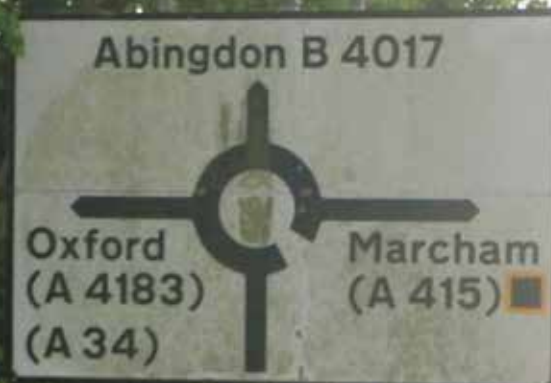


NORTH WEST ABINGDON-ON-THAMES (EASTERN LAND PARCEL) VOWH STRATEGIC SITE ALLOCATION 1

HOUSING DELIVERY DOCUMENT

DECEMBER 2014





View south along B4017 Wootton Road

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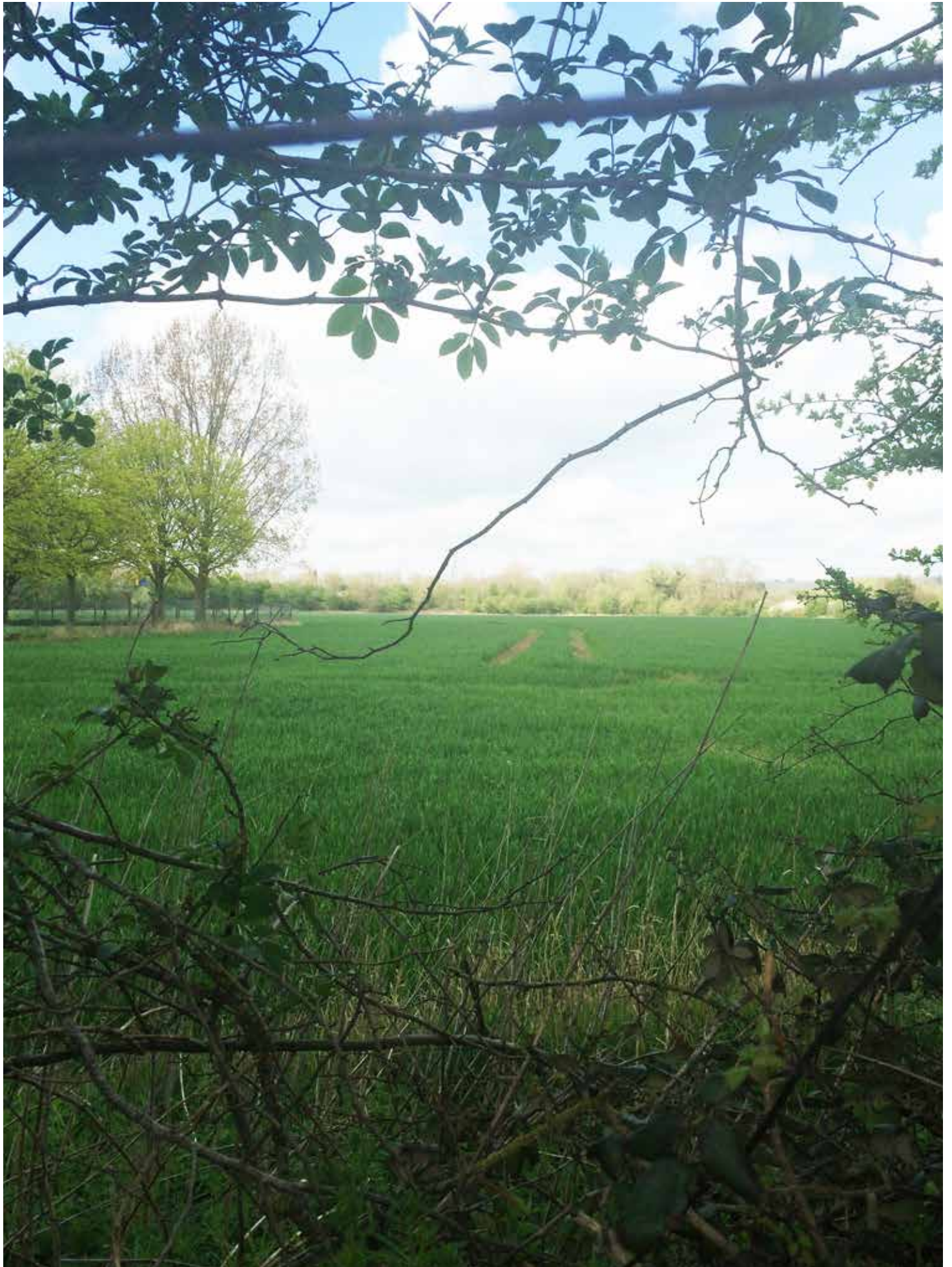
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DUNMORE ROAD



View northwest across site from Dunmore Road

1.0 INTRODUCTION

1.1 Overview

This document has been prepared by Catesby Estates Limited in respect of a development proposal for residential development at land north west of Abingdon-on-Thames ("the Site"), which lies within the administration of the Vale of White Horse District Council. ("the District").

The document supports the delivery of the '*Local Plan 2031 Part 1: consultation on the draft plan*' which identifies a number of strategic site allocations which will help to plan for 20,560 new homes between 2011 and 2031. The Site, 'Strategic Site Allocation 1', has been identified by the District to have the capacity to deliver approximately 200 new homes. The document solely focuses on the eastern land parcel of the strategic allocation, the extent of which is edged red on the image below. The remainder of the allocation, land to the west of Wootton Road (delineated by the blue edging throughout the document), falls outside of the control of Catesby Estates Limited. However discussions are ongoing between all parties to ensure that both land parcels are brought forward at the same time to ensure that the allocation can be successfully delivered.

The Site is a logical extension to the north west of Abingdon and is located within a suitable and sustainable location for future residential development, in accordance with national and emerging local planning policies. The Site has no constraints preventing development and is considered to be a deliverable Site for housing in the short term.

1.2 Scope and Structure

This document is comprised of the following sections:

- **SECTION 2.0 – SITE AND CONTEXT.** Identifies land north west of Abingdon, introduces all relevant local context, studies local architectural style and building form, and references all significant local facilities.
- **SECTION 3.0 – PLANNING POLICY CONTEXT.** To discuss the rationale behind the Site and why it provides an ideal opportunity for residential development that is in accordance with the National Planning Policy Framework and supports the delivery of the emerging Local Plan 2031.
- **SECTION 4.0 – SITE APPRAISAL.** To focus on the immediate context of the Site, documenting how constraints will shape the development proposal.
- **SECTION 5.0 – DEVELOPMENT PRINCIPLES.** To demonstrate the deliverability of the Site by illustrating a development proposal and to provide an indication of the likely capacity of the Site.
- **SECTION 6.0 – SUMMARY AND CONCLUSIONS.**





View east along Dunmore Road

2.0 SITE AND LOCAL CONTEXT

2.1 The Site

The Site, delineated on the illustration below with a red asterisk, is located north west of the urban edge of the historic market town of Abingdon-on-Thames, found to the south of Oxfordshire. The Site is located within the neighbourhood area of Wildmoor, west of Northcourt.

The town centre and its many facilities are located 1.5km southeast of the Site, with a wide variety of other services and facilities more immediately located within the northern and western parts of the town.

The Site is within the control of Catesby Estates Limited, who are promoting the Site on behalf of the landowner. The area of the Site extends to 9.53 hectares (23.55 acres), is mostly irregular in shape, generally flat and is currently in agricultural use (arable). A section of the Site to the southwest borders a recreational field, along the northeastern boundary flows a watercourse and to the northwest a highway embankment rises up towards the A34. The Site is currently accessed via an open field access

from the B4017 Wootton Road at the northwest corner of the Site near to the A34 bridge structure.

