

	SHLAA site ref.	DRAY01	DRAY02	DRAY03
	Site Name	Land north of High Street (east of burial ground & bridleway no. 9)	Land north of Abingdon Road (includes 'Barrow Road' site)	Land to east of A34 (and west of Hilliat Fields/Lyford Close)
	Site size	14.55ha	12.3ha	15.93ha (combined with DRAY12)
1	Preserve historic character of the village	<p>When included in IHSP, this site included land adjacent to the parish burial ground. Adverse impact on sensitive area of village which includes historic 12th century church, almshouses, church & parish burial grounds, and allotments. Pastoral character of landscape would be altered; views from bridleway across to church obscured; possible future expansion of burial ground blocked.</p> <p>Rating: Red</p>	<p>Existing housing at the northern extremity of the village on west side of Abingdon Road is mid to late 20th century. Housing in Barrow Road believed similar, with several properties built in the last 10-20 years.</p> <p>No obvious historical characteristics.</p> <p>Rating: Green</p>	<p>The housing in Hilliat Fields/Lyford Close is mid to late 20th century.</p> <p>No obvious historical characteristics.</p> <p>Rating: Green</p>
2	Have low impact on traffic flows	<p>All sites will produce additional traffic which could add to congestion. Conversion of Bridleway No 9 (see footpath map) to an access road is unlikely to be acceptable to OCC, so access to this site would have to be 100-200 metres further east along the B4016.</p> <p>Rating: Amber</p>	<p>All sites will produce additional traffic which could add to congestion. Barrow Road is a bridleway so new access road required from B4017. Vehicles heading north need not pass through the village, though will add to traffic between Drayton and Abingdon.</p> <p>Rating: Amber</p>	<p>All sites will produce additional traffic which could add to congestion. Most obvious access points to site would be from west end of Marcham Road (although continuation of this is a bridleway) or Corneville Rd. This would make existing residential roads and their junctions with the B4017 significantly busier.</p> <p>Rating: Amber</p>

<p>3</p>	<p>Have minimal impact on surrounding rural landscape</p>	<p>Impact would be lessened if site is confined to the fields east of Bridleway no.9, as more significant landscape features (see above in 1) lie to the west of the bridleway.</p> <p>Rating: Amber</p>	<p>The land is at present in agricultural use. It is bordered along Barrow Road by high hedgerows, which can hopefully be preserved. Otherwise this is flat land, largely treeless. Depending on season, crops growing or land ploughed up/left fallow. The proposed housing site occupies only part of the area shown in the Appendix 6 map. From the northerly approach to the village along the Abingdon Rd, housing on this site would have some visual impact.</p> <p>There will be some loss of rural aspect.</p> <p>Rating: Amber</p>	<p>The land is at present in agricultural use, flat and largely treeless. Housing on this site would impact on views across to the Ridgeway and AONB for existing residents living to the north of the site, and for walkers along bridleway 6.</p> <p>There will be some loss of rural aspect.</p> <p>Rating: Amber</p>
<p>4</p>	<p>Have low impact on neighbours and green space in the village</p>	<p>There would be relatively low impact on neighbours as the site is open aspect on 3 sides, and semi-open on the 4th side (pony paddocks, and houses fronting onto High St). Impact on green space part dependent on whether site extends west to burial ground.</p> <p>In latter case, Rating: Red</p>	<p>Residents living in Abingdon Road and Barrow Road will be directly affected by loss of views across open countryside. Although loss of view is not a planning consideration, discussions have taken place as to ways in which the impact of development might be mitigated.</p> <p>Rating: Amber</p>	<p>Residents living in Hilliat Fields and Lyford Close would be directly affected by loss of views across open countryside. Although loss of view is not a planning consideration, residents would be consulted to assess ways of mitigating the impact of development.</p> <p>Rating: Amber</p>

