land adjacent to the RPC playing field;
- a further football pitch and skate park owned by VWHDC at Barrow Hill on the western edge of the parish;
- a sports hall, a 9-hole golf course and a cricket pitch, all part of Radley College but open for use by outside members at limited times;
- a church and the nearby church room which is available for rent;
- a large Greene King public house, close to the station;

- a community shop (Radley Village Shop), also close to the station;
 - allotments owned by RPC in the centre of the village, and privately-owned allotments in Lower Radley;
 - two cemeteries and the church graveyard;
 - opportunities for informal recreation which include the Thames Path National Trail which runs for about 4 miles along the eastern boundary of the parish, the Oxford Green Belt Way which bisects the parish, and the Radley Lakes area, including a nature trail around Thrupp Lake.
- (iv) the cemeteries will shortly run out of space;
 - (v) there was some enthusiasm within the community to bring more of the facilities together on one site in order to create a stronger ‘heart’ to the village.¹
 - (vi) HGV traffic on the narrow access road from Radley village to Thrupp Lake is impeding the enjoyment of this amenity. This particular issue is further discussed in section 4.6.

Additionally, just outside the parish boundary are:

- the Vale of White Horse Leisure Centre in Abingdon-on-Thames, which includes a swimming pool and sports hall and indoor and outdoor tennis courts;
- the Playfield Road recreation ground in Kennington, which includes a cricket pitch and football pitches, two play areas, one for younger children and the other for older children, and exercise equipment for adults.

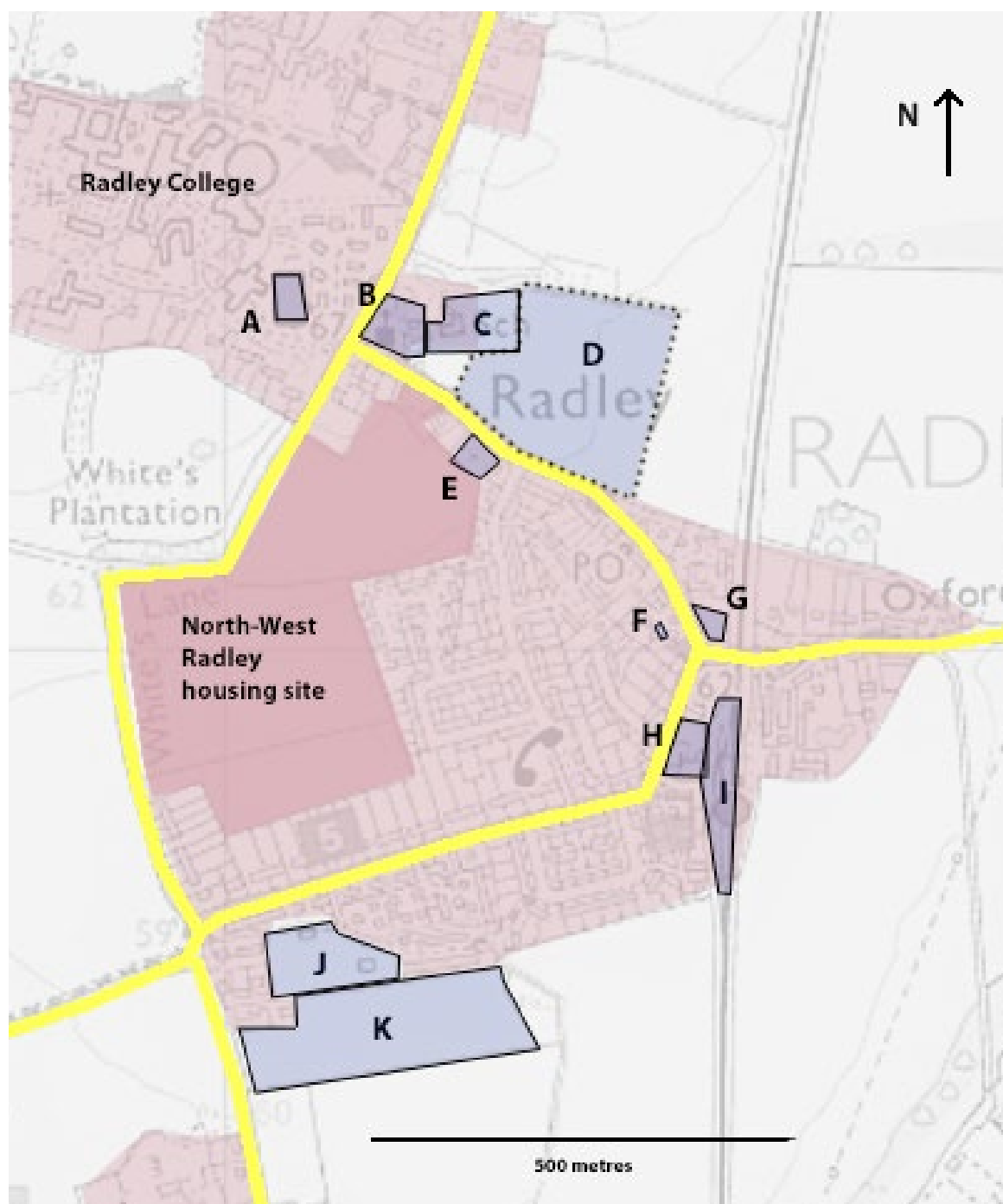
The locations of these facilities and amenities are shown on Maps 4 (those near the centre of the village) and 5 (those towards, or just over, the edge of the parish).

Issues which need addressing

In most respects the existing facilities are good and well-used but certain issues have arisen which this Plan needs to address:

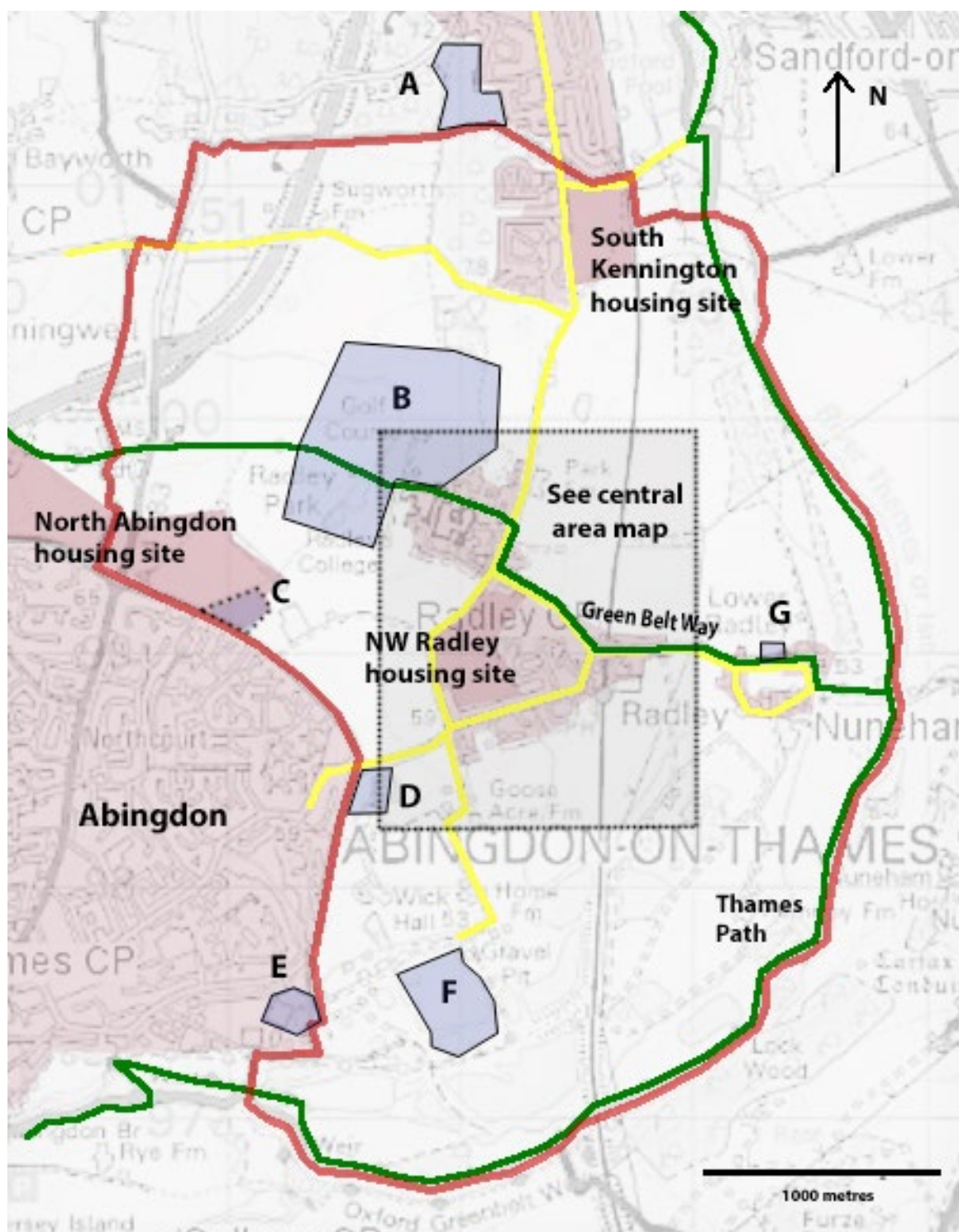
- (i) the village hall is showing signs of age and the associated parking is inadequate. There will be additional pressures on the facilities from a growing population;
- (ii) the community shop is small with minimal storage space. There is no room on the present site for it to expand to meet the demands of a larger population, nor to provide additional services such as a post office counter or a café area;
- (iii) there is an existing waiting list for allotments. More demand can be expected as the community expands;

¹See *Report of Shape & Cohesion Group*, February 2016.



MAP 4. COMMUNITY FACILITIES AND AMENITIES: CENTRAL VILLAGE (ALL ACTUAL, OTHER THAN D)

- A** Radley College sports hall (open to outside membership)
- B** St James the Great Church, graveyard, upper cemetery and vicarage
- C** Primary school
- D** *Site proposed by Radley College for community hall and playing field*
- E** Lower cemetery
- F** Community shop
- G** Central allotments
- H** Bowyer Arms, including carpark and vacant land
- I** Station
- J** Community hall, playground, playing field and pavilion at Gooseacre
- K** Full size football pitch



MAP 5. COMMUNITY FACILITIES AND AMENITIES: WIDER PARISH AREA AND JUST BEYOND (ALL ACTUAL OTHER THAN C)

- A** Playfield Road recreation ground (in Kennington and owned by Kennington Parish Council)
- B** Radley College playing fields (includes golf course open to outside membership and a cricket pitch used by the village cricket club)
- C** Proposed football fields on North Abingdon strategic housing site (in Radley parish, but outside Neighbourhood Plan area)
- D** Barrow Hills football pitch and skateboard rink owned by VWHDC
- E** Vale of White Horse Leisure Centre (in Abingdon-on-Thames and owned by VWHDC)
- F** Thrupp Lake, leased and managed by Earth Trust
- G** Lower Radley allotments, in private ownership

The proposal to move the village hall to a new site

Many of these issues have been aired as part of an ongoing village debate about the possibility of moving the village hall and playing fields to a new site at the other end of the village. The issue has provoked sharply polarised views.

A proposal to move the facilities to a green field site owned by Radley College north of Church Road ('D' on Map 4) was first put forward in 2008. Radley College offered to provide new facilities there at their own expense on condition that the existing Gooseacre site was made available to them for development. The proposal met with mixed reactions and was not taken forward at that time.

Radley College put forward a more ambitious scheme for the Church Road site in late 2014. This included plans for a village green, a larger community shop, a new primary school, increased provision for parking and additional cemetery space, all alongside the new hall and sports facilities and some new housing. The proposals again met with a mixed reaction. The more ambitious plan was withdrawn by Radley College in August 2015 pending greater clarity on the outcome of the Local Plan process, and replaced by a simple proposal for the relocation of the hall and playing fields tabled for the May 2016 consultation.

Green Belt changes

The debate about the preferred location for the village hall and playing fields was complicated by changing proposals regarding Oxford Green Belt boundaries. In the course of drawing up the Local Plan Part 1, VWHDC produced proposals at different stages which would have removed both the existing playing field site at Gooseacre and the site proposed by Radley College ('J' and 'D' on Map 4) from the Green Belt. However, following local objections and the conclusions of the independent examiner, both sites remain in Oxford Green Belt under the terms of the now adopted Local Plan Part 1 and the VWHDC have not proposed their removal under Part 2.

The May 2016 and December 2016 consultations

Getting an up-to-date, informed and representative view of local opinions and priorities on community facilities was an important element of the May 2016 parish consultation. Key results are below.

- The community is split 3-ways between those who want a new village hall and playing fields provided at the proposed Church Road site (37% of respondents), those who want them left where they are (32%), and those with no strong view either way (31%). Many of those in favour of the new site expressed enthusiasm for the prospect of improved and expanded facilities, with some seeing the move as an opportunity to create a new heart to the village. Those opposed to the move were for the most part strongly against development on either site and/ or felt that the new site would be too far away from where many families live.¹
- Good support for the development of the central village allotment site for community benefit (44% of respondents) but great concern also that good alternative allotments should be provided for existing holders.
- Overwhelming local support for the community shop (90% of respondents), with many respondents wanting to see it expanded. This was accompanied by concern that the shop should not be moved far from its current very central location close to the pub and railway station where it is easy for many residents to reach on foot.²
- The main priority of residents living close to the proposed south Kennington site was for a local shop to be included in the development, but there was also support for a range of other facilities.

Views expressed in response to the December consultation covered many of the same issues and viewpoints expressed in May, with the same range of views expressed on where the village hall and playing fields should be located. A new suggestion which emerged was an offer from the owners of Gooseacre Farm to relocate the facilities to a convenient location on Gooseacre Farm if planning permission for housing development south of Gooseacre (on land promoted for development by Arnold White Estates) was forthcoming. There was also a new request from

the Kennington and Radley combined Church of England Benefice for a community space to be included on the South Kennington site.

In separate discussions Kennington Parish Council made the case for the refurbishment of its pavilion at Playfield Road ('A' on Map 5) where increased usage is anticipated resulting from the proposed development in South Kennington.

4.4.2 OUTCOMES SOUGHT

Creating a 'heart' to Radley village

The topic group work and consultation responses revealed considerable support for a way forward which would give Radley village a stronger natural centre, with community facilities grouped together there. However, Radley's geography does not lend itself to achieving this – possible locations for a new 'centre' are either too small or on the edge of the village. This Plan's emphasis therefore is on improving and expanding facilities in their current locations and, to the extent possible, improving pedestrian and cycle access to them from all parts of Radley village.