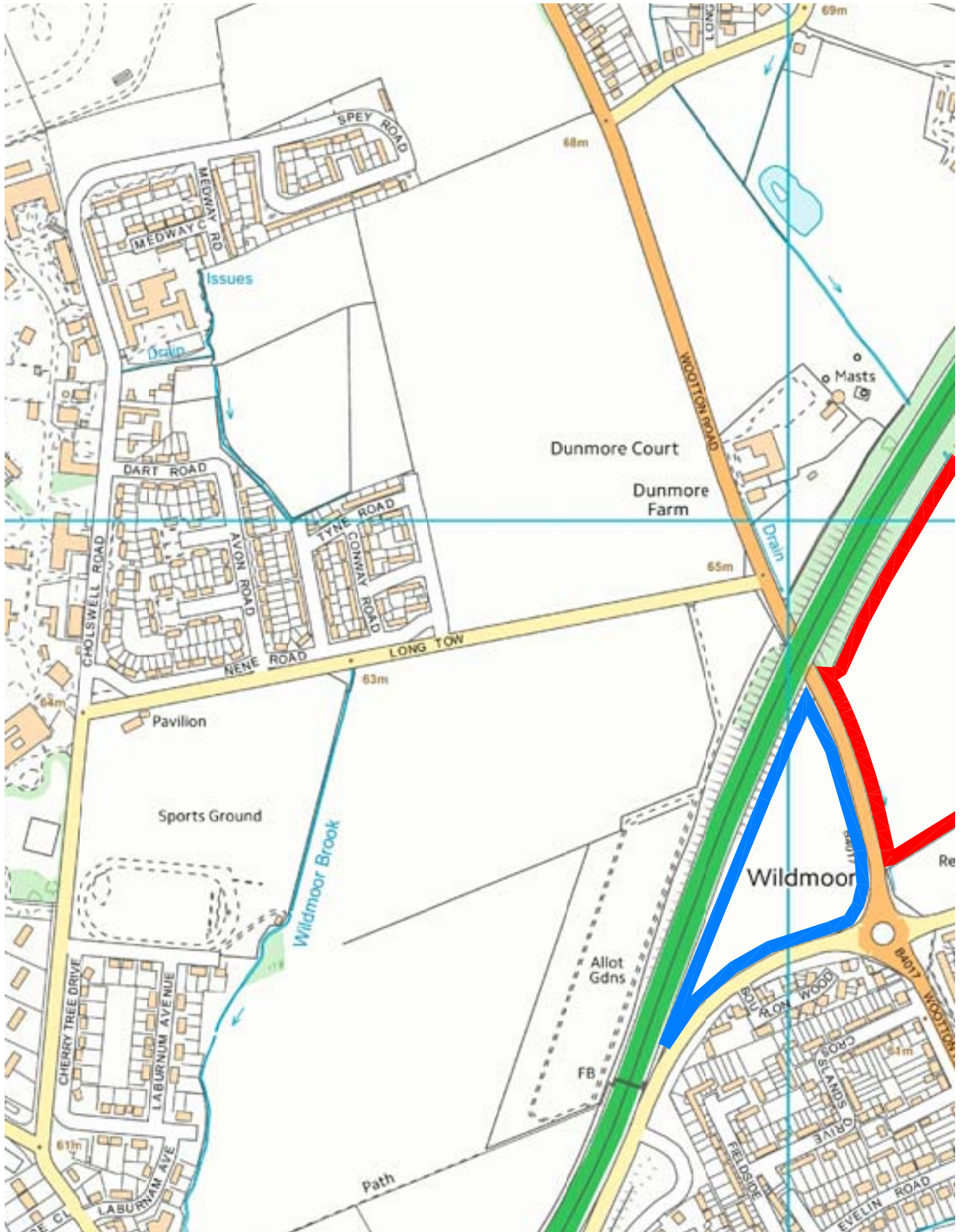
The Site is well contained due to the presence of hedgerows and tree planting to all boundaries. Most significant trees are found along the western boundary. The suburban areas of Wildmoor and Northcourt, which are predominantly residential, lie immediately to the south and the east respectively. The recreational facilities of Tilsley Park lie immediately to the northeast.

Excellent transport links lie close-by with the A34 major arterial route directly abutting the Site to the northwest, linking to the wider road network of the A40 London Road, M40 and M4 motorways. The Site abuts Dunmore Road to the south and the B4017 Wootton Road to the west offering connectivity to the local road network.

In terms of development potential, the Site is capable of accommodating approximately 170 dwellings at a density of 18 dwellings/hectare (gross), 35 dwellings/hectare (net).



Ordnance Survey License Number: 100022432



Site Location Plan

Ordnance Survey License Number: 100022432



2.2 Local Context and Strategy

Development at the north western fringe of Abingdon is mostly residential with the scale of housing comprising that of typical 20th century development insofar that the vertical scale is fairly restrained, the block structure and street pattern is mostly regimental.

Built form is varied. Large detached forms reducing down to semi-detached and terraced forms are in equal mix. Two storey dwellings feature in the majority although single storey bungalows and two and a half storey houses and flatted blocks are found in limited pockets.

The appearance of this housing is very much typical of the age it was constructed, development completed between the 1950 and early 1980s are subject to very simple architecture with an equally simplistic material palette. Towards the end of the 1980s, the design philosophy of residential development shows signs of improved appearance through slightly more variety in building styles and a more eclectic mix of material types. In some instances the latter can have gone too far with many types of materials and architectural detailing resulting in a street scene appearing fussy and overly varied. Examples of late 20th century design can be found along Mons Way which seems to have a successful balance between scale and style. However housing mix is typical of the time whereby very few smaller family homes are present with a focus on larger executive homes, typifying commercial preference over local housing need.

Typical examples of the local architecture found near to the Site are shown below and opposite.

Generally, housing found along Dunmore Road opposite the Site does not positively address the carriageway. This approach provides limited opportunity for natural surveillance of pedestrian/cyclist/motorist activity and results in a negative street scene with limited attraction.



Housing of various scale along Thornhill Walk



Housing immediately south of the Site along Benson Road



Housing found east of the Site along Langley Road



Uninspiring housing facing Dunmore Road opposite the Site



1990's housing found west of the Site along Mons Way

Strategy

When considering the design context for any new development, it is important to draw inspiration from the character of the local area to ensure that the development integrates into the locality as well as possible. If the locality does not have a rich character, then new development should seek to create its own identity which can help to create a positive place for people to live.

Existing development located within the locality of the Site is considered to have very little architectural character of any real merit. Because of this, the strategy for the development proposal should refer to the rich character found in and around the wider area of Abingdon-on-Thames, and at the same time try and establish its own recognisable identity. The scale of development should not be too dissimilar to that found nearby, two storey in the majority with perhaps the opportunity for two and a half storey and maybe even single storey in limited numbers, depending upon the needs and trends of the area. Block structure should be varied, one that can help to determine a clear movement strategy around the Site, creating streets and spaces having character. For example at the core of the Site, block structure could be more continual with building facades located close to the street, resulting in a higher development density. At the fringes of the Site, block structure can be less continual and more relaxed with building blocks varied in their configuration. This can help to soften the transition between the built form and green space at the site edge. Development should address both key spaces and open green spaces to help provide an appropriate level of natural surveillance and with it successful spaces that are seen to be functional, safe and 'social'.

Fundamentally, 'good design' should be at the backbone of the proposed development which will result in creating a strong 'sense of place', one where people will want to live.

2.3 Local Facilities and Services

Abingdon has a significant number of local facilities and services which support the local community, many of these are found northwest of the town centre which will support the delivery of the Site.

Many key facilities and services are accessible from the Site within approximately an 800m walking distance (5 minutes), a further spread of facilities are within a 1200m walk (10 minutes). The Facilities Plan shown on the following spread illustrates the location of these facilities and services in relation to the Site.

