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**Susan Halliwell
Director for Planning and Place**

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Radley Parish Council
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Dear Radley Parish Clerk

Radley Neighbourhood Plan – Second Consultation Draft

Thank you for the opportunity to comment on a revised consultation draft Neighbourhood Plan. Our comments are set out on the attached.

We note the allocations in Local Plan Part 1 within the neighbourhood plan area – these are at North West Radley which is subject to a planning application (P17/V1894/O) and a related application (P17/V1863/FUL); and at South Kennington where a planning application is expected imminently. Land to the north of Abingdon has also been allocated for development (application P17/V0050/O) and this land is within Radley Parish adjoining the Neighbourhood Plan area. The comments in this response should not be taken in any way as restricting the future comments of the County Council on any planning applications.

The first consultation draft proposed no additional allocations, and this consultation draft does not propose to formally allocate any sites, but indicates in Planning Policies 1 and 2 that development will be supported on two sites which together could accommodate 20-25 homes:

- PP1 – Old Coal Yard Site on Thrupp Lane - Housing in the Green Belt
- PP2 – Central Allotments – Housing and a village shop on a site not in the Green Belt, subject to relocation of the allotments

As with the first consultation draft, there is a lot of attention given to the Radley Lakes area. The outcomes sought in 4.6.2 of the draft plan refer to a new access and a goal of nature conservation with quiet recreation.

Yours sincerely

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OXFORDSHIRE COUNTY COUNCIL COMMENTS SECOND DRAFT PRE-SUBMISSION RADLEY NEIGHBOURHOOD PLAN

Radley Primary School and Early Years Provision

We acknowledge that our comments on the first draft have been considered and that there have also been comments from Radley Primary School itself.

The planning application for the North West Radley development has sharpened the focus on the need to expand the school to 1 form entry and our comments on that application reflect that. It could be that the need for expansion of the school could be more specifically dealt with in the Neighbourhood Plan, for example by a policy indicating support for this.

St Swithun's Primary School and Early Years Provision

We acknowledge that our comments on the first draft have been considered and amendments have been made recognising that St Swithun's Primary School has been recently expanded to 2 forms of entry and should cater for expected development in Kennington.

Community Action 9 is unchanged from the earlier draft (then CA8) that "RPC will press for and support the expansion of nursery facilities at St Swithun's primary school." We noted in our earlier comments that the available early years provision in the Kennington and South Hinksey ward currently just meets the need of the local population, but additional capacity would be required to meet additional demand for places created by housing developments. We therefore support this Community Action.

Countryside Access

We consider that the supporting text to policy PP12 (cycling and walking) could note that cycle tracks should also be designed to cater for walkers and users with disabilities too.

Transport Strategy

There are a number of relevant issues concerning roads, cycling and walking. Our comments on the first draft Plan and on the planning applications for North West Radley and North Abingdon address some of these matters.

Sustrans Route 5

The draft neighbourhood plan proposes a realignment of Sustrans Route 5 north of Radley along the western edge of the railway. The County Council is in discussions with the developers of both the South Kennington and North West Radley development sites in order to pursue this.

Radley Station

The draft neighbourhood plan proposes cycle parking improvements at Radley Station. The County Council has met with Great Western Railway (GWR) on site to discuss the potential options, and GWR is currently working up a scheme. The County Council is securing contributions from the major housing development sites in the area specifically for cycle parking at the station.

North Abingdon site cycle route

The County Council has secured the cycle route labelled as 'option F' on map 10 as part of the North Abingdon development mitigation package.

Kennington Road

The exact locations and type of any required traffic calming or crossings will be assessed as part of the South Kennington planning application.

Sugworth Lane

The County Council will undertake a holistic overview of Sugworth Lane to determine what changes may be required in light of housing growth in the area and the Lodge Hill slip roads project.

35 Bus Route

All strategic sites in this area will be required to contribute on a per dwelling basis towards increasing the frequency of the bus route through Radley from three to four buses per hour.

White's Lane / Foxborough Road / Radley Road

The draft neighbourhood plan proposes a realignment of White's Road and a change of junction priority with Foxborough Road. The County Council is pursuing necessary changes with the NW Radley housing development. The scheme will include walking and cycle infrastructure improvements including a convenient crossing on White's Road, and improvements to 'Path 8'.

Alternatives to Thrupp Lane for Cycling

While the Thrupp Lane route is designated as part of the National Cycle Network, connecting Radley to Abingdon and beyond, other routes between Radley and Abingdon should not be overlooked – particularly via White's Lane, possibly Path 8 and then Audlett Drive or Radley Road. With Radley Road traffic calmed and Audlett Drive benefitting from off-carriageway cycle provision throughout, these routes are important options for journeys to Abingdon from both the existing village and development site. A journey to Abingdon from the White's Lane / Church Road junction is in the region of 2km shorter via White's Lane, Path 8 and Radley Road than the equivalent Sustrans route 5.

