

Drayton2020

OUR CHANCE TO PLAN OUR OWN FUTURE



DRAYTON NEIGHBOURHOOD DEVELOPMENT PLAN

2014-2031

Examination Copy

September 2014

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FOREWORD

This Neighbourhood Development Plan arises from a 24-month long consultation with the residents of Drayton which began in July 2012. The consultation process involved three well-attended public meetings which identified the main issues of concern and ideas for improvement. These were then tested in a questionnaire distributed to all 978 households in the village. Of these 612 were completed which, according to the Oxfordshire Rural Community Council (ORCC), shows “*a fantastic level of community engagement.*”

In 2011 it became clear that Drayton would not be immune to the pressure for new house building; indeed the owners of much of the farmland surrounding the village had indicated a willingness to make it available for development. This caused understandable alarm in the village but instead of posing outright opposition, there was a realisation that this could be the opportunity to improve Drayton's facilities and make it a more sustainable location in which to live. The framework for doing this was provided by the government's Localism Act 2011 which set out how a Neighbourhood Development Plan can determine how local people could get the right type of development for their community, while still meeting the needs of the wider area. Accordingly the Parish Council commissioned ORCC a Housing Needs Survey which reported in May 2012, and which demonstrated there was a need for affordable housing in the Parish.

The development of this Neighbourhood Development Plan has been coordinated through a partnership between Drayton Parish Council and Drayton Community Trust, a registered charity whose purpose is to enhance village amenities. This partnership is called Drayton2020. It has a Steering Group which has been meeting fortnightly, plus Working Groups on Housing, Look & Feel, Sustainability, Transport and Work & Play. The partnership's activities are widely reported in the Drayton Chronicle, our own village newspaper which is published monthly and hand-delivered to every household. The project's extensive documentation is readily available on the village website, www.drayton-near-abingdon.org and over 250 residents have signed up to the Drayton2020 emailing list. In excess of 50 people from all round the village have been involved in helping devise, promote and consult on the objectives of Drayton2020.

Drayton2020 has also consulted widely with other groups, both inside and outside the village. It has been working closely with the Planning Department of the Vale of White Horse District Council from the beginning, and involved the Highways Department and Education Department of Oxfordshire County Council in relevant discussions. There have been meetings with local housing associations and with the parish councils of neighbouring communities. Special interest groups within the village that have been consulted include the primary school, pre-school group, DAMASCUS (the Drayton, Appleford, Milton, Sutton Courtenay and Steventon youth project), and local businesses. An environmental assessment has been undertaken by Abingdon Naturalists' Group on certain sites in the village.

Above all, however, Drayton2020 has been pro-active in seeking discussions with the owners of potential development land. From these it emerged that there is the prospect of imminent applications to develop three significant sites to the south, in the centre (in

Drayton's Conservation Area) and to the north of the village. Several further, constructive meetings have taken place with the landowners' agents, joined sometimes by planners from the Vale of White Horse District Council. The purpose of these meetings has been to ensure that if such developments take place, they will provide the residents of Drayton with a future which is enhanced, rather than diminished.

Members of the Steering Group and Parish Council, together with the Clerk to the Parish Council, have attended various courses and seminars offered by the Design Council and Oxfordshire Rural Community Council to promote understanding of the concept and compliance with the process required for the creation of a Neighbourhood Development Plan. The Group has also had the benefit of advice from a consultant appointed and paid by the Design Council. The costs of the project are covered by grants from Drayton Parish Council, Drayton Community Trust, the Vale of White Horse District Council and Locality; their collective support has been greatly appreciated and has been separately acknowledged in the Plan.

The Adams Habermehl Environmental Design Partnership has aided the process with a number of design concepts; Stanhope Wilkinson Associates have advised on potential refurbishments to the villager hall and pre-school; and Phil Jones Associates have presented ideas for making Drayton's roads safer for their users, including pedestrians.