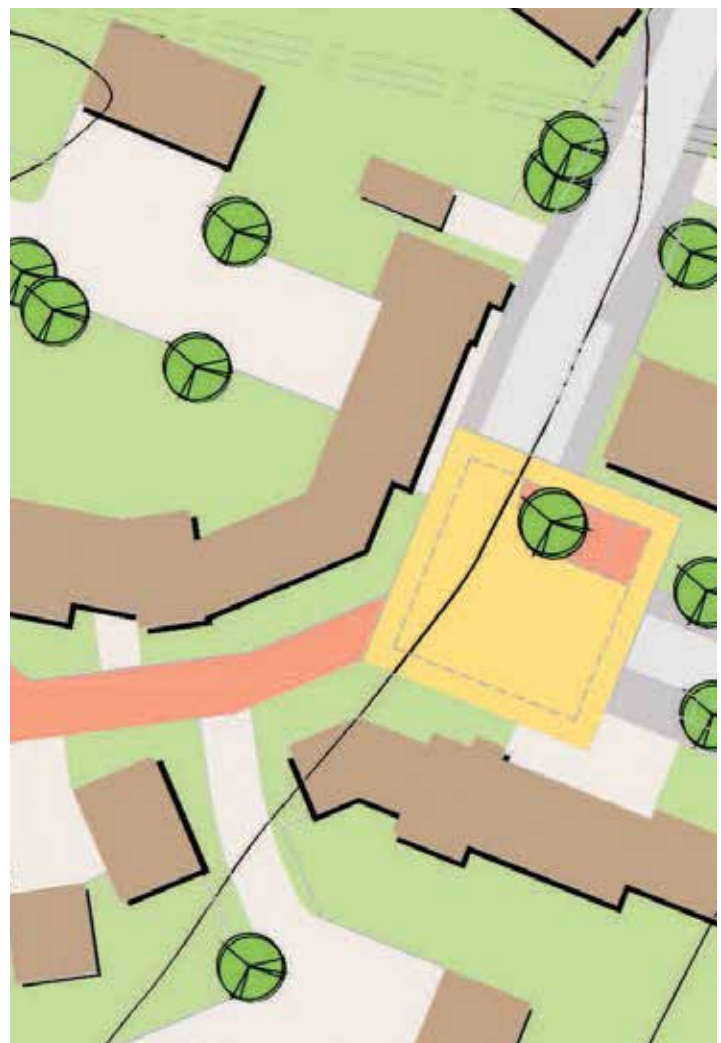
Directly to the east of the Site is located Tilsley Park which is a recreational facility managed by Abingdon School in

partnership with the District. This facility comprises five floodlit sports pitches, an eight lane floodlit athletics track with covered grandstand, plus changing rooms, parking and social facilities.

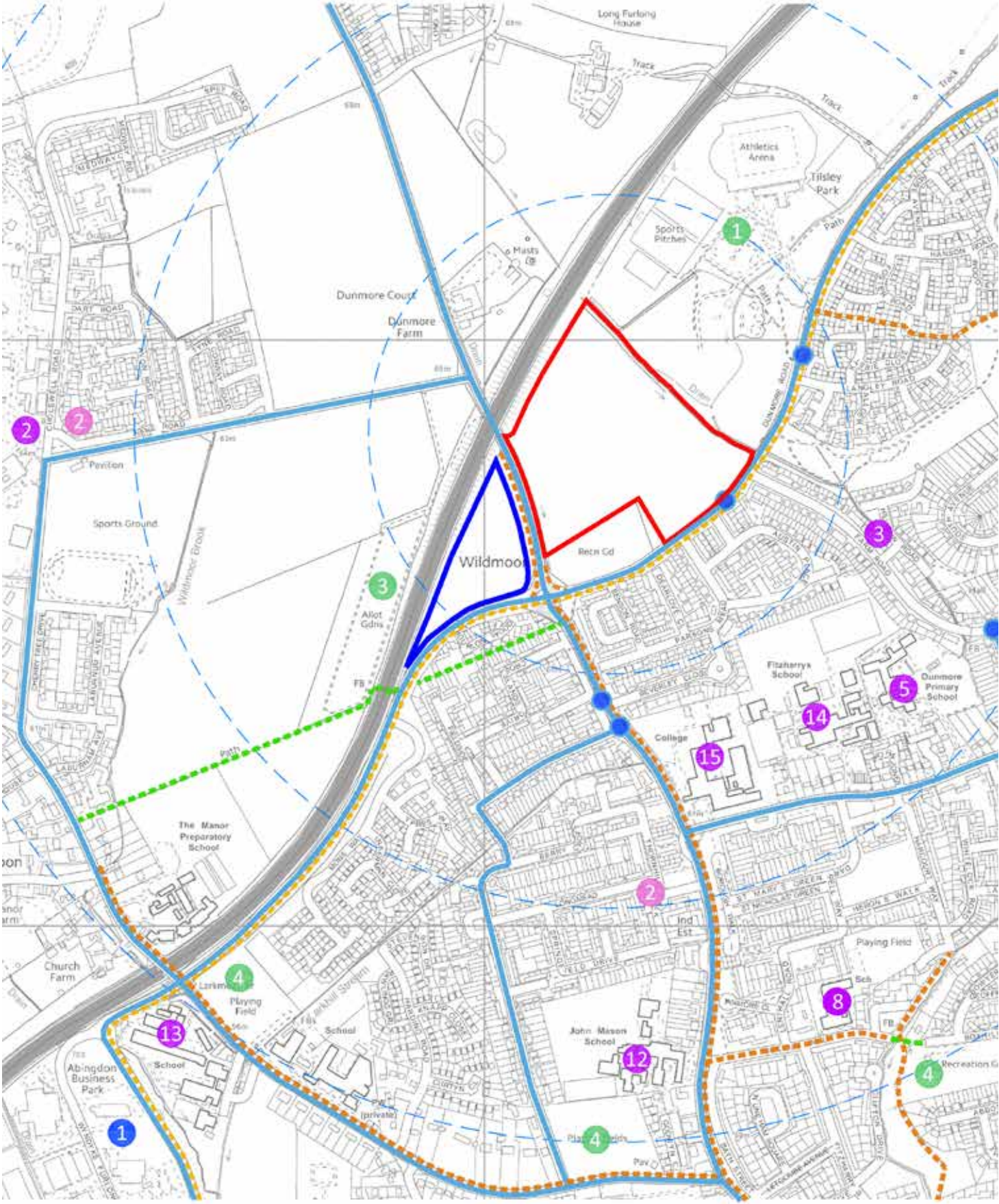
Within 800m of the Site a number of educational facilities are present including: Dunmore Primary School, Fitzharrys Secondary School and Abingdon & Witney College. Other nearby facilities include Dunmore allotments and local centre shopping at Thornhill Walk (including Tesco Express and One-Stop convenience stores)

Within 1200m of the Site facilities include: Long Furlong Medical Centre, Long Furlong Primary School, St. Nicholas CofE Primary School, John Mason Secondary School, Christ Church, Budgens convenience store with Post Office, McColls general store and various recreational and sports fields.