5	Offer easy pedestrian access to village amenities	<p>The site is not conveniently situated for best access to village amenities: from furthest part of site, likely to be at least 15 mins walk to centre of village (Post Office).</p> <p>Rating: Amber</p>	<p>The site is at the northern end of the village, but there is a nearby bus stop, and a newsagent/grocery shop is within 10 mins walk. There are plans to create a new pathway leading direct to Drayton School, which will improve connectivity, and provide a safer route to school for the children, avoiding the main road altogether. It is also hoped to create a cycle path along existing bridleway 7, which begins nearby and leads to Tesco's.</p> <p>Part of the proposed site has been set aside for new playing fields and a pavilion, which will add significantly to the recreational amenities in the village.</p> <p>Rating: Green</p>	<p>The furthest parts of this site (north-west quadrant) would be some distance away from bus stops and access to other village amenities. Other areas would be only a little further than existing housing, with good access to the school.</p> <p>Rating: Amber</p>
6	Be subject to low traffic noise	<p>Traffic travels relatively fast along the Drayton Road prior to entering the 30 mph zone at eastern entrance to the village. But traffic noise from the B4016 not considered a significant issue.</p> <p>Rating: Green</p>	<p>Traffic noise from the B4017 Abingdon Rd is not considered an issue. Noise from the A34 is less intrusive than on any other site to the west of the Abingdon Rd because the two roads are diverging at this point, so that the A34 is approx quarter of a mile away from the proposed site. The A34 is also in a cutting along this stretch, so that noise does not 'carry' so much as on other sites this side of the village.</p> <p>Rating: Amber</p>	<p>Traffic noise from the A34 would be a significant issue on this site, increasingly so the closer to the road, which is elevated along this stretch. A pylon line also traverses the site.</p> <p>Drayton 2020 do not believe this site in its entirety is suitable for housing, although other forms of development, e.g. recreational light industrial, smallholdings or allotments, would be considered.</p> <p>Rating: Red</p>

7	Be within the existing built-up area of the village	<p>The part of the site within the built-up area (i.e. adjacent the burial ground) is considered unacceptable in terms of category 1.</p> <p>Remainder of site is outside village 'envelope': it would extend the village out towards Sutton Courtenay.</p> <p>Rating: Red</p>	<p>The site, though on the northern fringe of Drayton, does lie within the existing built-up 'envelope' of the village.</p> <p>As indicated in 5, it offers good access to the school, a bus stop, and local shops, and is no further from the Post Office than existing housing.</p> <p>Rating: Green</p>	<p>The site is within the existing built-up area of the village, although Drayton 2020 would consider it inadvisable to push the building line any closer to the A34 than existing settlements in Whitehorns Way and Lockway.</p> <p>Rating: Amber</p>
8	Not be of special ecological or archaeological significance	<p>The County Archaeologist comments 'the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic period to the Medieval period...This (historic landscape) should be seen as... both of national importance and irreplaceable'.</p> <p>Further investigation would be required.</p> <p>Rating: Amber</p>	<p>There is a tumulus (burial mound) in the north-west quadrant of the site. The status of this is uncertain, but the County Archaeologist comments, 'cropmark evidence suggests that it overlies Romano-British settlement.</p> <p>Further investigation required, and any development should probably keep clear of this location.</p> <p>Rating: Amber</p>	<p>We are not aware of any special ecological or archaeological features on this site.</p> <p>Rating: Green</p>

