



**DRAYTON NEIGHBOURHOOD DEVELOPMENT
PLAN 2014-2029**

**SUSTAINABILITY APPRAISAL
FINAL REPORT
JUNE 2014**

<http://www.drayton-near-abingdon.org/drayton2020/>

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Section 1: INTRODUCTION

Background

The environmental assessment of plans with a significant environmental impact is a requirement of the EC Directive on the assessment of plans and programmes on the environment (Directive 2001/42/EC), known as the Strategic Environmental Assessment (SEA) Directive. The Directive is enshrined in UK law through the Environmental Assessment of Plans and Programmes Regulations 2004.

Sustainability Appraisal is a process to assess the social, environmental and economic impacts of a Plan and is a requirement for local development documents under the aforementioned Regulations. The purpose of Sustainability Appraisals is to ensure that the principles of sustainable development are incorporated into all levels of planning policy.

This is currently no requirement for Neighbourhood Development Plans to be subject to Sustainability Appraisal. The determination as to whether such a Plan requires a Sustainability Appraisal is undertaken by the local authority (or equivalent) through a screening assessment using the criteria set out in Annex II of the SEA Directive. The Vale of White Horse District Council (VWHDC), Drayton's local authority, have undertaken a screening assessment and determined that its NDP be subject to a Sustainability Appraisal.

Sustainability has been at the heart of Drayton's NDP development process and has informed the decisions made and guided the options and policies it contains. A rigorous appraisal of its aims and contents is deemed essential by Drayton Parish Council to ensure the NDP not only passes muster but over-delivers in terms of its impact on the parish's long-term sustainability.

Neighbourhood Development Plan

A Neighbourhood Development Plan has been developed for the parish of Drayton located approximately 1.5 south of Abingdon within the Vale of White Horse. The parish has a population of 2270 souls and some 939 dwellings. The parish boundary, which is coincident with the NDP area, is presented in Figure 1.

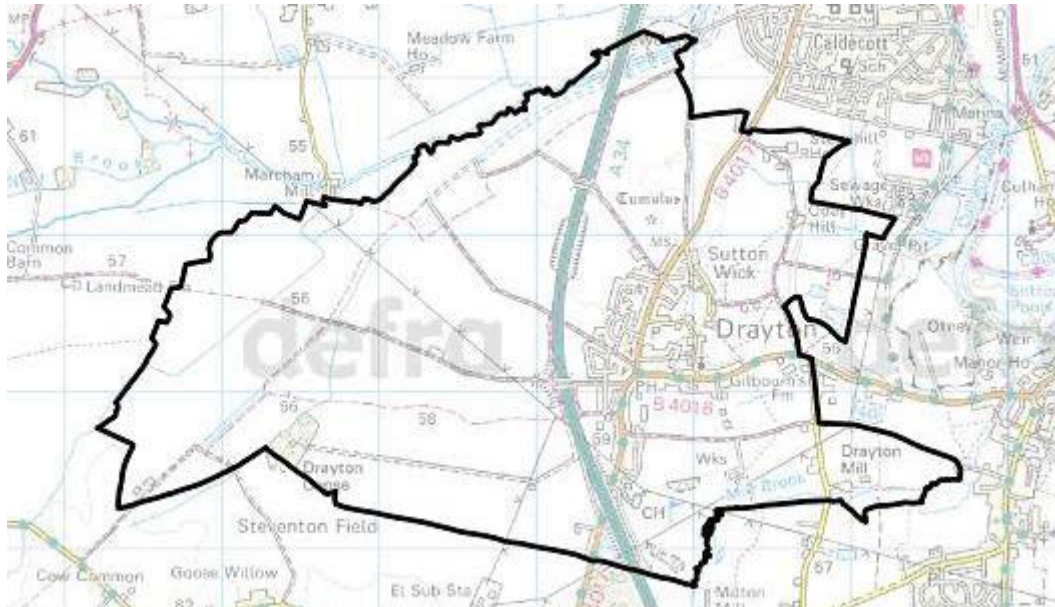


Figure 1

Drayton Parish: Area covered by the Neighbourhood Development Plan

Source: 2001 Census Output area boundary. Crown Copyright.

The Drayton Context

The Drayton Neighbourhood Development Plan is the response of the Parish Council to the VWHDC's Local Plan requirement for significant numbers of new houses in the Vale up to 2031, including in the larger villages such as Drayton. The challenge facing the Parish Council is to identify sites for these houses in a village that is constrained by traffic congestion between the A34 to the south and the Ock Street bridging point into Abingdon in the north. The village in general does not want large scale development, or in some cases any growth in the village, and is concerned about the impact of any expansion upon the natural environment, the quality of village life and the demand on services, such as the school and pre-school, and the rather limited recreational facilities currently available in Drayton.

The Planning Policies in the Drayton 2020 Plan are largely, though not exclusively, concerned with housing, so it is housing options and the implementation of the preferred site options that is the primary focus of this appraisal. Other aspects of living and working in Drayton are important and are considered but, as the baseline data and consultations demonstrate, housing is by far the most important issue that concerns residents. The appraisal begins, therefore, by considering the strategic options for the location of new housing. Once the preferred strategic options are determined then sustainability appraisal continues in the evaluation of sites required to implement the strategy.

Sustainability Appraisal Scoping Report

The scoping report for this sustainability appraisal was published in January 2014. The document outlined the relevant planning policies and documents that apply to the Drayton Neighbourhood Plan and presented environmental baseline data under a number of different headings, including:

Nature conservation (biodiversity, flora and fauna)	Human population
Landscape and townscape	Human health
Air quality and climate factors	Material assets
Heritage and archaeology	Employment and jobs
Soils and geology	Education and skills
Water	Human population

Sustainability Appraisal Approach

A starting point for appraising the effects of the proposed Drayton Neighbourhood Plan is provided through the identification of overriding sustainability objectives. These were identified in the Sustainability Appraisal Scoping Report and are also set out in Table 1 below:

	SUSTAINABILITY OBJECTIVE
A	To help provide existing and future residents with the opportunity to live in a decent home.
B	To help to create safe places for people to use and for businesses to operate, to reduce antisocial behaviour.
C	To improve accessibility for everyone to health, education, recreation, cultural and community facilities and services.
D	To maintain & improve people's health, well-being and community cohesion and support voluntary, community and faith groups
E	To reduce harm to the environment by seeking to minimise pollution of all kinds.
F	To improve travel choice and accessibility, reduce the need for travel by car and shorten the length and duration of journeys.
G	To conserve and enhance biodiversity.
H	To protect & enhance the District's open spaces & countryside & in particular, those areas designated for their landscape importance.
I	To protect and enhance the District's historic environment and to ensure that new development is of a high quality design and reinforces local distinctiveness
J	To seek to address the causes and effects of climate change by: <ol style="list-style-type: none"> a. securing sustainable building practices which conserve energy, water resources and materials; b. maximising the proportion of energy generated from renewable sources; c. ensuring that the design and location of new development is resilient to the effects of climate change.
K	To reduce the risk of flooding and resulting detriment to public well-being, the economy and the environment.
L	To seek to minimise waste generation and encourage the re-use of waste through recycling, composting or energy recovery.

M	To improve efficiency in land use and reduce development pressure on the countryside and natural resources/ material assets, such as landscape, minerals, biodiversity and soil quality.
N	To improve the supply and processing of local food.
O	To ensure high and stable levels of employment and facilitate inward investment within the district.
P	To assist in the development of: <ul style="list-style-type: none"> a. a strong, innovative and knowledge-based economy that delivers that delivers high-value-added, sustainable, low-impact activities; b. small firms, particularly those that maintain and enhance the rural economy; c. thriving economies in market towns and villages.
Q	To assist in the development of a skilled workforce to support the long term competitiveness of the district by raising education achievement levels and encouraging the development of the skills needed for everyone to find and remain in work.
R	Support community involvement in decisions affecting them and enable communities is to provide local services and solutions

**Table 1
Sustainability Objectives**

These objectives are derived from a wider set of sustainability objectives, which were used to appraise the VWHDC Local Plan. An exercise was undertaken at the early stage of sustainability appraisal to identify, from the VWHDC Local Plan sustainability objectives, those most relevant and useful for appraising the Drayton 2020 Neighbourhood Plan. This exercise is reported on in Section 4 of the SA Scoping Report.

To ensure a proper Sustainability Analysis of the Drayton Plan the following approach has been used:

1. The Drayton Sustainability Objectives were used to inform the development of Plan Objectives for the Drayton Neighbourhood Plan. Table 2 shows the compatibility between the sustainability objectives and the Plan objectives.
2. The Plan Objectives were then used to assess the strategic options. This approach provided a more refined assessment of the strategic options.
3. The sustainability objectives were used to develop site evaluation criteria. These site evaluation criteria were the subject of community input during a workshop held in Drayton School in May 2013, and through the Questionnaire (July/August 2013). The site evaluation criteria used are set out in Table 3 of this report.
4. The Drayton Neighbourhood Development Plan includes planning and community polices specific to the Parish which although compliant with those in the Local Plan are not present in the VWHDC Core Strategy. These additional policies are detailed and apply only to Drayton.

In summary, this sustainability appraisal proceeds by:

- Assessing the strategic options against Plan Objectives derived to support the Drayton Sustainability Scoping study objectives and providing more sensitive assessment;
- Assessing the site options using a set of site evaluation criteria which are derived from the Drayton Sustainability Objectives and which were the subject of community input during the village consultations in May/July/August 2013,;
- appraising additional policies against the Plan Objectives

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Plan Objectives

The specific Plan Objectives derived from the Sustainability Objectives are detailed in Table 2. Table 3 demonstrates how these relate to and thereby deliver the various Sustainability Objectives.

OBJECTIVE REFERENCE	OBJECTIVE DETAIL
H1	To identify sites for new housing to meet the needs anticipated by VWHDC and the village
H2	To provide a greater range of different housing types including affordable housing
H3	To ensure that the whole parish benefits from housing and other development
LF1	To integrate the development into Drayton such that the rural look and feel of the village is maintained, and that its Conservation Area be conserved and enhanced.
S1	To minimise the impact of new development on the surrounding country side, environment and ecosystem
T1	To reduce road congestion in the parish
WP1	To enhance the prospects for local employment
WP2	To ensure that services provided to residents (school, public transport etc) can handle the anticipated growth in the population of Drayton caused by new housing.
WP3	To ensure that recreational facilities in the parish can handle the anticipated growth in the population of Drayton caused by new housing.