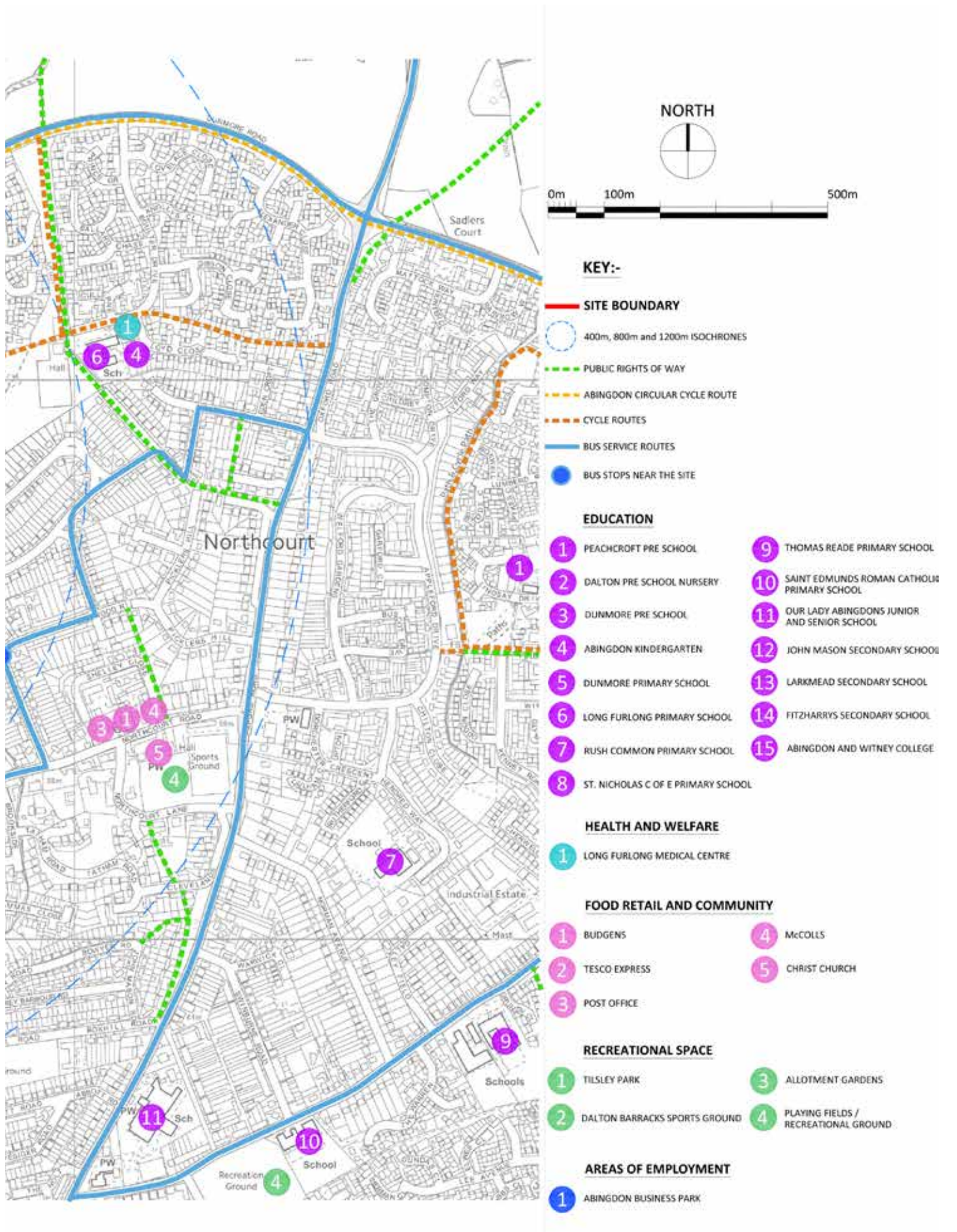
Southwest of the Site lies Abingdon Business Park which is the most significant employment site found west of Abingdon, comprising mixed office and industrial warehouse accommodation.



Good design will contribute towards a strong 'sense of place'



Local Facilities Plan





Tilsley Park



Budgens and Post Office on Northcourt Road



John Mason School on Wootton Road



Recreation ground on Northcourt Road



Abingdon and Witney College on Northcourt Road



Long Furlong Medical Centre on Boulter Drive



Christchurch on Northcourt Road



Abingdon Road Business Park

2.4 Access and Movement

The Facilities Plan shown on the previous spread shows that there are good pedestrian, cycle and bus links from the Site to Abingdon town centre and all local facilities and services.

Of particular note is the established cycle route which runs immediately south of the Site along Dunmore Road. This is part of the dedicated Abingdon Circular which takes in Abingdon Marina and the River Thames, and is 12km in length (route shown below - the Site has been delineated with a red asterisk).



Abingdon Circular - cycle route

A further designated cycle route runs along the western side of the B4017 Wootton Road, although this does stop just after the A34 bridge northwest of the Site.

No designated public footpaths directly cross the Site or run alongside any of the boundaries. Public Right of Way (ref: 100/24) runs close by the Site to the southwest corner. All highways running immediately close to the Site include defined footways, with the exception of the eastern side of Wootton Road. This high level of permeability aids pedestrian connectivity between the Site and the local area.

From here the Site benefits from excellent local transport links via Dunmore Road and the B4017 Wootton Road directly to the A415 Marcham Road and the A34 arterial route heading north towards Oxford and the M40, and south towards Newbury and the M4.

The Site is well located for local bus services with the nearest stops found directly adjacent the Site on Dunmore Road and further south on Wootton Road. The plan on the following page illustrates the routes of all local bus services, in summary the nearest bus routes to the Site are service no.s 41, 42 and 44 (Heyfordian Travel) and no.s 32(X) and 116 (Thames Travel).



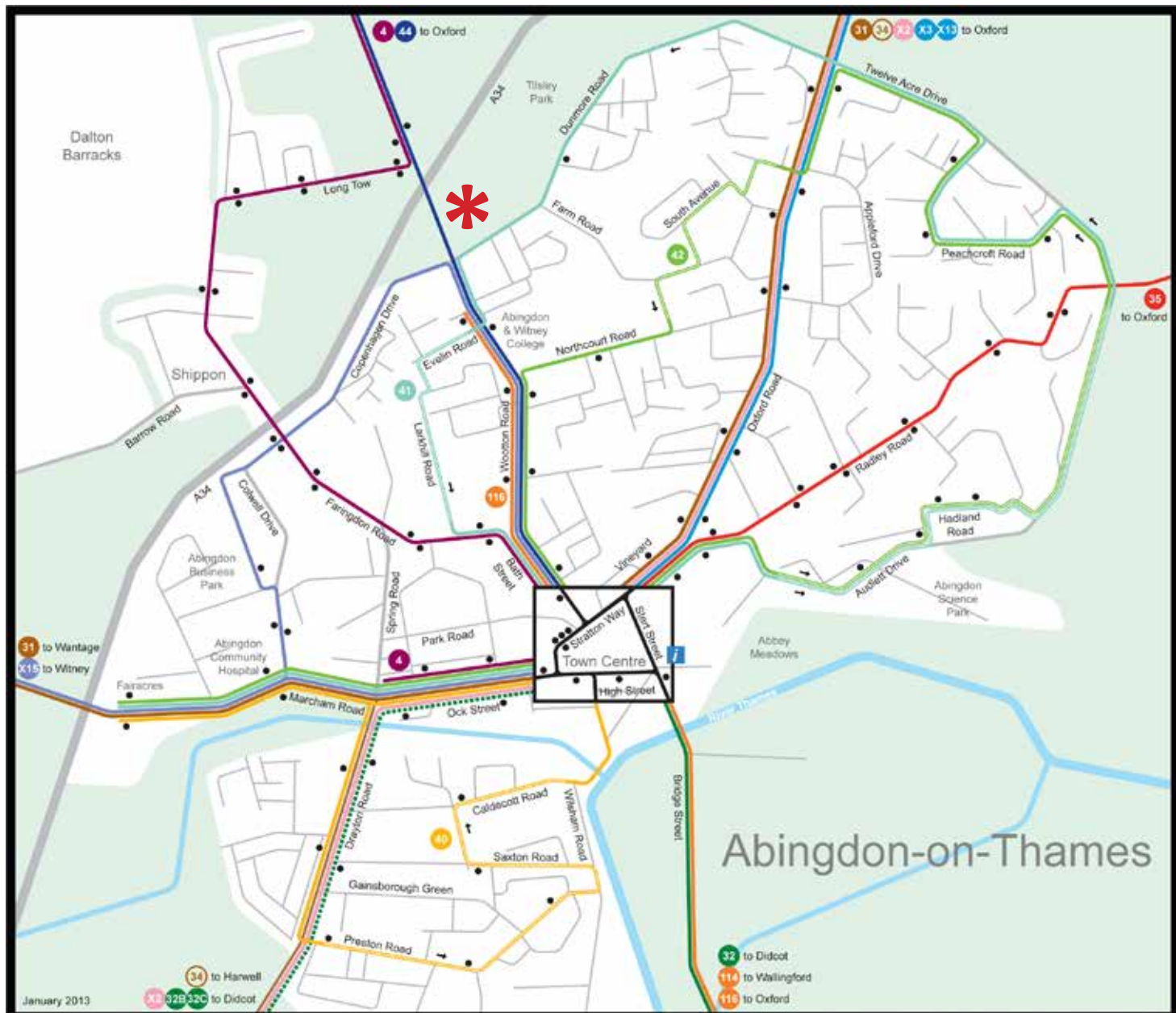
Nearest bus stop to the Site on Dunmore Road



Timetable for service no.s 41 and 42.

Abingdon is not served by the local or national rail network, nearest rails stations are found at Radley (5 km), Oxford (12km) and Didcot (13km), with good bus connections from all stations directly to Abingdon town centre.

Heathrow Airport is the closest significant international airport to the Site approximately 87km away travelling east along the M4.