	SHLAA site ref.	DRAY04	DRAY05	DRAY06
	Site Name	Land off Marcham Road	Land West of Steventon Road (to west of Lockway)	Land West of Steventon Road
	Site size	5.08 ha	3.33 ha	3.26 ha
1	Preserve historic character of the village	The housing in Marcham Rd/Whitehorns Way is mid to late 20 th century. No obvious historical characteristics. Rating: Green	The housing in Lockway is mid to late 20 th century. No obvious historical characteristics. Rating: Green	The housing in Marcham Rd/Whitehorns Way is mid to late 20 th century. No obvious historical characteristics. Rating: Green
2	Have low impact on traffic flows	All sites will produce additional traffic which could add to congestion. There are no obvious access points to this site other than from bridleways 2 and 27 on either side, which are not suitable for vehicle use. Assuming viable access is possible, existing residential roads and their junctions with the B4017 would be made significantly busier. Rating: Amber	All sites will produce additional traffic which could add to congestion. The only access points to this site are from bridleways 2 and 4 on either side. Most obvious access point would be from bridleway 4 which runs alongside the Village Hall. Assuming viable vehicle access is possible, Lockway and its junction with the B4017 would be made significantly busier. Rating: Amber	All sites will produce additional traffic which could add to congestion. The access point to this site (as shown in the IHSP, not as on the Appendix 6 map) would have to be from the Steventon Road, north of the A34 bridge and before the first house on the west side. Positioning would be critical in relation to the bus stop lay-by and the A34 bridge, and motorists' sightlines in respect of both. Traffic travelling south would not pass through the centre of the village. Rating: Amber
3	Have minimal impact on surrounding rural landscape	The land is at present in agricultural use, flat and largely treeless. Housing on this site would impact on views across to the Ridgeway and AONB for existing residents living to the north of the site, and for walkers along bridleways 6 and 27. There would be some loss of rural aspect. Rating: Amber	The land is at present described by the Vale as 'vacant, open space'. However, contrary to the Vale's further comments, it is not in community or recreational use. The land is a square-shaped field at the back of Lockway, flat and treeless. There are known to be some problems with drainage. Housing would have little impact on views, which are limited by the elevated section of the A34. Rating: Green	The land appears at present to be in agricultural use. It is traversed by a pylon line and at its southern boundary is crossed over by the A34 bridge. Due to these features, the landscape, though rural, is not particularly scenic, therefore development would have limited impact on the rural aspect as viewed from Steventon Rd. Rating: Green

4	Have low impact on neighbours and green space in the village	There would be some loss of view from the back gardens of some residents in Whitehorns Way, although loss of view is not deemed to be a planning consideration. Due to the proximity of the A34, Drayton 2020 believe that mitigation measures are unlikely to be practical or effective on this site. Rating: Amber	Development would affect the view of some residents in Lockway from their back gardens across an open field, but the view is limited by the elevated section of the A34, and loss of view is in any case not deemed to be a planning consideration. Due to the proximity of the A34, Drayton 2020 believe that mitigation measures are unlikely to be practical or effective on this site Rating: Amber	The site is open aspect on three sides, bordered by housing on the west side of Steventon Rd. There would be some impact on these neighbours, but some of the back gardens are shielded from development by the football field and Village Hall, while those further south look out mainly onto an elevated section of the A34. Rating: Green
5	Offer easy pedestrian access to village amenities	Most areas of this site would be within easy walking distance of the centre of the village. Rating: Green	Most areas of this site would be within easy walking distance of the centre of the village. The Village Hall, football club, and Lockway playground are all nearby. Rating: Green	Most areas of this site would be within reasonable walking distance of the centre of the village. Rating: Green
6	Be subject to low traffic noise	Traffic noise from the A34 is a significant issue on this site, not only because of its proximity to the road but because the road is in elevated section at this point. Drayton 2020 do not believe any part of this site is suitable for housing, although other forms of development, e.g. recreational, light industrial, smallholdings or allotments, would be considered. Rating: Red	Traffic noise from the A34 is a significant issue on this site, not only because of its proximity to the road but because the road is in elevated section at this point. Drayton 2020 do not believe any part of this site is suitable for housing, although other forms of development, e.g. recreational, light industrial, smallholdings or allotments, would be considered. Rating: Red	Traffic noise from the A34 is a significant issue on this site, not only because of its proximity to the road but because the road is in elevated section at this point. Drayton 2020 do not believe any part of this site is suitable for housing, although other forms of development, e.g. recreational, light industrial, smallholdings or allotments, would be considered. Rating: Red

7	Be within the existing built-up area of the village	The site is within the existing built-up area of the village, but would extend housing closer to the A34 than any existing development in the village. Rating: Red	The site is within the existing built-up area of the village, but would extend housing closer to the A34 than any existing development in the village. Rating: Red	The site is within the existing built-up area of the village, but would extend housing closer to the A34 than any existing development in the village. Rating: Red
8	Not be of special ecological or archaeological significance	We are not aware of any special ecological or archaeological features on this site. Rating: Green	We are not aware of any special ecological or archaeological features on this site. Rating: Green	We are not aware of any special ecological or archaeological features on this site. Rating: Green