The village hall and playing fields

The ability to use the village hall and playing field together for larger village events is valuable in maintaining a village identity and sense of community. There are also potential synergies in having the two facilities together for smaller events. The two should therefore be retained on adjacent sites.

Radley College's offer to provide a new hall and playing fields on land in their ownership to the north of Church Road is conditional on permission to develop the Gooseacre site for housing. The offer thus involves development on two separate Green Belt sites in the village. As set out in PP2, RPC's general policy is to protect the Green Belt around Radley village from further development. RPC would review this position if there were changed circumstances which had overwhelming support within the community, including sufficient support from those most affected by a changed site. Without this, development in the Green Belt location would have little prospect of obtaining planning permission. The May 2016 consultation showed substantial opposition (32% of respondents) to the current Radley College proposal and the only

change since then has been the decision that the sites concerned are to remain in the Green Belt. The proposal cannot therefore be supported.

The offer from the owners of Gooseacre Farm to provide an alternative site for the facilities also cannot be supported as it is similarly tied to permission being granted to develop housing in the Green Belt to the south of Gooseacre.

RPC considers that retaining the facilities on the current site at Gooseacre is the best option currently on offer. The site offers great potential. There should be a radical look at how the various facilities might be improved and possibly reconfigured to provide a modern hall and sports pavilion (possibly integrated in one building), increased parking provision, a play area and a sports/ recreational field. A working group comprising representatives of RPC, the village hall committee and interested volunteers will be set up to consider the possibilities. Radley College, owners of the freehold, have said that they are in principle prepared to work with RPC and the village hall committee to explore the opportunities.

Additional playing fields

RPC welcomes the proposal to provide two new full-size pitches, a cricket pitch and associated facilities on a large site immediately to the west of the Peachcroft Farm buildings as part of the North Abingdon strategic site development ('C' on Map 5). These new facilities will be open to use by all and well-placed to meet demand for additional formal recreational facilities from Radley residents.

Proposed cycle tracks 'E' and to a lesser extent 'F' (see Map 10 on page 42) would provide an important cycle and pedestrian link to the new Peachcroft sports facilities, especially convenient for those living on the North-West Radley site.

Play areas

The provision of adequate playground facilities on the South Kennington and North-West Radley strategic sites was raised in response to the May consultation and RPC would accordingly wish to see such facilities included on both sites. In the case of the North-West Radley site, the play area should be positioned so as best to complement existing provision in the village.

The community shop

RPC and Radley Village Shop Management Committee have reviewed options for expanding the shop close to its current location. The central allotment site, owned by the Parish Council, may present a possibility provided a suitable alternative site for the allotments can be found and other concerns can be resolved. Land next to the pub (the pub itself is designated as an asset of community value) would also be suitable in principle but the landowners, Greene King, have so far not been willing to discuss the possibilities.

The allotments

A fresh look is needed at the number and location of allotments. More allotments are needed to meet the requirements of those already on the waiting list and the additional demand likely to arise from the new developments. The present central allotment site is not ideal and offers no scope for expansion. It is also a possible location for a larger community shop. RPC will be working with local landowners to identify possible sites to meet these requirements.

Cemeteries

New space needs to be found for a cemetery. A location near the church and existing cemeteries is desirable. Radley College, the landowners, have undertaken to provide a site, and this is welcome. The precise location will be considered alongside plans to extend the adjacent primary school.

Facilities for South Kennington

In addition to the play area proposed above, the developers of the South Kennington housing site should reserve a space for a shop and/or a community room. CIL money should be allocated for the refurbishment of the nearby Playfield Road pavilion.

Relationship with Local Plan

Most of the Neighbourhood Plan policies in this section are for general community facilities serving the village as a whole – a subject on which the Local Plan does not have any relevant policies.

The Local Plan (CP38) does however have requirements for facilities on strategic housing sites. Developers are required to produce a masterplan which inter alia provides for ‘community leisure and recreation facilities as appropriate’. There is however no specific mention of such facilities in the templates for the individual South Kennington and North-West Radley sites included in Appendix A to the Local Plan and policies PP.5 and 6 in this Plan fill this gap.



View of existing playground, village hall and playing field, Gooseacre.

4.4.3 POLICIES

PLANNING POLICIES

PP.5 Facilities on North-West Radley housing site

The North-West Radley housing site should include a playground positioned so as best to complement existing provision in the village.

PP.6 Facilities on South Kennington housing site

The South Kennington housing site should include a playground and should reserve a space for a shop and/or a community room.

PP.7 Replacement sites and buildings

The replacement of sites or buildings currently being used for community facilities with other and/or expanded community facilities will be supported where the new facilities are available for use before the old facilities are removed unless the physical on-site relationship between the two facilities makes this impracticable.

COMMUNITY ACTIONS

CA.2 Location of Radley village hall and playing field

RPC will support the preparation of a plan for the reconfiguration/replacement of the existing village hall, playing fields, playground and sports pavilion on the existing site at Gooseacre.

CA.3 Community shop

The community shop should remain near its current location, but if achievable on a larger site. RPC, in consultation with the shop management committee, will further explore the use of the central allotment site for that purpose.

CA.4 Allotments

RPC will approach local landowners to identify a suitable site for additional allotments, and for a replacement site for the existing central allotments if needed.

CA.5 Cemetery

RPC will work with Radley College to provide an additional cemetery on a site close to the primary school.

CA.6 Bowyer Arms site

RPC will consider acquiring the Bowyer Arms and/or land around it for community uses should it become available for purchase.

4.5 PRIMARY EDUCATION AND HEALTHCARE

4.5.1 CONTEXT

Primary education

Radley village currently has a half-form entry Church of England primary school near the church at the north end of the village. It is a flourishing school, and incorporates nursery facilities, but is not large enough to provide a place every year for every Radley child seeking one. The situation will become worse when 240 new homes have been built on the North-West Radley site. Expansion of the school to accommodate full one-form entry is supported by its governors and by Oxfordshire County Council. The school and community are keen to see a quality extension or replacement building rather than makeshift add-ons. VWHDC's Infrastructure Delivery Plan requires Radley College to provide the necessary land.

Kennington village is served by St Swithun's Church of England primary school, attended by many children living in the north part of Radley parish. St Swithun's has very recently expanded to two-form entry. While it is currently near to capacity this is because it is taking children from Oxford and Abingdon. Oxfordshire County Council expect this position to ease under school building plans in those places, enabling the school to meet existing demand from children in the north of the parish and also new demand from the 270 new homes on the South Kennington site. However, nursery provision is at present insufficient and will be further challenged by the proposed new development.

Primary healthcare

There is currently no GP service or healthcare centre in the parish. Radley residents largely look for primary health care services to the Kennington Health Centre, and to the Malthouse, Abingdon and Long Furlong surgeries in Abingdon, where there can be long delays in getting appointments. The new housing (not just in the Neighbourhood Plan area) risks making the problem worse. The immediate problems arise largely from a shortage of doctors but there is also a potential problem of insufficient premises. The Malthouse surgery already has an outstanding application through the NHS improvement fund for minor improvements which would possibly create space for them to take on up to another 4000 patients.¹

¹ From email exchange with the Malthouse Surgery practice manager. September 2016.

4.5.2 OUTCOMES SOUGHT

Primary education

The Neighbourhood Plan addresses two specific issues.

- Radley Primary School: the school is not just a contributor to adequate school numbers but a key part of the village bringing people together, reducing the use of the car for the school run, and potentially providing facilities of wider community use. RPC would strongly support proposals which provide a quality and/or innovative approach to the expansion of the school, so that it is a building of which the village can be proud. They are ready to work accordingly with OCC, Radley College and the school governors.
- St Swithun's Primary School, Kennington: the Plan's concern here is to ensure that the shortfall in nursery places is addressed and funding from the Community Infrastructure Levy applied.

Primary healthcare

The Neighbourhood Plan aims to ensure that adequate premises are provided for the primary healthcare of residents of the new developments in Radley parish and neighbouring areas. The detail needs to be agreed with the relevant Clinical Commissioning Groups(s), but there is a need either to provide a new surgery or health centre on one of the strategic housing sites in Radley/ North Abingdon or for existing provision to be expanded.

In discussion with the Clinical Commissioning Group for the area the developers of the North Abingdon housing site are proposing to include an on-site surgery linked to the Long Furlong practice. Depending on its size this could possibly help meet demand in the wider area, in which case the apportionment of costs with the developers of other sites would need to be considered.

Relationship with Local Plan

The Local Plan (site templates in Appendix A and the supporting Infrastructure Delivery Plan) makes quite detailed provision for additional school places, both within Radley and nearby. This Plan adds to the Local Plan in two ways. In the case of Radley primary school, it reflects a local community aspiration to go beyond the basic

Local Plan requirement on a voluntary basis. In the case of St Swithun's it addresses a small gap in Local Plan provision.

By contrast the Local Plan makes no provision for additional surgery capacity or its funding and this Plan addresses the issue ab initio.

4.5.3 POLICIES

COMMUNITY ACTIONS

CA.7 Radley primary school

RPC will press for and support the expansion of Radley's primary school, and associated nursery facilities, on or near its present site to be achieved in such a way that there is a high-quality replacement building or extension, with resulting capacity sufficient to serve all in the parish except for those closer to neighbouring schools.

CA.8 St Swithun's primary school

RPC will press for and support the expansion of nursery facilities at St Swithun's primary school.

CA.9 Primary healthcare

RPC will press for and support the expansion of primary health care facilities to meet the extra demand generated by the development of large scale housing development.

4.6 RADLEY LAKES AREA

4.6.1 CONTEXT

The Radley Lakes area, in the south of the parish (see Map 6), has exceptional potential for quiet recreation and nature conservation¹. It has beautiful lakes, diverse habitats and ecology, is popular for angling and leisure walking and is strategically placed between the Thames Path and Abingdon. It is within easy reach of thousands of people, promoting their health and well-being. The area also currently has minerals and commercial uses of economic importance. These uses potentially conflict but need not do so provided that there is an overarching framework to guide them. This so far has been lacking and this Neighbourhood Plan provides the opportunity to put that right.

The area is in the Thames flood plain. All is designated as Green Belt and almost all as a Conservation Target Area². It was originally agricultural, but from the mid-1950s was worked for sand and gravel under planning permissions requiring restoration to greenfield when the mineral extraction has been completed. About 1m tonnes towards the south of the area remain to be exploited, but little has been extracted since the early 1990s and none since about 2004.

Since the extraction of minerals started there have been significant developments.

- Unrelated commercial and industrial activity has become established. Buildings and land that had planning permissions for uses ancillary to extraction have since been put to other industrial and commercial uses. There are two concrete batching plants, the feedstock for which is imported from extraction sites elsewhere, and other commercial premises with uses such as car repair unconnected with minerals. These have been operating under a mix of unlawful development, certificates of established use and temporary permissions. At no point has there been any overarching consideration of their appropriateness.

- The potential for nature conservation and quiet recreation has been increasingly recognised. For many years the exhausted mineral workings were being backfilled with pulverised fuel ash from Didcot power station prior to restoration to mainly agriculture. The area to the east of the railway has been restored in this way. However, the position to the west of the railway has changed. In 2008 it was agreed with the power station owners that Thrupp Lake should not be backfilled but should instead become an area for local leisure access and nature conservation leased and managed by the Earth Trust. Since then it has become a popular attraction. Shortly afterwards the planning conditions were changed for other workings that had been backfilled but not yet restored (shown as 'infilled lakes' on Map 6), so that the required end use is now nature conservation. Good progress is being made towards their restoration, with aftercare due to be completed by December 2020, but there is not yet any plan for the management of the land after that.
- Access problems have intensified. Originally the minerals extracted from the area were taken by lorry towards Barton Lane in Abingdon or Lower Radley near the railway bridge. In more recent years the sole access route has been Thrupp Lane, a long narrow country lane in extremely poor condition with sharp bends that is quite unsuitable for this use. This same road has during this period been designated as part of Sustrans National Cycle Route 5, and is potentially a very attractive route for leisure walkers and cyclists going to the Radley Lakes area. The conflicts between these uses of the Lane are already severe and dangerous, and any intensification or prolongation of commercial activity would add to this severity.³

The background and planning history of the area is set out in more detail in a paper prepared to inform work on this Plan.⁴

In the May 2016 consultation there was very strong resident support for a new strategy for the Radley Lakes area to reconcile the various different uses and to maximise its potential for nature conservation and quiet recreation. 78%

¹ The potential is well documented in the Radley Parish Council website section about the Lakes. This includes details of flora and fauna, community volunteering and events to learn about the wildlife and ecology, www.radleyvillage.org.uk/ourvillage/nature-2/the-radley-lakes/

² CTAs are designated in the Biodiversity Action Plan for Oxfordshire and have priority protected status under CP46 of the Local Plan. The great majority of the Lakes area is also designated as Local Wildlife Site (LWS). The main difference between the designated areas is that the LWS area excludes some land which has permission for further mineral extraction.

³ See *Thrupp Lane Traffic Survey, April 2016* for details of HGV movements and the problems arising

⁴ *Minerals, industrial and commercial uses in the Radley Lakes area: an outline planning history*

were in favour, 14% no firm view and 8% against¹. Those in favour came from all parts of the parish, not just those nearest the Lakes area. Additionally in the December 2016 consultation there was strong support from statutory bodies, nature conservation groups and those landowners who responded.

4.6.2 OUTCOMES SOUGHT: A STRATEGY FOR RADLEY LAKES

A new overarching approach for the Radley Lakes area is required, with a long-term vision that can guide other decisions and processes, based on the following five principles.

- (i) The end goal should be to realise the high potential of the area for nature conservation and quiet recreation, of benefit to the wider area.
- (ii) The process needs to be gradual, taking account of the expiry of existing planning permissions, most of which are time limited.
- (iii) Key to unlocking this potential is a new access solution which removes the current conflicts between cyclists and pedestrians and heavy vehicular traffic.
- (iv) If the road access is solved there is scope for limited commercial use without impacting adversely on the area as a whole.
- (v) A co-operative approach is needed involving relevant councils, landowners, operators and amenity groups.