Abingdon bus map

Thames Travel

- 32** Abingdon - Didcot - Wantage - Grove
..... 32B/C Didcot - Abingdon (evenings)
- 114** Abingdon - Berinsfield - Wallingford
- 116** Abingdon - Berinsfield - Oxford
- X2** Didcot - Abingdon - Oxford

Oxford Bus Company

- 4** Abingdon - Cumnor - Oxford
- 35** Abingdon - Radley - Oxford
- X3** Abingdon - Oxford - Oxford Railway Station
- X13** Abingdon - Oxford - John Radcliffe Hospital

Stagecoach in Oxfordshire

- 31** Wantage - Abingdon - Oxford
- 34** Wantage - Harwell Science - Abingdon - Oxford
(two peak journeys each way only)
- X15** Abingdon - Southmoor - Witney

Heyfordian Travel

- 40** South Abingdon circular
(hail and ride section of route)
- 41** Peachcroft circular
(hail and ride section of route)
- 42** Peachcroft circular
(hail and ride section of route)
- 44** Abingdon - Boars Hill - Oxford

Shopping routes not shown:

- 43 (Abingdon Leisure Centre, Town Centre, to Longworth and Eaton)
- 46 (Appleford, Drayton St. Leonard)

Abingdon Bus Map - reproduced from Oxfordshire County Council website
The Site is delineated with a red asterisk

3.0 PLANNING POLICY CONTEXT

“Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision.”

(The Framework, Ministerial forward)

Any development proposals need to be in accordance with the National Planning Policy Framework published on 27th March 2012 ('the Framework') and the Development Plan at the local level.

The heart of the Framework seeks to ensure that planning helps to achieve sustainable development and a 'presumption in favour of sustainable development' is therefore the basis for every plan and every decision. Of particular importance to the Framework is the need to deliver a wide choice of high quality homes and to boost significantly the supply of housing. This is informed by a full, objectively assessed need for market and affordable housing in that specific housing market area.

The Site is located in the Oxfordshire Sub-Regional Housing Market Area, which comprises West Oxfordshire District Council, Oxford City Council, South Oxfordshire District Council, Vale of White Horse District Council and Cherwell District Council. A recent Strategic Housing Market Assessment ("SHMA") has identified that the Housing Market Area needs to provide a minimum of around 100,000 new dwellings between 2011 and 2031. Of this figure, a minimum of 20,560 of these dwellings are needed to be delivered in Vale of White Horse.



This figure forms an integral part of the emerging Development Plan for the District, the Local Plan 2031 Part 1 - Strategic Sites and Policies (Publication Version, November 2014).

In order to accommodate this requirement, the emerging Plan proposes a number of strategic site allocations, including the Site, referred to as 'Strategic Site Allocation 1 - Land North West of Abingdon-on-Thames'. This allocation includes the parcel of green land to the west of Wootton Road, but outside of the control of Catesby Estates Ltd.

In terms of existing 'saved' planning policy set out in the adopted Vale of White Horse Local Plan 2011, which is now time expired, the Site is located outside of the urban boundary of Abingdon-on-Thames and within the Green Belt. The emerging Plan proposes to remove the Site from the Green Belt and this is supported by the Vale of White Horse Green Belt Review (February 2014). The site is located within land parcel 9 (Site 22) and the assessment confirms that:

- "... east of the A34 the settlement edge is heavily influenced by modern urban uses and contained by the elevated A34 thus having a much lesser contribution to the sense of separation." and;
- "East of the A34 the land makes little contribution to the perception of open countryside."

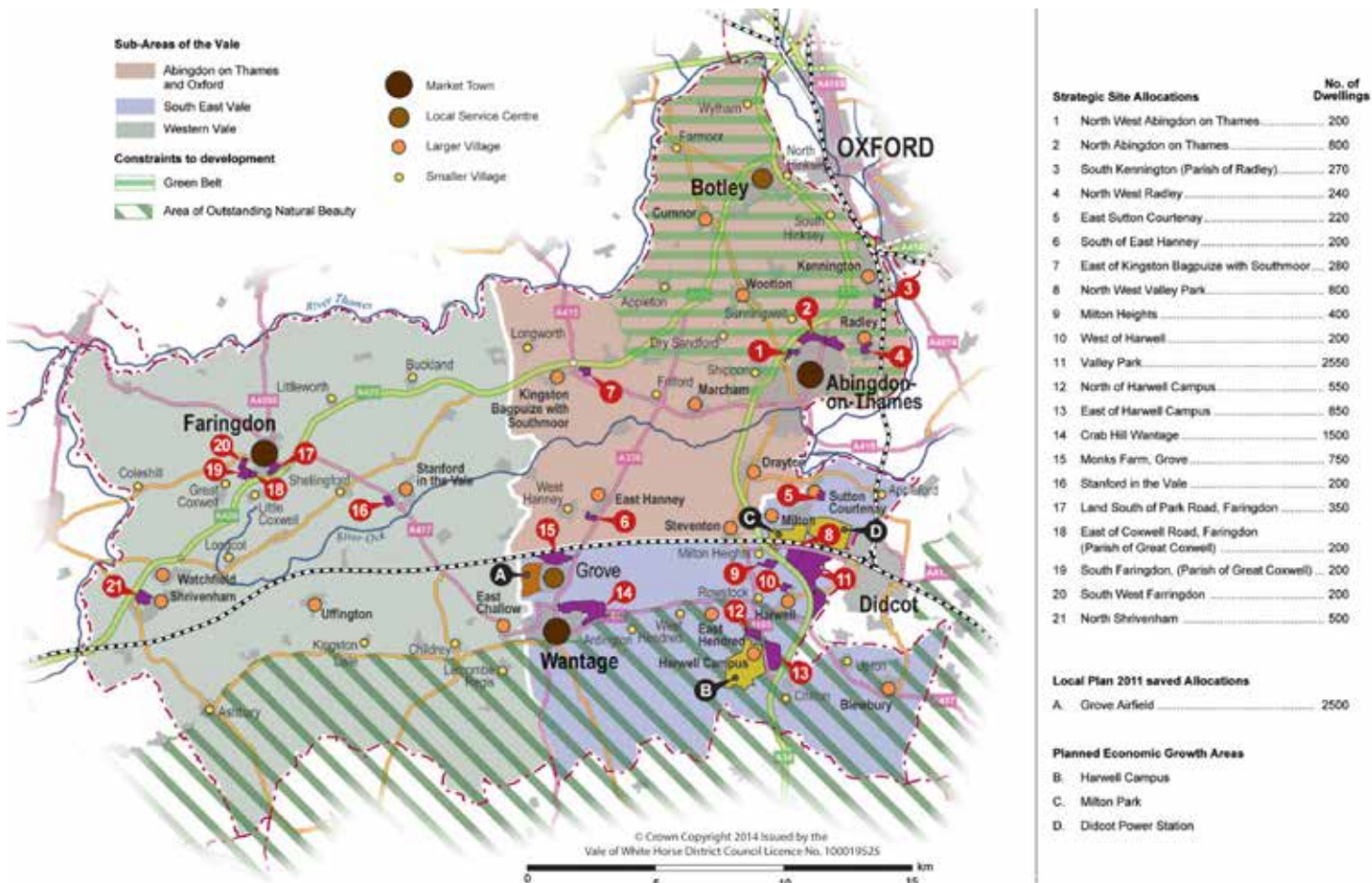
The land contributes little to the purposes of the Green Belt in this location and is clearly appropriate for removal.

There is a need in planning terms to identify sustainable and deliverable sites for residential development in the District to meet emerging needs. The remaining sections of this document demonstrate through a site appraisal that the site has no constraints to development, and through an indicative masterplan, the realistic number of houses that can be delivered on the Site.

Local Plan 2031

Part 1

Strategic Sites and Policies



Map reproduced from Vale of White Horse District Council - Strategic Sites and Policies

4.0 SITE APPRAISAL

4.1 Site Overview

This section provides an overview of the existing characteristics of the Site and summarises any associated environmental and technical issues. It confirms that there are no significant physical or environmental constraints to the development of the Site for residential use.

As previously set out, the Site measures 9.53 hectares (23.55 acres) gross and is greenfield in nature currently used as arable farmland. It is generally flat, mostly irregular in shape and relatively well contained due to the presence of hedgerows and trees to the perimeter. The A34 sits elevated along the north western boundary, a watercourse runs along the northeastern boundary with a recreational facility lying further on.

