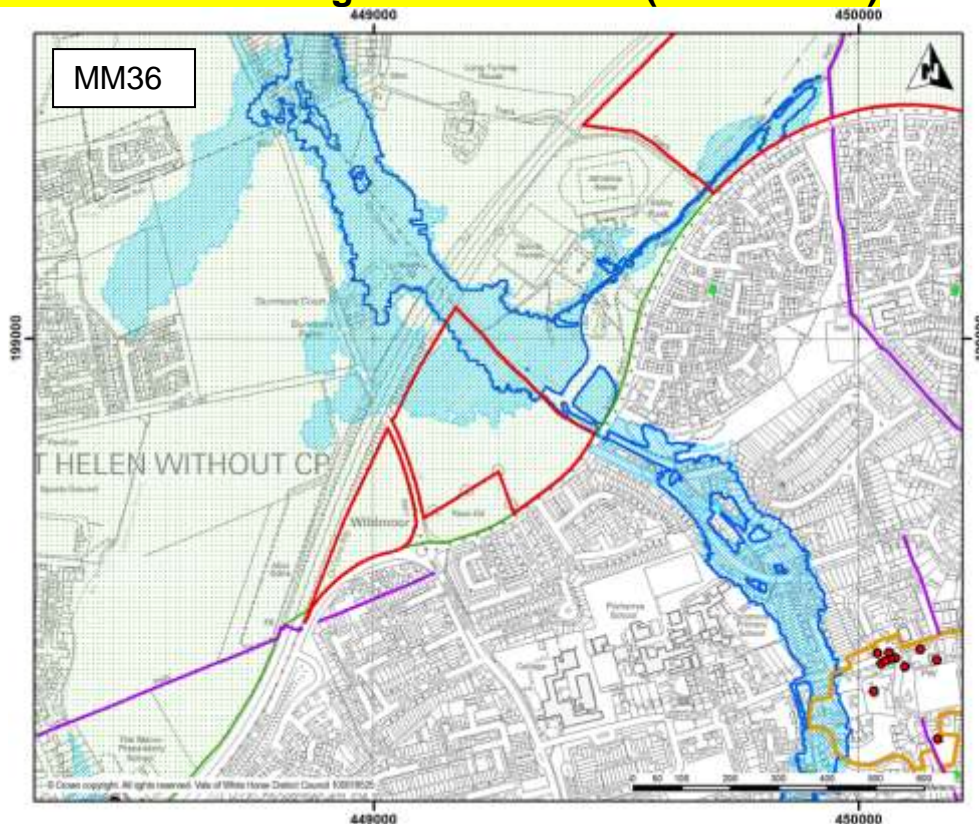


3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North West of Abingdon-on-Thames (8.13-12.6 ha)



Use: Around 200 homes, subject to detailed masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Abingdon-on-Thames which is integrated with Abingdon-on-Thames so residents can access existing facilities in the town.

Urban design principles:

- Provide appropriate setbacks from all physical barriers along the boundaries of the site.
- Provide access to the adjacent recreational ground.

Access and highways:

- Contribute towards delivery of south facing slips on A34 at Lodge Hill.
- Access should be provided from Copenhagen Drive and Dunmore Road. Implications of access arrangements on residential road junctions and potential congestion along Dunmore Road will need to be investigated. Junction improvements at Dunmore Road/A4183 may be required.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Improve or make financial contributions towards improved bus services (e.g. bus stops, pedestrian crossing, shelters and real time information displays) in Abingdon-on-Thames, including on the B4017 to the north of Wildmoor Roundabout, along Copenhagen Drive and Dunmore Road, as appropriate.
- Contribute to the cost of an hourly bus service between Abingdon and Cumnor (extending to Oxford), which would be routed along the Wootton Road through the development site.
- Development should include appropriate provision for pedestrians to cross Dunmore Road.