	SHLAA site ref.	DRAY07	DRAY08	DRAY09
	Site Name	Land south of Drayton East Way	Land bounded by High St and Drayton East Way	Land to east of Sherwood Farm, Drayton
	Site size	20 ha (combined with DRAY08)	20 ha (combined with DRAY07)	27.63 ha
1	Preserve historic character of the village	<p>The housing bordering this site in Haywards Rd and Binning Close is mid to late 20th century. No obvious historical characteristics, although the site may well have archaeological features of interest (see 8 below).</p> <p>Rating: Green</p>	<p>The northern edge of this site is adjacent to the Conservation Area of the High St. Any development is therefore required to be sensitive to this location and to conserve or enhance the character of the area. The Vale are aware of these considerations and declared the site one of their chosen 21 'strategic' village sites in their recent (Feb 2014) Housing Delivery Update.</p> <p>Rating: Amber</p>	<p>The housing bordering the south-west side of this site in Sutton Wick Lane was built mostly in the mid to late 20th century or later, with the possible exception of Sherwood farmhouse itself.</p> <p>The Vale describes this as 'sensitive landscape, semi-isolated from settlement' and unsuitable for development 'due to heavy constraints'.</p> <p>Rating: Red</p>
2	Have low impact on traffic flows	<p>All sites will produce additional traffic which could add to congestion. Access to this site could be made via Haywards Rd. There is no other obvious access point, given that the East Way which runs alongside the northern boundary of the site is a bridleway, and OCC assert that conversion of this to enable vehicle access would be highly problematic. The size of this site suggests that the existing residential access route (Haywards Rd) and its junction with the B4017 would be made significantly busier.</p> <p>Rating: Amber</p>	<p>All sites will produce additional traffic which could add to congestion. The Vale and the developers envisage that access would be via the High St, necessitating the construction of a new access road. Especially during peak times, the approach to the Wheatsheaf roundabout along the High St is already very busy, so that the junction design will need to minimize disruption to traffic flow. Negotiations are in progress with the developers to devise a more effective traffic management scheme for the village.</p> <p>Rating: Amber</p>	<p>All sites will produce additional traffic which could add to congestion.</p> <p>Access to this site would have to bear in mind the existing junction of Sutton Wick Lane with Abingdon Rd and the possible siting of a new access road to the 'Barrow Rd' development. As the site is not deemed suitable for development, this factor is at the present time considered academic.</p> <p>Rating: Red</p>

3	Have minimal impact on surrounding rural landscape	The site is open aspect on three sides and bordered by housing on only one. There would however be a significant loss of rural landscape. Rating: Amber	The site is bordered by housing to the north and west. It has many important landscape features and is notably biodiverse, being home to a variety of trees, plants and wildlife, including several protected species, e.g. bats. Any development will need to protect these features and also provide flood resilience measures, such as attenuation ponds: there are known issues with drainage. Rating: Amber	The impact on the rural landscape would be substantial; moreover, development on this site would extend beyond the existing village 'envelope' and reduce the separation between Drayton and Abingdon. Rating: Red
4	Have low impact on neighbours and green space in the village	The impact on neighbours would be relatively low, due to there being open space on two sides, and a golf course on the third. Although this area is agricultural rather than open access to the public, the loss of green space would be significant, as this is a sizeable site. Rating: Amber	The number of neighbours is limited, although the impact on those affected is potentially significant. There will be loss of views, although this is not deemed a planning consideration. Negotiations have taken place with developers and the land agents to produce a project plan which uses landscaping and buffer zones to 'soften' the impact of new housing. Rating: Amber	Development of this site is not envisaged within the Plan period. It would entail substantial loss of green space between Drayton and Abingdon, thus contributing to 'coalescence' of settlements. Rating: Red
5	Offer easy pedestrian access to village amenities	Most areas of this site would be within reasonable walking distance of the centre of the village. Rating: Green	Most areas of this site would be within easy walking distance of the centre of the village. Rating: Green	Some areas of this site would be a considerable distance from the centre of the village. Rating: Red
6	Be subject to low traffic noise	This site would not be significantly affected by traffic noise. Rating: Green	This site would not be significantly affected by traffic noise. Rating: Green	This site would not be significantly affected by traffic noise. Rating: Green