Nature conservation and quiet recreation

The vision in this Plan is for an area where:

- habitats for wildlife species are created and protected and the designated Local Wildlife Sites are safeguarded;
- peaceful recreational activities such as rambling, pond-dipping, bird watching and angling can be enjoyed;
- access is provided by footpaths through the site linking with existing rights of way, including the Thames Path;
- the health, well-being and environmental understanding of visitors is enhanced.

Achieving this requires supportive planning policies and also proactive land management.

Planning Policy. The policy below is designed to set appropriate conditions for any future development to ensure it promotes rather than prejudices nature conservation and quiet recreation. Map 7 defines the area where this would apply. It follows the natural boundaries of the Thames, the parish boundary and the railway. It is largely co-terminous with the Conservation Target Area (CTA) to the west of the railway, but includes an area of industrial activity adjacent to the CTA (the JCSL industrial site) which has a potential impact on land within the CTA. The area to the east of the railway has been excluded because it has already been restored and is mainly in agricultural use.

Proactive land management. This needs to build on work currently in progress and to be guided on a coherent and sustainable basis by a master- plan addressing the following.

- **Boundaries.** The area to be managed for nature conservation and quiet recreation need not align precisely with the planning policy area at Map 7. It might for example exclude small areas where there is housing or commercial uses, and could also potentially be extended across the parish boundary into the similar Barton Fields area in Abingdon-on-Thames. This would be a matter for agreement by the stakeholders.
- **Phasing.** It will be sensible for individual sites to be brought within active land management on a phased basis, taking account of manpower and funding constraints and the completion of mineral activities and restoration. A natural start point is Thrupp Lake, which is already open to access, followed by the ash areas due to complete their aftercare in 2020.
- **Sub-areas and internal access routes.** The area is large enough to accommodate both nature conservation and quiet recreation, but careful planning will be needed to allow a full range of uses without conflict.
- **Management and funding arrangements.** Funding needs to provide for initial capital works but also for longer-term revenue sustainability.

It is important that this master planning process involves all parties with an interest: the local councils, (including Abingdon-on-Thames town

council), landowners, the Earth Trust, the Friends of Radley Lakes, Abingdon Naturalists and other amenity and nature conservation bodies.

Mineral extraction and restoration

There are extant planning permissions for extraction of the remaining gravel in the south-west of the area, and planning conditions for restoration still apply to a large area of former workings. Minerals are a county matter so this Neighbourhood Plan will have no effect on these permissions and conditions. The Plan is rather concerned with the next steps after minerals workings and restorations are complete. It is helpful in this respect that the current planning conditions require the land to be restored for nature conservation¹.

Other industrial and commercial uses

These uses have nothing to do with minerals extraction for which permissions were originally given and have sprung up in an unplanned and largely unlawful way². The existing permissions for most of these uses require that the sites should be restored to greenfield.

While this would be consistent with this strategy and reduce the traffic problems on Thrupp Lane a case could nevertheless be made for continued employment activity on currently occupied land in the Lakes area provided that it did not adversely impact on the wider area as one of quiet recreation and nature conservation. This might in particular apply to the land currently occupied by the JCSL industrial estate, which is right on the edge of the area close to Audlett Drive and could be screened relatively easily.

Because the site is in Green Belt and subject to minerals restoration conditions, permanent development would be consistent with the Local Plan only if there were 'very special circumstances'. In RPC's view this could well be the case if the development was served by a new access towards Audlett Drive which took not only the traffic from the site but also the heavy vehicles serving the concrete batching works, thereby removing the traffic conflicts which are blighting the safety and amenity of the Lakes area. In the

absence of such a solution it would be difficult to justify permissions to prolong or intensify current commercial and industrial activity or any similar new activity. It would be preferable for the land to be restored to greenfield.

Access

As discussed in Sections 4.7 and 4.8, the Plan's preferred solution would be to:

- create a new vehicular access westward from the JCSL industrial estate towards Audlett Drive, either direct or via Barton Lane;
- close Thrupp Lane to vehicular traffic just above the Tuckwells mineral yard so cyclists and walkers would be able to access Radley Lakes safely without conflict with mineral lorries and other industrial traffic.

A new route towards Audlett Drive would be much shorter and less tortuous than the current Thrupp Lane access. It has practical and cost challenges, and could not be achieved without use of private land, but this is largely in the same ownership and control as the JCSL industrial estate, who would benefit from the prospect of gaining permanent planning permissions and security for future investment. It is in the interests of all parties to work towards a solution and to contribute to the cost.

The very short stretch of Thrupp Lane proposed to be closed to vehicles is a metalled Byway Open to All Traffic (BOAT). A Traffic Regulation Order would be required, and it would need to be demonstrated – as would be the case – that the new access provided a satisfactory alternative for existing users. It could be considered at the same time whether the unmetalled continuation of the BOAT to Barton Lane should be downgraded to bridleway, but this is a lesser issue as its use by vehicles is not at present significant.

Other issues

In the December consultation exercise there was some concern from the Vale of White Horse District Council and Oxfordshire County Council that the wording of the planning policies needed amendment to ensure compliance with the Basic Conditions Test and in particular to

¹ Oxfordshire County Council (OCC) have set in hand a Review of Old Minerals Permissions (ROMP). This potentially provides an opportunity to update the planning conditions to limit environmental impacts and to ensure that the timing and logistics of extraction are as far as appropriate consistent with the wider strategy for the Lakes area. However, the minerals operators did not submit an application by the deadline of October 2016. As a consequence, OCC have placed the site in suspense. If by October 2018 OCC are satisfied that minerals extraction has in practice ceased, they are under a duty to serve a prohibition order on further activity. If this occurs it would bring forward the potential timing for land to be managed for quiet recreation and nature conservation.

² See *Minerals, industrial and commercial cases in the Radley Lakes Area, an outline planning history*.

avoid any implication that policy was being created for minerals. The Environment Agency were concerned to ensure that flood risks were appropriately addressed. There has been dialogue with all three bodies as a result of which the policies have been restructured and reworded.

Strategic Environmental Assessment (SEA)

As part of the Strategic Environmental Assessment of this Plan, an independent appraisal was carried out by AECOM of two alternative options for the Radley Lakes area; one based on nature conservation alone (Option 1) and the other based on nature conservation and quiet recreation in combination (Option 2). The findings of this appraisal are contained in the *Environmental Report*¹ submitted as a supporting document to this Plan.

The planning conditions for former minerals working in the Lakes area already require restoration for nature conservation, as appraised under Option 1. The important policy issue is whether the area should be actively managed for both nature conservation and quiet recreation. That is the proposal in the Neighbourhood Plan and was appraised as Option 2.

The report shows that Option 1 would bring significant benefits, especially for biodiversity. Option 2 is shown to bring additional benefits, most significantly for the health of residents, without diminishing the benefits from nature conservation. A key consideration here is the size of the area, which – if properly planned and managed - enables conflicts to be avoided. The report also highlights the importance of providing a new access route to the Lakes area, removing the current road safety hazards: it finds that providing for quiet recreation will help provide momentum for a solution, but that the full benefits will not be realised unless and until such a solution is realised.

These findings support the strategy and policies in this Plan. Specifically Planning Policy PP.8 supports nature conservation and quiet recreation land uses, Community Action CA.10 promotes the active management of the land for these purposes and Community Action CA.11 promotes the creation of a new access solution. In carrying forward the Community Actions, RPC will work in partnership with other stakeholders and will take account of the more detailed findings in the report, including the potential to provide benefit for Abingdon residents through linked walking routes.



View of Thrupp Lake



MAP 6. RADLEY LAKES, INCLUDING SURROUNDING AREA

This map provides an overview of the Radley Lakes area and its surroundings.

KEY

- 1 Old coal yard
- 2 John Curtis and Sons Ltd Industrial Estate
- 3 Lafarge Tarmac Concrete Processing Plant
- 4 H Tuckwell & Sons Ltd Quarry and Processing Plant
- 5 Nature walk around Thrupp Lake
- 6 Land with extant permission for mineral extraction
- 7 Possible new link road routes from Thrupp Lane to Audlett Drive and Barton Lane
- 8 Sustrans National Cycle Route 5
- 9 Possible no-through road point on Thrupp Lane for vehicular traffic

Relationship with Local Plan

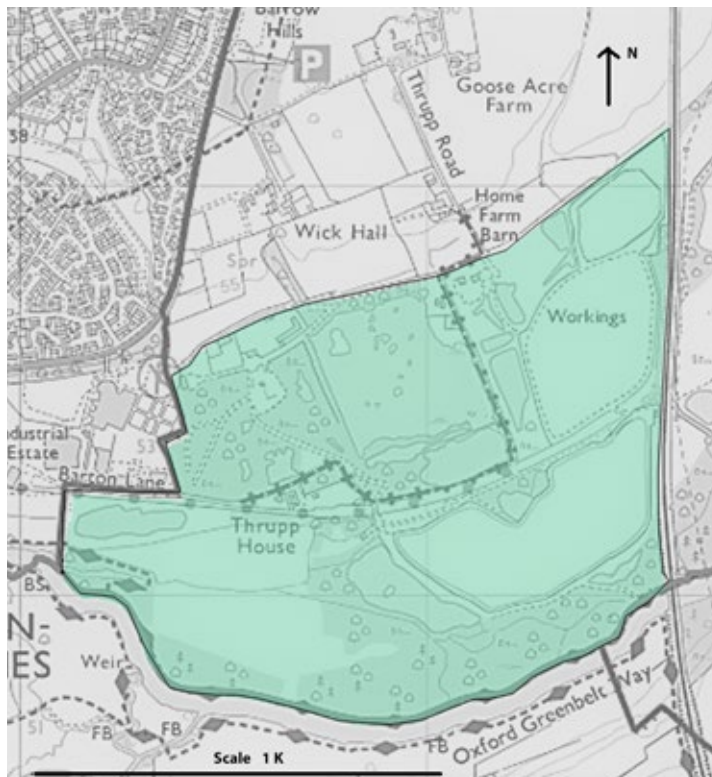
The Local Plan does not contain any area-based policies directed at the Radley Lakes area, but there are relevant generic policies.

- CP13 (*The Oxford Green Belt*) sets out the kinds of development that are permissible in the Green Belt, including re-use of brownfield buildings.
- CP28 (*New Employment Development on Unallocated Sites*) sets out the conditions which need to be met for new employment sites including safe site access and impacts on amenity.
- CP33 (*Promoting Sustainable Transport and Accessibility*) sets out policies for the road network and site access. These are all relevant to the commercial development at the foot of Thrupp Lane and the related issues about the road itself.
- CP42 (*Flood Risk*) sets out policy in relation to flood risk, and is relevant because most of the area is in Flood Risk Areas 2 and 3

- CP46 (*Conservation and Improvement of Biodiversity*) actively supports ‘opportunities for biodiversity gain, including the connection of sites, large scale habitat restoration, enhancement and habitat re-creation’; it gives particular priority to Conservation Target Areas.

This Radley Lakes strategy is area-based, and is set out at a much more detailed level, but is in conformity with all these policies.

Policy PP.8 applies to the Radley Lakes area as defined in Map 7. Minerals and waste matters fall outside the scope of this Plan. On this basis the policy refers to long term uses for the site. It does not directly address issues which might prejudice general minerals and waste matters or compliance with planning conditions affecting this particular site.



**MAP 7.
RADLEY LAKES:
THE AREA TO WHICH
PLANNING POLICY 8
APPLIES**

The shaded area is a smaller area than shown in Map 6, and is where the formal planning policy promoting nature conservation and quiet recreation has effect.



Part of the J Curtis & Sons Ltd industrial estate

4.6.3 POLICIES

PLANNING POLICY

PP.8 Radley Lakes

Development which directly promotes nature conservation and/or quiet recreation in the area will be supported, subject to the following criteria:

- comply with CP13, which sets out limited circumstances in which Green Belt development might be appropriate;
- avoid detriment to the wider landscape within which the site sits, and be accompanied by any natural screening needed to achieve that;
- comply with CP42, which requires a site-specific flood risk assessment for all development in Flood Zone 2 and 3 and for appropriate mitigation and management measures to be implemented;
- avoid detriment to the integrity of the local ecology by incorporating appropriate measures in development proposals. Where appropriate these will include avoidance measures, mitigation measures and compensation measures; and
- include appropriate transport mitigation.

Development which creates new or revised access routes to or through the area will be supported, subject to the five criteria above if it, directly or indirectly:

- improves the safety and amenity of access to the area by pedestrians and cyclists; and
- contributes to the promotion of nature conservation and quiet recreation in the Radley Lakes area.

Any other development will be supported only if it meets the five criteria above and

- is confined to currently built-up land;
- is served by a suitable and safe access route that avoids conflicts between vehicles accessing the site and pedestrians and cyclists accessing the wider area.

COMMUNITY ACTIONS

CA.10 Radley Lakes

RPC will facilitate the preparation of a masterplan for the detailed management of an area of nature conservation and quiet recreation in former minerals workings in the south of Radley. The masterplan will be informed by the Neighbourhood Plan Radley Lakes Strategy. All stakeholders will be involved in its preparation, including landowners, VWHDC, Abingdon-on-Thames Town Council and local conservation and amenity groups.

4.7 ROADS

4.7.1 CONTEXT

Radley's roads serve a variety of different uses, including:

- car trips by residents for work and leisure purposes;
- access from outside Radley to the station and other village facilities;
- leisure walking and cycling by residents, especially towards the Thames at Lower Radley and towards the Radley Lakes area via Thrupp Lane;
- heavy minerals lorries and commercial vehicles accessing the concrete batching and commercial premises at the foot of Thrupp Lane;
- through traffic between Abingdon and Kennington;
- the 35 bus service towards Abingdon and Oxford (this is at present every 20 minutes during daytime).

The current road network dates to a much smaller village and is not designed for its current shape and size, nor for the conflicting types of traffic use. The proposed development sites risk making these problems worse by adding to traffic volumes but also potentially provide the opportunity to find solutions for them.

The following main problems were identified during preparation of the Neighbourhood Plan, and confirmed in responses to the consultation exercises.

- In the central village, it is unclear whether White's Lane or Foxborough Road/Church Road is the route designated for through traffic. The

junction between White's Lane and Foxborough Road has very poor alignment and visibility and is dangerous. White's Lane has sharp bends.

