



**APPENDIX 3     Radley South Access Appraisal Report Stuart Michael Associates**

**VALE OF WHITE HORSE LOCAL PLAN 2031 PART 1.  
STRATEGIC SITES AND POLICIES  
PUBLICATION VERSION November 2014**

**Response by Arnold White Estates Ltd**

**Site at Gooseacre Farm  
Thrupp Lane  
Radley**

**Prepared for  
Arnold White Estates  
Ltd.  
& B. Colton  
(the Co-Promoters)**

**by**

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**December 2014**



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## **APPENDICES**

(Drawings 4938.006A, 4938.007 and  
4938.009)



## **1.0 INTRODUCTION**

- 1.1 Stuart Michael Associates Ltd (SMA), Consulting Engineers, has been appointed by Arnold White Estates Ltd. and B. Colton (the co-promoters of the land) to provide advice on the infrastructure requirements in respect of land at Gooseacre Farm, Thrupp Lane, Radley, Oxon (the "Site"); drawing number 4938.009 in Appendix 1 refers.
- 1.2 The site (bounded red on drawing 4938.009) is proposed as a Local Plan candidate site for a housing allocation for up to 250 dwellings. Land beyond the proposed housing site to the south and to the east is also in the control of the promoters. This can enable other infrastructure requirements to be provided such as a cycleway/footway link to Bowyers Close and, where necessary, sustainable drainage systems and landscaping.
- 1.3 SMA has visited the site and local environs to appraise the options for access and to consider accessibility and infrastructure generally. Site visits were undertaken in July 2014.
- 1.4 This report summarises the access appraisal and should be read in conjunction with the overall planning submissions to be made by Gardner Planning on behalf of the co-promoters.



## 2.0 ACCESS APPRAISAL

- 2.1 Part of the site was previously submitted for consideration in the Vale of White Horse District Council's SHLAA (February 2014); its reference being RADL06: land east of Thrupp Lane. Its current uses were described as agricultural and sports. In terms of overall suitability the site was considered to be appropriate subject to access and it being removed, as is proposed, from the Green Belt.
- 2.2 The Council's most recent publication (November 2014): Topic Paper 3 Strategic Sites Selection (Local Plan 2031 Part 1 Strategic Sites and Policies) has reported upon South Radley (TPS079). This reaffirmed that RADL06 was suitable for development subject to access. Concern was raised over access, in isolation, to adjoining land RADL07 but acknowledged that in combination there was potential for a joint access. Other concerns relating to the size of the site (RADL06) and its ability therefore to achieve a minimum of 200 dwellings, will be addressed by the inclusion of additional adjoining land which the co-promoters control.
- 2.3 This report considers the options for access and the integration of the site with the adjoining community (pedestrian and cyclist links).
- 2.4 The proposed housing site abuts Thrupp Lane to the east from which it is currently accessed.



**View (eastwards) into the site from Thrupp Lane**



- 2.5 The access is kerbed with adequate views along Thrupp Lane. Access sightlines can be enhanced in conjunction with the formation of an improved adoptable residential access road and localised widening of Thrupp Lane (discussed later).



**View to north on Thrupp Lane from existing field access**



**View to south on Thrupp Lane from existing field access**



- 2.6 It is proposed that primary vehicular access shall be taken from Thrupp Lane and located at and over the position of the existing field access. It will be upgraded to adoptable standards. A preliminary access layout is shown in Appendix 2; drawing 4938.007).
- 2.7 There is also scope, within the confines of the public highway boundary at Thrupp Lane, to provide improvements to the corridor (surfacing, kerbing and speed control) in association with localised widening and traffic calming.



**View northwards along Thrupp Lane**

- 2.8 Thrupp Lane is subject to a 30mph speed limit. It is also designated as being part of the Sustrans National Cycleway Network (Route 5). This is a route currently shared by heavy goods vehicles travelling to and from a minerals extraction site. The corridor from the proposed site access to Foxborough Road varies in width (drawing 4938.007 refers).
- 2.9 To enhance safety for cyclists and other users of Thrupp Lane it is proposed to widen the carriageway a minimum 5.5m adjacent to the development site boundary and give consideration to formalising an existing pinchpoint near Drysdale Close and creating a controlled priority pinchpoint.





**Views onto Thrupp Lane from Foxborough Road**

- 2.10 Thrupp Lane connects with the Foxborough Road at a priority junction. There is good intervisibility with approaching traffic and with the nearby junction (opposite) with White Lane.