Table 2
Plan Objectives

SUSTAINABILITY OBJECTIVE		PLAN OBJECTIVE								
		H1	H2	H3	LF1	S1	T1	WP1	WP2	WP3
A	To help provide existing and future residents with the opportunity to live in a decent home	✓	✓							
B	To help to create safe places for people to use and for businesses to operate, to reduce antisocial behaviour			✓				✓	✓	✓
C	To improve accessibility for everyone to health, education, recreation, cultural and community facilities and services			✓				✓	✓	✓
D	To maintain & improve people's health, well-being and community cohesion and support voluntary, community and faith groups			✓				✓	✓	✓
E	To reduce harm to the environment by seeking to minimise pollution of all kind					✓	✓			
F	To improve travel choice and accessibility, reduce the need for travel by car and shorten the length and duration of journeys						✓			
G	To conserve and enhance biodiversity				✓	✓				
H	To protect & enhance the District's open spaces & countryside & in particular, those areas designated for their landscape importance.				✓	✓				
I	To protect and enhance the District's historic environment and to ensure that new development is of a high quality design and reinforces local distinctiveness			✓	✓	✓				

SUSTAINABILITY OBJECTIVE		PLAN OBJECTIVE								
		H1	H2	H3	LF1	S1	T1	WP1	WP2	WP3
J	To seek to address the causes and effects of climate change by: d. securing sustainable building practices which conserve energy, water resources and materials; e. maximising the proportion of energy generated from renewable sources; f. ensuring that the design and location of new development is resilient to the effects of climate change.	✓	✓	✓	✓					
K	To reduce the risk of flooding and resulting detriment to public well-being, the economy and the environment	✓	✓	✓						
L	To seek to minimise waste generation and encourage the re-use of waste through recycling, composting or energy recovery					✓				
M	To improve efficiency in land use and reduce development pressure on the countryside and natural resources/ material assets, such as landscape, minerals, biodiversity and soil quality.	✓	✓	✓						
N	To improve the supply and processing of local food.					✓				
O	To ensure high and stable levels of employment and facilitate inward investment within the district.							✓		

SUSTAINABILITY OBJECTIVE		PLAN OBJECTIVE								
		H1	H2	H3	LF1	S1	T1	WP1	WP2	WP3
P	To assist in the development of: d. a strong, innovative and knowledge-based economy that delivers that delivers high-value-added, sustainable, low-impact activities; e. small firms, particularly those that maintain and enhance the rural economy; f. thriving economies in market towns and villages.							✓		
Q	To assist in the development of a skilled workforce to support the long term competitiveness of the district by raising education achievement levels and encouraging the development of the skills needed for everyone to find and remain in work.							✓		
R	Support community involvement in decisions affecting them and enable communities is to provide local services and solutions									

Table 3

Read Across Between Plan Objectives and Sustainability Objectives

Monitoring

Monitoring of this SA will be undertaken by the Vale of White Horse District Council (VWHDC). VWHDC will look at the significant effects identified in this SA and compare them to its own SA monitoring framework. In the event that the significant effects identified are not covered by VWHDC's monitoring framework then the council will need to implement additional indicators to its monitoring framework.

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Section 2: STRATEGIC OPTION APPRAISAL

Background

VWHDC, in common with many other local authorities up and down the country, found itself in the position, after the 2010 election, of having a Local Plan about to reach the end of its Plan period - in this case, 2011. Knowing that the incoming coalition government planned a radical overhaul of the planning system, it is not surprising that these authorities, the Vale included, hesitated to begin updating their Local Plans, given that much of their work might be wasted if the national planning guidelines changed in the meantime. In the event, all existing Government planning guidance documents were replaced by the NPPF (the new 'National Planning Policy Framework') in the spring of 2012. This reduced more than a thousand pages of planning rules and regulations down to a much simpler single document, consisting of around 50 pages. By this time, the Vale's Local Plan was already out of date, and it was likely its successor would take at least a couple of years to prepare.

Anticipating the problems this might cause, in the autumn of 2011, the Vale introduced its so-called Interim Housing Supply Policy, or IHSP. Arguing that smaller-scale developments might be progressed more quickly than major strategic sites, such as Grove Airfield or Great Western Park, which were falling behind on the expected number of new home completions, the Vale decided that one way to address the shortfall would be by freeing up development in the villages. The now expired Local Plan had imposed an upper limit of 15 new houses on any single site in a village settlement.

The relaxation on numbers was not to be applied indiscriminately, but would be informed by a guideline level of 'proportionate' growth identified for each village. To quote the IHSP, 'this guideline was based on a projection by settlement of the shortfall of homes existing as at 2011 compared to the number of households projected as at 2026, given growth in population and smaller average household size. This was adjusted for housing development already completed or committed. For some settlements this resulted in a 'nil' proportionate growth guideline'.

In the case of Drayton, this exercise produced a projected figure of an additional 68 houses likely to be required by 2026. Added to the 18 houses on the Manor Farm site which had already been granted planning permission back in the 1990s, this gave a notional figure of 86. This is as close to a precise 'target' figure for new housing that Drayton has to date received from the Vale, but as events turned out, it was to be rapidly superseded.

For Stage 1 of the IHSP, the Vale invited landowners throughout the Vale to submit sites for an initial screening process. No formal planning applications were involved; the purpose was simply to ascertain what sites the owners might be interested in developing for housing, either now or in the future. By the spring of 2012 when the screening applications were disclosed, it was apparent that the sites put forward in Drayton were sufficient to accommodate up to 550 new houses – this in a village of only 978 dwellings (at the 2011 census). Although it was never in prospect that planning permission would be granted on all of these sites, even the theoretical possibility of more than 50% growth in a relatively small community was enough to ring alarm bells among Drayton residents.

The Vale initiated a formal consultation process concerning all the sites submitted in the IHSP and parish councils were invited to make written submissions. All Drayton residents were invited to a special Parish Council meeting in the Village Hall in April 2012 to discuss the sites. The detailed applications were displayed on the village website in the weeks previously, and made available to the public at the meeting as handouts. Following public participation and discussion, Drayton Parish Council gave qualified approval to one site only, actually three contiguous sites (nos. 2,3 and 7 in the

IHSP) now known collectively as 'South of the High Street', or DRAY 08 in Appendix 6 of the Vale's SHLAA document. Two other sites were discounted as they were small enough (one or two new houses only) to be dealt with adequately through the normal planning consultation process. All the other sites were rejected on various grounds, and one of these was later withdrawn by the landowner. Manor Farm was **not** one of the sites submitted at this time, presumably because it already had planning permission for housing (albeit a smaller number than is now envisaged). The site now described as 'North of Barrow Road' in the NDP did not emerge until later, some months after the launch of the Neighbourhood Plan process in September 2012.

To those present at the meeting, it appeared that the 'South of High St' site was the most suitable for development of those then on offer, primarily because of its central location, although any decision made by the Parish Council at this juncture was purely provisional, and would need to be discussed further in a much wider public forum. Nevertheless, it was apparent from early on that this was a site which the landowners did intend to develop.

The IHSP proved to be short-lived, and by the summer of 2012, the Vale was obliged to abandon it, due to publication of the new national planning guidance, the NPPF. It was explained that the IHSP could 'no longer be progressed due to changes in planning regulations' and was therefore 'no longer a material consideration in decision taking on applications for planning permission'. By now though, Drayton was aware that Pandora's box had already been opened, and that developer interest in the village was not going to go away. Looking at the 'bigger picture', it is not in dispute that the UK as a whole has failed to build enough houses to meet demand for many years now. In simplifying the planning regulations in the NPPF, it is evident that the Government's intention was to remove unnecessary obstacles in the way of house-building and to speed up the process of planning approvals. Several policies in the NPPF are clearly aimed at delivering on these objectives:

Regional housing targets have been scrapped and local planning authorities must now provide a five-year land supply of 'specific deliverable sites' and update it annually (paragraph 47).

In the event that a Local Plan is 'absent, silent *or relevant policies are out-of-date*' (our italics) the default position is that permission for development should be granted unless: 'any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted' (paragraph 14).

In short, any local planning authority not currently in possession of an up-to-date Local Plan (such as the Vale) is likely to be vulnerable to speculative planning applications for housing. Unless the authority can demonstrate that it has the required five-year land supply in place, it may not easily be able to refuse an application, even if it considers the proposed location to be wholly unsuitable. Evidence from cases across the country suggests that where developers **have** been refused planning permission and have subsequently taken their case to appeal, the Planning Inspectorate has tended to rule that the lack of a five-year land supply trumps all other considerations. South Abingdon would seem to be just such a case.

As the IHSP showed, Drayton has numerous sites where housing could potentially be built. To protect itself against applications in the 'wrong' places, and with no up to date Vale Local Plan in sight, it was decided to take advantage of the new powers afforded by the Localism Act 2011 and embark on a Neighbourhood Development Plan for Drayton. It was understood that an NDP cannot be used to block development and in fact, the members of Drayton's NDP Steering Group (dubbed 'Drayton 2020') welcomed the idea of some development as an opportunity to create a more sustainable and self-sufficient community, with access to improved amenities and enhanced

recreational facilities. In practice, we might not be able to determine which sites were developed, but we hoped to exert some control over such matters as the number, size and type of the houses which would eventually be built, the housing mix, and the layout and landscaping of sites.

How Many Houses for Drayton?

The answer to this question is that, although the figure has steadily increased due to external pressures, no upper limit has ever been stated. The Vale have told us that no such limit will be forthcoming and that in fact it would be illegal for them to declare one. This has not made the negotiations with developers any easier; nor has it helped in answering residents' concerns. The latter fall into two main areas. There are fears that excessive expansion of the village would change forever its rural character; and people wonder how the local road network will cope with the impact of the inevitable increase in traffic. The second factor is more worrying in view of all the other developments taking place in the surrounding villages (not to mention South Abingdon), and the cumulative effect this will have on the road infrastructure. As indicated, the IHSP assigned to Drayton a 'proportionate growth' figure of 68, but this represented only natural growth in the existing population of the village by 2026, plus a calculation based on the dwindling size of the 'average' household: in effect, the village needed to 'grow' this much just to stand still. The 18 dwellings given planning permission at Manor Farm were added to this figure, but represented only a very slight increase above the 15 limit in villages allowed by the previous Local Plan.