Drayton is fortunate in having so many residents with vision and dedication. A great many people have, voluntarily, devoted many, many hours of their free time towards this project and their work has been meticulously detailed by the Clerk of Drayton Parish Council (see Annex B, Record of Community Engagement). We would like to take this opportunity to record our sincere appreciation to every one of them, and to all the residents of Drayton who have demonstrated such support.

Andrew Bax *Chairman, Drayton2020*
Richard Williams *Chairman, Drayton Parish Council*

SECTION A: DRAYTON2020 NEIGHBOURHOOD PLAN

INTRODUCTION

1. The Localism Act 2011 (the Act) which entered the statute books in April 2012 introduced a range of new rights and powers to enable local communities to shape new development in their community. The Act specifically provided for the preparation of Neighbourhood Development Plans which allowed local communities to define both general and specific planning policies for the development and use of land in their respective neighbourhood area. This document is a Neighbourhood Development Plan as defined in the Act.

2. The primary purpose of the Neighbourhood Development Plan is to ensure that decisions taken in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 will result in development that benefits from the presumption in favour of sustainable development (National Planning Policy Framework NPPF paragraph 14).

3. It is noted that this Plan will sit alongside both Part 1 and Part 2 of the VWHDC Local Plan 2031. The VWHDC's Local Plan Part 1 is, at the time of writing of this Plan (September 2014), currently in draft form and scheduled for adoption in early 2015. Drayton Parish Council and Drayton 2020 both liaised closely with VWHDC during preparation of its Neighbourhood Development Plan to ensure it adequately reflects and accommodates the policies, provisions and requirements of the both the current and the VWHDC's new emerging Local Plan.

4. It is further noted that this Plan is subject to the findings and guidance of the VWHDC's Strategic Housing Market Assessment (SHMA), a draft of which was published for statutory consultation in February 2014. The SHMA, which was produced as part of a nationwide strategic initiative includes guidance on the numbers, scale and types of housing required to meet needs within the area, specifically that to be located within so-called strategic sites identified within the district.

5. It is finally noted that this Plan may also be subject to the recommendations of the Housing Standards Review, specifically any changes to the Code for Sustainable Homes which would apply to new build homes in the Parish.

PLAN PURPOSE

6. The purpose of this Neighbourhood Development Plan is to provide a spatial guide for development within the Parish of Drayton, together with specific planning policies intended to instruct and guide both developers and landowners wishing to develop land within the Parish bounds. The plan further provides a series of policies aimed at improving various aspects of the Parish's infrastructure and community resources.

SUBMITTING BODY

7. This Neighbourhood Development Plan (the Plan) is submitted by Drayton (Abingdon) Parish Council, which is a qualifying body as defined by the Act.

NEIGHBOURHOOD DEVELOPMENT PLAN AREA

8. The Plan applies to the Parish of Drayton in Oxfordshire, England. The neighbourhood area is located within the planning authority of the Vale of White Horse District Council (VWHDC). The neighbourhood area was confirmed as the designated area by the Cabinet of VWHDC on Friday 8th February 2013, in accordance with part 2 of the Act. A copy of the minutes from the VWHDC Cabinet meeting confirming the area designation is included in Annex A.

9. Drayton Parish Council confirms that:

- The Neighbourhood Development Plan relates only to the Parish of Drayton and to no other Neighbourhood Areas.
- This is the only Neighbourhood Development Plan for the designated area. No other Neighbourhood Development Plan exists or is in development for part or all of the designated area.
- The Neighbourhood Development Plan area, as defined by the Parish of Drayton boundary, is depicted by the black line on the map shown in Figure 1.