**View from Thrupp Lane onto Foxborough Road (east)**



**View from Thrupp Lane onto Foxborough Road (west)**

- 2.11 Pedestrian and cyclist links can be provided to Gooseacre. There is also scope to significantly enhance the cycleway network. A shared footway/cycleway from the site's eastern boundary across the promoter's land to the east and link to its access onto Bowyer Close (Drawing number 4938.006A, Appendix 3 refers).



**Existing gate and access from the Co-Promoter's land to Bowyer Close**



- 2.12 This would provide an attractive recreational corridor and also provide a convenient link for railway commuters to and from the proposed development. Bowyer Close also connects to Stonhouse Crescent and from there to Foxborough Road and Radley railway station.



**Radley Railway Station**

- 2.13 The shared footway/cycleway would effectively provide a connecting route to the National Cycleway Route 5 on Thrupp Lane. Consideration could also be given to making up a track that runs north – south from Bowyer Close to Foxborough Road over which the co-promoters and owners of Gooseacre Farm have retained a legal right of access for vehicles and pedestrians.

#### Accessibility

- 2.14 It is generally acknowledged (Manual for Streets) that walking is an effective mode of transport for short journeys up to 2km and can often represent a stage within a linked trip (walk-bus, walk-train). Similarly cycling up to 5km is equally acknowledged (DMRB, TD 91/05: “Provision for Non Motorised Users”) as being an attractive and healthy alternative to the car. The DfT’s Cycling Delivery Plan (Consultation: October 2014) seeks to support and promote measures to double cycling by 2025.



- 2.15 The topography within and around Radley is generally flat and therefore is conducive to trips being made by walking and cycling. Drawing number 4938.009 (Appendix 1) illustrates a 2km and 3km radial as indicators of the trips that can be made by foot and cycle to relatively close destinations.
- 2.16 Within Radley there is a village hall, recreation field, a local convenience store, a public house (Bowyer Arms), primary school and college. Abingdon is a short journey to the west where there is a range of retail, employment, education and leisure facilities. Oxford City Centre offers further higher order facilities and can be easily reached by bus, train or car.
- 2.17 Connections can be made from the site to adjoining footways, footpaths and cycle routes. Other new links can be provided as part of the development's infrastructure. Such provision would beneficially extend and enhance the existing networks.

#### Public Transport

- 2.18 Radley is particularly well served by buses operating between Abingdon and Oxford City Centre. Service 35, for example, travels along the Foxborough Road with bus stops within 400 metres (5 minute walk) of the proposed development site.
- 2.19 Service 35 operates 7 days a week (operating from 6am to midnight) with weekday frequencies of 15 minutes from 7am to 7pm and half hourly during the evenings. There are frequent services on a Saturday (20 minutes mornings, 15 minutes midday to 19.30 hours and half hourly in the evenings) and generally half hourly on a Sunday (hourly in evenings).
- 2.20 Radley has a mainline railway station (services to/from Oxford and London Paddington) with parking facilities and covered cycle parking. The station is less than a 15 minute walk from the development site. As stated previously a more direct and convenient footpath and cycleway could also be provided from the proposed development site to Bowyer Close.



### **3.0 SUMMARY AND CONCLUSIONS**

- 3.1 This access appraisal demonstrates that appropriate vehicular, pedestrian and cyclist access can be provided to the site at Gooseacre Farm, Thrupp Lane, Radley (Appendices 1-3 refer).
- 3.2 The site is well located to public transport (bus and rail) with regular and frequent bus services to Abingdon and Oxford City Centre. The railway station (mainline services to Oxford and London Paddington) is less than a 15 minute walk from the site.
- 3.3 There is scope to extend and enhance the local footway and cycleway networks providing connectivity to the site and links between National Cycle Route 5 (Thrupp Lane) and the wider community.
- 3.4 Improvements have been identified for Thrupp Lane (localised widening and traffic calming) that will benefit existing users of the lane (cyclists, cars and HGV's). These can be provided within the public highway and over land controlled by the site co-promoters.
- 3.5 It is concluded that the site is highly accessible, can be satisfactorily accessed, can deliver sustainable development and provide beneficial enhancements to the footway, footpath and cycleway network.