In 2013, the Vale published a draft of its new Local Plan for the period up to 2029. This document stated that between 2006 and 2029, at least 2291 new homes would be required in the Abingdon and Oxford Fringe Sub-Area (which includes Drayton). Of these, the majority had either been completed already or allocated. Sites for 299 homes remained to be identified. Since this sub-area included all of Abingdon and Botley, nine 'large' villages (including Drayton) and 2 'small' villages, it was reasonable to assume that Drayton's 'official' allocation would be less than 100 out of the 299, although it was impossible to establish any fixed number.

In reality, and on the ground, Drayton 2020 were faced with the fact that three separate sites were being prepared for development by the landowners. Each developer was keen to press ahead and there were no indications they were willing to give way to each other in any kind of phasing arrangement. There was no alternative but to work with all three sets of developers to produce the best combination of housing mix, designs and layouts achievable. In the process, it emerged that if all the developers were willing to work together and contribute financially, it might be possible to devise an integrated traffic management scheme. This would minimize the disruption caused by the additional traffic and provide a more user-friendly environment for pedestrians. As to numbers, it was difficult to see how we could keep the total across three sites to much below 200. This would split roughly as 'South of High St' -90 new homes; Manor Farm - 45; and Barrow Road – 60.

The situation changed again, but more dramatically, following the publication of the Vale's updated SHMA (Strategic Housing Market Assessment) – an exercise that local authorities are required by Government to carry out every few years. The latest SHMA delivered projections for future employment opportunities and population growth in the Vale, that suggested the previous housing targets for the area needed to be increased radically, by around 50%. The Vale's Plan period was extended 2 years to 2031, and it was stated that 20,560 new homes would be needed by then, that is, about 7430 more homes than were proposed in the draft local plan published in 2013. To meet what the Vale called 'a very significant challenge', it issued in Feb 2014 a 'Housing Delivery Update' which identified 21 new 'strategic' sites, over and above any previously proposed development sites. Between them, these 21 sites were assessed as being suitable for around 10,000 new homes.

The Vale's definition of 'strategic' is a site capable of taking 200 + homes. Unfortunately, one of the 21 sites they identified was the 'South of High St' site in Drayton, a site we had earmarked for no more than 100 new houses. The Vale's plans were strenuously opposed by Drayton 2020 on several grounds. It was explained that, although 200 homes might be shoehorned into this site, the result would be a featureless housing 'estate', and all our careful work with the developers to provide appropriate landscaping would be wasted. Moreover, the Vale's own landscape capacity study states of this site that, if developed, building should take place 'with a lower density to allow for landscape and heritage constraints'. It was pointed out that the northern boundary of this site is particularly sensitive, bordering, as it does, the High Street Conservation Area. There would be no room for the attenuation ponds and drainage ditches considered essential to protect a site prone to flooding. It would be difficult to preserve the biodiversity of a site currently rich in plant, bird and animal life.

No less important was the fact that we could not stall development on Drayton's other two sites. As indicated above, we envisaged that all three sites would equate to a total of around 200 new homes. Our free choice might have been to phase these in over – if not the full plan period, then at least over five or more years, but this option was not open to us. 200 houses represents around 20% growth in Drayton, which the Steering Group for the NDP considered more than enough for years to come. However, if Manor Farm and Barrow Road between them accounted for approx 100 new homes, and the Vale then insisted that South of the High St must take 200 as it is a 'strategic' site, then the total would suddenly leap to 300 new homes, or 30% growth, which we believe no small community could readily absorb, even leaving aside the other effects of such rapid growth.

These arguments were put to the Vale, who have agreed that some flexibility on numbers would be appropriate. Drayton 2020 have now reached a compromise with the developers and landowners of the South of High St site, and the latest project plan shows the retention of the original landscaping features, and an estimated total number of homes of around 135. The plan is for development of the whole site so that existing residents are not left in a state of uncertainty about a possible future Phase 2.

Adding the three sites together now gives a total of approx 250 new houses for Drayton. This figure would have been considered untenable only two years ago, but most people will be aware of a changing climate around the whole issue of house building. The message from Government ministers is that 1) the UK has consistently under-delivered on housing targets over several decades, and 2) it is about time the shortfall was tackled.

Options

As the foregoing hopefully demonstrates, the actual options open to Drayton 2020 were very limited. The IHSP revealed a previously unsuspected level of landowner interest in development, in and around Drayton. Not all of the owners who submitted their sites for screening subsequently followed up their interest. Whether the Parish Council's written response to the Vale's consultation process (rejecting most of the sites) had any bearing on this is not known, but by the spring of 2013 the owners of three sites had confirmed their intentions and engaged developers to progress preparation for planning applications.

Of the possible courses of action open to the NDP, Drayton 2020 could have chosen

- 1 To engage with the developers on the 3 sites
- 2 To resist all development (the no new housing, or 'zero' option)
- 3 To engage with the developers on only one or two of the three sites

Option 2 was not realistic. It certainly represented a strand of opinion among a minority of residents who were opposed to any new housing in the village. However the majority opinion from our initial public consultation meeting was that new homes were needed. This was supported by the 2012 Housing Needs survey and later on by the village Questionnaire. The 'zero' option was also unlikely to be compliant with the VWHDC emerging Local Plan 2029 (in its earlier iteration) as they had already allocated 299 new homes to the area. In practical terms, Option 2 would not have worked. Development would have gone ahead anyway, as has been shown in our neighbouring communities of Marcham, Sutton Courtenay and Kingston Bagpuize, and many other villages further afield. The only difference is that we would have had no opportunity to influence it, and no say on numbers, housing mix, design or any other factors.

Option 3 was also not realistic. Although Drayton 2020 would have wished not to have all three sites developed at the same time, and would have preferred them to have been phased over several years, it was evident that all three developers wanted to proceed without delay. To have attempted to favour only one or two of the sites would most likely have been counter-productive, resulting in pre-emptive applications from the one (or two) developers who felt themselves being sidelined. As with Option 2, and with similar consequences, development on all sites would have gone ahead, but we would have lost the opportunity to engage with the developers who felt excluded.

Positive Reasons for Adopting Option 1

Option 1 was considered the least problematic of the options, and the one most likely to lead to positive outcomes for the village. However, it would be quite wrong to assume that the three sites in question were simply imposed on the village against concerted opposition. As explained, site DRAY 08 - 'south of the High St' – (aka sites 2, 3 and 7 in the IHSP) had already been identified by the Parish Council in their response to the IHSP, as being in their view the most suitable of the sites on offer in the IHSP for future development. Manor Farm had planning permission already, and from early consultations with the village in Sept 2012 and May 2013, it was clear that residents favoured the idea of a new village centre and were enthusiastic about the proposal to create a new village green on the Manor Farm site. Their support for both ideas was confirmed in Drayton 2020's Questionnaire, distributed to all villagers in July/Aug 2013, when, of 1025 respondents to the specific question on this subject, 89% declared themselves in favour.

The Manor Farm site was considered ideal for a new village green on several counts: firstly, it presented an opportunity to open up a new area of green space for public use on a site at present largely screened from public view by stone walling and a dense line of conifer trees along the Abingdon Road. Secondly, the Abingdon Road, being very busy and difficult to cross, has historically acted as a kind of barrier separating the east side of the village from the west. By creating an access road onto the Manor Farm site opposite Hilliat Fields, it was felt that with some judicious planting of trees either side of Hilliat Fields, leading up to the junction with the Abingdon Road, we could create a kind of boulevard approach to the new village green, which would improve the connections between the two sides of the village and make the new green more accessible. It would also open up further connections leading across Henleys Lane to the Millennium Green, thus linking the two greens. This, and the creation of a new children's play area on the Millennium Green will, it is hoped, encourage more people from the west side of the village to make use of the Millennium Green which is currently used mainly by dog walkers, but has little to attract families with children.

The position of the new village green will be very central, and very visible from the main road, and will give a much more open aspect to the east side of the Abingdon Road. Surveys seem to show that the site is not particularly biodiverse in terms of plant, animal and bird life – but there is some

evidence to show that where new houses are built, their gardens may prove richer in biodiversity than an open paddock or field, due to the variety of flowers and trees etc that the new residents plant and cultivate. The new site will also form part of a 'green corridor', facilitating the movement of birds and other wild life from one green space to another. The new village green will become another in a chain of green spaces running from the golf course across fields to south of the High St to Manor Farm to the Millennium Green.

A possible alternative site for the new village green might have been DRAY 08 - 'South of the High St', but despite the relatively central location, the green would not have been visible from the main road, so would not have opened up concealed vistas in the same way. This site would also not have improved connectivity between the west and east sides of the village, as Manor Farm is intended to do. Surveys indicate that DRAY 08 is already relatively rich in biodiversity, but the project plan for the site intends to retain green space all around the new housing, and there will be new ponds and drainage ditches to manage water run-off, and important landscape features such as prominent trees will be preserved. All these factors will help to maintain biodiversity, and the ponds may help increase it.

The third site currently identified for development is designated 'North of Barrow Road' in the NDP. It constitutes part, but not all, of site DRAY 02 in Appendix 6 of the SHLAA. As explained, this site was put forward by the landowner at a later date than the other two. The Parish Council and many concerned residents had been opposed to an earlier site proposed by the same landowner, which bordered directly onto the parish burial ground (**not** the area shown as DRAY 01 in the SHLAA, but on land to the west of bridleway 9). This site was felt to have many drawbacks: it would have disturbed the peace and tranquillity of the parish burial ground and invited people to use the path through it and the adjacent church burial ground as a short cut to the village, avoiding the main road. It would have precluded any further expansion of the burial ground, which on current projections is likely to be necessary within 15 or 20 years, and possibly also the creation of new allotments, for which demand will increase with the probable growth of the village population. It would have spoiled the views across to St Peter's Church from the bridleway, and affected the amenities of the many walkers using bridleway 9 and the associated footpath network. The Vale planners themselves have stated in the SHLAA that this site has many constraints and is not suitable for development. When these concerns were put to the landowner, he suggested another of his holdings, north of Barrow Road, as an alternative.

It is acknowledged that, for the current residents whose houses border the Barrow Road site, this was not a welcome development (in any sense of the word). Their concerns would probably be those of most people faced with new housing about to be built near their properties, and to a great extent they mirror the similar concerns voiced by residents living near to the south of High St site. No doubt there is some anxiety also about the Manor Farm site, although to date this has been less in evidence, perhaps because planning permission was granted in the late 1990s, so that people have lived with the possibility of development there for a very long time.