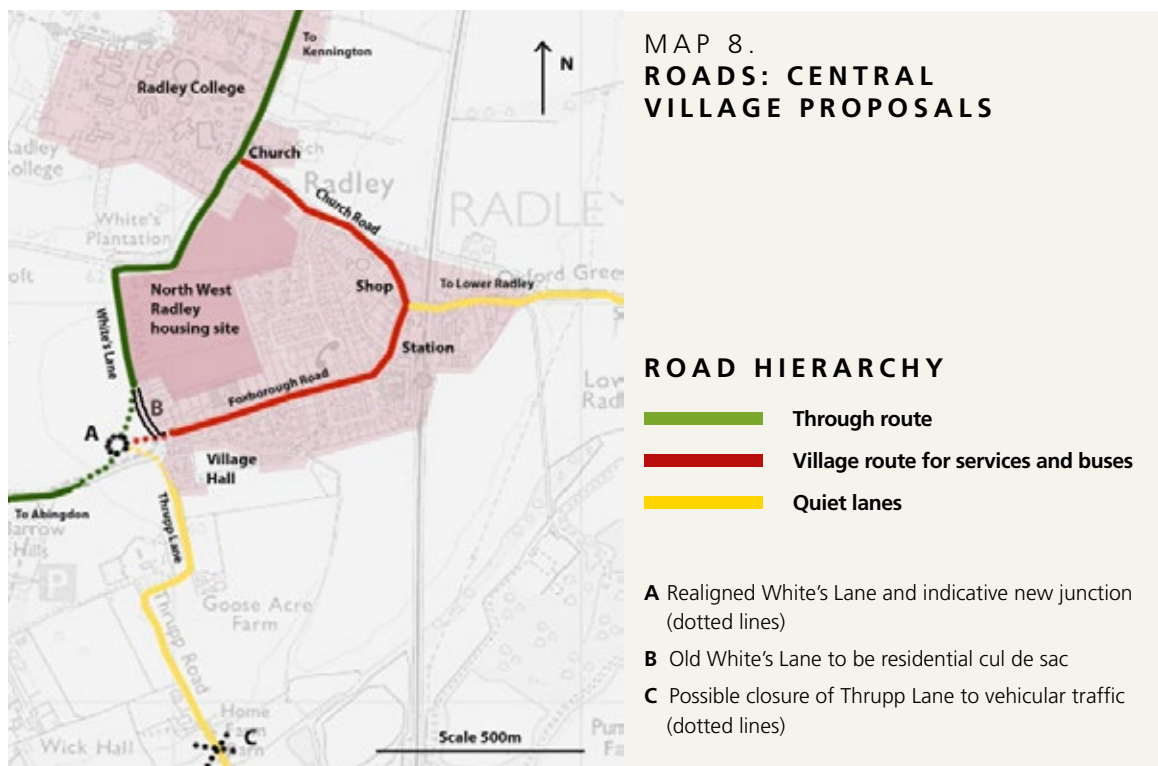
- In the south of the parish, Thrupp Lane is serving conflicting uses. On the one hand it is the sole available route for heavy lorries and commercial vehicles accessing the concrete batching plants and commercial premises; on the other hand, it is part of the national Sustrans Route 5 cycleway and is the route for leisure cyclists and walkers accessing the Radley Lakes area. These conflicts are severe and have been documented in a survey carried out by RPC¹.
- In the north of the parish traffic tends to travel too fast as it approaches Kennington, which will pose an increased danger when the South Kennington housing site is developed.
- In the north-west of the parish, Sugworth Lane, a narrow country road, is already used unsuitably as a rat run, and there are particular problems where it crosses fast traffic on the old Oxford Road; cars accessing the proposed new south-facing A34 junction and Park & Ride site at Lodge Hill will make these problems worse.
- Road condition is generally poor. Of particular concern is the 35 premium bus route, which passes north/south through the length of the parish. The surface is a concern for all road users, including cyclists.

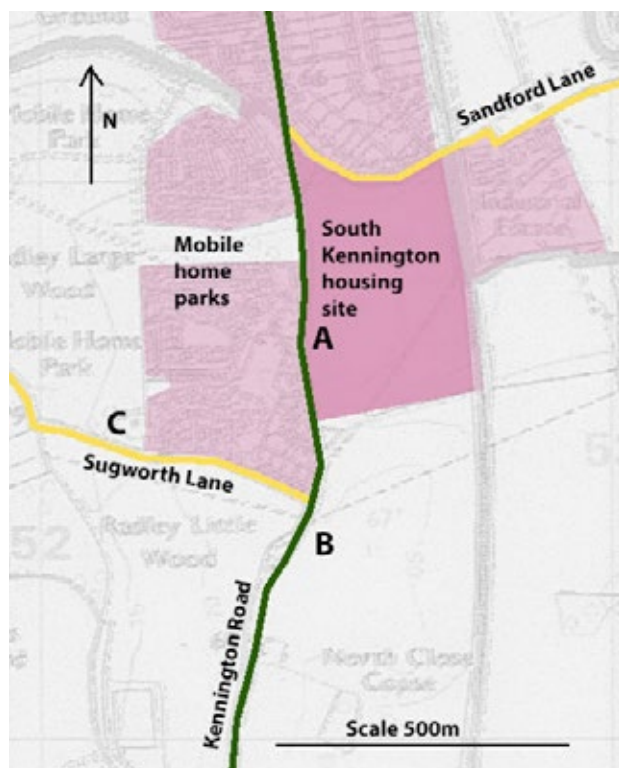
During the preparation of the Plan some progress has been made in addressing these problems through the development management process for the two strategic housing sites, during which there have been discussions with the developers and with Oxfordshire County Council. In some cases the developers of the strategic sites have made proposals which differ from those proposed by RPC in the December draft of the Plan but achieve similar effect. In later versions the issues have been presented more in terms of the problem needing to be solved, recognising that the preferred solutions in the Plan might not be the only means of achieving the desired outcome.

4.7.2 OUTCOMES SOUGHT: A ROADS STRATEGY FOR RADLEY

Radley's roads need to be more strategically planned and managed so that:

- the main function of each road is clearer, and conflicts between different functions removed;
- account is taken of the new housing sites;
- safety is improved;
- sustainable travel is promoted.





MAP 9.
**ROADS: NORTH OF
PARISH PROPOSALS**

ROAD HIERARCHY

- Through route
- Quiet lane

- A** Controlled crossing to mobile home parks
- B** Calming to reduce speeds from south
- C** Measures to deter rat running to Lodge Hill

Road hierarchy. There needs to be a clear hierarchy which separates through traffic from local traffic and improves safety and amenity.

- White's Lane/Kennington Road should be the main route for through traffic.
- Foxborough Road/Church Road should be the main road for accessing services in the central village and should also continue to be the 35 bus route.
- Thrupp Lane and the road to Lower Radley should be quiet lanes suitable for leisure cyclists and pedestrians.
- Residential roads not mentioned above should be for safe local access.

The following specific issues then need to be tackled.

White's Lane/Foxborough Road junction. The junction needs a major redesign and the Local Plan's Infrastructure Delivery Plan envisages that this should be delivered and funded by the developers of the North-West Radley housing site. RPC have favoured a roundabout, as shown at 'A' on Map 8, which was backed by most who commented in the December 2016 consultation, but would support other solutions which achieved the following:

- much improved sight lines, which requires the junction to be moved into the corner of the adjoining field; this is owned by the developers of the North-West Radley site;
- re-alignment of White's Lane as the main through route; the new alignment needs to enter the junction more smoothly, sweeping to the west of the row of houses at the foot of the current alignment;
- the alignment of the old White's Lane to become a residential cul de sac ('B' on Map 8);
- the junction being configured so as to enable cyclists, pedestrians and those on mobility scooters to negotiate it safely and conveniently, especially those approaching Foxborough Road from Path 8. Priorities and crossing points should be arranged to facilitate this, with calming measures to reduce vehicle speeds through the junction;
- the junction to be able safely to accommodate heavy good vehicles from Thrupp Lane for as long as these remain (see below).

Thrupp Lane. This road is quite unsuitable for the industrial and commercial sites at the foot of the Lane. If these uses are to continue a new shorter access is required towards Audlett Drive, either direct or via Barton Lane. Four options for such

a route were identified during discussions in 2012 with OCC, the landowners and other stakeholders and provide the natural start point for further consideration. The Lane could then be closed to vehicular traffic at a point between Home Farm and Tuckwells concrete batching plant, 'C' on Map 8, and become safe for walkers and cyclists going towards Radley Lakes.

It is recognised that the new access and proposed closure raise challenges; as well as significant costs and possible flood risks, there would need to be agreement by the landowners to provide land for the road and to provide rights of access onto it. As discussed in the preceding section on Radley Lakes, however, it is in the interests of all parties to pursue it and to contribute towards the funding.

Kennington Road. To improve road safety on the approach to Kennington, where the South Kennington housing site is to be located, there should be:

- a new pedestrian crossing between the South Kennington housing site and the Pebble Hill mobile home site ('A' on Map 9);
- traffic calming features on the approach into Kennington from Radley to slow traffic as it approaches the South Kennington housing site ('B' on Map 9).

On the second point RPC have favoured a new four-way roundabout at the foot of Sugworth Lane. This would slow traffic from the south, provide a safer access from the Lane, and also provide a suitable access to the housing site. However, RPC would also support other arrangements which have a similar effect.

These measures should be delivered and funded by the developers of the South Kennington housing site.

Sugworth Lane. The South Kennington and North-West Radley strategic housing sites and Oxfordshire County Council's proposed diamond junction and Park & Ride projects at Lodge Hill are likely to lead to significant extra traffic on Sugworth Lane, a narrow and steep rural road for which this traffic is quite unsuited. Traffic calming and speed limits need to be introduced to deter dangerous rat-running. The costs should be borne by the developers.

The 35 bus route. The 35 bus route between Abingdon and Oxford passes alongside the North-West Radley and South Kennington housing sites, and is well placed to encourage use of public transport rather than car. The Local Plan provides for developers to contribute to the enhancement of the service, so that it is every 15 minutes, which is welcome. There is also a need to resurface this route as it passes through Radley and Kennington.

Relationship with Local Plan

Local Plan CP33 (*Promoting Sustainable Transport and Accessibility*) contains a general policy towards sustainable transport and accessibility. The site templates in Appendix A to the Local Plan and the supporting Infrastructure Delivery Plan set out more detailed requirements for the two strategic sites, including contributions to off-site measures such as junctions and bus routes. This Neighbourhood Plan is consistent with these requirements, but proposals are set out at a more detailed local level. The relationship with CP7, which sets out policy for developer funding, is addressed in Part 5.2.



Two lorries and a cyclist compete for space on Thrupp Lane

4.7.3 POLICIES

PLANNING POLICY

PP.9 Roads

New development will be supported where it complies with other development plan policies and can be satisfactorily accommodated within the existing highways network.

Where appropriate new development should support the achievement of the Radley Roads Strategy and provide, financially or in kind, for the mitigation of the effects of the development on the road network.

COMMUNITY ACTION

CA.11 Thrupp Lane

The industrial and commercial sites at the foot of Thrupp Lane should be served by a more suitable new road leading westward towards Audlett Drive, enabling the Lane to be safe for walking and cycling. RPC will work with Oxfordshire County Council, the Vale of White Horse District Council, Abingdon-on-Thames Town Council and the relevant landowners to realise the creation of this solution, seeking financial contributions from those benefitting from it.

- 42% of trips to the community shop are on foot and 6% by bike;
- cyclists and walkers are deterred by heavy lorries from using Thrupp Lane.

The new strategic housing sites in the Radley Neighbourhood Plan area and in North Abingdon add an important new dimension. Much depends on whether they are planned so that it is more convenient to walk or cycle rather than use the car for short trips, and on whether an improved network of cycle tracks is created to link residential areas with key destinations. The route to Radley station is particularly important, given the need (discussed in Section 4.10) to encourage train use for journeys to work without adding to car traffic in Radley and the already unsustainable extent of parking.

To a considerable extent the necessary cycle tracks can be designed and funded as part of the new housing sites. Constructive discussions are taking place in relation to all three strategic sites in the parish and current proposals are reflected in this plan. Some off-site stretches require new land. This is generally in the same ownership as the strategic housing sites, and there is therefore scope to secure this through the development management process for those sites.

4.8 CYCLING AND WALKING

4.8.1 CONTEXT

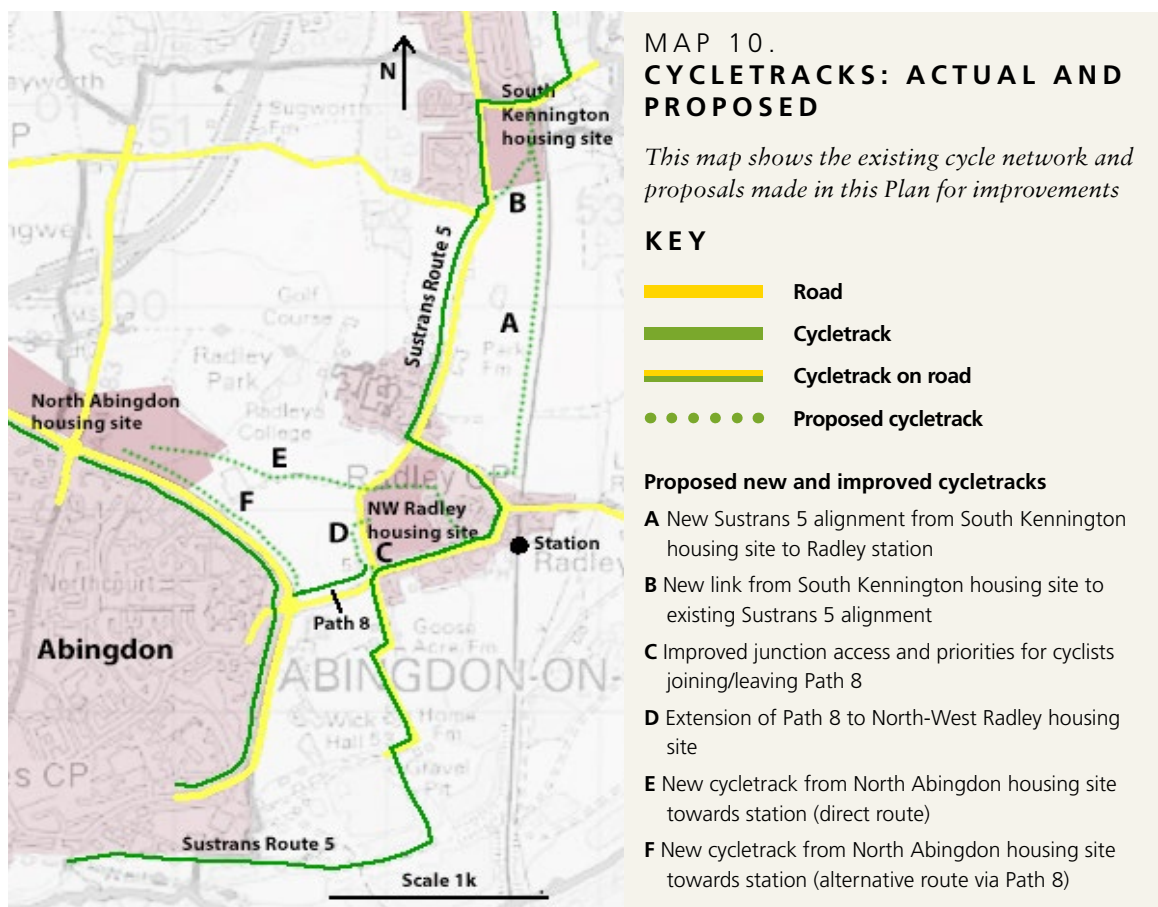
Cycling and walking are already important elements of travel within Radley. A large proportion of trips by Radley residents to local facilities and amenities (station, shop, river etc) are on foot or by bike, keeping people healthy and reducing traffic in the central village. Significant numbers from outside Radley, especially from north Abingdon, cycle to Radley station or through the village to Oxford. The Sustrans National Cycle Network Route 5 passes south to north through the village, but is one of its least satisfactory stretches and while on Thrupp Lane is positively dangerous.