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Social and community:

- Contribute towards a new 'one and a half form entry' primary school on the North Abingdon-on-Thames site.
- Contribute towards expanding secondary school capacity in Abingdon-on-Thames.

Environmental health:

- Investigate potential noise and air pollution impacts from the A34, Copenhagen Drive, Dunmore Road, and the B4017 and mitigate (if required) to offset any adverse impacts.
- Consider potential impact on Abingdon-on-Thames Air Quality Management Area (AQMA) and mitigate (if necessary).

Landscape considerations:

- Provide a wide recreational landscape corridor along the southern boundary to Dunmore Road to link the playing fields with the Sports Centre.
- Reinforce stream side vegetation along the eastern boundary.
- Plant a woodland belt and copse along Wootton Road to prevent visual intrusion on views through the A34 bridge in the approach from Wootton.
- Improve tree cover along the A34 boundary to screen the road and mitigate noise.
- Protect and enhance existing boundary features.
- Include appropriate landscape mitigation measures within design to minimise the visual impact of the development on the Green Belt.

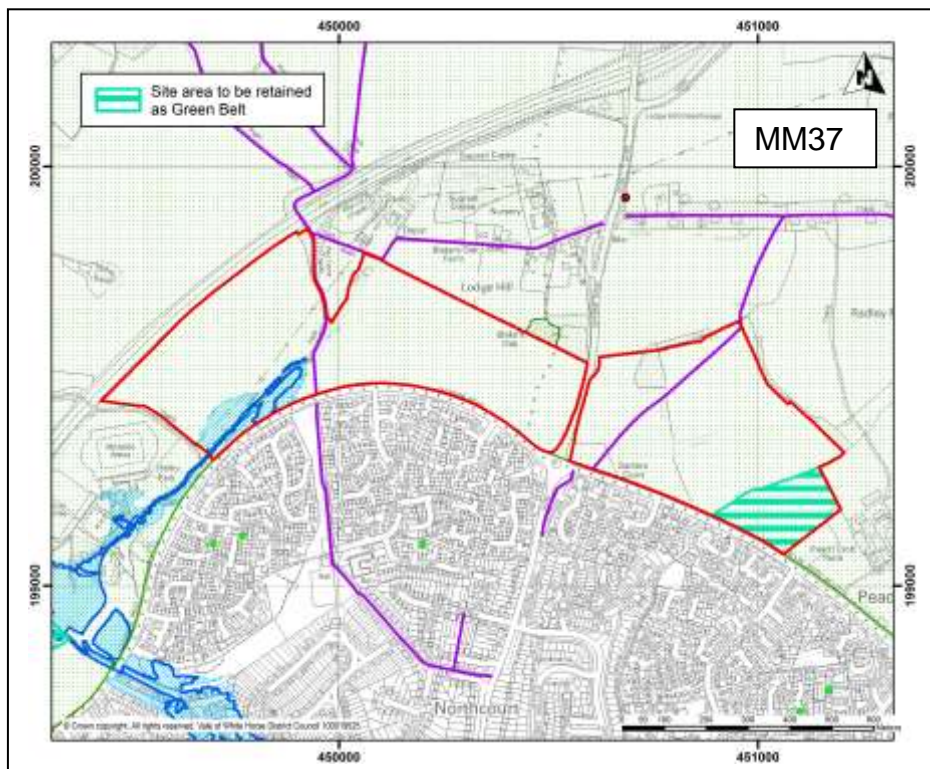
Flood risk and drainage:

- Locate development outside of Flood Zones 2 and 3.
- The south west corner of the site is susceptible to surface water flooding; investigate and mitigate (if necessary).
- Site is considered a high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North of Abingdon-on-Thames (53.82–50.65 ha)



Use: Around 800 homes, subject to detailed masterplanning.

Key objectives:

- To deliver a high quality, sustainable urban extension to Abingdon-on-Thames integrated with Abingdon-on-Thames so residents can access existing facilities in the town.