It is inevitable that some residents will be affected more directly by new development than others, but this is not, and cannot be, an argument for resisting all new housing. Drayton 2020 does believe that all three sites in this village offer real and positive advantages in terms of location and the creation of new amenities. Barrow Road is the only site on the west side of the village which is not severely affected by traffic noise from the A34. It would be untrue to say that it is totally unaffected, since traffic noise from the A34 can be heard in almost every part of Drayton if the wind is in the right direction and certain weather conditions prevail. The Barrow Road site, even so, is about quarter of a mile from the A34, since it and the Abingdon Road diverge at the north end of the village, and the A34 is in a cutting at this point, which means the noise does not 'travel' in the way it does further south, where the road is elevated above the surrounding land. Barrow Road, though on

the northern border of the village, is within its built-up area, and has easy access to a nearby bus stop. The developers intend to create a new pathway from the development direct to the school, which will be a much safer route for the children, avoiding the main road. The landowner has also agreed to make land available for two football pitches, a possible cricket pitch or multi-use games area, and a pavilion. These are facilities which the village has wanted for thirty years or more, but the land to accommodate them has never before been available. As the site is currently in agricultural (arable) use, it is likely that the construction of houses with gardens could actually improve biodiversity for the reasons outlined above in the comments on Manor Farm.

The Full List of Possible Drayton Sites

The Vale has produced several documents which list the various sites in Drayton which could be made available for development. One of these, as described above, was the IHSP (Interim Housing Supply Policy) published in 2012. This appears to have been based on an earlier version of the Strategic Housing Land Availability Assessment (SHLAA). However, a more recent SHLAA has been carried out and published as part of revised Vale Local Plan 2031 Part 1 in Feb 2014). Appendix 6 of this document deals solely with sites in Drayton. The latter document identifies 13 separate sites. One further site not included in the SHMA was volunteered by its landowner during the NDP development process. These 14 sites, along with their unique site reference in the SHMA (where applicable), are listed in Table 4.

SHMA REFERENCE	SITE LOCATION
DRAY01	North of High Street
DRAY02*	Land north of Abingdon Road, Drayton
DRAY03	Land to the east of the A34
DRAY04	Land off Marcham Road
DRAY05	Land west of Steventon Road
DRAY06	Land west of Steventon Road
DRAY07	Land south of Drayton East Way track
DRAY08*	Land bounded by High St and Drayton East Way
DRAY09	Land to east of Sherwood Farm, Drayton
DRAY10	Land south of High Street
DRAY11*	Land north of Gravel Lane
DRAY12	Land to the east of the A34
DRAY13	Land to south of 10 Halls Close, Drayton
<i>None - Designated DRAY14 by Drayton 2020</i>	Land to south of A34 bridge, known as 'Long Meadow'

Table 4
Full SHLAA Site Listing for Drayton

Employing the site selection methodology described below in Section 3, all fourteen sites were comprehensively evaluated. The three sites discussed in detail above and identified for possible housing development in the plan period to 2031 are:

- Manor Farm (identified as DRAY11 in Appendix 6 of the SHLAA);
- South of High Street (identified as DRAY08 in Appendix 6 of the SHLAA);

- North of Barrow Road (comprising part of the site designated DRAY02 in Appendix 6 of the SHLAA)

Consultation with Residents

A fully detailed record of community involvement will be found in Annex B to the Draft Plan, but it is appropriate here to record how the residents living near to proposed new developments have been given the opportunity to comment on the site design and other details. Steering Group meetings have been held every alternate Friday evening (with some breaks for Christmas and summer holidays) since September 2012. All of these have been open to the public to attend. Since the second major public consultation in the Village Hall in May 2013, residents have known that development was likely to take place on the three listed sites. Since that time, a number of detailed discussions have taken place with the developers, builders, and land agents of all three sites. Residents living close to two of these sites – South of High St and Barrow Road, expressed many concerns about the proposed developments, particularly with regard to overall numbers of houses and site layout and design. Representatives of the residents were therefore invited to attend future site meetings to put their objections, or case for changes, direct to the developers. The residents have been listened to, and while this does not guarantee that all their wishes can be met, we are confident that input from them, and from the representatives of Drayton 2020, has resulted in much more sympathetic design and attention to detail than would have been the case had there been no NDP and no involvement from local people.

Noise Constraints Affecting Sites Bordering the A34

From its comments in Appendix 6 of the SHLAA, it is evident that the Vale regard several of the sites which directly border the A34 as being suitable for housing in principle, although it acknowledges that some mitigation of noise levels may be required. These sites are (in the SHLAA map) DRAY 03/12, DRAY 04, DRAY 05 and DRAY 06.

As indicated in criterion 6 in Section 3 below, even with mitigation, Drayton 2020 believes that none of the above sites are suitable for housing, with the exception of that part of site DRAY 02 which makes up the proposed 'Barrow Road' development, and which, as indicated in the previous section, is exempted from this observation.

We welcome any practical steps to reduce road noise from the A34, e.g. re-surfacing of the carriageways, or the installation of acoustic fencing, as these would improve the quality of life for many existing residents. However we are sceptical as to how effective these measures would be in closer proximity to the road, especially alongside its elevated sections. A reasonable test of whether sound levels are acceptable would be if residents were happy to work or sit outside in their gardens during the summer months. They should also be able to sleep with a window open for ventilation during the summer months, without having their sleep unduly disturbed. There is no indication from the Highways Agency that resurfacing of this section of the A34 is due any time soon, and in any case, we cannot know exactly how effective this would be on Drayton's section of the road. Local geography and the lay of the land all play a part.

Regrettably, the NPPF appears to have abandoned the notion of advisory maximum noise levels, as set out in Planning Policy Guidance note, 'PPG 24: Planning and noise', which has now been scrapped. In the absence of any replacement guidance, we would refer to PPG 24's Noise Exposure Categories, and the borderline between Category B and Category C - representing noise levels above

which planning permission should not normally be granted for new residential development. The practical noise limits appear to be around 66dB during the daytime, and 60dB at night, although the latter figure is based on the assumption that noise inside a bedroom should not exceed 35dB, and that shutting the window will achieve the necessary attenuation from 60 to 35dB. However, as explained, we believe it unreasonable to expect people to have their windows hermetically sealed on warm summer nights, simply in order to get a decent night's sleep.

To build housing on any of the sites named in the first paragraph of this section would be, we believe, to condemn the residents to living in a place where it would be impossible to enjoy outdoor activities, e.g. in their gardens or in a children's play area, in reasonable peace. There would be a constant backdrop of road noise at levels liable to cause stress and to have other detrimental effects on the residents' health. An already poor quality environment would not be improved by the proximity of pylons on some of these sites. A frequently heard criticism of architects, planners and developers over the last seventy years (i.e. post-war) has been that they have all too often built new homes of indifferent or sub-standard quality, supposedly good enough for 'ordinary people', but which they would not have contemplated living in themselves – for example, most (not all) of the tower blocks that appeared in the 60s and 70s. No one is proposing tower blocks for Drayton, but we believe good quality design and construction and a decent environment should be the minimum requirement for **all** new housing.

Finally, there is the issue of possible future upgrading of the A34. For many years now, the A34 has been inadequate for the amount of traffic it is required to carry on a daily basis. It is a main trunk route from the port of Southampton to the Midlands and North, and consequently takes more than its fair share of freight and heavy lorries. The fact that it is only dual carriageway with no hard shoulder means that even a minor accident closing off one lane can cause serious hold-ups, while a major accident can bring traffic to a total standstill. On occasion, this obliges the police to divert traffic onto the surrounding roads, and several times over the last winter, the B4017 between Steventon, Drayton and Abingdon has also been gridlocked.

If 20,560 new houses are to be built in the Vale by 2031, as the SHMA's projection indicates, this will place huge pressure on the local road network. Widening the A34, making it effectively of motorway standard, has to be an option, quite possibly commencing work within the Vale's Local Plan period. Should a decision be made to go ahead with a new garden city on the land formerly earmarked for Thames Water's reservoir, then improvements to the road infrastructure will become even more essential. If widening of the A34 does take place, it cannot be assumed that the widening will be on the west side of the road only, and if the southbound carriageway extends eastwards, the implications for any housing bordering the A34, including existing dwellings on the west side of the village, could be significant. We believe that no development should even be considered on these sites without taking all these factors into account.

Alternative Sites

It is Drayton 2020's view that three sites and a possible 250 new homes are more than enough expansion (25%) for a village of Drayton's size over the plan period to 2031. As explained, we believe that the sites bordering the A34 from DRAY 03/12 on southwards should be ruled out. According to Appendix 6, the Vale itself believes that sites DRAY 01 (to the east of the village) and DRAY 09 (north-east of the village) have serious constraints and are unsuitable for development. This leaves sites DRAY 10 (south of The Manor), DRAY 13 (south of 10 Halls Close) and DRAY 07 (south of East Way). The first two of these are relatively small, and would each pose access difficulties. DRAY 13 would need to be accessed via DRAY 08 (South of High St) as it is inconceivable the planners would

allow another new access road opening onto the High St so near to the new access road for DRAY 08. To some extent this may be true of DRAY 10 also, but there appears no developer interest in either site at the present time, and Drayton 2020's view is that the three sites where development is proposed are in better locations.

Site DRAY 07 is very large, occupying the space between the East Way and Drayton Golf Course. Development here would be in effect, the continuation southwards of development on site DRAY 08, so there would be a certain logic in choosing this site, and it would further consolidate the built-up area of the village. Nevertheless, we would not expect this to happen in the foreseeable future, and certainly not within the current plan period up to 2031.

Drayton's 3 Sites, the Vale Local Plan, and the NPPF

A more detailed description of each of the three sites currently proposed for development in Drayton, assessed against a series of key social and environmental factors, will be found in the Draft Plan. Here, it is noted that the three sites directly contribute to the following Strategic Objectives in the Vale's Local Plan Part 1:

Strategic Objective 1: Provide for a range of homes across the district to deliver choice and competition in the housing market

Strategic Objective 2: Cater for existing and future residents' needs as well as the needs of different groups in the community, ensuring that an appropriate and sustainable proportion of new housing falls within the definition of affordable.

Strategic Objective 3: Direct growth to the more sustainable locations in the district and ensure that development is integrated with existing communities, reflects the natural and built heritage, and is supported by a sufficient range of services and facilities.

Strategic Objective 4: Improve the health and well-being of Vale residents and reduce inequality, poverty and social exclusion.

Strategic Objective 10: Improve and protect the natural environment including biodiversity.

Strategic Objective 11: Ensure all new development achieves high quality design standards and protect and enhance the natural, historic, cultural and landscape assets of the Vale.