Transport Strategy – Radley Lakes Area

The draft neighbourhood plan proposes the creation of a new access from the industrial sites to Audlett Drive. There are many potential issues which would need to be overcome to pursue such a new road, including but not limited to:

- Acquiring land

- Mineral extraction and existing minerals consents
- Road adoption
- Impacts on other parts of the road network
- Land conditions, drainage etc
- Green Belt
- Flooding noting that much of the area is in Flood Zones 2 and 3
- Funding

The cross-boundary implications have to be fully considered given that the proposed junction of such a road would be on the edge of the Radley Neighbourhood Plan area and impact on Abingdon residents. The County Council does not have funding or the resources to pursue this project. It is considered that the text, for example on pages 40 and 55 will need to be reviewed. The County Council also has concerns that Planning Policy 11, which seeks that development support the achievement of the Radley Roads Strategy, may need revision.

The draft neighbourhood plan also indicates support for housing on the Old Coal Yard on Thrupp Lane. In respect of transport, it will be necessary to ensure that the site has appropriate access onto the highway and that the traffic generation can be accommodated safely.

Countryside Access – Radley Lakes

Thrupp Lane is in part a Byway Open to All Traffic (BOAT). While the plan’s ambition to create a safer walking and cycling route along Thrupp Lane could be supported by the County Council in principle, it can only be without prejudice to the requirement for the County Council to assert and protect lawful rights of access for all classes of user on public rights of way.

The draft neighbourhood plan suggests closure of Thrupp Lane to vehicular traffic at a point south of the Old Coal Yard. The County Council cannot indicate any support for a proposal to close the BOAT. The outcome of a process to downgrade, close or divert a Byway Open to All Traffic (BOAT) cannot be guaranteed. The process alternatives are:

- s116/117 of the Highways Act via OCC where the BOAT would be need to be deemed by a Magistrates Court to be unnecessary (where stopping up). Application may also be made to the Magistrates Court to divert the BOAT to a “nearer or more commodious” route.
- Where associated with planning, under s257 TCPA via Secretary of State.

Minerals - Radley Lakes Area

Revisions have been made to the draft Plan and Planning Policy 10 taking on board some of the County’s comments made earlier. However, we consider that development in this area will be limited as a result of the Green Belt designation and the neighbourhood plan appears to cover a County Matter by proposing development that may prejudice a mineral permission.

Parts of the area are subject to a Review of Minerals Permissions (ROMP). The ROMP area refers to the outlined areas shown on the Thrupp Farm and Thrupp Lane drawings below.



While Planning Policy 10 recognises the County Matters, it is important that the policy does not include a provision about development that is ‘excluded development’. For comparison, the judgment on the Faringdon Neighbourhood Plan could be referred to, where it was found that the provisions of that Plan complied with the law because the allocation could only take effect after both restoration and aftercare activities at the quarry had been completed. In the case Faringdon, the restoration and aftercare was due in a much shorter timescale, and the site was not in the Green Belt.

The outcomes sought in 4.6.2 and Planning Policy 10 refer to the possibility of new access and limited commercial use. There are a number of reasons why the policy will be ineffective at achieving that goal:

- The current mineral permissions allow for working of some areas up to 2042, with restoration by 2043 and a five year aftercare condition. This would go well beyond the plan period. Any application for the permanent retention of the industrial uses on the site would affect the restoration of the quarry, and by virtue of Schedule 1 Part 1(h) of the Town and Country Planning Act 1990, would be a County Matter. As a County Matter the development would therefore be excluded under part 61K of the Localism Act 2011. Though there is a possibility of the site being restored earlier if a prohibition notice is made and confirmed it would still have restoration and aftercare conditions.
- Some land including the Curtis Yard site is subject to a restoration condition. The National Planning Policy Framework defines previously developed land as specifically excluding “land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures”. Proposals for permanent industrial development would therefore be a departure from the development plan.

Environmental Strategy

As noted in our comments on the first draft, we support the attention that is given to landscape, biodiversity and green space issues and welcome the support that is given to the need to actively seek biodiversity gain associated with new development.

Our earlier comment noting that Local Wildlife Sites are designated by Thames Valley Environmental Records Centre, not the County Council, was not included in the summary and the error remains on page 33, footnote 1. The reference “by Oxfordshire County Council” should be deleted from the sentence on Local Wildlife Sites because

these sites are identified by Thames Valley Environmental Records Centre on behalf of all local authorities in Oxfordshire, not specifically the County Council.

Public Health

We note that our earlier comments have been taken on board and support the definition and inclusion of health and well-being within the key objectives and the subsequent interweaving of health and wellbeing considerations throughout the plan.