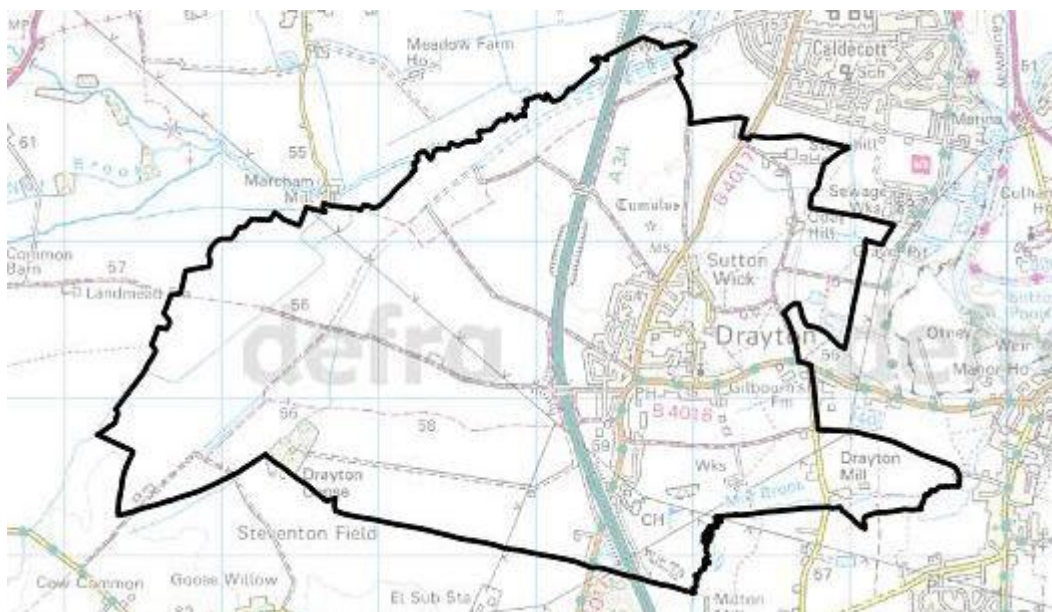


Figure 1: Drayton Parish: Area covered by the Neighbourhood Development Plan

Source: 2001 Census Output area boundary/Ordnance Survey, Crown Copyright

Ordnance Survey PSMA licence number: 0100053596

NEIGHBOURHOOD DEVELOPMENT PLAN PREPARATION

10. Drayton Parish Council began exploring neighbourhood planning in May 2012 (Minutes 029/2012-13 and 036/2012-13). It committed to apply to VWHDC for the establishment and funding of a Neighbourhood Development Plan by a unanimous vote at the Parish Council meeting held on Monday 1st October 2012 (Minute 119/2012-13). It was decided to form a Steering Group to oversee the process, drawing upon a core of experienced and respected Parishioners who had expressed an interest in participating. The initiative was informally branded “Drayton2020”.

11. Plan development commenced in earnest in September 2012 with an open-invitation launch event. Parishioners were briefed on the plan’s objectives and their views sought on issues of concern. Areas were identified where new housing might be proposed in/around the village.

12. Following this event a call was made for volunteers to join the Steering Group and four Working Groups. Each Working Group was then given a theme to consider - Look & Feel, Work & Play, Sustainability, and Transport – and asked to present a series of visions and objectives to the Steering Group. Later, a fifth Working Group was formed specifically to address Housing. Its aim was to work up a list of criteria for the selection of prospective development sites.

13. The Working Groups came up with a number of ideas and suggestions, and these were put to Parishioners in a 10-page Survey Questionnaire distributed in July/August 2013. The housing site selection criteria, along with details of prospective development sites (including three known to be actively considered for development by their landowners) were presented to the Parish at consultation events held in May and October 2013.

14. The site selection criteria were subsequently applied to prospective development sites identified in the Parish, sites which were under consideration for development or whose landowners had expressed an interest in potentially making the land available for development within the timeframe of the Neighbourhood Development Plan.