## **APPENDICES**

**Appendix 1   -   Drawing 4938.009**

**Appendix 2   -   Drawing 4938.007**

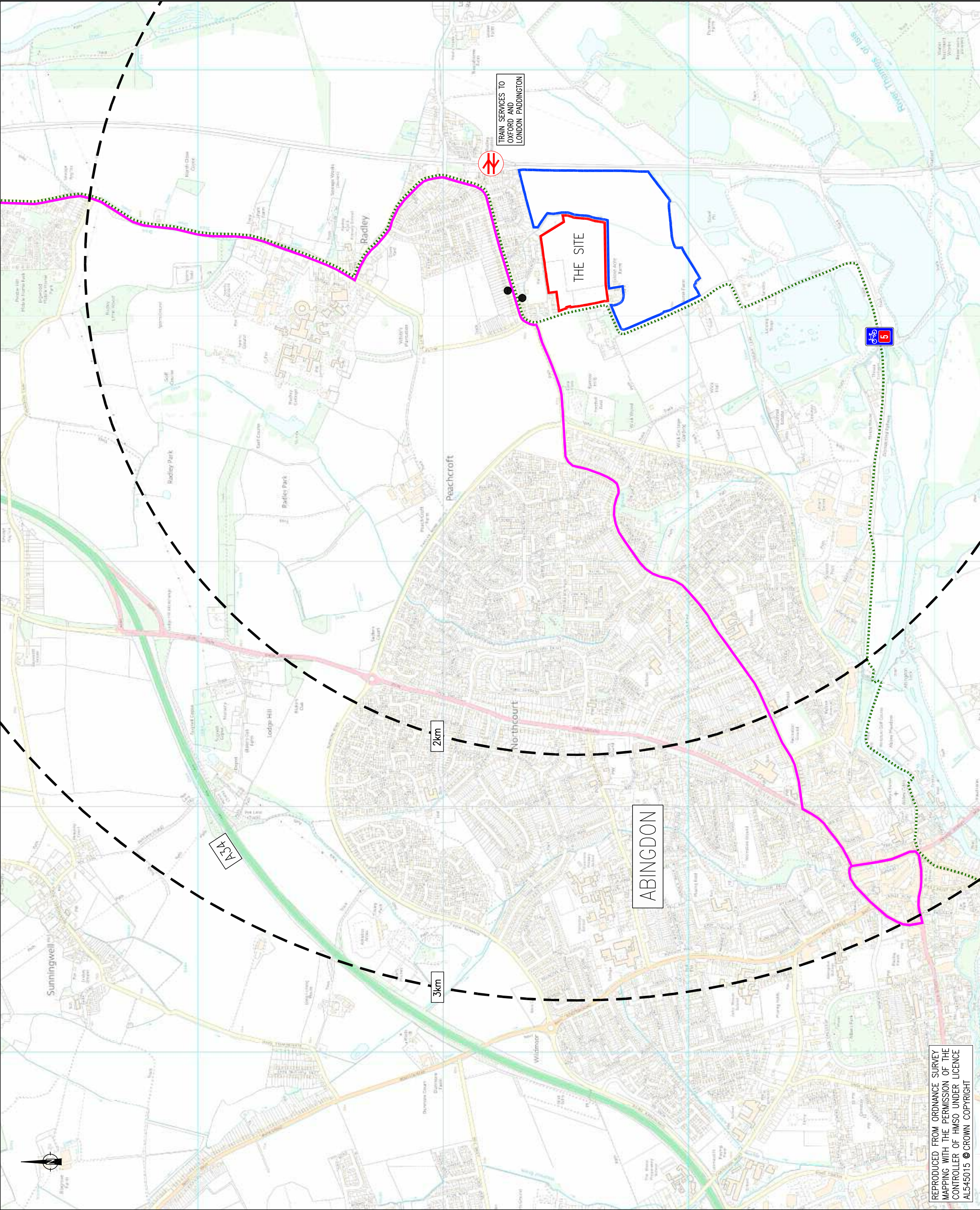
**Appendix 3   -   Drawing 4938.006A**

## **APPENDIX 1**



KEY:

- PROPOSED DEVELOPMENT SITE
- OTHER ADJOINING LAND IN PROMOTERS CONTROL
- NATIONAL CYCLE ROUTE 5
- BUS SERVICE 35 (MON-SUN)
- MAINLINE RAILWAY STATION (PARKING FOR CARS/BICYCLES)
- BUS STOP



TRAIN SERVICES TO OXFORD AND LONDON PADDINGTON

Rev	Description	Dn	Chk	Date

REVISIONS			
Preliminary Issue	Submitted for S104		
Planning Issue	Issued for Tender		
Submitted for S38	Issued for Construction		
Submitted for S278	As Built		