The three sites are also considered to abide by the following policies and principles set out in the National Planning Policy Framework (the NPPF):

Paragraph 47: the identification of 'specific deliverable sites' for housing.

Paragraph 50: delivery of a 'wide choice of high quality homes' and a 'mix of housing based on current and future demographic trends'

Paragraphs 56-58: new development should be of 'high quality design'. It should 'function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development' It should 'establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit'.

Paragraph 59: consider using a design code, while avoiding unnecessary prescription or detail.

Paragraph 66: applicants to work closely with the community to evolve designs that take their views into account

Paragraph 70: ‘plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments’.

Paragraph 73: provide for access to open spaces and offer improved opportunities for sport and recreation as these ‘can make an important contribution to the health and well-being of communities’.

Paragraph 75: protect and enhance public rights of way and access, ‘for example by adding links to existing rights of way’.

Paragraph 100: avoid development in areas at risk of flooding, ‘but where development is necessary, making it safe without increasing flood risk elsewhere’.

Paragraph 109: contribute to and enhance the natural and local environment by, e.g. ‘protecting and enhancing valued landscapes.....minimising impacts on biodiversity and providing net gains in biodiversity where possible’.

Paragraph 123: aim to ‘avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development’. Planning policy should also ‘identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason’.

Paragraph 128: where sites proposed for development include or have the potential to include heritage assets with archaeological interest, developers should submit desk-based assessments and where necessary, field evaluations, of those assets.

Paragraph 184: Use neighbourhood planning as ‘a powerful set of tools for local people to ensure that they get the right types of development for their community’.

Section 3: SITE OPTION APPRAISAL

SITE SELECTION CRITERIA

A list of eight site selection criteria was included in the Drayton 2020 questionnaire, distributed to all householders in the village in July/Aug 2013. The list was derived from:

- the sustainability objectives included in the VWHDC Sustainability Assessment, suitably adapted to reflect the particular circumstances and opportunities within Drayton Parish.
- Residents' views on site criteria as ascertained at the village consultation meetings in Sept 2012 and May 2013.

Residents were asked, in the questionnaire, to vote on which of these eight criteria they considered to be most important in the selection of potential housing sites. They had the option of ticking all, any, or none of those listed. 1144 individuals responded, expressing a total of 5469 opinions. Percentage responses to each criterion varied from 16% ('preserve historic character of the village', and 'low impact on traffic flows') to 6% ('not be of special ecological or archaeological significance').

The distribution of these results was such that no single criterion appears to have been regarded as either outstandingly important or of negligible consequence, and therefore we have felt justified in applying all eight criteria across all of the sites assessed.

There are many factors involved in drawing up a set of site criteria, and reducing the various elements in each case to a manageably short phrase can introduce ambiguity, and therefore misunderstanding. The following section is intended to provide further explanation of the wording used in the questionnaire.

The eight site assessment criteria are:

Criterion 1: Preserve the historic character of the village

This is about respecting those features of a village which give it individuality, character, and a sense of place. These qualities concern more than just buildings, since landscaping traditions have a significant impact on character, especially boundary treatments, e.g. the wide grass verges along the High Street or in Hilliat Fields. Housing sites should have regard not just to the land they are built on, but to the surrounding context – this includes their landscape setting, the views in or out of the site, the overall shape of the space, and access to and movement around the housing site. Certain sites may be regarded as key to the character of a village by virtue of, for example, their historic importance, or environmental sensitivity. In Drayton, an obvious example would be the Conservation Area which makes up the historic 'core' of the village, roughly bounded by Henleys Lane, Church Lane, the High Street, and Abingdon Rd.

Criterion 2: Have low impact on traffic flows

Obviously, all new housing will lead to an increase in traffic in the village, and the impact of any particular housing site will generally¹ be in direct proportion to the size of the development: i.e. the greater the number of houses, the greater number of vehicle movements. This does not necessarily mean that smaller developments are 'better', but there is a responsibility to ensure that new

development does not exacerbate current problems with congestion, parking and road safety any more than is unavoidable. It is hoped to introduce a new traffic management scheme, funded by our developers, which will improve traffic flows along the High Street, from the eastern entrance to the village by the Rooks Nest path to the Wheatsheaf roundabout, and from the latter to the northern entrance to the village at Sutton Wick. The scheme will be based on the principles set out in 'Traffic in Villages', a document produced by Dorset AONB but since adopted by other local authorities, and we are fortunate in that we are being advised by one of its authors.

Criterion 3: Have minimal impact on surrounding rural landscape

All of the larger potential locations for new housing in Drayton (10+ houses) are greenfield sites. This inevitably means that there will be some loss of rural landscape. In planning terms, no existing residential property has a right to 'a private view', although there is certainly provision for protecting views which can be enjoyed by all, e.g. in Drayton, the view from the fields bordering both sides of the A34 across to the Ridgeway, or the view from the bridleway at the back of the Parish burial ground and pony paddocks across to St Peter's Church. The planning system takes other factors into account under the heading of 'amenity considerations' – e.g. existing residents should be protected against being overlooked, or affected by unreasonable noise or smell. New development should not, by virtue of its scale and bulk, cause loss of light. Important trees should be preserved, and the area should not be over-developed or its character fundamentally altered.

Clearly, judgements on some of these factors, such as 'character' are likely to be more subjective than others, but as far as possible, Drayton 2020 will work with developers to try to preserve landscape features that contribute to the distinctive identity and attractiveness of the village.

Criterion 4: Have low impact on neighbours and green space in the village

Much of the more recent development in Drayton has been piecemeal, and based on small infill sites, often just a single new house or a couple of units. There is no problem with infill development as such, but it has contributed little or nothing in the way of Section 106 developer contributions to the village community, although cumulatively it has added (and continues to add) to the pressure on Drayton's existing services and resources. Also, although it is perfectly legitimate for house owners with large gardens to give over part of their land for new-build housing, it has been demonstrated in some parts of the country that if 'garden-grabbing' becomes the norm in an area of houses with substantial gardens, this could rapidly lead to a significant change in character of the area, most probably not for the better – loss of trees and green space, loss of biodiversity, possible parking problems, intensification of road use, and so on. One practical consideration would be – on how many sides does the site adjoin existing housing? Drayton 2020's preference would be for sites sufficiently large to allow for some landscaping around the edges and/or softening of the effect on existing residents, although in practice this may not always be possible.

Criterion 5: Offer easy pedestrian access to amenities

It is obviously advantageous for housing sites to be within easy walking distance of local facilities, such as shops, the Post Office, bus stops etc. The closer sites are to the centre of the village, the greater the likelihood that people will use these services, and the number of local car trips may also be reduced. Of the sites shown in the attached map, Nos 01 and 09, and parts of 03/12 (nearest the A34) would be furthest away from the village centre. Nos 01 and 09 have other constraints and are

not currently being considered as housing sites. All of the sites bordering the A34, including 03/12, are affected by road noise – see below. One site not shown on the Vale’s map is Long Meadow – which is located south of the A34 bridge at the southern extremity of Drayton village. This would be the furthest of all from existing facilities.

Criterion 6: Be subject to low traffic noise

As indicated above, all the sites on the west side of the village, with the exception of 02 at the north end of the village, where the A34 diverges away from the Abingdon Road, are directly bordered by the A34. A residents’ survey, carried out some 5 years ago by Councillor Richard Webber, indicated that one of the biggest complaints in the village was about road noise from the A34. Those most affected, unsurprisingly, were those residents living on the west side of the Abingdon Road, and further south, those living on both sides of the Steventon Road, bearing in mind that the A34 converges with and crosses over the B4017 just south of the Drayton waste recycling site. From the map, it can be seen that any new housing on these sites would be closer to the A34 than existing property, and thus would be subject to still higher noise levels. The latter do vary, according to changes in weather conditions and wind direction, but are at best intrusive. We would suggest that, particularly in the vicinity of elevated sections of the road, the noise levels are at present intolerable. Drayton 2020 does not consider any of these sites suitable for housing, but other forms of development, less sensitive to noise, would certainly be considered. These include recreational use, light industrial development, or the local production of food on smallholdings or allotments.

Criterion 7: Be within the existing built-up area of the village

Not least for the reasons already outlined in section 5 above, it makes sense to consolidate the village within the existing built ‘envelope’, rather than encourage the linear spread of the village outwards beyond its existing boundaries. Thanks to ‘ribbon’ development in the last century, Drayton already extends 1.5 miles from north to south, and the A34 bridge tends to reinforce a sense of separation between the main village and the housing south of the bridge, which in some ways, has the feel of a different community. Keeping new development to within 5 or 10 minutes walk of the centre of Drayton, wherever possible, will hopefully make for a more coherent community. Keeping it within the existing village boundaries will also prevent the problem of coalescence, whereby one settlement simply creeps outwards further and further towards the neighbouring settlement, until eventually, all are joined together in one undifferentiated sprawl.

Criterion 8: Not be of special ecological or archaeological significance

Enquiries have confirmed that Drayton is the site of a number of scheduled ancient monuments, enclosures, and settlement evidence. The County Archaeologist writes, ‘the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic period to the medieval period... (forming) part of a well preserved historic landscape. This should be seen as being both of national importance and irreplaceable’. Some of the prospective housing sites in Drayton, e.g. Manor Farm, have already had archaeological investigations made, but this will be a requirement for any site identified for future development. The map shows a tumulus, or burial mound, on site 02, at the north end of the village. According to the County Archaeologist, cropmark evidence suggests this may overlay Romano-British settlement. As this site, bordered by Barrow Road and the Abingdon Road, is likely to be developed as part of Drayton’s NDP, these findings will clearly have a bearing on the eventual layout of the development.

RATING THE SITES

On the recommendation of the Oxfordshire Rural Community Council (ORCC), a 'traffic-light' system has been used to rate the 14 sites listed above. We have based this on the methodology used in the Building for Life (BfL) document, which is endorsed by central government. The latest version of this document was rewritten in 2012 specifically to take account of the NPPF. It was drawn up by three partners: CABE at the Design Council, Design for Homes, and the Home Builders Federation, with the assistance of Nottingham Trent University. The purpose of the BfL document is to help local planning authorities assess the quality of proposed and completed developments; and to provide a point of reference in the preparation of local design policies. The document examines different aspects of development and assigns to each a rating of green, amber or red. It recommends that new developments should aim to secure as many 'greens' as possible; the more 'greens', the better a development will be.