Surveys carried out for this Plan¹ have shown that:

- the most cycled route is along White's Lane and Kennington Road, mainly by commuters;
- 28% of trips to the station are on foot and 32% by bike;

Achievement of the full network is likely to be gradual, and in some cases there is more than one option as to the best solution. To provide a coherent framework this Plan sets out a Radley Cycling and Walking Strategy, which contains general principles as well as more specific proposals for particular routes.

¹ Radley Cycle Surveys Summary Report, December 2016; Radley Parish Cycle Surveys, February and April 2016; Radley Station Access Survey, April 2016; Radley Shop Access Survey, September 2016; Radley Station Cycle Survey, October 2016; Thrupp Lane Traffic Survey, April 2016. The data quoted for station journeys is most robust during peak periods



4.8.2 OUTCOMES SOUGHT: A CYCLING AND WALKING STRATEGY FOR RADLEY

General

This cycling and walking strategy is designed to support this Plan's objectives by:

- providing good quality and safe cycle and walking routes through and within the parish;
- making cycling or walking the most convenient and pleasant choice for short journeys, reducing unnecessary use of the car;
- promoting health and well-being.

The strategy recognises that cycling and walking requirements differ. Cycling commuters will be looking in particular for direct well surfaced routes which help them get speedily to their destination; leisure cyclists and walkers will place a higher premium on amenity and segregation from traffic; the elderly and those on mobility scooters will want wide and level pavements; so also will young parents pushing buggies.

The following general requirements should be met.

- Cycletracks should form part of a coherent linked network. Particular stretches might be delivered in relation to individual housing sites but they need to be planned as whole.
- They should be convenient and safe for cyclists (commuter and leisure), pedestrians and those on mobility scooters. They need not necessarily be segregated between these users, but need to be of a sufficient width to safely accommodate all users.
- The case for lighting should be considered in relation to particular stretches, bearing in mind safety, cost and maintenance and any risk of suburbanisation of more rural stretches.
- Cycletrack and road design should be linked, with convenient accesses from roads to cycletracks, and avoidance of unnecessary or difficult crossings over roads.
- Cycletracks and pavements should be properly maintained to ensure they have level surfaces and are not obstructed by vegetation.
- Secure cycle storage should be incorporated in all housing sites and community facilities.

Specific routes

Map 10 shows the existing cycle network and proposals made in this Plan for improvements.

The priorities for action are:

- links to and from the new housing sites, to make cycling and walking the natural choice;
- links to and from the station to discourage car use with attendant parking problems;
- removing the serious safety problem on Thrupp Lane and opening up Radley Lakes to leisure users.

Particular proposals are as follows

Sustrans Route 5. The section of this route south of the village centre needs to work better both for longer distance cyclists using the Sustrans network and for leisure users accessing Radley Lakes. The section north of the village centre needs to provide a safe and convenient link from the South Kennington housing site to the station. The precise solutions need to be agreed with Sustrans (who for many years have wanted to improve on the current route) and the developers and landowners, but the requirements are as follows.

- A new cycletrack linking the South Kennington housing site directly to the centre of Radley and the station, following the line of the railtrack for most of its route ('A' on Map 10).
- Diverting the current track that runs alongside Kennington Road so that it follows the right of way through the South Kennington housing site, cutting out Sandford Lane ('B' on Map 10).
- Making Thrupp Lane safe for cyclists and pedestrians through the closure to vehicular traffic proposed at CA.11.
- If this cannot be achieved creating a new off-road track from the village centre to Radley Lakes.

Path 8 from White's Lane to Twelve Acre Drive. This relatively short off-road path is a key route between Radley and Abingdon, especially for families, cycling to secondary school and leisure users. It is at present by-passed by most faster commuter cyclists, who prefer to use the road. The requirements are as follows.

- Improving access to the path, especially through redesign of the White's Lane/Foxborough Road junction (see section 4.7), so that the path is not only safer but becomes more convenient for those currently opting to use the road ('C' on Map 10).

- Widening, and possibly lighting, the path.
- Extending the track northwards alongside White's Lane to link with the North-West Radley housing site ('D' on Map 10).
- Changing the formal status of the path to one of cycletrack.

A new cycle track from the North Abingdon housing site towards the station. This would play a significant role in reducing additional car use from the North Abingdon housing site by station commuters. Ideally it would follow the direct route from the site to the corner of White's Lane, with a continuation through the North-West Radley housing site to the station ('E' on Map 10). This would also provide a convenient link between the village and the facilities on the North Abingdon site and between the housing site and the Sustrans 5 route to Oxford. However, the landowner's preference is for the track to run alongside the north side of Twelve Acre Drive, linking with the west end of Path 8 ('F' on Map 10), and this is an acceptable alternative.

Relationship with Local Plan

Local Plan CP 35 (*Promoting Public Transport, Cycling and Walking*) sets out policies for cycling and walking, including measures both on-site and off-site such as new cycle routes. This Plan is consistent with this Policy but takes it forward at a more detailed local level. The relationship with CP7, which sets out policy for developer funding, is addressed in Part 5.2.

4.8.3 POLICIES

PLANNING POLICY

PP.10 Cycling and Walking

Where appropriate new development should support the achievement of the Radley Cycling and Walking Strategy as follows.

- On site: new development should deliver those stretches of cycle tracks which pass through the sites; provide secure cycle storage; and incorporate good quality pavements for pedestrians and mobility scooters with dropped kerbs onto roadways;
- Off site: where necessary to mitigate the transport impacts of the development, contributions should be made to new and improved cycle tracks and pavements to link the development to Radley station and other key village facilities.

COMMUNITY ACTION

CA.12 Cycling and Walking

RPC will work with other local authorities, landowners, developers and Sustrans towards the achievement of the Radley Cycling and Walking Strategy.

4.9 VILLAGE CONNECTIVITY

4.9.1 CONTEXT

Radley works well as an integrated community, but it is easy to see where better planning in the past might have joined up parts of the village more effectively and reduced distances to be walked. Examples are the lack of access from Lower Radley to the station's up-line and from New Road to Little Howe Close.

With the new development there is the opportunity to get good connectivity right from the outset so the new housing sites do not become separate satellites. This applies particularly to the North-West Radley site's relationship with the Radley village centre, but also to the South Kennington site's relationship with the mobile homes parks opposite and Kennington facilities.

The principle of knitting the new developments into the village has been supported in consultation by most residents despite reservations about the new housing happening at all¹. For some, such as the Benefice Housing Group, this is one of the most important issues in the whole Plan.

It is recognised that there are practical challenges in providing a link from the North-West Radley housing site towards the pub and station and the existing community, but without such a link the site would not in RPC's view meet the objectives of this Plan. The problem applies most strongly to the southern part of the site, from which there would otherwise be a long circuitous walk via inadequate narrow pavements which do not lend themselves to widening.

4.9.2 OUTCOMES SOUGHT

This Plan aims to ensure that the new strategic housing sites are well connected to the existing communities, not just to facilitate movement but to bind the older and newer communities together.

The site access for the new strategic housing sites needs to be planned so that vehicle access is onto the relevant through routes. The danger is that this will too often take residents outward or unnecessarily far afield. This needs to be countered by convenient access, particularly for pedestrians and cyclists, that faces inward to village facilities and amenities. The detail needs to be discussed as part of the site planning process, but this Plan's preferred solutions are as follows.

- **North-West Radley housing site.** There should be vehicle access onto White's Lane, pedestrian/cycle and possibly car access from the north of the site onto Church Road, and pedestrian/cycle access from the south of the site towards the station and pub. There should be a pedestrian crossing between the site and the primary school.
- **South Kennington housing site.** There should be vehicle access onto Kennington Road, preferably opposite Sugworth Lane (see Section 4.7). There should be pedestrian/cycle access north and south onto the Sustrans Route 5. Additionally, there should be a pedestrian/cycle access west linking via a pedestrian crossing with the existing mobile home communities on the other side of Kennington Road.

This can mostly be achieved by design of the housing sites themselves, but the foot/cycle access from the North-West Radley site towards the station would require the developer to acquire a small slice of third party land.

Relationship with Local Plan

Local Plan CP38 (*Design Strategies for Strategic and Major Development Sites*) requires developers of the strategic sites to prepare master plans setting out design principles including movement connections with the wider area. The site templates in Appendix A to the Local Plan contain some general requirements, including that 'subject to viability testing...site design should 'enable a high degree of connectivity between new and existing communities'. The NP aims to take these principles forward at a more detailed local level.

4.9.3 POLICIES

PLANNING POLICY

PP.11 Connectivity

Access to largescale housing developments should be designed so as to be safe, to integrate the village as a community and to avoid unnecessary car use. Vehicle access should be 'outward facing' onto, or towards, the main through route. There should additionally be good quality and convenient 'inward' pedestrian and cycle access to village facilities and amenities and to existing communities.

RPC carried out surveys of station use in April and October 2016¹, the key findings being:

- 75% of passengers come from beyond Radley, and in particular from the northern part of Abingdon;
- about 28% of passengers walk to the station, 32% cycle and 36% come by car.

The station potentially makes the Radley area a relatively sustainable location for housing, but there are at present significant problems about access to the station.

4.10 RADLEY STATION ACCESS

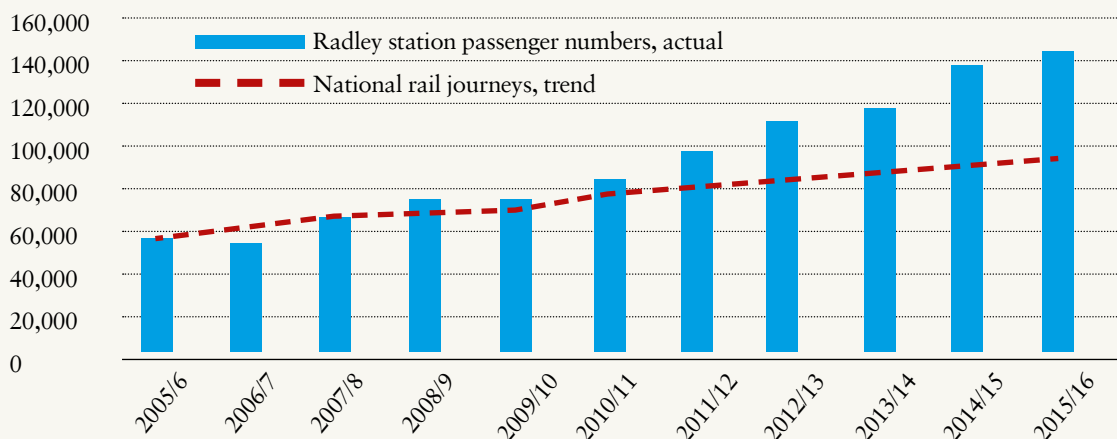
4.10.1 CONTEXT

Radley benefits from a centrally located railway station, with services at least every hour towards Didcot and London (up-line) and Oxford (down-line), with further connections possible at Didcot and Oxford. Electrification of the line has recently been shelved, but Great Western Rail have promised other service improvements, including the introduction of new rolling stock.

The station is well patronised and one of the fastest growing in the country. In 2015-16 it had 146,000 passengers, an increase of over 100% in eight years.

- Many car drivers are deterred by charges from using the station car park and have been parking on Radley's roads, causing disamenity and in some cases danger.
- Whilst on-road parking has now been restricted by the County Council, this - together with likely increases in station patronage - will rapidly exhaust the capacity of the station car park.
- Provision for secure cycle parking is barely sufficient to meet existing demand and inadequate to cope with the rate of growth.
- The station is not sufficiently well linked to strategic housing sites by cycle and walking tracks to make cycling/walking a convenient and safe option in preference to the car.
- There is no step free access to the up-line, which is unusable by disabled people and very difficult for those with heavy luggage or baby buggies.

GROWTH IN RADLEY STATION USE



¹ Radley Station Access Survey, April 2016; Radley Station Cycle Survey, October 2016. The data quoted is most robust for peak hour journeys



Cycle parking at Radley station

These issues have been high on the list of village concerns in recent years, and this has been reflected in consultation responses.¹ The problems will become more pressing with the two new strategic housing sites in the Neighbourhood Plan area, and even more so with the North Abingdon site, which are likely to increase station patronage significantly. Significant progress has already been made with the County Council's assistance in securing measures to ensure that developers of the strategic sites contribute towards the provision of additional rack cycle stores. The North West Radley site is already well-advanced on this matter.

4.10.2 OUTCOMES SOUGHT

Radley station needs to have facilities which recognise its fast-growing patronage from the wider north Abingdon area, and access by bike needs to be made easier to avoid the car parking problems becoming worse.

One way to improve accessibility to the station would be to create a step free access to the upline. There are various land ownership and technical issues that would need to be overcome to achieve this objective.

A smaller but simpler need is for a ticket machine to be provided.

The Neighbourhood Plan's cycling strategy will help encourage bike rather than car use for getting to the station, but more secure bike storage is needed at the station. Oxfordshire County Council's on-street parking restrictions may need to be modified in the light of experience.

The primary agents for these measures are Great Western Rail, Network Rail and Oxfordshire County Council, but RPC will work in partnership with them and will in particular pursue opportunities for grant finance from GWR.