To the south of the Site runs Dunmore Road which at present physically defines the natural settlement edge to the north west of Abingdon, which is predominantly residential within this area.

To the west of the Site runs the B40917 Wootton Road and beyond this lies a relatively small parcel of green land which is included within the Strategic Site Allocation. As this falls outside of the control of Catesby Estates Ltd, this has been excluded from this document.

A Constraints and Opportunities Plan included at the end of this section, illustrates the physical, technical and environmental constraints of the Site.

In addition the plan also illustrates the many opportunities that could be considered in the development of the Site, with the rationale behind their inclusion explained in the ensuing section 5.1 Opportunities.

4.2 Landscape

The Site constitutes a parcel of predominantly agricultural land of large scale, which is bounded on the north, south and east by hedgerows of varying age and size, and to the west by the prominent line of the A34, which itself has a significant vegetated buffer, and is raised on embankment as it passes the Site. The Site contains a uniform topography with no distinct high or low points evident. In the eastern corner of the site, adjacent to the B4017/Dunmore Road junction, there is a football pitch, which is set within an area demarcated by two lines of mature trees.

In respect of overriding designation or other sensitive aspects, the Districts Local Plan (2011) indicates the Site as being within the 'Lowland Vale' (Policy NE9). This policy is considered '*fully consistent*' with the NPPF, and is deemed a 'Countryside and Landscape Protection' policy. The policy is essentially concerned with protecting the area between the AONB and the North Vale Corallian Ridge, and is '*celebrated for the contribution it makes to distant views from the higher land*'. It is also considered that the Lowland Vale is '*distinctive and valued for its own quality*'. Given the juxtaposition of the site, the existing settlement of Abingdon and the North Wessex AONB (which lies nearly 10km to the south, beyond Abingdon), it is considered that development upon the Site would not serve to materially detract from distinctive or attractive long range views, primarily due to the inability to distinguish the Site from the rest of the settlement.

In terms of adverse effects upon landscape character, the policy wording states that '*insensitively located or designed proposals could have an adverse impact on these open vistas and on the intrinsic qualities of the Lowland Vale. Particular account will be taken of the colour, texture, height and scale of development proposals and their impact on the local landscape*'. With an appropriate proposal, which respects the existing character and potential for longer range views, whilst addressing those detailed elements listed within the policy, development would be entirely consistent with this policy, albeit there would be a limited, and unavoidable, limited adverse effect upon the internal site landscape character, which itself is not considered of a particularly high value. The Site is also located such that it would be able to benefit from links into the existing Green Infrastructure of the locality, such as the neighbouring Tilsley Park recreational facility.

Looking at other potential sensitivities, the Site is located within the Oxford Green Belt, and is therefore covered by Policy GS3. This policy is worded in the standard way for a policy for Green Belt, and is concerned with ensuring the long term open-ness of the Green Belt is preserved in order to protect the setting of historic settlement. Whilst not a landscape protection policy per se, it is an important aspect of the Site that it is well contained visually, particularly from the open areas to the north of the A34. As such development upon the Site would only have a limited impact upon Green Belt open-ness, and would certainly not result in a conspicuous development as viewed from the most sensitive Green Belt areas

The Local Plan 2031 is currently at consultation stage. The new Plan contains generic Core Policies relating to Landscape (44) and Green Infrastructure (45), with the former setting out those ‘key features’ of the District which any new development should avoid harming, and where possible, should enhance. This enhancement should be undertaken by incorporating landscape proposals *‘that reflect the character of the area through appropriate design and management’* and that *‘preserve and promote local distinctiveness and diversity and, where practical, enhance damaged landscape areas’*.

These key features include the standard range of landscape features, such as trees, hedgerows, woodlands, field boundaries, etc. and any proposal for the Site could easily be accommodated without harm to these features, and furthermore, through enhancement and mitigation could provide the necessary enhancement and protection measures required by the policy.

4.3 Arboriculture

There are a number of established trees and hedgerows around the perimeter of the Site which will help to contain the development proposal. The trees on the Site are not subject to any Tree Preservation Order. Every effort will be made to retain these features within the development proposal although a small length of hedgerow will need to be removed to enable site access with associated visibility sight lines.

4.4 Ecology

The ecological interest at the site was investigated by The Environmental Dimensions Partnership during 2014 through a desk-based records search, Extended Phase 1 survey and detailed bat activity and reptile surveys.

The desk study has confirmed that there are no statutory or non-statutory designated wildlife sites sufficiently close to the Site as to be at risk of development impacts or pose a constraint to the development layout. The site primarily comprises a large arable field of very limited ecological interest, with vegetation on the site boundaries providing some linear habitats of local value only. Any losses of habitat to make way for development, such as loss of trees or shrubs to allow access into the site, could be readily mitigated through new planting in appropriate locations which compliments the existing green infrastructure.

Owing the paucity of valuable habitats, opportunities for protected or notable species within the Site are generally very limited. Bat activity surveys recorded low numbers of common and widespread species, and the reptile survey did not record any reptiles in the limited areas of suitable habitat present. Some of the mature trees on the western site boundary would require further investigation regarding bat roosting if their removal is required, and the woody vegetation around the Site is likely to support small numbers of nesting birds. Impacts on protected species could be easily avoided or mitigated, and enhancements achieved, through sensitive construction measures and new habitat creation as part of a sensitive proposal including a green infrastructure strategy.



View along the northeastern fringe of the Site



View along the northwestern fringe of the Site



Line of horse chestnuts along Wootton Road

4.5 Transport

The Site can accommodate a key access point off Dunmore Road which is a 40mph carriageway, with an allowance for an emergency link onto Wotton Road to the west. In terms of impact, a development of approximately 200 dwellings is non-strategic in nature and will not cause a severe residual cumulative traffic impact and therefore with a full Transport Assessment and residential Travel Plan justification at the planning application stage, will be fully justifiable.

4.6 Flood Risk and Drainage

Approximately 60% of the Site lies within an area classified in Table 1 of national Planning Practice Guidance, as Flood Zone 1, “*low probability*” which comprises land assessed as having a less than 1 in 1000 annual probability of river and sea flooding <0.1%. Flood Zone 1 is the lowest risk category.

The remainder of the Site sits within Zones 2 and 3 along the north eastern boundary where it abuts the existing watercourse. It should be noted that the watercourse may need to be modelled upstream in order to aid with outfall proposals, given the pinch points further downstream. Discussions with the Environment Agency will be required to confirm if the flooding shown on mapped data is of a pluvial or fluvial nature, which will then help to set out the parameters to determine the extent of compensation requirements.

The drainage strategy currently in use on-site, is by way of overland flows running directly to the watercourse, flowing from north to south. Currently on site is a 900mm dia SW pipe running from west to east.

4.7 Ground Conditions

It is understood that the Site does not have any significant ground related constraints. The site is underlain by Amphill Clay Formation and Kimmeridge Clay Formation (undifferentiated) - Mudstone. Sedimentary Bedrock formed approximately 151 to 161 million years ago in the Jurassic Period. The local environment was previously dominated by shallow seas. To the east of the site within the area of the existing watercourse Stanford Formation is present - Limestone. Sedimentary Bedrock formed approximately 156 to 161 million years ago in the Jurassic Period, again the local environment was previously dominated by shallow carbonate seas.