Urban design principles:

- Prepare a Green Infrastructure (GI) strategy for the entirety of the site to set the framework for development. Development should:
 - contribute to GI provision around the northern edge of Abingdon-on-Thames linking to Radley Park and the Sports Centre;
 - create a substantive GI corridor linking the Sports Centre Grounds to Lodge Hill along the line of the stream; and
 - enhance GI between the site and Lodge Hill.
- Development should include links from the east to the west of the site, from the site to the ring road and beyond into the development to the south of the ring road. A pedestrian crossing will need to be provided along this route to connect development sites to the north and south of the ring road. This will need to be undertaken in consultation with Oxfordshire County Council.
- Adopt a permeable, perimeter block layout within the site to optimise connectivity within and beyond the site.
- Create a sense of place around the River Stort, e.g. by providing a linear walkway whilst taking advantage of any existing paths and public rights of way.
- Houses will need to front onto the ring road but the treatment of the area between the ring road and the housing line will need to be carefully considered. Create an attractive area at this location along the ring road with particular consideration being given to soft and hard landscaping for the benefit of both pedestrians and cyclists.

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A34) and market housing.

Utilities:

- Overhead power lines traversing the western part of the western portion of the site will need to be considered as part of an overall masterplan for this site.
- Upgrade the sewer network.

Access and highways:

- Contribute towards delivery of south facing slips on A34 at Lodge Hill.
- Access for the western portion of the site to be provided off Dunmore Road (not Oxford Road). Implications of access arrangements on residential road junctions and potential congestion along Dunmore Road will need to be investigated. Junction improvements at Dunmore Road/A4183 may be required.
- Access arrangements for the eastern portion of the site will need to be investigated.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Improve or make financial contributions towards improved bus services (e.g. bus stops, pedestrian crossing, shelters and real time information displays) in Abingdon-on-Thames, including on the A4183 to the north of Peachcroft

Roundabout, along Copenhagen Drive and Dunmore Road, as appropriate.

- Contribute towards additional buses from north Abingdon-on-Thames towards Didcot and other Science Vale destinations to reduce the number of car journeys in this direction at peak times.
- Include appropriate provision for pedestrians to cross Dunmore Road and Twelve Acre Drive.

Social and community:

- A new 'one and a half form entry' primary school will be required on the site. This should be on a 2.22 ha site to allow for future growth.
- Contribute towards expanding secondary school capacity in Abingdon.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.

Environmental health:

- Investigate potential noise and air pollution impacts from the A34, A4183, Dunmore Road & Twelve Acre drive and mitigate (if required) to offset any adverse impacts.
- Consider potential impact on Abingdon-on-Thames Air Quality Management Area (AQMA) and mitigate (if necessary).

Landscape considerations:

- Limit development to those parts of the site identified in the Landscape Capacity Study (2014) and east of Oxford Road Landscape and Visual Impact Assessment (LVIA) as being suitable for development.
- Retain existing trees and hedgerows.

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Plant additional trees along the A34, the ring road and along Twelve Acre Drive.
- Further woodland planting south of Lodge Hill.
- Limit development to the lower slopes of Lodge Hill.
- Consider potential impacts on the North Vale Corallian Ridge.
- Design of the development should include appropriate landscape mitigation measures to minimise the visual impact of the development on the Green Belt.
- **ENSURE THAT ANY DEVELOPMENT WITHIN THE OXFORD GREEN BELT ONLY CONSISTS OF COMPATIBLE USES**

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Biodiversity and green infrastructure:

- Incorporate an appropriate buffer along either side of the River Stort into the overall development.