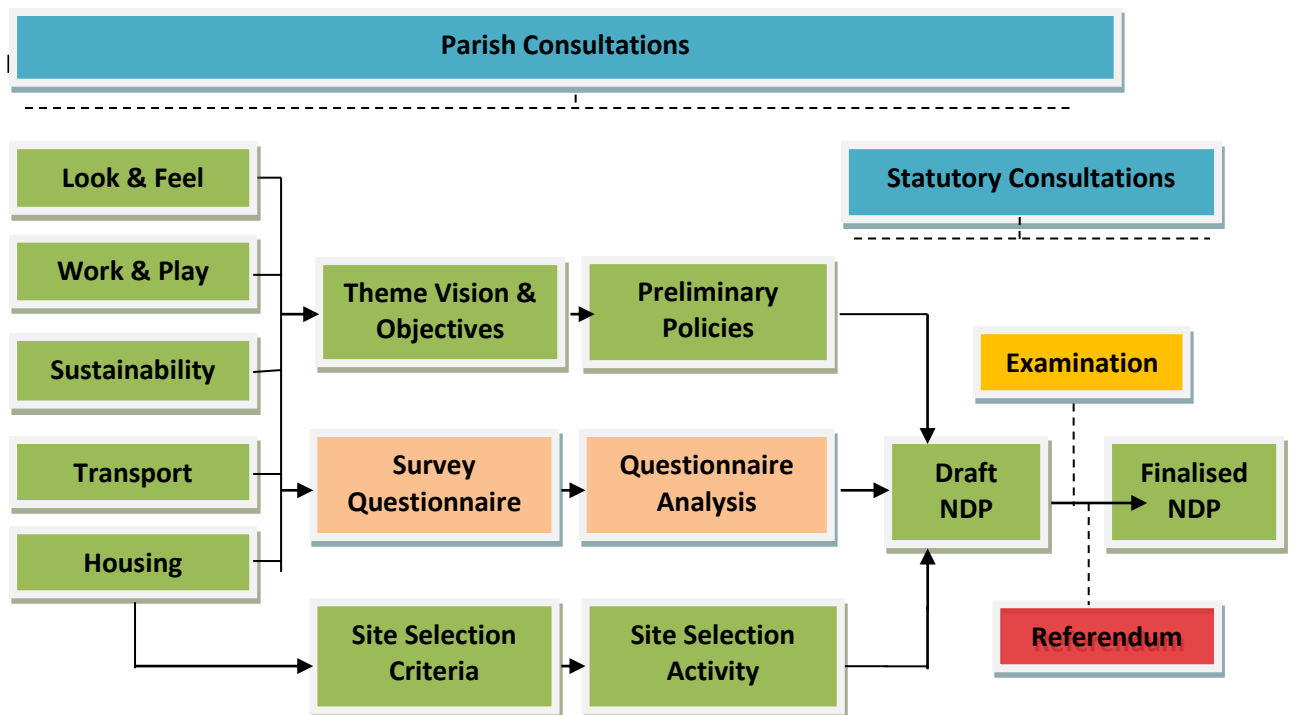


Figure 2 - Plan Development Process

COMMUNITY ENGAGEMENT

15. A wide range of activities and events aimed at engaging the Parishioners were undertaken by the Drayton2020 group, the highlights of which are listed below:

- Initial exhibition at the Jubilee Picnic held on the Millennium Green on 8th July 2012, attended by some 150 residents;
- Drayton2020 launch event curry night held at the village hall on 7th September 2012, attended by some 200 residents. The event included a presentation and briefings by Drayton2020 representatives, and a workshop hosted by ORCC. The Working Groups displayed their ideas and suggestions, and villagers were encouraged to add their own thoughts and comments on post-its. Several residents did express concerns about whether the village could accommodate any additional housing;
- Village walkabouts on the weekend following the curry night. These were hosted by members of the Drayton2020 Steering Group who again encouraged residents to express their views;
- Pizza evening targeting the Parish's youth held at the village hall on 25th March 2013. The purpose was to elicit views and ideas on the objectives and contents on the emerging Neighbourhood Development Plan from this important section of the Drayton community. The Pizza evening attracted some 26 participants, primarily teenagers from within the Parish;
- A mid-term consultation event held at Drayton Primary School on 12th May 2013. The primary purpose of this was to present and seek feedback on the site selection criteria proposed for the Parish. Also a number of sites around the Parish had been mooted for new developments by their respective landowners or representative agents and the event gave residents an opportunity to comment on these. This event was attended by an estimated 110 Parishioners;
- A chilli night consultation event on 18th October 2013, followed by an exhibition on 19th October 2013. The aim was to present the results of the site selection activity plus outline information on the proposed Drayton Building Code. The chilli night was attended by 90 residents, and forty people visited the subsequent exhibition. Whilst there were no specific objections to the various development sites identified, concerns were noted over the detailed layout of one particular site (Barrow Road);
- Meetings with major landowners who had indicated their intentions to submit significant planning applications were held on several occasions starting in February 2013;
- A Developers' Exhibition – and Drayton2020 Update –took place on the evening of Friday 27th June and all day Saturday 28th June 2014, in the Drayton Village Hall. This event was attended by an estimated 219 parishioners.