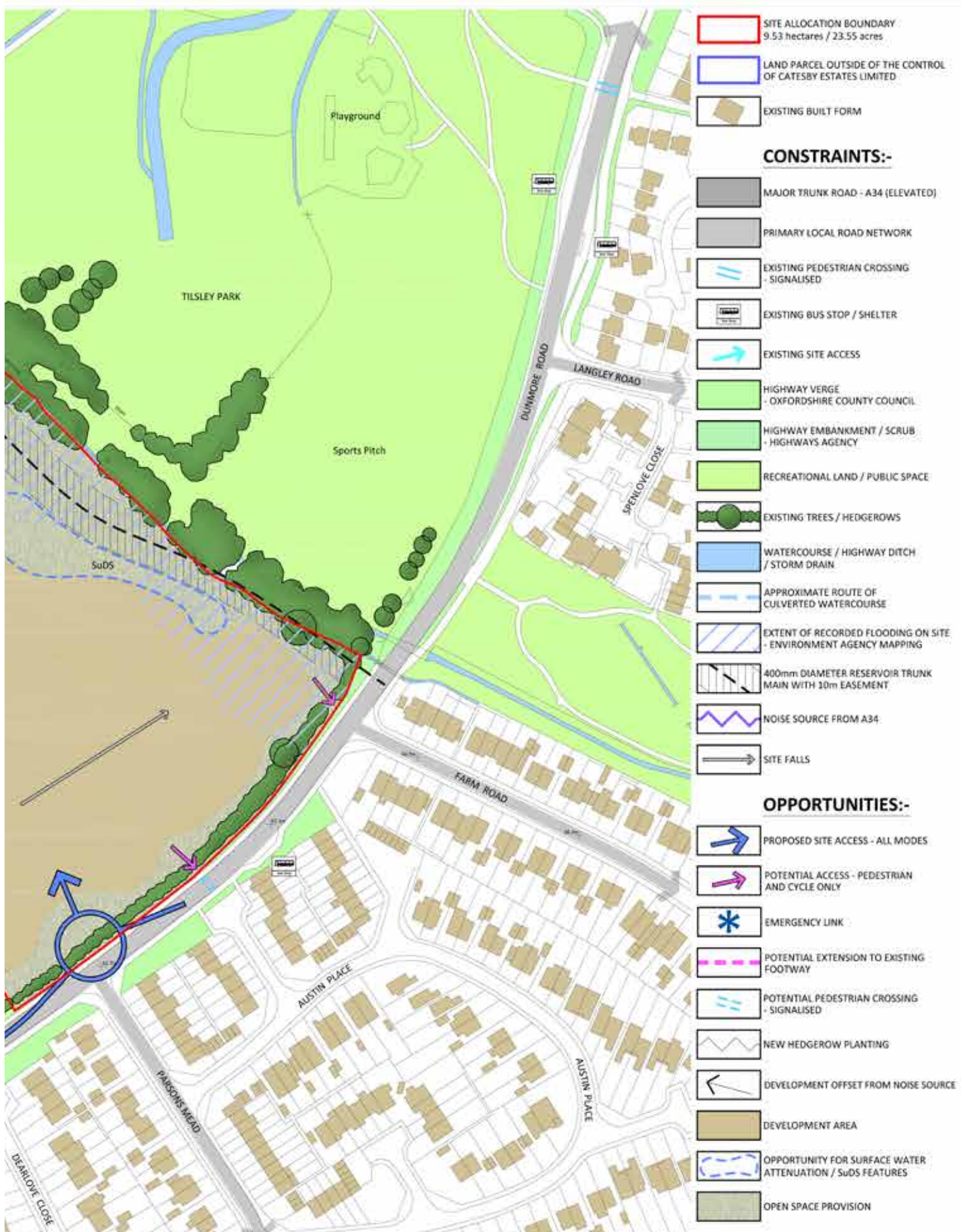
4.8 Utilities

An existing 400mm dia reservoir trunk mains runs along the eastern edge of the site. Having consulted with Thames Water for clarification, it is proposed that a 10m wide easement be introduced within the Site to safeguard the main.

4.9 Constraints and Opportunities

The plan illustrated on the following spread, illustrates the physical, technical and environmental constraints of the Site, along with all opportunities for development which is explained in further detail in the ensuing section.





5.0 DEVELOPMENT FRAMEWORK PROPOSALS

5.1 Opportunities

The previous chapter appraised the key features of the Site and all associated constraints, with the plan shown on the previous spread correlating all items. In identifying the constraints of the Site, there are clearly a number of key opportunities as summarised below, which have been identified through the assessment of the Site :

- The potential to create a sustainable high quality residential development with a strong emphasis on good design and 'place-making';
- The potential to integrate the development proposals within the existing urban fabric found to the northwest of Abingdon.
- Provision of a mix of type, scale, mass, style and size of dwellings, contributing towards a mixed and varied street scene, echoing the character and identity of the local area whilst meeting the needs of local people;
- Provision of affordable housing;
- Creation of appropriate and accessible public open space which shall include formal play provision to complement the surrounding area and define the urban edge;
- The provision of strong links to the local pedestrian, cycle and highway infrastructure within the surrounding residential area;
- Potential to preserve and enhance key ecological features such as boundary trees and hedgerows, which will also help to contain development;
- The opportunity to offset the face of development sufficiently from the A34 which will offer appropriate mitigation from traffic noise, safeguarding standards of future living;
- The proposals will manage recorded surface water flooding along the existing watercourse without detriment to the development proposals or neighbouring areas;
- The provision of attenuation features on Site which will control the discharge of surface water run-off arising from the development into the existing watercourse.

There are no significant technical constraints to the Site and it is available and capable of delivery to help meet the housing requirements set out in within the emerging planning policy context. Furthermore, it would provide the opportunity for a sustainable development on the north western urban edge of Abingdon and form a logical extension to the town, without intrusion into the open countryside beyond the physical definition of the A34.

5.2 Development Proposals

The following spread indicates an illustrative proposal for residential development taking into account all of the key features appraised and the associated constraints, whilst suitably accommodating the key opportunities previously identified. The proposal illustrates residential development of approximately 170 dwellings with an indicative net developable area of 4.87 hectares (equal to 12.03 acres). This equates to a development density of approximately 35 dwellings per hectare, which is considered suitable in the context of the neighbouring urban form.

The proposals have been underpinned by the following key design principles:

- A well-structured housing layout can be delivered which successfully utilises the natural features of the Site and provides key character areas throughout, resulting in a positive 'sense of place'. This includes a partially screened road frontage on to Dunmore Road and the B4017 Wootton Road, in order to respond to the existing residential area opposite which does not positively face onto the highway;
- An all-modes access point can be positioned within a convenient location for the remainder of the Site;
- Secondary pedestrian/cycle access points are proposed, onto both Dunmore Road and the A4017 Wootton Road, to ensure that a high level of permeability is achieved. This will help to encourage a modal shift from private vehicles to other modes of transport.
- Tree and hedgerow retention will be maximised where possible, although some will need to be removed to enable access. This loss will be offset through a scheme of replacement hedgerow planting along the rear edge of the new access;
- Provision of public open space to meet the needs and enjoyment of the future occupants of the development and the surrounding community. A large proportion of this provision will be located to the northwest of the Site parallel to the A34 embankment and to the northeast parallel to the watercourse. This open space will accommodate the stand-off required to mitigate traffic noise from the A34 and ensure that recorded surface water flooding can be accommodated without prejudice to the development. This provision will be directly addressed by development to ensure that all open spaces are overlooked and considered both functional and 'social';