7	Be within the existing built-up area of the village	The site is situated within the existing built-up area of the village. Rating: Green	The site occupies a central location, ideally situated for access to the village amenities. Rating: Green	The site lies outside the built-up area of the village, with some areas remote from the centre. Rating: Red
8	Not be of special ecological or archaeological significance	The County Archaeologist comments ' the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic period to the Medieval period...This (historic landscape) should be seen as... both of national importance and irreplaceable'. Further investigation required in the event of development. Rating: Amber	The County Archaeologist comments ' the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic period to the Medieval period...This (historic landscape) should be seen as... both of national importance and irreplaceable'. Further investigation required in the event of development. Rating: Amber	The County Archaeologist comments, 'The area to the east of the village, extending across to Oday Hill, contains a spread of cropmarks that include a probable Neolithic long barrow and other prehistoric features'. Rating: Red

	SHLAA site ref.	DRAY10	DRAY11	DRAY12
	Site Name	Land south of High St (behind Manor House)	Land north of Gravel Lane (Manor Farm)	Land to the east of the A34
	Site size	2.15 ha	1.73 ha	15.93 ha (combined with DRAY03)
1	Preserve historic character of the village	<p>The Manor House is a Grade II* listed building within the Conservation Area, so any development alongside would need to conserve and enhance the character of the location.</p> <p>Rating: Green</p>	<p>Manor Farm lies within the Conservation Area at the 'heart' of the village, so any development on the site will be required to conserve and enhance the character of the location. The site already has planning permission for a limited number of new houses, but Drayton 2020 aims, in conjunction with the developers and landowners, to create a completely new village green, which will open up a central part of the village currently screened off from public view. This, and the detailing of the housing design, will contribute towards the necessary enhancement of the site.</p> <p>Rating: Amber</p>	<p>This site is combined with site DRAY03 on the Appendix 6 map and the boundary line is not indicated. See entry for DRAY03</p>
2	Have low impact on traffic flows	<p>All sites will produce additional traffic which could add to congestion.</p> <p>Access would require a new road junction off the B4016. This is a relatively small site, but would add to traffic flows along the High St to the Wheatsheaf roundabout.</p> <p>Rating: Amber</p>	<p>All sites will produce additional traffic which could add to congestion.</p> <p>Access will be from the Abingdon Rd direct into the site. Design under consideration is a staggered junction with Hilliat Fields and raised table in main road to slow up approaching traffic. Layout will facilitate traffic turning left out of Hilliat Fields or Manor Farm.</p> <p>Negotiations are ongoing to create a wider traffic management scheme for the whole village. Although traffic will increase as a result of this & other sites, hopefully these plans will result in a better –looking road environment with more and safer crossing points.</p> <p>Rating: Amber</p>	<p>As for DRAY03</p>

3	Have minimal impact on surrounding rural landscape	There would be some loss of rural landscape. Rating: Amber	Although there will be some loss of rural landscape, most of this is not at present accessible or even visible to most residents. Creation of a new village green will compensate for the loss of land which is currently used only for grazing horses, and the whole area will be opened up along the line of the Abingdon Road to public access and view. The overall impact is expected to be very positive. Rating: Green	As for DRAY03
4	Have low impact on neighbours and green space in the village	The neighbours most affected (possibly the only ones) are the landowners themselves. The site is open aspect on three sides. Rating: Green	Any views of this land by the relatively few neighbours are at present largely obscured by trees and vegetation. Development will result in some overall loss of green space, but the amount of green space actually available to the residents will be substantially increased. Rating: Green	As for DRAY03
5	Offer easy pedestrian access to village amenities	The site is located at the eastern end of Drayton, but is within reasonable walking distance of the village centre. Rating: Amber	The site is located in the centre of the village, within easy walking distance of the Post Office. A newsagent/grocery shop is adjacent to the site. A further effect of opening up the new village green is to enable people to walk from the west side of the village right through to the Millennium Green across 'green space', thus improving connectivity and encouraging residents to use the Millennium Green and the wider footpath network, which in Drayton is excellent. Rating: Green	As for DRAY03