16. A full record of all community engagement activities conducted during the preparation of this Neighbourhood Development Plan can be found in Annex B, along with data on the number of persons involved and the amount of time given by volunteers.

STEERING GROUP MEETINGS

17. The Steering Group of Drayton2020 met on a roughly fortnightly basis for the duration of the plan development process. Members of the public were actively encouraged to come along, put their ideas and concerns to the committee and participate in discussions on the agenda items. Residents frequently took advantage of this opportunity in order to discuss a number of issues, ranging over topics such as site layout issues, traffic, drainage, access to the A34 trunk route, to promoting biodiversity within the Parish.

SURVEY QUESTIONNAIRE

18. A key component of the community engagement activity, undertaken as part of the Drayton2020 initiative, was the preparation, distribution and analysis of a broad-ranging survey questionnaire. The survey questionnaire was administered to all Parish households during the months of July and August 2013. Considerable thought was given to the contents and format of the questionnaire, in particularly the scope and framing of questions pertaining to the core themes of the emerging Neighbourhood Development Plan.

19. A total of 978 questionnaires were distributed throughout the Parish. A creditable response rate of 64% of Parishioners was achieved, demonstrating the commitment, concern and engagement of villagers in planning the future of Drayton, and also the dedication and tenacity of the volunteers engaged in questionnaire distribution and collection. As anticipated, the questionnaire yielded a wide range of valuable data, providing further insight into the aspirations and concerns of Drayton's residents. This data was analysed in outline by ORCC, and the findings can be found in Annex C, together with a copy of the original questionnaire. Further statistical analysis was carried out by a member of the Drayton2020 Steering Group with expertise in this field.

EVIDENCE BASE

20. The analysis, objectives and proposals in this Neighbourhood Development Plan have drawn on an extensive range of data sources including statistics on population, employment, housing, deprivation, and car ownership (amongst others) obtained from the Office of National Statistics, including 2011 Census data. The affordable housing need was obtained from an independent survey conducted by ORCC on behalf of Drayton Parish Council in 2012. In addition, information and advice has been sought from a wide variety of external organisations and professional bodies including the Design Council, Oxfordshire County Council, the Vale of White Horse District Council, Thames Valley Police, and Sovereign Vale Housing Association.

See Drayton2200 Website Evidence page:

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

PARISH OVERVIEW

21. The Parish of Drayton and the wishes of those who live and work in the Parish provide the essential context to the Drayton Neighbourhood Development Plan. This section of the Plan provides a brief overview of the Parish itself.

LOCATION

22. The Parish of Drayton is located approximately one mile south of the Oxfordshire town of Abingdon. The village itself is located almost equidistant between its neighbouring communities of Sutton Courtenay and Steventon.

LANDSCAPE

23. Drayton is located in a pastoral/arable landscape with vistas extending westwards along the Vale of the White Horse, southwards towards the chalk downs, eastwards towards the River Thames floodplain, and northwards to the town of Abingdon. The Parish is bisected by a major trunk route, the A34; the majority of the inhabitants live to the east of this road artery while the area to the west is principally open farmland.

24. The village contains a mix of housing stock. There are heritage buildings mostly located around a central conservation area, and an eclectic mix of more modern housing located throughout the village. There is a small public green in the village centre, and a larger community public open space (the Millennium Green) in the north-eastern quadrant.

25. Drayton has one water course of note running along part of its north western boundary, namely the River Ock. Various minor streams and ditches also cross the Parish. Flood plains which bound the north-west and east of the Parish are Flood Zone 2 and 3 areas. According to the VWHDC Strategic Flood Risk Assessment, the village itself is located in a Flood Zone 1 area.