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B. COLTON

LAND AT GOOSEACRE FARM  
THRUPP LANE, RADLEY

CANDIDATE LOCAL PLAN  
HOUSING ALLOCATION SITE

DATE	DEC 2014	DRAWN	CL	CHECKED	SMA	ISSUE CHECKBOX
DRAWING NO	4938.009	REV	.	SCALE	1:10000	© A2

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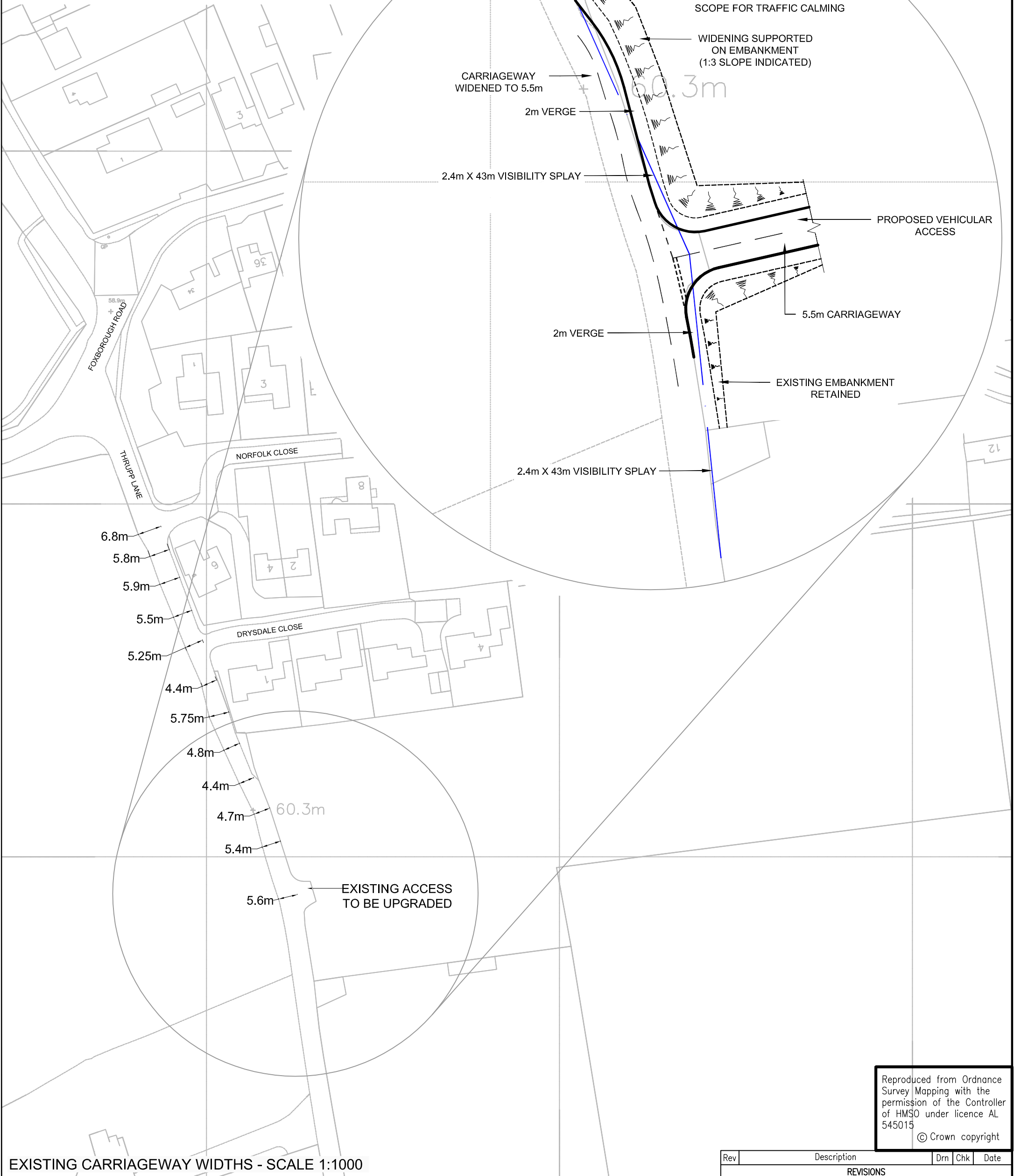




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2. THE DESIGN IN THIS DRAWING IS BASED UPON ORDNANCE SURVEY MAPPING AND ON SITE OBSERVATIONS. A FULL TOPO SURVEY IS TO BE CONDUCTED SO AS TO MORE ACCURATELY INFORM THE DESIGN.