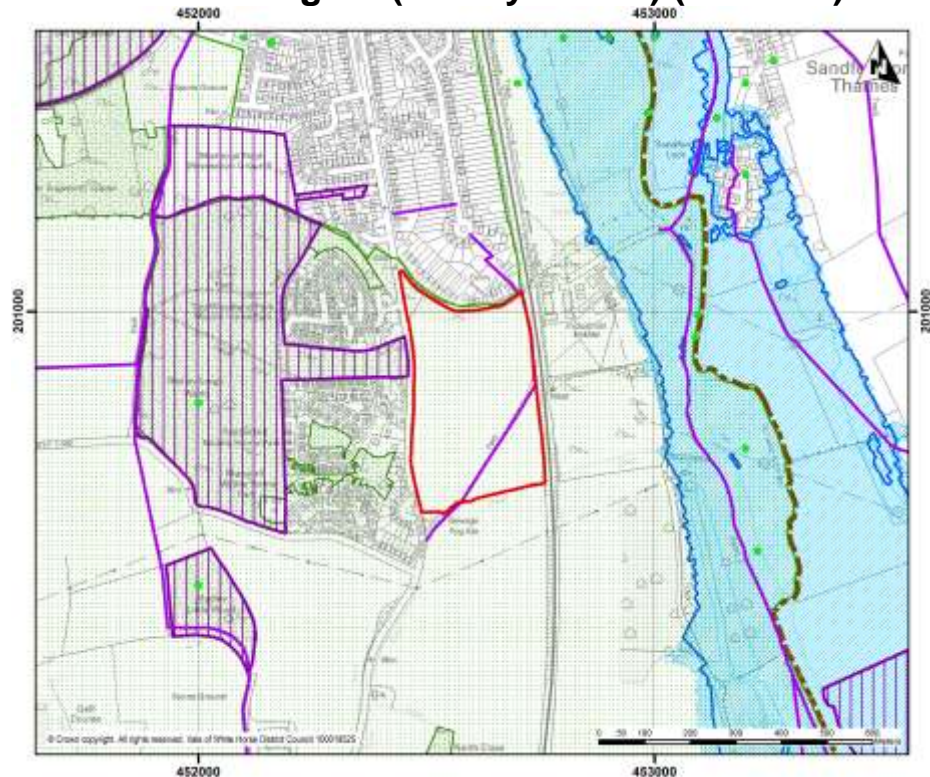
Flood risk and drainage:

- Mitigate any detrimental impact on groundwater quality (if required).

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

South of Kennington (Radley Parish) (11.79 ha)



Use: Around 270 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Kennington which is integrated with Kennington so residents can access existing facilities in the village.

Urban design principles:

- Include links to Radley Large Wood, adjacent housing and nearby facilities and services (where possible and appropriate).
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. the railway line) and market housing.

Utilities:

- Overhead power lines traversing the southern part of the site will need to be considered as part of an overall masterplan for this site.
- Upgrade the sewer network.

Access and highways:

- Contribute towards delivery of south facing slips on the A34 at Lodge Hill.
- Access from Sandford Lane is not likely to be acceptable; principle access for the site should be obtained from Kennington Road via a suitable junction.
- Local mitigation (e.g. footways, crossing points, traffic management etc) may be required within Kennington and beyond.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards the cost of enhancing the Abingdon-on-

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Thames -Kennington-Oxford premium bus route, with particular emphasis on the reliability and frequency of the peak hour service.

- Provide new footpaths to connect directly with the Pebble Hill Premium Route bus stops.

Social and community:

- Contribute towards ~~the capital cost of expanding St Swithun's primary school and the~~ **EDUCATION PROVISION INCLUDING THE COST OF EXPANDING THE** Matthew Arnold School for secondary education.

MM39

Environmental health:

- Site is located adjacent to the historic land fill site at Sandford Lane. Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.
- Mitigate noise pollution from the rail-line.

Landscape considerations:

- Sensitively design the layout to take account of the gradient of the site, particularly to the south and views in and out of the site.
- Create a new village edge on the southern side of the development with planting.
- A buffer should reduce the impact of the railway.
- Retain existing mature tree belts surrounding the north, western and southern boundaries of the site.
- Retain existing small copse and infill gaps in tree cover.
- Provide a wooded link between the copse and Radley Large Wood.