The context of Drayton's Plan means that we are using the traffic-light system only to rate sites and not completed developments, but the application of the methodology is the same. In the grid which follows, BfL's system has been applied to the fourteen sites identified in the previous section, using all eight of the site selection criteria voted on by Drayton residents in the Survey Questionnaire. The task was carried out by representatives of the Drayton2020 working groups, who so far as possible attempted to rate each site objectively in terms of the criteria, whilst also reflecting the requirements of sustainability and the planning-related policies outlined in the Neighbourhood Development Plan.

An amber light indicates that a particular aspect of a site may be in some way problematic but that solutions or mitigation measures are feasible. A red light indicates that, judged on the criterion in question, the site is more seriously flawed. One or more red lights might not necessarily preclude the site from consideration, if appropriate measures could be employed that would enable the red to be converted to an amber or green, or in the event (not applicable in Drayton) that no suitable alternative site were available. As will be seen in the grid, Drayton 2020 have rated the majority of sites bordering the A34 as 'red' for traffic noise, not only on the grounds stated in the previous section, but because there are better sites available in the village, much less affected by noise.

No site is likely to score greens in all categories, for a variety of reasons. As BfL states, "Where a (proposed site) is identified as having one or more 'ambers', which would point to the need to rethink whether these elements can be improved, local circumstances may justify why the scheme cannot meet the higher standard expected of a 'green' rating". As an example, all the sites, if developed, would add to traffic flows through the village. However, it would not be helpful on this basis alone to rate the larger sites as more of a problem than the smaller sites simply because they would generate more traffic. The fact is that the housing targets we are expected to achieve mean that smaller sites will have to be compensated for by larger sites anyway. In this sense, it is more logical to rate all the sites 'amber' for traffic flows, and accept that we need to find a more 'holistic' solution to traffic management in Drayton. Drayton 2020 is currently seeking developer funding for this kind of approach.

SITE OPTION APPRAISAL

	SITE REFERENCE	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	When included in IHSP, this site included land adjacent to the parish burial ground. Adverse impact on sensitive area of village which includes historic 12 th 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. Rating: Red	Existing housing at the northern extremity of the village on west side of Abingdon Road is mid to late 20 th century. Housing in Barrow Road believed similar, with several properties built in the last 10-20 years. No obvious historical characteristics. Rating: Green	The housing in Hilliat Fields/Lyford Close 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. 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. Rating: Amber	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. Rating: Amber	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. Rating: Amber

	SITE REFERENCE	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)
3	Have minimal impact on surrounding rural landscape	<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>
4	Have low impact on neighbours and green space in the village	<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>

	SITE REFERENCE	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)
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>

	SITE REFERENCE	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)
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>

	SITE REFERENCE	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

	SITE REFERENCE	DRAY04	DRAY05	DRAY06
	Site Name	Land off Marcham Road	Land West of Steventon Road (to west of Lockway)	Land West of Steventon Road
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

	SITE REFERENCE	DRAY04	DRAY05	DRAY06
	Site Name	Land off Marcham Road	Land West of Steventon Road (to west of Lockway)	Land West of Steventon Road
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

	SITE REFERENCE	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.</p> <p>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: Green</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>

	SITE REFERENCE	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
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

	SITE REFERENCE	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
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

	SITE REFERENCE	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: Green</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>

	SITE REFERENCE	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
3	Have minimal impact on surrounding rural landscape	<p>There would be some loss of rural landscape.</p> <p>Rating: Amber</p>	<p>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.</p> <p>Rating: Green</p>	As for DRAY03
4	Have low impact on neighbours and green space in the village	<p>The neighbours most affected (possibly the only ones) are the landowners themselves. The site is open aspect on three sides.</p> <p>Rating: Green</p>	<p>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.</p> <p>Rating: Green</p>	As for DRAY03
5	Offer easy pedestrian access to village amenities	<p>The site is located at the eastern end of Drayton, but is within reasonable walking distance of the village centre.</p> <p>Rating: Amber</p>	<p>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.</p> <p>Rating: Green</p>	As for DRAY03

	SITE REFERENCE	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
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

	SITE REFERENCE	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>	

	SITE REFERENCE	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')	
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>	

	SITE REFERENCE	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')	
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>	

SITE OPTION APPRAISAL SUMMARY

Sites \ Criteria	DRAY 01	DRAY 02*	DRAY 03	DRAY 04	DRAY 05	DRAY 06	DRAY 07	DRAY 08*	DRAY 09	DRAY 10	DRAY 11*	DRAY 12	DRAY 13	DRAY 14
1 Preserve historic character of village	R	G	G	G	G	G	G	A	R	G	A	As for site 03	G	G
2 Have low impact on traffic flows	A	A	A	A	A	A	A	A	R	A	A		A	A
3 Have minimal impact on surrounding rural landscape	A	A	A	A	G	G	A	A	R	A	G		A	G
4 Have low impact on neighbours and green space in the village	R	A	A	A	A	G	A	A	R	G	G		A	G
5 Offer easy pedestrian access to amenities	A	G	A	G	G	G	G	G	R	A	G		G	A
6 Be subject to low traffic noise	G	A	R	R	R	R	G	G	G	G	G		G	G
7 Be within existing built-up area of village	R	G	A	R	R	R	G	G	R	A	G		G	A
8 Not be of special ecological or archaeological significance	A	A	G	G	G	G	A	A	R	A	A		A	G

* Sites marked with an asterisk are those which landowners have (so far) put forward for development within the plan period. These are the sites currently being negotiated on by Drayton 2020 with the developers.

Section 4: POLICY APPRAISAL

Introduction

Drayton's NDP contains a complement of both planning and community (i.e. non-planning specific) policies intended to mitigate the negative effects of development, support the achievement of local objectives, and improve the sustainability of the expanded community. These policies are assessed against the Plan Objectives to determine their sustainability impact.

DRAFT

POLICY APPRAISAL

LOOK & FEEL

PLAN OBJECTIVE		POLICY				
		P-LF1: CREATION OF VILLAGE GREEN ON MANOR FARM SITE	P-LF2: BOUNDED DEVELOPMENT	P-LF3: BUILDING DESIGN GUIDANCE	P-LF4: CONSERVATION AREA	P-LF5: ADDITIONAL GREENERY – NEW DEVELOPMENTS
H1	To identify sites for new housing to meet the needs anticipated by VWHDC and village	Policy will restrict development at Manor Farm site, however some retention of open space is required given the site is located in its entirety within the village's Conservation Area. Neutral	Policy will restrict choices of development sites to a single defined area within the parish. Significantly negative	Policy will not place undue burdens on developers hence will not restrict development in parish. Neutral	N/A	Policy will not impact on delivery of housing as greening will be proportionate and not reduce housing provision on any development. Positive
H2	To provide a greater range of different housing types including affordable housing	Policy will restrict development at Manor Farm site and may therefore limit the mix and types of housing delivered. Negative	Policy will restrict choices of development sites to a single defined area within the parish, and may therefore limit the mix and types of housing delivered. Significantly negative	N/A	N/A	N/A

		POLICY				
PLAN OBJECTIVE		P-LF1: CREATION OF VILLAGE GREEN ON MANOR FARM SITE	P-LF2: BOUNDED DEVELOPMENT	P-LF3: BUILDING DESIGN GUIDANCE	P-LF4: CONSERVATION AREA	P-LF5: ADDITIONAL GREENERY – NEW DEVELOPMENTS
LF1	To integrate the development into Drayton such that the rural look and feel of the village is maintained, and that its Conservation Area be conserved and enhanced.	Policy will provide a focal point for the village centre, and will limit any further development of the Conservation Area Significant positive	Policy will ensure no further linear road-side development thereby maintaining rural outlooks and delineating village from neighbouring settlements Significant positive	Policy will ensure any new development is in keeping with village's character. Significant positive	Policy will require appropriate measures be taken to conserve and enhance Conservation Area for developments within or bounding this zone. Significant positive	N/A
S1	To minimise the impact of new development on the surrounding country side, environment and ecosystem	N/A	N/A	N/A	N/A	Policy will mitigate impact of new development through the appropriate tree planting and other measures. Significant positive
H3	To ensure that the whole parish benefits from housing and other development	Policy will deliver useful and valued amenity space for the parish Significant positive	N/A	N/A	N/A	N/A
T1	To reduce road congestion in the parish	N/A	N/A	N/A		N/A
WP1	To enhance the prospects for local employment	N/A	N/A	N/A		N/A

		POLICY				
PLAN OBJECTIVE		P-LF1: CREATION OF VILLAGE GREEN ON MANOR FARM SITE	P-LF2: BOUNDED DEVELOPMENT	P-LF3: BUILDING DESIGN GUIDANCE	P-LF4: CONSERVATION AREA	P-LF5: ADDITIONAL GREENERY – NEW DEVELOPMENTS
WP2	To ensure that services provided to residents (school, public transport etc) can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	N/A	N/A		N/A
WP3	To ensure that recreational facilities in the parish can handle the anticipated growth in the population of Drayton caused by new housing.	Policy will deliver useful and valued amenity space for the parish Significant positive	N/A	N/A		N/A

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		POLICY				
PLAN OBJECTIVE		P-LF6: NOISE REDUCTION	C-LF7: SIGNAGE REDUCTION	C-LF8: ADDITIONAL GREENERY		
H1	To identify sites for new housing to meet the needs anticipated by VWHDC and village	N/A	N/A	N/A		
H2	To provide a greater range of different housing types including affordable housing	N/A	N/A	N/A		
LF1	To integrate the development into Drayton such that the rural look and feel of the village is maintained, and that its Conservation Area be conserved and enhanced.	N/A	Policy will enhance look and feel of parish through the removal of unnecessary road signage etc Significant positive	Policy will enhance look and feel of parish through appropriate tree planting etc Significant positive		
S1	To minimise the impact of new development on the surrounding country side, environment and ecosystem	N/A	N/A	Policy could be coordinated with the likes of P-LF5 for further enhancement Positive		
H3	To ensure that the whole parish benefits from housing and other development	Policy will benefit a significant proportion of the village when noise reduction measures are implemented. Positive	N/A	N/A		

		POLICY				
PLAN OBJECTIVE		P-LF6: NOISE REDUCTION	C-LF7: SIGNAGE REDUCTION	C-LF8: ADDITIONAL GREENERY		
T1	To reduce road congestion in the parish	N/A	Removal of road signage could have positive or detrimental impact on traffic flow in parish, depending upon its scope and implementation. Negative	N/A		
WP1	To enhance the prospects for local employment	N/A	N/A	N/A		
WP2	To ensure that services provided to residents (school, public transport etc) can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	N/A	N/A		
WP3	To ensure that recreational facilities in the parish can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	N/A	N/A		