EXISTING CARRIAGEWAY WIDTHS - SCALE 1:1000

Rev	Description	Drn	Chk	Date
REVISIONS				

DATE	JULY 2014	DRAWN	TDM	CHECKED	SMA	ISSUE	CHECKBOX
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DRAWING No.	4938.007	REV.	SCALE	SEE VIEWPORT @ A3
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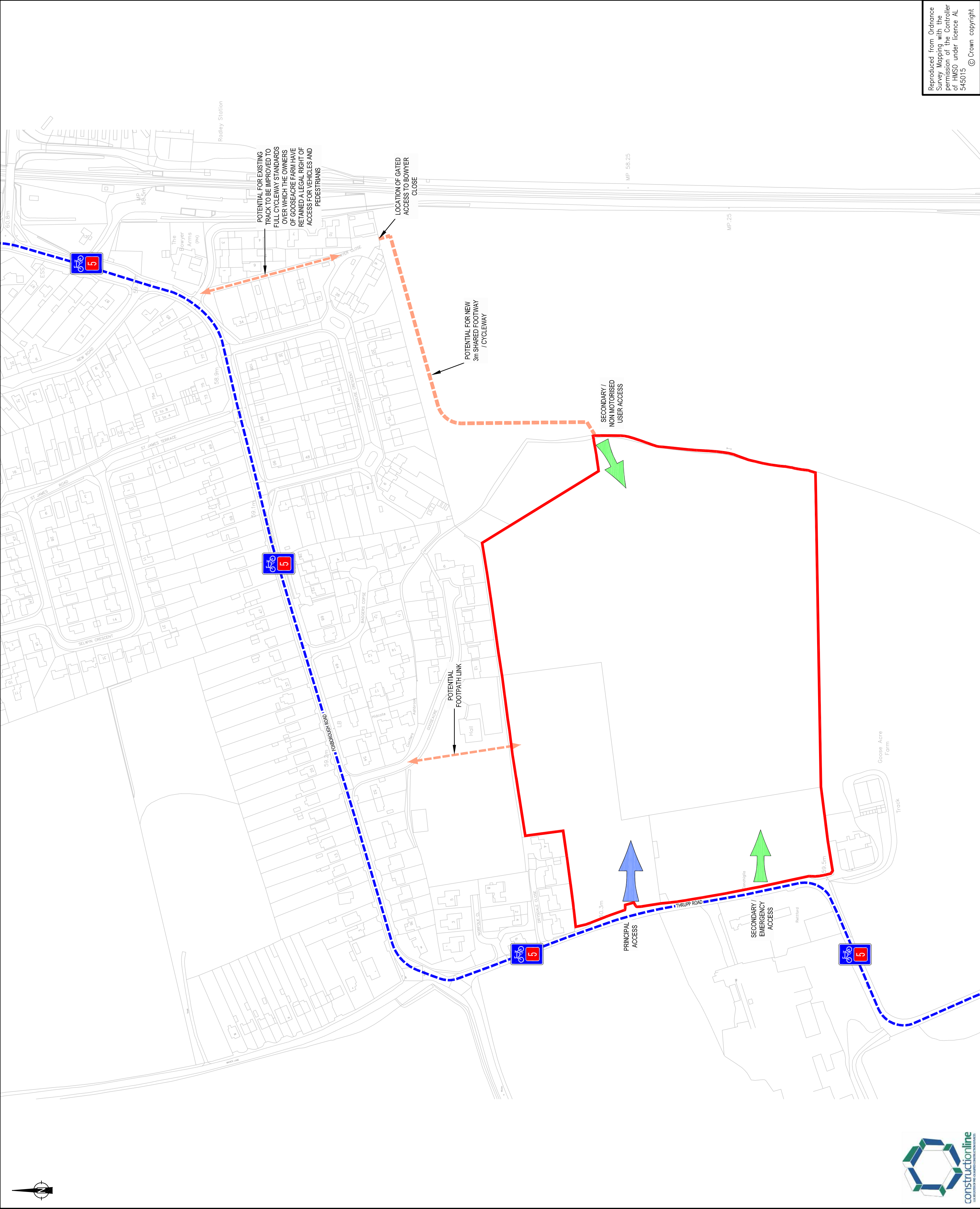
3. THESE PROPOSALS WILL NEED TO CONSIDER ANY ADDITIONAL INFORMATION WHICH SUBSEQUENTLY BECOMES AVAILABLE INCLUDING POTENTIAL SITE HAZARDS / CONSTRAINTS

KEY

DEVELOPMENT SITE

POTENTIAL ACCESSIBILITY IMPROVEMENTS

NATIONAL CYCLE ROUTE 5



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ADDITIONAL NOTES ADDED		JGP	SMA	17.12.14
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LAND AT GOOSEACRE FARM  
THRUPP LANE, RADLEY, OXFORD

POTENTIAL DEVELOPMENT ACCESS



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