Relationship with Local Plan

Local Plan CP 35 (*Promoting Public Transport, Cycling and Walking*) contains some general relevant policy about the promotion of public transport, but nothing about rail or about access to rail stations.² For Radley rail is a much more important issue and this Plan therefore contains a Planning Policy and a Community Action relating to specifically to the station. The relationship with CP7, which sets out policy for developer funding, is addressed in Part 5.2.

4.10.3 POLICIES

PLANNING POLICY

PP.12 Radley Station

Developers of largescale housing developments should make appropriate contributions to the costs of measures to improve facilities at Radley station and in particular to increased secure cycle storage.

COMMUNITY ACTION

CA.13 Radley Station

RPC will press for, and support, appropriate measures to restrict on-road parking outside Radley station, to extend off-street parking especially secure bike storage, to provide step free access to the up-line and to provide a ticket machine.

4.11 SURFACE WATER DRAINAGE AND SEWERAGE

4.11.1 CONTEXT

Radley is served by an inadequate and out of date sewer system. The main framework was designed and installed in the late 1950s-early 1960s for the village as then. There is no separate storm water drain except for a small part of the village, so the foul water sewer is in practice a combined sewer where both foul water and storm water drain into the outfall pipe. Foul water originates from dwellings, the pub and Radley College. Storm water enters the system from some roofs, parking and other hardstanding areas. Storm water flows can sometimes be significant.¹

Since 2013 the poor condition and resilience of the infrastructure has led to a series of incidents causing traffic disruption, pollution and disamenity.

- The main sewer near the railway bridge has failed three times, resulting in several months of road closure in the centre of the village while repairs have been carried out.²
- There has been a major leak in the rising main between the Lower Radley pumping station and the South Kennington pumping station.
- The Lower Radley pumping station has failed on at least four occasions resulting in disruptive and noisy tankering and sewage polluting the road, a much-used footpath and gardens in the area.

Similar problems have been experienced by residents in the south of Kennington who are served by the sewerage system to which the South Kennington strategic housing site would be attached. This too is a combined sewage and surface drainage system that dates back about 60 years. It has several leakage points that Thames Water are only beginning to address. The Sandford Lane brook experiences flooding during intense rainfall events and local residents have reported that on such occasions foul water is becoming mixed with storm water run-off.

In the May 2016 consultation Radley residents expressed concern about the extra load that the new housing sites will put on the already ailing infrastructure and also about risks of surface water run-off, especially southward from the North-West Radley site. In the December 2016 consultation similar concerns were additionally expressed by residents in the north of the parish in relation to the south Kennington site.³ There was general support for the policies proposed, but some of the wording has been changed in this draft to reflect comments from Thames Water.

4.11.2 OUTCOMES SOUGHT

The Plan aims to ensure both that the existing sewerage and drainage problems are resolved and that new development does not go ahead if it will add to these problems and/or if the capacity of the infrastructure is inadequate to cope with the extra load. The two issues are linked and it is important that there should be a survey of the capacity and condition of the existing infrastructure prior to any development being permitted.

In the case of the North-West Radley site it is particularly important that the survey and any remedial measures required address the two main areas where repeated problems have been encountered:

- the sewerage network between the central village and Lower Radley;
- the capacity and resilience of the Lower Radley pumping station.

The South Kennington site will be served by a separate outfall but analogous issues about capacity and resilience should be addressed.

¹ This description is based on observation during recent incidents together with a detailed map of the system provided by Thames Water

² Church Road was closed from 23 January to 18 May 2015, 27 May to 12 August 2016 and 28 October to 7 November 2016

³ Report of Neighbourhood Plan consultation. May 2016. Page 23

Relationship with Local Plan

Local Plan CP42 (*Flood Risk*) contains policies on surface drainage including SUDs. The supporting Infrastructure Delivery Plan provides for the developers of the strategic sites to contribute towards upgrades of the sewerage network. This Plan is consistent, but contains additional detail, reflecting the problems encountered in Radley and the importance of their resolution. The relationship with CP7, which sets out policy for developer funding, is addressed in Part 5.2.

4.11.3 POLICIES

PLANNING POLICIES

PP.13. Surface drainage

Development will be supported where it is demonstrated that surface water drainage will not add to the existing site run-off or cause any adverse impact to neighbouring properties and the surrounding environment. Unless demonstrated to be inappropriate sites should incorporate Sustainable Urban Drainage (SUDs), with run-off rates no greater than greenfield sites. SUDs where possible should be designed so as to contribute towards the landscaping and biodiversity of the sites and provision should be made for their future maintenance.

PP.14 Sewerage

Development will be supported where there is adequate sewerage infrastructure both on and off the site to serve the site and no problems will result for existing users. In the case of largescale housing developments, the developer should fund a Drainage Survey and Report, covering the whole area served by the outfall sewer, to a specification agreed with Thames Water. Where a problem is revealed and no improvements are programmed by Thames Water, the developer must demonstrate that these will be resolved prior to any occupation of the development, and fund any measures which are attributable to the load created by the development.

COMMUNITY ACTION

CA.14 Sewerage

RPC will work with Thames Water to ensure that appropriate priority is given to maintaining and upgrading the existing sewerage network.

4.12 DIGITAL CONNECTIVITY

4.12.1 CONTEXT

Radley is in the middle of Oxfordshire's 'Knowledge Spine', close to world class centres of science and innovation in Oxford and the Science Vale area. The village however has relatively ordinary levels of digital connectivity. In an age when expectations about digital connectivity are much higher and people work flexibly, including from their home, this is a growing concern.

There is now a fibre optic cable into the village centre, and most properties are close enough to receive superfast broadband speeds. However, speeds actually experienced, especially for upload, tend to be below those advertised, and ultrafast broadband is not on the horizon. Of even greater concern is the poor level of mobile phone reception, especially indoors. There are four masts in the parish, but three are peripherally located and the fourth is only for Network Rail use. The masts are not shared between service providers.

All those who responded on this issue in the December 2016 consultation supported what was proposed, although two pointed to the need for care over siting.

4.12.2 OUTCOMES SOUGHT

The Plan aims to achieve, across the parish:

- good quality mobile phone reception, indoor and outdoor;
- reliable superfast broadband speeds.

Delivery is primarily for the service providers, but RPC has a role in bringing pressure on them

Relationship with Local Plan

Local Plan CP36 (*Electronic Communications*) provides for superfast broadband to be incorporated in all new developments and also for service to be improved for all users. The Neighbourhood Plan makes similar and consistent provision but with the additional inclusion of mobile phone reception.

4.12.3 POLICIES

COMMUNITY ACTION

CA.15 Digital Connectivity

RPC will work with service providers to deliver reliable superfast broadband and indoor and outdoor mobile reception across the whole parish area and will help with identification of potential sites for new mobile phone masts.

4.13 THE NATURAL AND HISTORIC ENVIRONMENT

4.13.1 CONTEXT

Natural environment

Radley is a largely undeveloped area comprising a mix of farmland, deciduous woods (some ancient), park and sports pitches in the grounds of Radley College, and lakes and infilled gravel workings in the south of the parish. The whole parish is designated Green Belt with the exception of the ‘inset’ area around the central Radley settlement and the new strategic housing sites. Four Local Wildlife Sites have been designated all falling within two Conservation Target Areas designated in the Biodiversity Action Plan for Oxfordshire and shown in Map 11.¹ The areas are rich in flora and fauna, well-documented on the parish website.

RPC’s consultation in May 2016² revealed great local concern:

- to retain the open countryside surrounding the village and to protect the Local Wildlife Sites;
- to safeguard specific small areas of unspoilt nature that fall within the strategic housing sites and are valuable both for habitats and visual screening, especially the hedgerow along White’s Lane and the woodland north of the Foxborough Road houses (both within the North-West Radley site);
- to safeguard other local areas rich in wildlife that are specially valued by local residents, including the pond lying between the church and the primary school and the small field known as ‘the Little Paddock’ south of the Gooseacre playing fields.

As a consequence a new section and policies was added to the draft Plan published for consultation in December 2016. This received strong support, but one additional point of concern was that the copse in the north-west corner of the South Kennington housing site should be protected. The text has been amended accordingly, but is largely unchanged.

Historic environment

Following the December consultation, and in particular the comments of Historic England, this section of the Plan has been extended to include Radley’s historic environment, the richness and diversity of which is reflected in the 180 entries in the Historic Environment Record.

Radley’s archaeology provides outstanding evidence of human occupation from Neanderthal times, through the Iron and Bronze ages to more recent Romano-British and medieval settlement. A part of the Neighbourhood Plan area is designated as an ancient monument (see Map 11), and this includes the site of a series of Bronze Age burial barrows. But previous finds and the potential for further ones are by no means limited to the designated area.

Radley also has 30 listed buildings, falling into four main groups:

- the medieval Church and vicarage – the latter being arguably the oldest in the land;
- the site of the manor currently occupied by Radley College where there are former manorial residences as well as more recent College buildings;
- dwellings, mainly in Lower Radley, dating to the sixteenth and seventeenth centuries, built originally as the homesteads of small yeoman farmers;
- eighteenth century barns built following enclosure of the open fields.

4.13.2 OUTCOMES SOUGHT

Natural environment

RPC aims to ensure that Local Plan policies affecting the natural environment are fully respected in the Neighbourhood Plan area and in particular that:

- existing hedgerows and tree belts are retained and where possible enhanced in developing the North-West Radley and South Kennington

¹ The boundaries of the Conservation Target Areas are similar to those for the Local Wildlife sites, but go slightly broader in places.

² Report of Neighbourhood Plan consultation. May 2016. Page 24/25.

strategic housing sites, and in all other development;

- there is no inappropriate development in those parts of the Neighbourhood Plan area which is designated as Green Belt;
- opportunities are taken for the active promotion of Green Infrastructure¹ and biodiversity gain particularly in the Radley Lakes area.

Development of the three strategic sites within Radley parish means that substantial greenfield areas will be lost at the same time as the parish population doubles. RPC will be seeking a contribution from the developers to off-site green infrastructure, including biodiversity, to offset the loss of natural habitats caused by the developments. These contributions will be applied to support the Radley Lakes strategy, designed to enhance opportunities for nature conservation and quiet recreation in a Conservation Target Area.

RPC is also concerned to protect and enhance the pond adjacent to the church and primary school as a habitat for wildlife, and clearance work has already been undertaken to this end.

Historic environment

The Plan aims to:

- protect Radley's known historic assets, built and archaeological, from the effects of development;
- use the opportunity of development to ensure that further archaeological investigations are carried out so as to add to our knowledge about the area's past.

Relationship with Local Plan

Natural environment

- Local Plan CP13 (*Green Belt*) provides that inappropriate development will not be approved in the Green Belt except in very special circumstances.
- Local Plan CP 44 (*Landscape*) provides that features such as trees, hedgerows, woodland, field boundaries, watercourses and water bodies should be protected from harmful development and where possible enhanced.
- Local Plan CP 45 (*Green Infrastructure*) provides that a net gain in Green Infrastructure will be sought through on-site or off-site provision and the targeted use of other funding sources.
- Local Plan CP 46 (*Conservation and Improvement of Diversity*) provides that opportunities for biodiversity gain will be

actively sought, with a focus on Conservation Target Areas, and that development likely to adversely affect Local Wildlife Sites will not normally be permitted.

RPC welcome all these policies, which are comprehensive in their coverage, and do not propose further Planning Policies. The need is to ensure that the Local Plan policies are respected.

Historic environment

Local Plan CP39 (*Historic Environment*) provides in several respects for protection of the historic environment, but is mainly directed at buildings rather than archaeology. Given the importance of archaeology in the Neighbourhood Plan area a Planning Policy has been added drawing from the requirements of the National Planning Policy Framework (para 128).

4.13.3 POLICIES

PLANNING POLICY

PP.15 Historic Environment

Subject to other development plan policies new development proposals will be supported where they include appropriate measures to safeguard the heritage assets of the neighbourhood area.

Applicants for development should review the Historic Environment Record for the area and where any heritage assets might be affected should submit a statement describing their significance and specifying measures to safeguard them. Where the proposed site has potential to contain archaeological deposits a desk based assessment, and where necessary a field evaluation, should be carried out. The County Archaeologist should be consulted on the method of assessment and on any mitigation required.

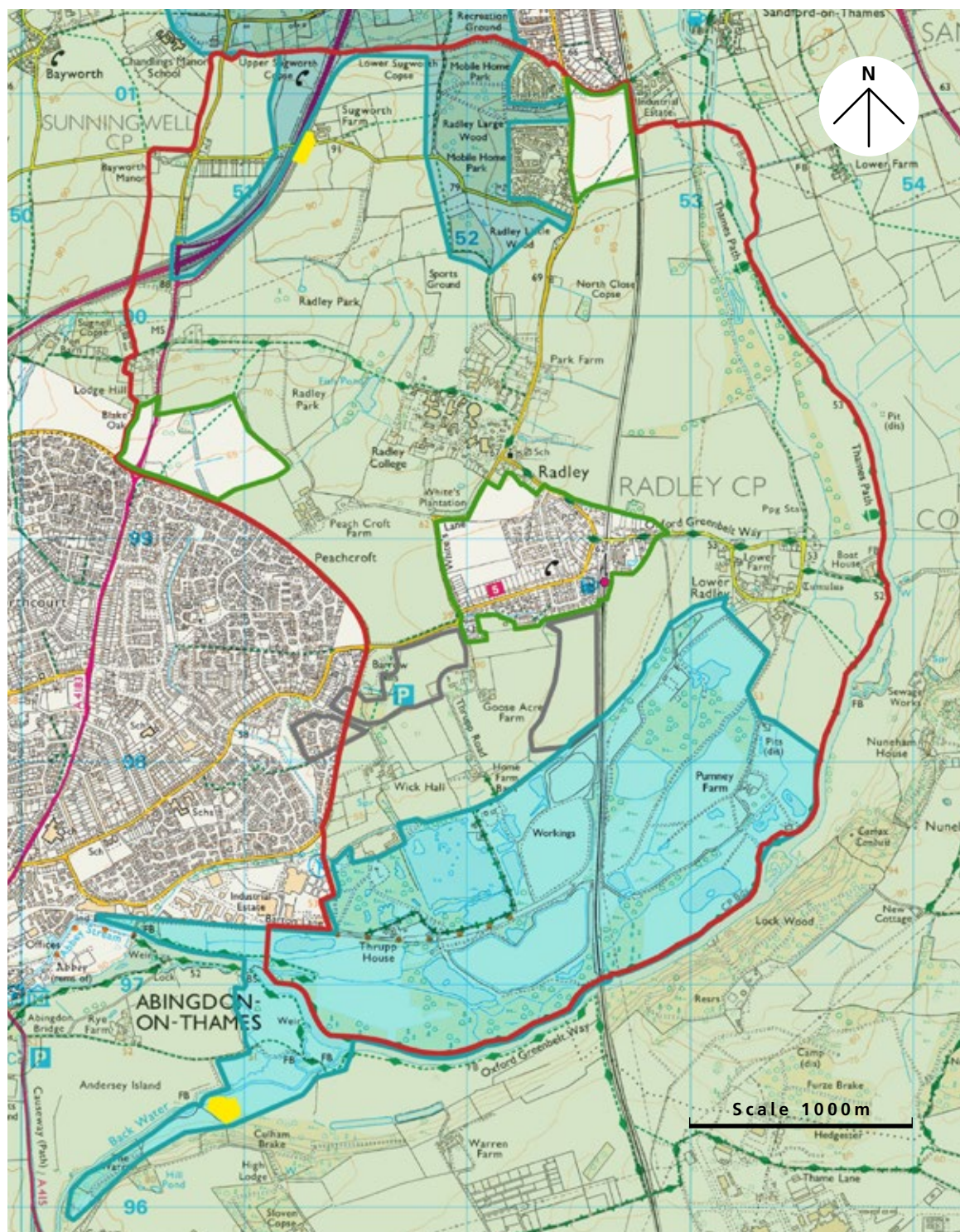
COMMUNITY ACTIONS

CA.16 Natural Environment

RPC will work with local partners to ensure that key landscape features are safeguarded and that biodiversity is protected and where possible enhanced especially in the two Conservation Target areas. In doing so RPC will press for Local Plan policies CP 13/44/45/46 to be fully respected in the development management process in all developments within the neighbourhood area.