WORK & PLAY

PLAN OBJECTIVE		POLICY				
		P-WP1: ADDITIONAL RECREATIONAL FACILITIES	P-WP2: CONNECTED DEVELOPMENT	P-WP3: BUSINESS DEVELOPMENT	P-WP4: RETAIL PARKING	C-WP5: IMPROVEMENT OF EXISTING VILLAGE HALL
H1	To identify sites for new housing to meet the needs anticipated by VWHDC and village	N/A	N/A	Policy could be detrimental in that sites could potentially be earmarked for business rather than residential use. Neutral/negative	N/A	N/A
H2	To provide a greater range of different housing types including affordable housing	N/A	N/A	Policy could be detrimental in that sites could potentially be earmarked for business rather than residential use. Neutral/negative	N/A	N/A
LF1	To integrate the development into Drayton such that the rural look and feel of the village is maintained, and that its Conservation Area be conserved and enhanced.	Additional recreational facilities could be detrimental to the village's character if unsympathetically designed and/or sited. Neutral/negative	N/A	Additional accommodation for businesses (offices, small warehouses etc) in the parish could be detrimental to its character if unsympathetically designed and/or sited. Neutral/negative	N/A	N/A
S1	To minimise the impact of new development on the surrounding country side, environment and ecosystem	N/A	N/A	N/A	N/A	N/A

		POLICY				
PLAN OBJECTIVE		P-WP1: ADDITIONAL RECREATIONAL FACILITIES	P-WP2: CONNECTED DEVELOPMENT	P-WP3: BUSINESS DEVELOPMENT	P-WP4: RETAIL PARKING	C-WP5: IMPROVEMENT OF EXISTING VILLAGE HALL
H3	To ensure that the whole parish benefits from housing and other development	Policy will deliver additional community facilities for use by all parishioners Significant positive	Policy will result in improvements of and potentially extensions to the existing network of footpaths and cycleways. Significant positive	N/A	Policy will improve parking outside existing and new retail facilities Positive	Policy will deliver an enhanced village hall amenity for the benefit of all parishioners Significant positive
T1	To reduce road congestion in the parish	Policy may result in some increase in traffic within parish Negative	Policy may reduce number of car journeys within village and beyond Positive	Policy will result in increased traffic within the village from employees, customers etc of any new businesses Significant negative	Improved parking arrangements outside retail businesses could facilitate traffic flow in parish Positive	Policy may result in some increase in traffic within parish Negative
WP1	To enhance the prospects for local employment	Policy may result in small increase in employment opportunities in parish (cleaners, groundsmen etc) Positive	N/A	Policy will result in increase in employment within parish Significant positive	N/A	Policy may result in small increase in employment opportunities in parish (hospitality staff, cleaners, groundsmen etc) Positive
WP2	To ensure that services provided to residents (school, public transport etc) can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	N/A	N/A	N/A	N/A

		POLICY				
PLAN OBJECTIVE		P-WP1: ADDITIONAL RECREATIONAL FACILITIES	P-WP2: CONNECTED DEVELOPMENT	P-WP3: BUSINESS DEVELOPMENT	P-WP4: RETAIL PARKING	C-WP5: IMPROVEMENT OF EXISTING VILLAGE HALL
WP3	To ensure that recreational facilities in the parish can handle the anticipated growth in the population of Drayton caused by new housing.	Policy will result in enhancement of parish's complement of recreational facilities Significant positive	Improvements to and extensions of parish footpath and cycleway network may promote use of existing and any new recreational facilities Positive	N/A	N/A	Policy will deliver an enhanced village hall amenity for the benefit of all parishioners Significant positive

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PLAN OBJECTIVE		POLICY				
		C-WP6: RE-INTRODUCTION OF HEALTHCARE SERVICES	C-WP7: ADDITIONAL PLAY AREAS	C-WP8: UPGRADE EXISTING FOOTPATHS	C-WP9: PARISH PATHWAY	C-WP10: COMMUNITY STALLS
H1	To identify sites for new housing to meet the needs anticipated by VWHDC and village	N/A	N/A	N/A	N/A	N/A
H2	To provide a greater range of different housing types including affordable housing	N/A	N/A	N/A	N/A	N/A
LF1	To integrate the development into Drayton such that the rural look and feel of the village is maintained, and that its Conservation Area be conserved and enhanced.	N/A	Additional play areas could be detrimental to the village's character if unsympathetically designed and/or sited. Neutral/negative	N/A	N/A	This policy could be detrimental to the village's character if the stalls were unsympathetically designed and/or sited. Neutral/negative
S1	To minimise the impact of new development on the surrounding country side, environment and ecosystem	N/A	N/A	N/A	N/A	N/A
H3	To ensure that the whole parish benefits from housing and other development	Policy will provide direct benefit to parishioners in terms of access to healthcare services Significant positive	Policy will deliver new play facilities for parish's younger generation Significant positive	Improvements to existing footpath network will be of potential benefit to all parishioners Significant positive	Establishment of a circular footpath will be of potential benefit to all parishioners Significant positive	Policy will give all parishioners additional opportunity to both buy and sell goods Positive
T1	To reduce road congestion in the parish	Provision of healthcare services within the parish may reduce car usage Positive	N/A	Upgrade of footpath network may reduce car usage Neutral/positive	Establishment of a circular footpath may reduce car usage Neutral/positive	Operation of community stalls is most likely to increase traffic within the village Negative

		POLICY				
PLAN OBJECTIVE		C-WP6: RE-INTRODUCTION OF HEALTHCARE SERVICES	C-WP7: ADDITIONAL PLAY AREAS	C-WP8: UPGRADE EXISTING FOOTPATHS	C-WP9: PARISH PATHWAY	C-WP10: COMMUNITY STALLS
WP1	To enhance the prospects for local employment	Policy will result in increase in employment opportunities in parish Strongly positive	N/A	N/A	N/A	Policy may result in small increase in part-time and other (e.g. homeworking) employment opportunities in the parish Positive
WP2	To ensure that services provided to residents (school, public transport etc) can handle the anticipated growth in the population of Drayton caused by new housing.	Policy will expand provision of healthcare services to residents Strongly positive	N/A	N/A	N/A	N/A
WP3	To ensure that recreational facilities in the parish can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	Policy will deliver new play facilities for parish's younger generation Significant positive	Policy will deliver an enhanced footpath network for potential use by all parishioners Significant positive	Policy will deliver a new footpath for potential use by all parishioners Significant positive	N/A

TRANSPORT

		POLICY				
		C-T1: SPEED REDUCTION	C-T2: HARMONISE SPEED LIMITS	C-T3: CAR SHARING AND POOLING	C-T4: PEDETRIAN CROSSINGS	C-T5: HGV WEIGHT RESTRICTIONS
PLAN OBJECTIVE						
H1	To identify sites for new housing to meet the needs anticipated by VWHDC and village	N/A	N/A	N/A	N/A	N/A
H2	To provide a greater range of different housing types including affordable housing	N/A	N/A	N/A	N/A	N/A
LF1	To integrate the development into Drayton such that the rural look and feel of the village is maintained, and that its Conservation Area be conserved and enhanced.	N/A	N/A	N/A	N/A	N/A
S1	To minimise the impact of new development on the surrounding country side, environment and ecosystem	N/A	N/A	N/A	N/A	N/A
H3	To ensure that the whole parish benefits from housing and other development	N/A	N/A	N/A	Improvement to pedestrian crossings will potentially benefit entire parish Positive	N/A

PLAN OBJECTIVE		POLICY				
		C-T1: SPEED REDUCTION	C-T2: HARMONISE SPEED LIMITS	C-T3: CAR SHARING AND POOLING	C-T4: PEDETRIAN CROSSINGS	C-T5: HGV WEIGHT RESTRICTIONS
T1	To reduce road congestion in the parish	Policy may reduce traffic volumes in parish encourage road users from outside parish to seek alternate routes Positive	It is envisaged that this policy will enhance traffic flows thereby reduce congestion Significant positive	This policy will reduce car usage and improve traffic flows Significant positive	This policy could disrupt traffic flow in parish and may cause or worsen congestion Significant negative	This policy will reduce the number of HGVs transiting the parish thereby improve traffic flow Significant positive
WP1	To enhance the prospects for local employment	N/A	N/A	N/A	N/A	Policy could result in reduced employment prospects in parish Negative
WP2	To ensure that services provided to residents (school, public transport etc) can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	N/A	N/A	N/A	N/A
WP3	To ensure that recreational facilities in the parish can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	N/A	N/A	This policy will facilitate access to new and improved amenities within the parish. Positive	N/A

		POLICY				
PLAN OBJECTIVE		C-T6: CYCLEWAYS	C-T7: ADDITIONAL BUS SERVICES			
H1	To identify sites for new housing to meet the needs anticipated by VWHDC and village	N/A	N/A			
H2	To provide a greater range of different housing types including affordable housing	N/A	N/A			
LF1	To integrate the development into Drayton such that the rural look and feel of the village is maintained, and that its Conservation Area be conserved and enhanced.	N/A	N/A			
S1	To minimise the impact of new development on the surrounding country side, environment and ecosystem	N/A	N/A			
H3	To ensure that the whole parish benefits from housing and other development	Establishment of new cycleways will be of potential benefit to all parishioners Positive	Improvement of bus services will be of potential benefit to all parishioners Positive			
T1	To reduce road congestion in the parish	Establishment of new cycleways will reduce car usage Significant positive	Improvement of bus services will reduce car usage Significant positive			

		POLICY			
PLAN OBJECTIVE		C-T6: CYCLEWAYS	C-T7: ADDITIONAL BUS SERVICES		
WP1	To enhance the prospects for local employment	Establishment of new cycleways may encourage employers to consider locating to Drayton Neutral/positive	Improved bus services may encourage employers to consider locating to Drayton Neutral/positive		
WP2	To ensure that services provided to residents (school, public transport etc) can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	Policy may facilitate access to services provided outside the parish Neutral/positive		
WP3	To ensure that recreational facilities in the parish can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	N/A		