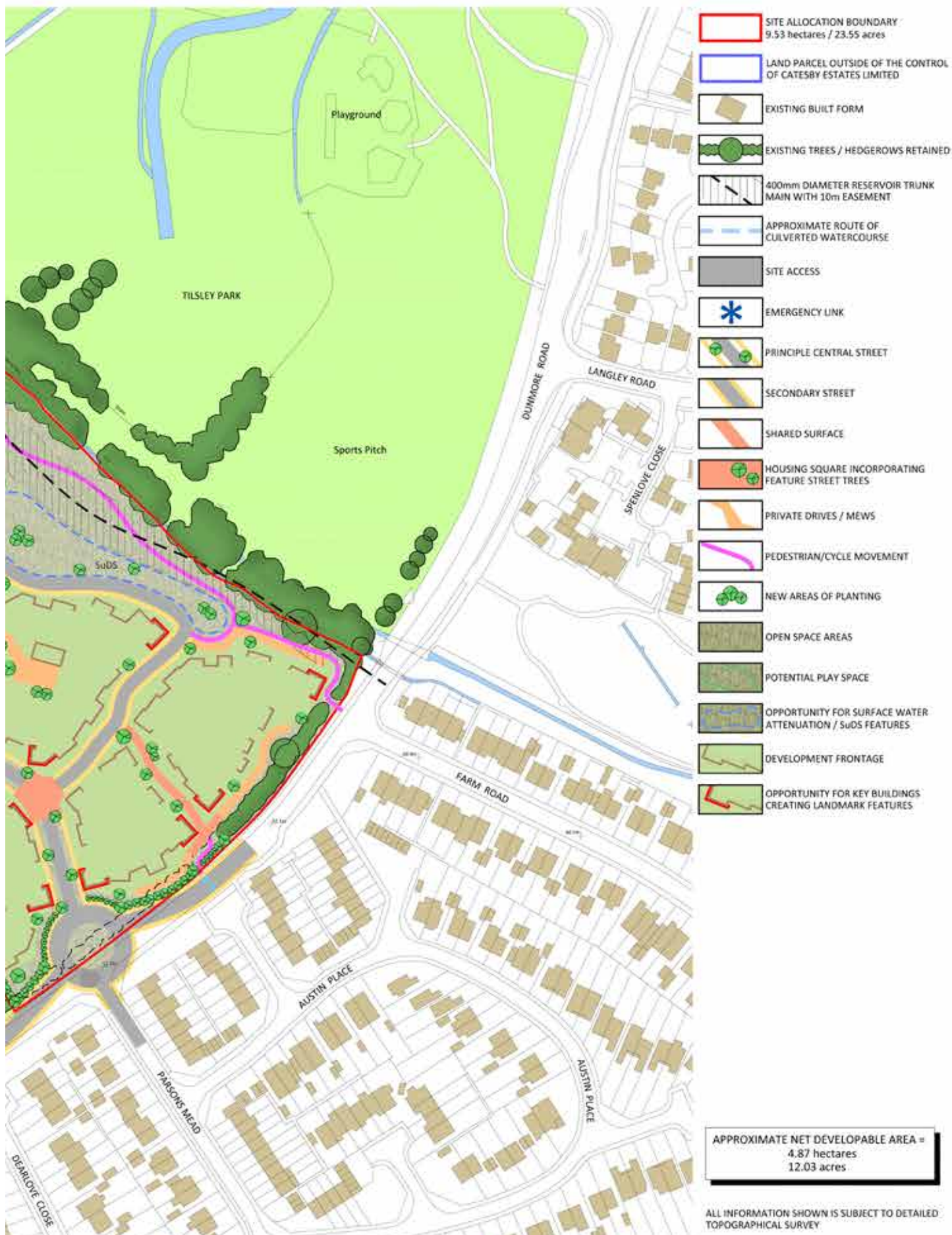
- An easy-to-read hierarchy of primary and secondary movement routes through the Site to maximise connectivity. Routes will be faced by development resulting in a positive street scene.
- Provision of a Sustainable Drainage System (SuDS) to ensure that the Sites' impact upon the local drainage network can provide a betterment to existing greenfield run-off rates;
- Affordable housing will be provided on the Site as part of the overall development scheme. This affordable housing will be negotiated with the Council and provided at an appropriate level in line with the current and emerging policy requirement on a split tenure basis;
- Financial contributions, where justified, will be provided to enhance local infrastructure. Contributions could potentially be made towards:
 - Educational facilities
 - Health facilities
 - Leisure and green infrastructure
 - Highway / public transport improvements

The Strategic Site Allocation presents an excellent opportunity for new residential development which has a strong emphasis towards good design and 'place-making'



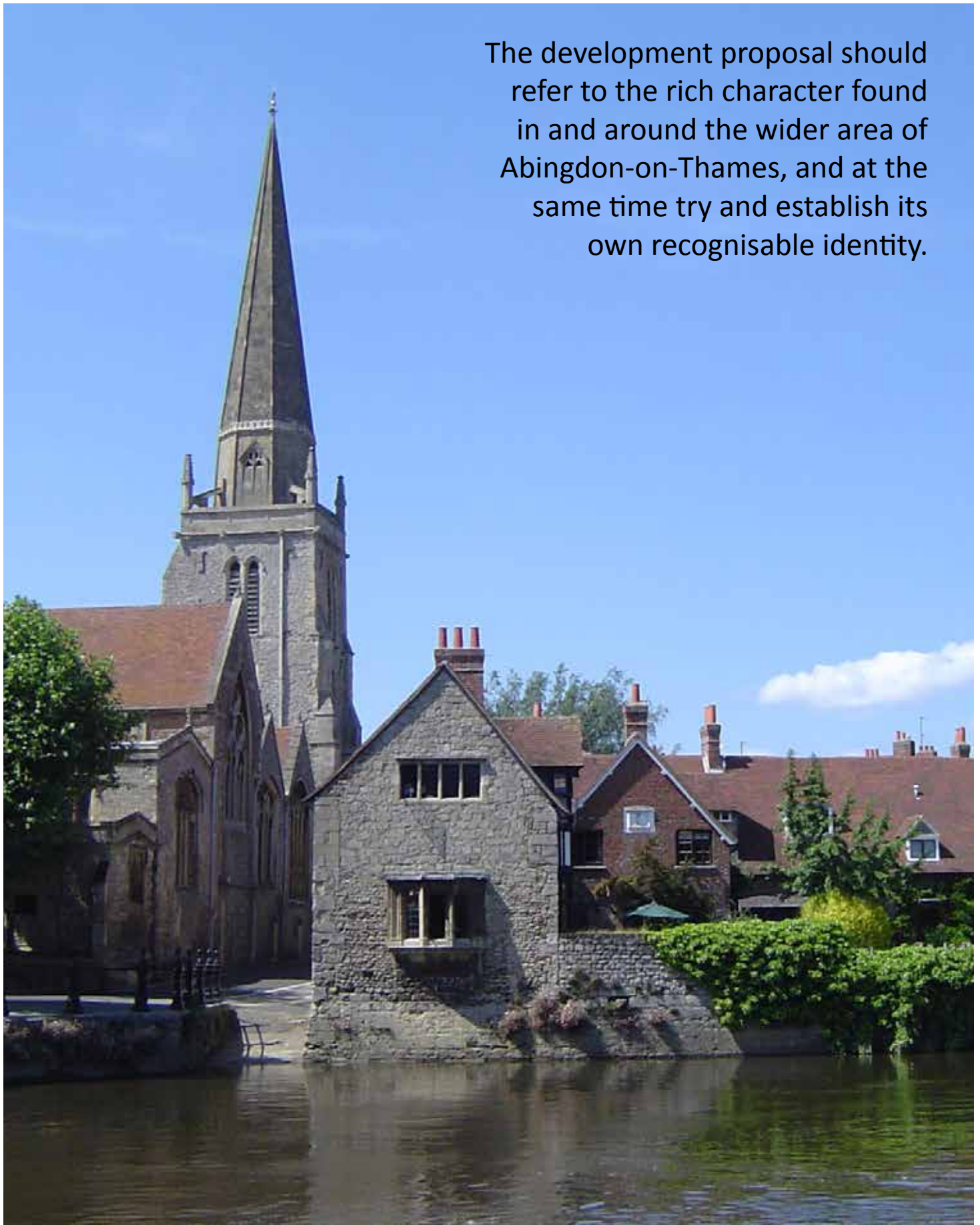


Illustrative Development Proposal



6.0 CONCLUSIONS

The development proposal should refer to the rich character found in and around the wider area of Abingdon-on-Thames, and at the same time try and establish its own recognisable identity.



Land to the north west of Abingdon-on-Thames (eastern land parcel) - VoWH Strategic Site Allocation 1, has been robustly assessed in terms of both planning and physical context and it has been demonstrated that the Site is suitable to accommodate future housing development to meet the identified needs of the District.

The analysis of the Site and the subsequent illustrative development proposal demonstrates how a well designed, high quality development can be achieved to respond to the unique context of the Site to accommodate approximately 170 dwellings. This document demonstrates the following points:

- In respect of the Site and surroundings, the Site should be regarded as suitable for future housing development without having a detrimental visual impact on the neighbouring urban environment or the wider landscape.

- The Site has excellent accessibility to a range of local services and facilities, the vast majority of which are located within a 10m walk of the site (maximum 1200m distance).
- Both Abingdon and the Site benefit from good local and strategic road connections and has good access to public transport.
- There is an identified need to deliver housing to meet the needs of the Vale of White Horse. The Site forms an appropriate and deliverable site to the northwest of the town without extending into local countryside.

The Site is available and suitable for development, a residential scheme for up to a maximum of 170 dwellings can be achieved. The Site is therefore deliverable and would make a sustainable and appropriate allocation for new housing to meet the identified needs of the District.



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