CA.17 Village pond

RPC will maintain the pond adjacent to the church and primary school as a habitat for wildlife.



MAP 11.
PROTECTED AREAS

This map shows Conservation Target Areas, Scheduled Monuments and Green Belt.

KEY

- Green Belt
- Areas not in Green Belt
- Conservation Target Areas
- Scheduled Monuments
- Sites of Special Scientific Interest

Part 5: Funding

5.1 FUNDING SOURCES

Where policies in this plan will give rise to additional expenditure, there are a range of potential sources of finance.

Developer obligations ‘Section 106’. Where infrastructure required for development needs to be provided on site, or the development gives rise to offsite impacts that need to be mitigated, the obligation to meet the cost will normally fall on the developer. Where the developer makes a cash contribution this is under section 106 of the Town and Country Planning Act 1990. Where the developer directly provides transport infrastructure, as is frequently the case, this is under section 278 of the Highways Act 1980. In the case of sewerage the statutory base is different again. However, the term ‘section 106’ is widely used as shorthand to cover all forms of developer obligations, and is used accordingly below.

With the introduction of the Community Infrastructure Levy (see below) section 106 can be used less widely, but still covers measures such as access roads, junction improvements, pavement widening and cycle lanes needed to mitigate the transport impacts of a development.¹ Where a development results in net biodiversity detriment, a contribution can also be sought to biodiversity elsewhere in the area and this could be relevant to funding of Radley Lakes.

Community Infrastructure Levy (CIL). Developers have to pay CIL towards other additional infrastructure and service requirements which arise from new development, but which cannot be attributed so directly to specific developments. Examples are additional leisure facilities and school places. CIL in Radley is expected to

amount to about £11,000 a home, except that affordable housing is exempt. Where there is a Neighbourhood Plan in place before receipt of detailed planning permission, 25% of the CIL is paid to the Parish Council. Otherwise the percentage is 15%, subject to an annual ceiling of £100 per dwelling in the parish.

RPC’s own resources. In addition to its share of CIL, RPC can use other resources of its own. Its reserves are limited but some are held for relevant purposes. The RPC’s ability to apply its own funds would be enhanced if the allotment site, which it owns, was developed.

Voluntary contributions. Landowners and developers might be willing to make voluntary contributions, whether in cash or kind, going beyond their statutory obligations. Radley has historically benefited from contributions of this kind.

Grant finance. In some limited cases grants might be available, typically as match funding alongside other contributions. This might be particularly relevant to environmental projects and the village hall.

Service providers. Where costs do not arise from new development but from problems with existing provision they will normally fall to the relevant service provider. This might be a local authority (as for roads) or a utility (as for rail, sewerage and broadband). In the latter case costs will normally be recouped from customers.

The table following indicates the likely funding source or sources for each of the Neighbourhood Plan.

¹ The dividing line between what can be funded by CIL and what by section 106 has been set out by VWHDC in their *Regulation 123 List* (September 2017) and their *Supplementary Planning Document on Developer Contributions* (June 2017), but there can still be uncertainty about the precise delineation. CIL came into force on 1 November 2017, and therefore will apply to the North-West Radley and South Kennington strategic housing sites. The North Abingdon strategic housing site was granted planning permission before 1 November so CIL does not apply. The contributions made by that site to the NP area are under the pre CIL regime. The Table overleaf takes account of these factors.

FUNDING SOURCES SUMMARY TABLE

Policy no.	Item	S.106	CIL	RPC	Voluntary Contrib'n	Grant	Service provider	Comment
CA.2	Village hall and playing field							See section 5.3
CA.4	Replacement/additional allotments							For replacement allotments see section 5.3
CA.5	New cemetery							
CA.7	Radley primary school expansion							Radley College must provide the necessary land free of charge. They have in the past raised the possibility of further support, which RPC would welcome.
CA.8	St Swithun's nursery							
CA.9	Additional surgery space							
CA.10/11	Radley Lakes strategy							Package funding solution needed. See section 5.3.
PP.9	White's Lane junction							NW Radley developer
	South Kennington crossing and traffic calming							S Ken developer
	Sugworth Lane traffic calming							S Ken and NW Radley developers and OCC
PP.10/CA.12	Sustrans Route 5 improvements							S Ken/NW Radley developers for build, RPC for maintenance
	Path 8 improvements							NW Radley developer
	New cycle track from N. Abingdon site							N.Ab developer
PP.11	Strategic site access							Strategic site developers
PP.12/CA.13	Radley Station access							Base cost is for GWR/ Network Rail but strategic sites to contribute to added requirement
PP.13/14, CA.14	Sewerage and drainage							Base cost is for Thames Water but strategic sites to meet costs of added load
CA.15	Broadband and mobile masts							
CA.17	Village pond							

5.2 RELATIONSHIP WITH LOCAL PLAN

The Local Plan (CP7) sets out the framework towards funding infrastructure. In support, the Supplementary Planning Document on Developer Obligations sets out the respective role of ‘Section 106’ and the Community Infrastructure Levy, and the Infrastructure Delivery Plan (IDP) lists the expenditure items that will arise for each of the strategic sites, indicating in each case the amount and whether funding will be via Section 106 or CIL. A situation can arise where the cumulative weight of requirements for developer funding threatens the financial viability of a site, and CP7 contains procedures for resolving this.

This Neighbourhood Plan lists some specific items to be funded by developers under section 106. These are designed to be consistent with the approach taken in the IDP, and with the statutory limitations on what might properly be charged to developers, and to add detail rather than any significant new burdens. For example, general provision is anyway made in the IDP for the developer of the North-West Radley site to fund works to junctions, pavements and public transport improvements. The Neighbourhood Plan expresses the requirements based on a more detailed examination of the issues.

The final decisions on developer contributions in relation to a particular site – whether arising from the Local Plan or the Neighbourhood Plan - will be taken as part of the development management process when a planning application is made, and be subject to the viability testing in CP7.

The IDP was not able to anticipate the priorities of town and parish councils for their share of CIL. RPC’s priorities are set out below.

5.3 RPC FUNDING STRATEGY AND PRIORITIES

RPC’s funding strategy is:

- to maximise funding from developers and other external sources towards Neighbourhood Plan policies and projects;
- to apply funds under its own direct control to policies and projects that are high priority and not reasonably fundable by developers or other external sources.

It will pursue this strategy in the following ways.

S106. RPC will engage fully in discussions with developers, the Vale of White Horse District Council and OCC about the s.106 obligations to be attached to planning permissions to ensure that requirements of importance to the community and this Neighbourhood Plan receive due priority and are not compromised. There are also some limited circumstances where RPC will argue for developers outside the Neighbourhood Plan area to contribute to mitigation of impacts within the area. This applied for example to impacts which the North Abingdon site might have on Radley station. This process of engagement is already in process for the strategic sites in Radley

CIL. As developers will all pay CIL at the required flat rate, the same need for dialogue with them does not arise. Instead RPC will need a dialogue with OCC and VWHDC to determine how the available pot of CIL receipts should be applied. RPC will resist CIL receipts collected from Radley developers being unreasonably spent in places or on projects that have little or no Radley connection or which were not generally supported through the Neighbourhood Plan process. For example, the Nortoft Report has demonstrated that the North Abingdon area is well provided with off-site sports and leisure facilities. In RPC’s view CIL receipts should not be diverted to sports and leisure facilities in other parts of the Vale but should be spent on projects in or close to Radley for which the need is greater, including the Radley Lakes strategy.

Non-statutory sources. RPC will help encourage and facilitate funding from other sources so as to maximise the totals available to spend. In practice it is often most effective to put together a package with match funding between different sources, and this will require a proactive approach.

RPC controlled sources. After maximising the use of other sources as above, the highest priorities for funds within RPC's own control, including its own share of CIL and any development gain from the allotment site, are likely to be as follows.

- **Village hall and playing fields.** The improvement of Radley's village hall and playing field on Gooseacre is a key community project, which relates to property for which RPC is the lessee. RPC will hope to attract funding from a range of sources, including grant and developer funding, but can also expect to apply some of its own resources. RPC will also support the use of CIL for refurbishment of the Playfield Road sports pavilion in Kennington, drawing from its own share if necessary.
- **Allotments.** RPC own the central allotment site by the railway bridge and if it was developed would take the lead in that, possibly through a profit share with a commercial partner. The project should more than cover its costs, enabling funds to be applied to other community uses. RPC would welcome any third-party contribution to land for replacement allotments but recognise that it would need to meet this cost if no other source was forthcoming.
- **Radley Lakes strategy.** This strategy will give rise to two types of cost: first the planning and management of the land as an area of nature conservation and quiet recreation (for example preliminary surveys, a small car park, internal footpaths, bird hides); second the creation of a new access route. The strategy will bring major leisure benefits for the wider area. The new access would bring benefits for commercial users (who would have a much more suitable access route) and Oxfordshire County Council (who would be freed from the cost of bringing Thrupp Lane up to an acceptable standard). The costs, especially of the access, could be substantial and it is unlikely in practice that individual beneficiaries will be willing to make sufficient contribution unless a range of parties are seen to be willing to do so. In the case of environmental projects, grants might be available but these are typically for capital costs and it will be important to attract or generate revenue funding. RPC will make its own financial contribution to help lever contributions from others.

This does not mean that RPC contributions will be ruled out for other projects, but much will depend on detailed costings and the availability of other sources of finance. It is unlikely that there will be enough funding for everything and a gradual phased approach is likely to be needed.

Part 6: Implementation

6.1 GENERAL

The manner of implementation will vary between Planning Policies, which are directed mainly at developers and at the Vale of White Horse District Council as planning authority; and Community Actions, where RPC have a more direct role in brokering and chivvying progress.

Implementation will also vary in timing. In the case of the two strategic housing sites, the planning application process has already started, and RPC have been making representations to developers and VWHDC based on the emerging policies in the Neighbourhood Plan. But this is a long-term plan, dating to 2031, and is aimed at shaping the Plan area over that full period. Some of the more challenging ambitions such as on Radley Lakes might not be able to show early results even if progress towards them has been good.

6.2 PLANNING POLICIES

Planning policies set out requirements to be met by developers in applying for planning permission. It will be for VWHDC, as planning authority, to implement these policies alongside those in the Local Plan. RPC, however, also have an important role and will engage pro-actively through the full development management cycle as follows.

- **Early dialogue with developers.** This will start at the earliest possible stage to ensure developers are aware of Neighbourhood Plan policies and build them into their thinking from the outset.
- **Pre-application consultation.** The Vale of White Horse District Council have convened Development Forums on the two strategic housing sites, with the developer team, parish councils and Oxfordshire County Council present. Developers also typically hold their own informal consultation processes. RPC will actively input into all forums and processes of this kind to ensure that proposals brought forward for planning applications reflect Neighbourhood Plan policies.
- **Formal consultation on planning applications.** RPC are a formal consultee on planning applications and will say in each case whether they support approval, rejection or the imposition of conditions. In responding RPC will be guided by the requirements of Neighbourhood Plan policies.
- **Monitoring.** Where there is a departure from a planning permission (for instance failure to implement a condition), or failure to obtain planning permission, RPC will take this up with the developer and/or notify VWHDC as appropriate. Where the departure is significant RPC will press VWHDC to take enforcement action.

6.3 COMMUNITY ACTIONS

Community Actions are different in kind as they require more positive action by Radley Parish Council.

Most are effectively projects, typically needing to be delivered through a partnership approach involving others: local authorities, developers, land owners, statutory agencies and community groups. The table below lists each of these, indicating how they are to be taken forward. The arrangements are likely to need modification as the actions progress: for example, if and when the allotment and village hall projects enter the construction phase the arrangements will need to reflect the changed remit. Although some of the actions will be taken forward in the first place by sub-groups, RPC itself will take decisions on financial, property and contractual commitments to be entered into by RPC.

The remaining Community Actions (CA.s 1, 6, 8, 9, 16) require RPC to adopt an advocacy role, for example to safeguard the mobile homes sites from development. This can arise where achievement of Plan objectives requires RPC to take a particular line in response to proposed development but the line cannot suitably be expressed as a formal planning policy. In such cases the Community Action role will be pursued by vigilance in response to planning proposals and applications.