SUSTAINABILITY

		POLICY				
		P-S1: LOCAL BUILDING MATERIALS	P-S2: BIODIVERSITY OFFSETTING	C-S3: ENHANCEMENT OF WILDLIFE & NATURAL HABITAT	C-S4: WILDFLOWERS	C-S5: NATURE RESERVE
PLAN OBJECTIVE						
H1	To identify sites for new housing to meet the needs anticipated by VWHDC and village	N/A	N/A	N/A	N/A	N/A
H2	To provide a greater range of different housing types including affordable housing	N/A	N/A	N/A	N/A	N/A
LF1	To integrate the development into Drayton such that the rural look and feel of the village is maintained, and that its Conservation Area be conserved and enhanced.	Policy will ensure any new builds are in keeping with village's character	Policy will result in loss of green spaces within village, although this will be compensated through enhancements to natural habitats in other parts of the parish.	Policy will maintain and enhance habitats in and around village thereby preserving and enhancing its rural character	Policy will maintain and enhance habitats in and around village thereby preserving and enhancing its rural character	Policy impact will be dependent upon location, number and scale of any proposed nature reserve(s). Establishment of a nature reserve or refuge within the village bounds will enhance rural character of parish, whereas one outside will not.
		Positive	Negative	Strongly positive	Strongly positive	Neutral/positive
S1	To minimise the impact of new development on the surrounding country side, environment and ecosystem	N/A	Policy will ensure any loss of biodiversity within village will be compensated through offset initiatives in other parts of parish	Policy will maintain and enhance habitats in and around village and mitigate the impact of new development	Policy will maintain and enhance habitats in and around village and mitigate the impact of new development	Policy will offset impact of any new development in parish. Policy will significantly enhance the parish's natural environment.
			Strongly positive	Strongly positive	Strongly positive	Strongly positive

		POLICY				
PLAN OBJECTIVE		P-S1: LOCAL BUILDING MATERIALS	P-S2: BIODIVERSITY OFFSETTING	C-S3: ENHANCEMENT OF WILDLIFE & NATURAL HABITAT	C-S4: WILDFLOWERS	C-S5: NATURE RESERVE
H3	To ensure that the whole parish benefits from housing and other development	N/A	Policy will potentially benefit all parishioners through enhancement of their natural environment. Strongly positive	Policy will potentially benefit all parishioners through enhancement of their natural environment. Strongly positive	Policy will potentially benefit all parishioners through enhancement of their natural environment. Strongly positive	Policy will potentially benefit all parishioners through enhancement of their natural environment. Strongly positive
T1	To reduce road congestion in the parish	Sourcing local building materials may help reduce congestion Neutral/positive	N/A	N/A	N/A	N/A
WP1	To enhance the prospects for local employment	Sourcing local materials may enhance local employment opportunities Neutral/positive	N/A	N/A	N/A	N/A
WP2	To ensure that services provided to residents (school, public transport etc) can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	N/A	N/A	N/A	N/A
WP3	To ensure that recreational facilities in the parish can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	Policy will potentially provide additional recreational opportunities to parishioners Neutral/positive	Policy will potentially provide additional recreational opportunities to parishioners Neutral/positive	Policy will potentially provide additional recreational opportunities to parishioners Neutral/positive	Policy will potentially provide additional recreational opportunities to parishioners Neutral/positive

HOUSING

PLAN OBJECTIVE		POLICY				
		P-H1: AFFORDABLE HOUSING	P-H2: SCALE OF DEVELOPMENT & SITE ALLOCATION	P-H3: CONTRIBUTIONS	P-H4: USE OF CONTRIBUTIONS	P-H5: EXTERNAL FACILITIES
H1	To identify sites for new housing to meet the needs anticipated by VWHDC and village	Policy not detrimental to this objective in that apportionment of affordable housing will be in line with VWHDC guidance. Neutral	Policy contributes directly to development objective, with 3 sites being identified as appropriate for development. Strongly positive	Policy not detrimental to this objective as level of contributions sought will be in line with VWHDC & national guidance. Neutral	N/A	Policy will not place any undue additional demands on developers thereby limiting the scope and/or scale of any new development. Neutral
H2	To provide a greater range of different housing types including affordable housing	Policy addresses future provision of affordable housing in parish. Strongly positive	Policy provides for development to be in line with VWHDC guidance. Strongly positive	Policy will not impact mix of housing types. Neutral	N/A	Policy will not impact mix of housing types. Neutral
LF1	To integrate the development into Drayton such that the rural look and feel of the village is maintained, and that its Conservation Area be conserved and enhanced.	Policy effect dependent on the scale, design and siting of any new development including its allocation of affordable housing. Neutral/negative	Policy effect dependent on the scale, design and siting of any new development. Neutral/negative	Policy non-specific but could include measures to conserve and enhance the look and feel of the village including its Conservation Area. Neutral/positive	Policy includes selected measures to conserve and enhance the look and feel of the village. Neutral/positive	Policy effect dependent on the scale, design and siting of any new development including associated external facilities. Neutral/negative

PLAN OBJECTIVE		POLICY				
		P-H1: AFFORDABLE HOUSING	P-H2: SCALE OF DEVELOPMENT & SITE ALLOCATION	P-H3: CONTRIBUTIONS	P-H4: USE OF CONTRIBUTIONS	P-H5: EXTERNAL FACILITIES
S1	To minimise the impact of new development on the surrounding country side, environment and ecosystem	Policy effect dependent on the scale, design and siting of any new development. Neutral/negative	Policy effect dependent on the scale, design and siting of any new development. Neutral/negative	Policy non-specific but could include measures to preserve and enhance the parish's natural environment. Neutral/positive	Policy includes selected measures to preserve and enhance the parish's natural environment. Neutral/positive	Policy effect dependent on the scale, design and siting of any new development including associated external facilities. Neutral/negative
H3	To ensure that the whole parish benefits from housing and other development	N/A	N/A	Policy will result in direct benefits for all parishioners. Significant positive	Policy describes how contributions received will be used, to the benefit of the parish. Significant positive	N/A
T1	To reduce road congestion in the parish	This policy will result in an increase in vehicle usage and congestion in the parish. Significant negative	This policy will result in an increase in vehicle usage and congestion in the parish. Significant negative	Policy non-specific but could include contributions to tackle congestion issues within the parish. Neutral/positive	Policy includes selected measures to reduce congestion. Neutral/positive	Policy may result in a small reduction in car usage if for example new residents were encouraged to buy and use bicycles as a consequence. Neutral/positive
WP1	To enhance the prospects for local employment	N/A	N/A	N/A	N/A	N/A

PLAN OBJECTIVE		POLICY				
		P-H1: AFFORDABLE HOUSING	P-H2: SCALE OF DEVELOPMENT & SITE ALLOCATION	P-H3: CONTRIBUTIONS	P-H4: USE OF CONTRIBUTIONS	P-H5: EXTERNAL FACILITIES
WP2	To ensure that services provided to residents (school, public transport etc) can handle the anticipated growth in the population of Drayton caused by new housing.	This policy will result in an increase in demand for local services. Significant negative	This policy will result in an increase in demand for local services. Significant negative	Policy scope does not cover public services. Any additional expansion of school provision required covered through negotiation between developer and Oxford County Council. Neutral	N/A	N/A
WP3	To ensure that recreational facilities in the parish can handle the anticipated growth in the population of Drayton caused by new housing.	This policy will result in an increase in demand for local recreational facilities. Significant negative	This policy will result in an increase in demand for local recreational facilities. Significant negative	Policy non-specific but could include contributions to improve and add to parish recreational facilities. Neutral/positive	Policy includes selected measures to improve and add to parish recreational facilities. Neutral/positive	N/A

		POLICY				
PLAN OBJECTIVE		P-H6: ENERGY STANDARDS	P-H7: MATERIAL CHOICE	C-H8: SELF-BUILD	C-H9: CO-HOUSING	
H1	To identify sites for new housing to meet the needs anticipated by VWHDC and village	Policy will not place any undue additional demands on developers thereby limiting the scope and/or scale of any new development. Neutral	Policy will not place any undue additional demands on developers thereby limiting the scope and/or scale of any new development. Neutral	Policy will contribute to new housing stock in parish albeit in a piecemeal and limited manner. Positive	Policy will contribute to new housing stock in parish. Strongly positive	
H2	To provide a greater range of different housing types including affordable housing	Policy will have no influence over the mix of housing types. Neutral	Policy will have no influence over the mix of housing types. Neutral	Policy may result in a mix of housing types however affordable housing will not be provided. Neutral/negative	Policy may result in a mix of housing types including a proportion of affordable housing. Strongly positive	
LF1	To integrate the development into Drayton such that the rural look and feel of the village is maintained, and that its Conservation Area be conserved and enhanced.	N/A	Policy will help ensure any new builds are in keeping with village's character Strongly positive	Policy effect dependent on the scale, design and siting of any new development. Neutral/negative	Policy effect dependent on the scale, design and siting of any new development. Neutral/negative	
S1	To minimise the impact of new development on the surrounding country side, environment and ecosystem	N/A	N/A	Policy effect dependent on the scale, design and siting of any new development. Neutral/negative	Policy effect dependent on the scale, design and siting of any new development. Neutral/negative	
H3	To ensure that the whole parish benefits from housing and other development	N/A	N/A	N/A	N/A	

		POLICY				
PLAN OBJECTIVE		P-H6: ENERGY STANDARDS	P-H7: MATERIAL CHOICE	C-H8: SELF-BUILD	C-H9: CO-HOUSING	
T1	To reduce road congestion in the parish	N/A	N/A	Policy will result in a small increase in vehicle usage and congestion in the parish. Negative	Policy will result in an increase in vehicle usage and congestion in the parish. The size of impact will depend upon the scale of development. Significant negative	
WP1	To enhance the prospects for local employment	N/A	N/A	Policy may result in time-limited employment opportunities during construction phase e.g. labourers and tradespeople. Neutral/positive	Policy may result in additional employment opportunities within parish e.g. cleaners, gardeners, carers etc. Neutral/positive	
WP2	To ensure that services provided to residents (school, public transport etc) can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	N/A	This policy will result in a small increase in demand for local services. Significant negative	This policy will result in an increase in demand for local services. The size of impact will depend upon the scale of development. Negative/significant negative	

		POLICY				
PLAN OBJECTIVE		P-H6: ENERGY STANDARDS	P-H7: CHOICE	MATERIAL	C-H8: SELF-BUILD	C-H9: CO-HOUSING
WP3	To ensure that recreational facilities in the parish can handle the anticipated growth in the population of Drayton caused by new housing.	N/A	N/A		This policy will result in an increase in demand for local recreational facilities. Significant negative	This policy will result in an increase in demand for local recreational facilities. The size of impact will depend upon the scale of development. Negative/significant negative

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