- Consider potential impacts on the North Vale Corallian Ridge.
- Include appropriate landscape mitigation measures within the design to minimise the visual impact of the development on the Green Belt.

Biodiversity and green infrastructure:

- Development should contribute towards management of the adjacent Local Wildlife Site.

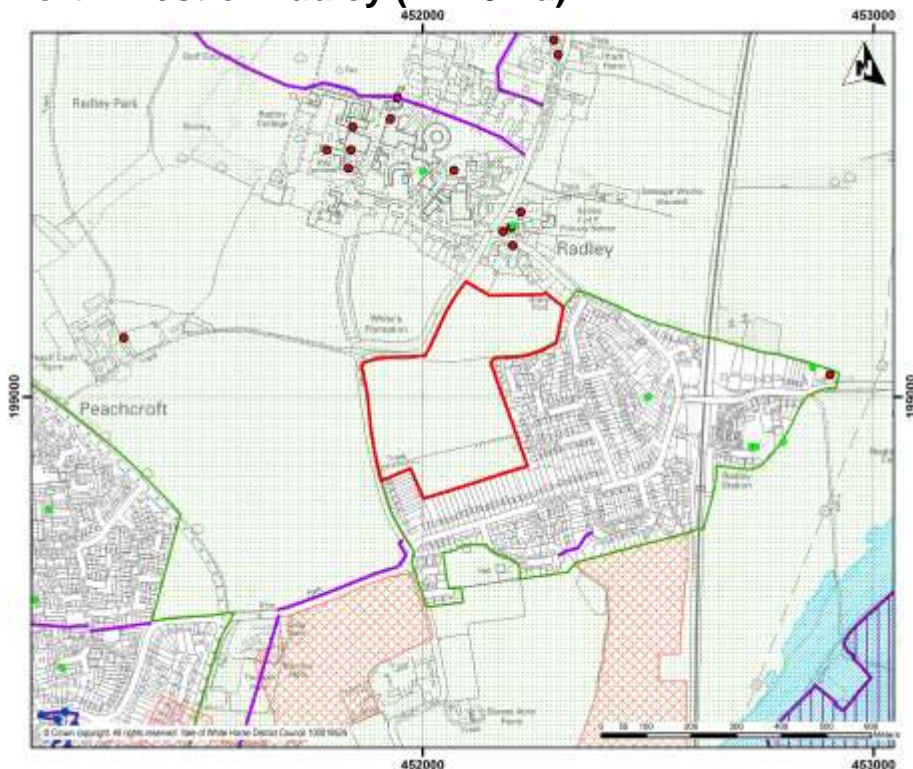
Flood risk and drainage:

- Investigate the flooding potential of the stream which passes through the site and propose appropriate mitigation measures (if necessary).

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North West of Radley (12.15 ha)



Use: Around 240 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Radley which is integrated with Radley so residents can access existing facilities in the village.
- To protect the landscape setting of the village.

Urban design principles:

- Include linkages (where possible and appropriate) between the site, the adjacent housing developments and nearby facilities and services.
- Preserve the setting of Radley College, including views to and from the College as well as the parkland setting of the College.

Utilities:

- Overhead power line that traverses the southern part of the site will need to be considered as part of an overall masterplan for this site.
- Upgrade the sewer network.

Access and highways:

- Contribute towards delivery of south facing slips on the A34 at Lodge Hill.
- Access to be provided from White's Lane which has poor alignment; a highway improvement scheme will be required to remove sub-standard bends.
- Local mitigation (e.g. footways, crossing points, traffic management etc) may be required within Radley and beyond.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards the cost of enhancing the Abingdon-on-Thames -Kennington-Oxford premium bus route, with particular emphasis on the reliability and frequency of the

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

peak hour service.

- Improvements to existing bus stops (Gooseacre and Radley Church) and walking access routes to these and the rail station may also be required.

