

Following on from last Friday evenings' meeting, feedback has indicated considerable disappointment. Although one or two good points were taken on board by the Group (e.g. need for more research into the archaeological site) responses to questions were supported by little justification beyond members being "only volunteers". It is a strongly held view that a significant proportion of Drayton's population are unaware of most of the Planning issues currently under consideration.

It is understood that a Public Meeting was held in Radley last Friday and was addressed by a senior VOWH Planning representative. This meeting is not listed in the VOWH consultation leaflet and was apparently arranged at short notice by Radley PC. Which begs the question as to why a similar meeting hasn't been arranged by the Drayton PC; Drayton seems to be disadvantaged by having a 2020 SG! A significant number of Drayton residents are unaware of what is going on.

Even more significantly, VOWH proposals (see detail on line) seem to blow holes in 2020 SG's Consultation document considerations for sites in Drayton; in Radley, one site is bounded directly by the railway (noise?), another bounds the Church on 2 sides and is directly opposite the burial ground (2020 SG rejected the site east of the village because of its' proximity to Church/burial ground in spite of the possibility of a buffer in the form of the existing paddocks). Around north Abingdon, the proposed development from Wooton Road, Tilsey Park (retained) and Lodge Hill/Oxford Road goes right up to the A34(noise)! There is a very good case for suggesting the 2020SG goes **back to the drawing board**.

I appreciate that those us who attended last Friday's meeting as "members of the public" may be viewed by SG members as disgruntled residents who disapprove of SG proposals to date. However, I believe much of the Consultation Document detail should be re-examined.

In particular, I believe there is a strong case for reviewing the case for the East Drayton site! That site has the potential to meet the whole of Drayton's VOWH allocation. This would then allow Manor Farm, South of High Street and Barrow Road sites to be reconsidered in a more appropriate manner, i.e. giving existing households as well as new houses appropriate consideration.

Although it is appreciated that "Transport Infra-structure is a separate consideration", the suggestion should be made to VOWH along the lines:

In the vicinity of the junction of Sutton Courtenay Road (B4016) and Milton Road have a new road heading north (via a staggered junction or roundabout?), following the route of the existing bridleway (hence just west of the area low-lying ground frequently flooded) to pick up the Oday Hill road at the point of the 90 degree bend providing access to the former refuse tip. The existing road from this point would need to have some improvement; but it did have frequent heavy traffic when the tip was operational. Oday Hill junction with the B4017 would need to be considered but could be integrated with the access point into the South Abingdon site. (Is the possibility of a South Abingdon bypass now dead?). Please refer to attached copy.

The area then bounded by the B4016, this new road with access point(s), the existing footpath running north/south (between Sutton Wick Lane/B4016) and the former Scrap Car site would then be made available for new housing with a buffer zone between new housing (a principle of 2020SG?), the Church and existing houses in Church Road. This site would probably accommodate >200 houses and would minimise the number on South of High Street site and could eliminate the need for Barrow to be developed beyond the provision of playing fields.

This new road would provide relief for Drayton from traffic:

- travelling west along B4016 going to Abingdon (and in reverse direction)
- some traffic from Milton Park to Abingdon (and in reverse direction)
- some traffic from Didcot and Abingdon (and in reverse direction)

- it could also provide access to the former Scrap Car site when that is developed rather than having access via Sutton Wick Lane.

Reconsideration of the East Drayton site is of utmost priority!