COMMUNITY ACTIONS: IMPLEMENTATION SUMMARY

CA ref	Action	Who to take forward	How to be progressed
CA.2	Village hall and playing field redevelopment	For Gooseacre, joint working group from RPC, village hall committee and Radley College. For Playfield Road, RPC will support action by Kennington Parish Council	Identification of options, preparation of plans, consideration of lease implications and management arrangements, identification of funding options
CA.3	Community shop	RPC in consultation with Radley Village Shop Management Committee	As required, commissioning of surveys, development of plans, assessment of economic viability, possible engagement of development partner
CA.4	Provision of replacement and additional allotments	RPC in consultation with landowners	Identification of potential sites, consideration of tenure and management arrangements
CA.5	New cemetery site	RPC in consultation with Radley College and Parochial Church Council	Identification of land, agreement on terms of transfer
CA.7	Expanded Primary school	Group to be led by Radley College, involving school governors, RPC and other stakeholders	Identification of options for site, buildings, governance and funding
CA.10/11	Radley Lakes Strategy and Thrupp Lane	Steering Group to be established by RPC, involving landowners, Friends of Radley Lakes, Earth Trust, OCC, Abingdon-on-Thames town council and other stakeholders	Identification of boundaries of area of nature conservation and quiet recreation, planning of uses and access within the area, establishment of management arrangements. Identification of vehicular access options, brokering with landowners and others. Identification of funding opportunities
CA.12	Cycling and walking strategy	RPC, working with OCC, landowners and developers and Sustrans	Brokering with parties to piece together the network. Ensuring clarity as to provision and funding of particular sections
CA.13	Radley station access	RPC, working through Friends of Radley Station, OCC, GWR and Network Rail	Pressing for secure bike storage, step-free access and other improvements. Reviewing on-street parking restrictions
CA.14	Drainage and sewerage	RPC, working through Thames Water	Pressing for co-ordinated investment to bring the existing infrastructure up to standard and to carry the load from additional housing
CA.15	Digital connectivity	RPC, working through service providers	Pressing mobile and broadband providers to improve network coverage and speed
CA. 17	Village pond improvements	RPC Pond Management Committee	Agree and implement improved maintenance

Appendix 1: List of Planning Policies and Community Actions

This Appendix lists in one place all the Planning Policies and Community Actions in Part 4 of the Plan.

PLANNING POLICIES

PP.1 Central allotments site

The residential development of the central allotments by the railway bridge will be supported where the following criteria are adequately addressed.

- Appropriate measures should be taken to remedy any contamination issues or instability from previous land uses and the main sewer under the site should be adequately protected.
- A suitable replacement allotment site should be provided which is of at least equivalent quality and is located at reasonable convenience to the community.

PP.2 Green Belt

The Green Belt round Radley will be protected to maintain its openness and permanence. Inappropriate development outside the strategic sites and the Green Belt 'inset' area will not be supported except in the very special circumstance as identified in the National Planning Policy Framework and Policy CP13 of the Vale of White Horse Local Plan 2031 (Part 1).

PP.3 Housing size and type at large scale sites

Housing on large development sites will be supported where the mix of dwelling size and type takes account of the needs of the local housing market both in general terms and as expressed in Strategic Housing Market Assessments. Where appropriate the range of dwellings to be provided should take account of the nature of the site concerned in general terms, and its topography in particular.

PP.4 Self build

Provision of plots for self-build on the identified strategic housing sites or within the Central Radley inset area (as identified on Map 3) will be supported.

PP.5 Facilities on North-West Radley housing site

The North-West Radley housing site should include a playground positioned so as best to complement existing provision in the village.

PP.6 Facilities on South Kennington housing site

The South Kennington housing site should include a playground and should reserve a space for a shop and/or a community room.

PP.7 Replacement sites and buildings

The replacement of sites or buildings currently being used for community facilities with other and/or expanded community facilities will be supported where the new facilities are available for use before the old facilities are removed unless the physical on-site relationship between the two facilities makes this impracticable.

PP.8 Radley Lakes

Development which directly promotes nature conservation and/or quiet recreation in the area will be supported, subject to the following criteria:

- comply with CP13, which sets out limited circumstances in which Green Belt development might be appropriate;
- avoid detriment to the wider landscape within which the site sits, and be accompanied by any natural screening needed to achieve that;
- comply with CP42, which requires a site-specific flood risk assessment for all development in Flood Zone 2 and 3 and for appropriate mitigation and management measures to be implemented;
- avoid detriment to the integrity of the local ecology by incorporating appropriate measures in development proposals. Where appropriate these will include avoidance measures, mitigation measures and compensation measures; and
- include appropriate transport mitigation.

Development which creates new or revised access routes to or through the area will be supported, subject to the five criteria above if it, directly or indirectly:

- improves the safety and amenity of access to the area by pedestrians and cyclists; and
- contributes to the promotion of nature conservation and quiet recreation in the Radley Lakes area.

Any other development will be supported only if it meets the five criteria above and

- is confined to currently built-up land;
- is served by a suitable and safe access route that avoids conflicts between vehicles accessing the site and pedestrians and cyclists accessing the wider area.

PP.9 Roads

New development will be supported where it complies with other development plan policies and can be satisfactorily accommodated within the existing highways network.

Where appropriate new development should support the achievement of the Radley Roads Strategy and provide, financially or in kind, for the mitigation of the effects of the development on the road network.

PP.10 Cycling and Walking

Where appropriate new development should support the achievement of the Radley Cycling and Walking Strategy as follows.

- On site: new development should deliver those stretches of cycle tracks which pass through the sites; provide secure cycle storage; and incorporate good quality pavements for pedestrians and mobility scooters with dropped kerbs onto roadways;
- Off site: where necessary to mitigate the transport impacts of the development, contributions should be made to new and improved cycle tracks and pavements to link the development to Radley station and other key village facilities.

PP.11 Connectivity

Access to largescale housing developments should be designed so as to be safe, to integrate the village as a community and to avoid unnecessary car use. Vehicle access should be 'outward facing' onto, or towards, the main through route. There should additionally be good quality and convenient 'inward' pedestrian and cycle access to village facilities and amenities and to existing communities.

PP.12 Radley Station

Developers of largescale housing developments should make appropriate contributions to the costs of measures to improve facilities at Radley station and in particular to increased secure cycle storage.

PP.13 Surface drainage

Development will be supported where it is demonstrated that surface water drainage will not add to the existing site run-off or cause any adverse impact to neighbouring properties and the surrounding environment. Unless demonstrated to be inappropriate sites should incorporate Sustainable Urban Drainage (SUDs), with run-off rates no greater than greenfield sites. SUDs where possible should be designed so as to contribute towards the landscaping and biodiversity of the sites and provision should be made for their future maintenance.

PP.14 Sewerage

Development will be supported where there is adequate sewerage infrastructure both on and off the site to serve the site and no problems will result for existing users. In the case of largescale housing developments, the developer should fund a Drainage Survey and Report, covering the whole area served by the outfall sewer, to a specification agreed with Thames Water. Where a problem is revealed and no improvements are programmed by Thames Water, the developer must demonstrate that these will be resolved prior to any occupation of the development, and fund any measures which are attributable to the load created by the development.

PP.15 Historic Environment

Subject to other development plan policies new development proposals will be supported where they include appropriate measures to safeguard the heritage assets of the neighbourhood area.

Applicants for development should review the Historic Environment Record for the area and where any heritage assets might be affected should submit a statement describing their significance and specifying measures to safeguard them. Where the proposed site has potential to contain archaeological deposits a desk based assessment, and where necessary a field evaluation, should be carried out. The County Archaeologist should be consulted on the method of assessment and on any mitigation required.

COMMUNITY ACTIONS

CA.1 Mobile homes

The four mobile home sites play an important role in meeting housing need and RPC will oppose proposals for them to be converted to other uses.

CA.2 Location of Radley village hall and playing field

RPC will support the preparation of a plan for the reconfiguration/replacement of the existing village hall, playing fields, playground and sports pavilion on the existing site at Gooseacre.

CA.3 Community shop

The community shop should remain near its current location, but if achievable on a larger site. RPC, in consultation with the shop management committee, will further explore the use of the central allotment site for that purpose.

CA.4 Allotments

RPC will approach local landowners to identify a suitable site for additional allotments, and for a replacement site for the existing central allotments if needed.

CA.5 Cemetery

RPC will work with Radley College to provide an additional cemetery on a site close to the primary school.

CA.6 Bowyer Arms site

RPC will consider acquiring the Bowyer Arms and/or land around it for community uses should it become available for purchase.

CA.7 Radley primary school

RPC will press for and support the expansion of Radley's primary school, and associated nursery facilities, on or near its present site to be achieved in such a way that there is a high-quality replacement building or extension, with resulting capacity sufficient to serve all in the parish except for those closer to neighbouring schools.

CA. 8 St Swithun's primary school

RPC will press for and support the expansion of nursery facilities at St Swithun's primary school.

CA. 9 Primary healthcare

RPC will press for and support the expansion of primary health care facilities to meet the extra demand generated by the development of large scale housing development.

CA.10 Radley Lakes

RPC will facilitate the preparation of a masterplan for the detailed management of an area of nature conservation and quiet recreation in former minerals workings in the south of Radley. The masterplan will be informed by the Neighbourhood Plan Radley Lakes Strategy. All stakeholders will be involved in its preparation, including landowners, VWHDC, Abingdon-on-Thames Town Council and local conservation and amenity groups.

CA.11 Thrupp Lane

The industrial and commercial sites at the foot of Thrupp Lane should be served by a more suitable new road leading westward towards Audlett Drive, enabling the Lane to be safe for walking and cycling. RPC will work with Oxfordshire County Council, the Vale of White Horse District Council, Abingdon-on-Thames Town Council and the relevant landowners to realise the creation of this solution, seeking financial contributions from those benefitting from it.

CA.12 Cycling and Walking

RPC will work with other local authorities, landowners, developers and Sustrans towards the achievement of the Radley Cycling and Walking Strategy.

CA.13 Radley Station

RPC will press for, and support, appropriate measures to restrict on-road parking outside Radley station, to extend off-street parking especially secure bike storage, to provide step free access to the up-line and to provide a ticket machine.

CA.14 Sewerage

RPC will work with Thames Water to ensure that appropriate priority is given to maintaining and upgrading the existing sewerage network.

CA.15 Digital Connectivity

RPC will work with service providers to deliver reliable superfast broadband and indoor and outdoor mobile reception across the whole parish area and will help with identification of potential sites for new mobile phone masts.

CA.16 Natural Environment

RPC will work with local partners to ensure that key landscape features are safeguarded and that biodiversity is protected and where possible enhanced especially in the two Conservation Target areas. In doing so RPC will press for Local Plan policies CP 13/44/45/46 to be fully respected in the development management process in all developments within the neighbourhood area.

CA.17 Village pond

RPC will maintain the pond adjacent to the church and primary school as a habitat for wildlife

Appendix 2: Main references and relevant documents

Links to the documents listed below may be found on the Radley Village website at:
radleyvillage.org.uk/radleys-future/neighbourhood-plan-consultation-december-2016

Statutory Neighbourhood Plan Documents

Radley Neighbourhood Plan 2018-31, Submission Draft, December 2017
 Radley Neighbourhood Plan 2018-31, Regulation 15 Consultation Statement, December 2017
 Radley Neighbourhood Plan 2018-31, Basic Conditions Statement, December 2017

Central and Local Government documents

National Planning Policy Framework, DCLG, March 2012
 The Vale of White Horse Local Plan 2031, Part 1. Strategic Sites and Policies, December 2016
 Oxfordshire Strategic Housing Market Assessment, Final report, April 2014
 The Vale of White Horse Infrastructure Delivery Plan, December 2016
 Vale of White Horse Leisure and Sports Facilities Study, 2013-2031, Parts 1 and 2
 Local Plan 2031 Part 2, Detailed Policies and Additional Sites – Publication Version, VWHDC, October 2017

Strategic Environmental Assessment

Environmental Report, SEA of the Radley Neighbourhood Plan, AECOM Infrastructure & Environment UK Ltd, September 2017
 Strategic Environmental Assessment for the Radley Neighbourhood Plan, Scoping Report, AECOM Infrastructure & Environment UK Ltd, April 2017
 Radley Neighbourhood Plan: SEA Screening Statement, VWHDC, April 2017

Radley Parish Council consultation – September 2017

Radley Neighbourhood Plan Second Consultation Draft, September 2017
 September 2017 consultation responses: analysis of comments received and RPC responses

Radley Parish Council consultation – December 2016

Radley Neighbourhood Plan Consultation Draft, December 2016
 December 2016 consultation responses: analysis of comments received and RPC responses

Radley Parish Council consultation – May 2016

Radley Neighbourhood Plan. Our thinking to date and draft policies for consultation – May 2016
 Radley questionnaire – May 2016
 Radley questionnaire leaflet – May 2016
 Report on Neighbourhood Plan consultation – May 2016
 May 2016 questionnaire – full responses, tables and charts
 May questionnaire – the results in brief – June 2016
 Comments from Neighbourhood Plan exhibition May 16 - 1 & 2
 RPC position statement – 22 August 2016
 May 2016 consultation. Checklist of suggestions and RPC responses

Earlier consultations

Radley Parish Plan 2011
 Save Radley Village survey, November 2014
 Radley College consultation feedback, March 2015

Topic group reports

Report of Shape and Cohesion Group, February 2016
 Infrastructure group proposals, February 2016
 Thrupp Lane Group report, February 2016

RPC surveys / reports 2016

Housing requirements for the Radley strategic sites, September 2016
 Radley shop access survey report, September 2016
 Thrupp Lane traffic survey report, April 2016
 Radley station survey, April 2016
 Radley cycle surveys 2016 – summary report
 Station Cycle Survey, October 2016
 Radley Parish Cycle Survey, April 2016

Stakeholder meeting notes and statements

Radley Village Shop Management Committee leaflet.
May 2016
Meeting with Earth Trust 6-06-16
Meeting with Radley College 17-11-15
Meeting with Radley College. 07-01-16
Meeting with Radley College. 17-10-16
Meeting between the Parish Council and the Village
Hall Committee 23-08-16
Meeting Radley PC & Kennington PC. 02-06-16
Meeting with Arnold White Estates 18-11-15
Meeting with EA on impact of W Oxford Flood Relief
Channel 11-01-16
Meeting with EA on impact of W Oxford Flood Relief
Channel 22-07-16
Meeting with GWR February 2016
Meeting with OCC 15-01-16
Meeting with OCC re Thrupp Lane 08-04-16
Meeting with Redrow Homes re S Kennington site. July
2015
Meeting with St Swithun's primary school, Kennington
16-07-16
Meeting with Thames Water 29-09-16

Other

Radley sewer maps from Thames Water
Minerals, industrial and commercial uses in the Radley
Lakes area: an outline planning history

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