Social and community:

- Contribute towards the expansion of Radley Primary School and expansion of secondary school capacity in Abingdon-on-Thames.

Environmental health:

- Consider potential impact on Abingdon-on-Thames Air Quality Management Area (AQMA) and mitigate (if necessary).
- The site lies partly over the footprint of Whites Lane landfill. Undertake adequate contaminated land investigations to ensure that the land is safe and suitable for the intended use.

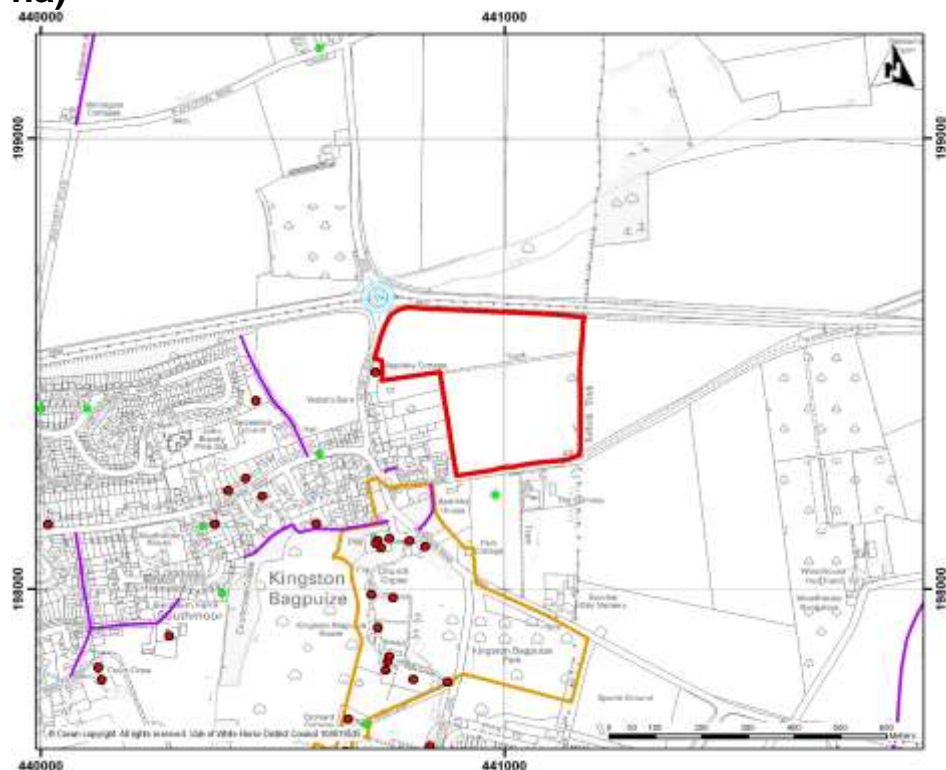
Landscape considerations:

- Carefully design the interface between the existing settlement of Radley and the new development with improved footpath linkages.
- Reinforce the landscape approach to Radley along White's Lane with planting.
- Retain existing trees and hedgerows (where possible).
- Consider potential impacts on the North Vale Corallian Ridge.
- Conserve and enhance the semi-rural setting of the historic core of Radley.

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

East of Kingston Bagpuize with Southmoor (11.85 ha)



Use: Around 280 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Kingston Bagpuize with Southmoor which is integrated with Kingston Bagpuize with Southmoor so residents can access existing facilities in the village.

Urban design principles:

- Adopt a permeable, perimeter block layout within the site to optimise connectivity within and beyond the site.
- Sensitively design development to minimise any impact on the setting of the conservation area to the south west of the site.
- Respect the setting of Appleby Cottage, a listed grade II building to the north west of the site.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A420) and market housing.

Utilities:

- Overhead power lines traversing the site will need to be considered as part of an overall masterplan for the site.