6	Be subject to low traffic noise	This site would not be significantly affected by traffic noise. Rating: Green	This site would not be significantly affected by traffic noise. Rating: Green	As for DRAY03
7	Be within the existing built-up area of the village	The site is on the eastern edge of the built-up area, but lies within the village 'envelope'. Rating: Amber	The site is in the centre of the village with good access to all amenities. Rating: Green	As for DRAY03
8	Not be of special ecological or archaeological significance	The County Archaeologist comments 'the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic period to the Medieval period...This (historic landscape) should be seen as... both of national importance and irreplaceable'. Further investigation required in the event of development. Rating: Amber	The site has been the subject of archaeological investigation in the past – this is the origin of the spoil mound that runs north-south across part of the land. Further investigation may be necessary prior to development. Rating: Amber	As for DRAY03

	SHLAA site ref.	DRAY13	DRAY14	
	Site Name	Land to south of 10 Halls Close, Drayton	Land behind houses on west of Steventon Road, southern end of village ('Long Meadow')	
	Site size	1.23 ha	1-2 ha (estimate only)	
1	Preserve historic character of the village	<p>Housing to the north of this site is in the High St Conservation Area. Similar constraints and design requirements would apply as to site DRAY08 (bounded by High St & East Way)</p> <p>Rating: Green</p>	<p>The houses in Steventon Road date from the mid to late 20th century. No obvious historical characteristics.</p> <p>Rating: Green</p>	
2	Have low impact on traffic flows	<p>All sites will produce additional traffic which could add to congestion.</p> <p>Access unlikely to be granted for another new road junction off the B4016 so close to the access point for site DRAY08. Access would probably have to be through that site. This is a relatively small area of land, but development would add to traffic flows along the High St to the Wheatsheaf roundabout.</p> <p>Rating: Amber</p>	<p>All sites will produce additional traffic which could add to congestion.</p> <p>Access would have to be provided from the B4017, probably from a point south of the present line of houses on the west of Steventon Road. Traffic heading south would not need to travel through the main part of Drayton village at all.</p> <p>Rating: Amber</p>	

3	Have minimal impact on surrounding rural landscape	<p>There would be some loss of rural landscape. Similar concerns regarding conservation of wild life, trees, plants and other landscape features as for site DRAY08.</p> <p>Rating: Amber</p>	<p>The site is hidden from view from most passers-by, located behind the existing housing in Steventon Rd. It is currently a grass meadow, in effect a large extended garden. As indicated, any impact on the rural landscape would be invisible to most people.</p> <p>Rating: Green</p>	
4	Have low impact on neighbours and green space in the village	<p>The number of neighbours is limited, although the impact on those affected could be potentially significant. There will be loss of views, although this is not deemed a planning consideration.</p> <p>Rating: Amber</p>	<p>The only people likely to be affected by loss of view are the existing residents in Steventon Road, and it is understood that a high hedge screens many of their gardens from the land. Loss of view (if applicable) is not deemed a planning consideration. The site is otherwise open aspect on three sides</p> <p>Rating: Green</p>	
5	Offer easy pedestrian access to village amenities	<p>The site is within easy walking distance of the centre of the village.</p> <p>Rating: Green</p>	<p>This site is located at the southern extremity of the village, which is probably closer to the centre (and shops) of Steventon than it is to the Post Office in Drayton. Most village amenities are a 15-20 min walk away.</p> <p>Rating: Amber</p>	
6	Be subject to low traffic noise	<p>This site would not be significantly affected by traffic noise.</p> <p>Rating: Green</p>	<p>This site would not be significantly affected by traffic noise.</p> <p>Rating: Green</p>	

7	Be within the existing built-up area of the village	<p>The site is within the built-up area of the village.</p> <p>Rating: Green</p>	<p>The site is within the existing built-up area of the village, albeit on its southern edge.</p> <p>Rating: Amber</p>	
8	Not be of special ecological or archaeological significance	<p>The County Archaeologist comments ' the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic period to the Medieval period...This (historic landscape) should be seen as... both of national importance and irreplaceable'.</p> <p>Further investigation required in the event of development.</p> <p>Rating: Amber</p>	<p>We are not aware of any special ecological or archaeological features on this site.</p> <p>Rating: Green</p>	