Access and highways:

- Investigate access arrangements. Potential for two access points and an opportunity to provide a new gateway into the village. Full direct site access onto A420 will not be acceptable, although a scheme to permit egress from the site could be possible. Development access to land to the west of A415 Witney Road may be satisfactory but will be difficult to achieve without substantial highway works being carried out.
- Contribute towards future strategic infrastructure improvement on the A420, A415 and any necessary mitigation measures identified through the site Transport Assessment.

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Contribute towards increasing the frequency of buses on route 66 from Swindon to Oxford.

Social and community:

- Contribute towards increasing capacity at John Blandy Primary School and secondary school capacity.
- Consider possible loss of recreational amenity as development is liable to impact the public right of way network.

Environmental health:

- Investigate potential noise and air pollution impacts from the A420 and A415 and mitigate (if required) to offset any adverse impacts.
- Buffers shall not be counted towards recreational space.

Landscape considerations:

- Retain existing trees and hedgerows.
- Mass and scale of the built form should be designed to avoid being visually intrusive to sensitive views from the surrounding countryside, North Vale Corallian Ridge, A420, A415 and public rights of way.
- **RETAIN AND RESPECT** the eastern edge of the site marked by Aelfrith's Dyke, an early medieval boundary ditch, part of the Anglo Saxon landscape.

MM40

Biodiversity and green infrastructure:

- Include Green Infrastructure to retain a mosaic of habitats and linear features to ensure that structural diversity and habitat connectivity through the site is maintained.

- Implement a sensitive directional lighting scheme to ensure that additional lighting does not impact on the retained green corridors across the site.

- Great Crested Newts have been recorded in ponds adjacent to this site. Any future development should enhance the connectivity of the ponds and include areas of new Great Crested Newts habitat.
- Include biodiversity enhancements such as SUDS, hedgerow and tree planting, creation of ponds, creation of habitat for bats in buildings and bird boxes, creation of hibernacula for reptiles and amphibians, log piles for invertebrates, hedgehog domes and creation of wildflower grasslands in the development design in line with planning policy and the Natural Environment and Rural Communities Act (NERC) 2006 (which places a duty on local authorities to enhance biodiversity). Provision should be made for the long term management of these areas.

Flood risk and drainage:

- Opportunities to incorporate green infrastructure within SUDs to improve biodiversity and water quality are encouraged.
- The east boundary has early medieval boundary ditches which should be retained for drainage and/or archaeological value with a suitable buffer zone from any development.
- Mitigation measures may be required to prevent any detrimental impact on groundwater quality.

Minerals:

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

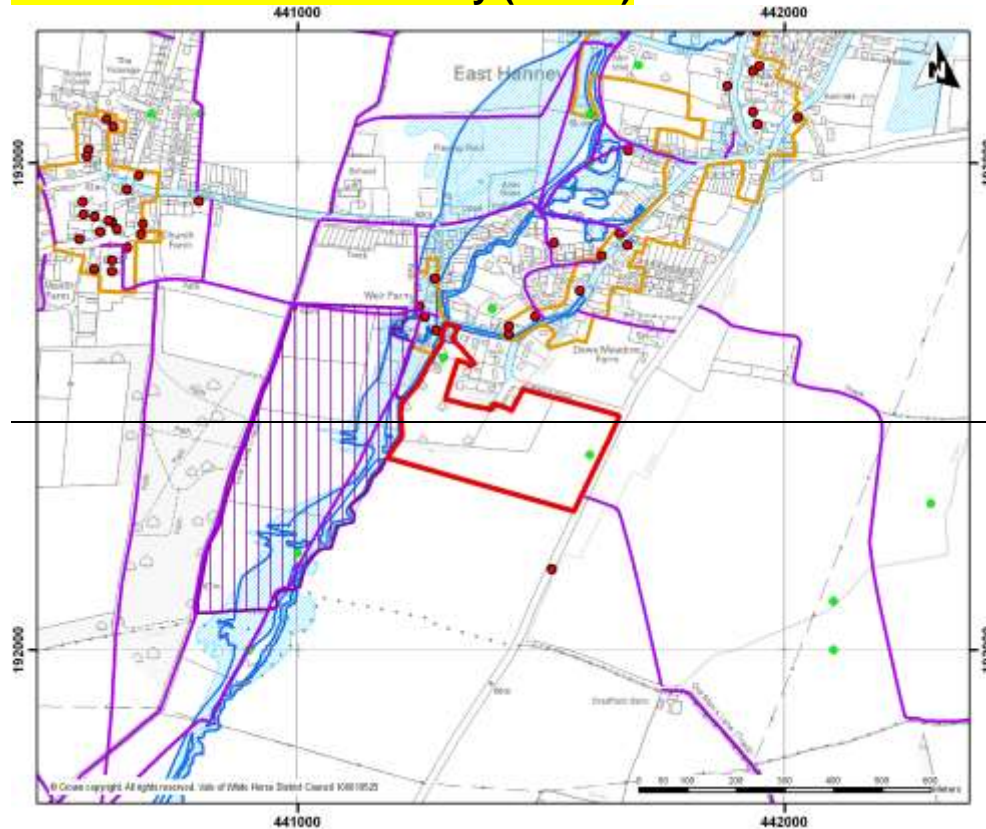
- Site may contain sand deposits which may form part of a potentially workable resource. Further assessment may be required to establish whether the site contains a mineral resource that should either be safeguarded or extracted in advance of built development.

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

MM41

Land south of East Hanney (8.2 ha)



Use: Around 200 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable extension to East Hanney which is integrated with East Hanney so residents can access existing facilities in the village.

Urban design principles:

- An appropriate settlement edge should be incorporated into the design for the south boundary.

Access and highways:

- Access to be provided from A338 with an extension southwards of the 30 mph limit.
- Improvements to A338 junctions will be required.
- Local mitigation (e.g. footway provision and culverting of highway ditch) will be required.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.
- Transport mitigation to include improvements to Steventon Road will be required.
- Provide new bus stops and associated infrastructure on A338 to the east of the site.
- Contribute to enhancement of the x30 and 31 bus routes from Wantage to Oxford.

Social and community:

- Contribute towards increasing the capacity of St James Primary School and a new secondary school at Grove Airfield and nearby secondary schools.

Environmental health:

- Investigate potential noise and air pollution impacts from the A338 and mitigate (if required) to offset any adverse impacts.

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Landscape considerations:

- Mitigation to minimise impacts on:
 - the site's landscape setting, including the rural setting of and approach to East Hanney and the nearby conservation area; and
 - the aims of policy NE9 of the Local Plan 2011 (i.e. protecting distant views from the high ground of the Corallian Ridge and the North Wessex AONB) and any updates to this policy set out in the Local Plan 2031 Part 2.
- The mass and scale of the built form should be designed to avoid being visually intrusive to sensitive views from the surrounding countryside.
- Retain the rural character of Steventon Road beyond the village / extended village and the A338.
- Retain, enhance and sensitively integrate existing vegetation and ditches into the development.
- Sensitively design the new access and junction from the A338 to avoid harm to the rural character of the road and minimise loss of the existing mature hedgerow.
- Plant a woodland edge to the southern boundary to create a strong countryside edge.
- Retain the historic field pattern within the site, utilising tree belts and hedgerows as a framework for the subdivision of the site into development land parcels.
- The layout and design of development should allow for some long distance views to be retained.
- Create a new landscape structure (including new tree / hedgerow planting) to contain the new housing. The landscape structure should build on existing landscape

features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.

Biodiversity and green infrastructure:

- The Letcombe Brook and its flood plain is a positive asset within the landscape and care should be taken with the siting of any development along its boundary.
- The Cowslip Meadows Local Wildlife Site is adjacent to the site and contains UK Priority Habitat. Development must not impact this site.

Flood risk and drainage:

- A site wide drainage strategy using SUDs will be required.

MM41