NATURAL ENVIRONMENT

26. There are no Sites of Special Scientific Interest, Special Areas of Conservation, National Nature Reserves or Conservation Target Areas within Drayton Parish. Despite there being no local level designations of such land, there are various green spaces in/around the Parish which are highly valued by the community. These include the ponds and margins of the Millennium Green open space, the large tract of open farmland to the west of the A34, the 'green corridor' formed by the abandoned Wiltshire & Berkshire Canal, and land to the east of the village which comprises part of the River Thames' flood-plain, a network of active and abandoned gravel pits, and areas of capped land-fill.

HERITAGE

27. As with many parishes in the Thames Valley and Vale of the White Horse area, Drayton has a rich and varied heritage. There are various archaeological sites dotted throughout the Parish, most notably the site of a 7th Century West Saxon King Palace complex. This is of national historical

importance and the subject of extensive and on-going investigation. Drayton possesses numerous listed buildings (see Annex D: Drayton Design Guide for a full listing of these) and the centre of the village is designated a conservation area.



Pusey Cottage, Henleys Lane

POPULATION

28. Drayton Parish's population, as determined by the 2011 Census, is 2353. Comparison with this figure from the 2001 census indicates the Parish's population has increased by over 6% in a decade (in 2001 it was 2218).

MEASURE	2011 Census	COMMENTS
Population of Parish	2353	48.7% male; 51.3% female
Working age adults (aged 16-65)	1438	
Children under 16	458	
Older people over 65	457	
People from Black or Minority Ethnic groups	169	



Alms Houses, High Street, Drayton

Table 1 - Drayton Population Analysis. Source: 2011 Census Data

29. The Parish has a sizeable youth (i.e. under 16 years old) and retiree (over 65) population, each representing just under a fifth of the total. Census data indicates that the over 65 population in the Parish has risen from 18% to 22% over the previous census period. An analysis of the Parish's current population is given in Table 1 above.

HOUSING

30. According to the 2011 Census Drayton had 978 dwellings, an increase of 9% (83 extra houses) on the 895 recorded in the 2001 Census. As mentioned above, the Parish's population increased by just over 6% during this period so there has been a drop in the average number of residents in each dwelling (2.48/household in 2001 to 2.41/household in 2011). This data is tabulated in Table 2.

MEASURE	2011 Census	COMMENTS
Number of Dwellings	978	895 in 2001 Census
Average number of residents per dwelling	2.41	2.48 in 2001 Census

**Table 2 - Drayton Housing Analysis
Source: 2011 Census Data**

31. There is evidence of under-occupancy within households in the Parish. According to the 2011 Census data, 85% have one or more spare reception rooms and 80% have one or two spare bedrooms. Conversely, this data also suggests a level of over-occupancy, with about 3% of households lacking a reception room and 2% short of a bedroom.

32. As for much of the South of England, housing in Drayton is expensive and less affordable than across England as a whole. In 2010 the housing affordability ratio for the whole of the VWHDC area was 15; the national figure for the same year was 10.9 (source: 2011 Census data).

SWOT ANALYSIS

A SWOT (strengths, weaknesses, opportunities and threats) analysis for Drayton is presented below:

<p>STRENGTHS</p> <ul style="list-style-type: none"> ▪ Attractive rural community ▪ Conservation area at heart of village ▪ Network of footpaths connecting various parts of the village ▪ Recognition that developments are inevitable but can be guided in such a way to greater benefit the community ▪ Strong public support for new community infrastructure ▪ Strong public buy-in to Neighbourhood Development Plan’s vision and objectives ▪ Strong social and recreational activity base within Parish 	<p>OPPORTUNITIES</p> <ul style="list-style-type: none"> • Recognition by developers that aims and aspirations of Parishioners, as expressed in this Plan, have to be taken in account • Strong community buy-in to developments if they are seen to significantly benefit the Parish • Willingness of Parishioners to engage constructively with developers to their mutual benefit • Realisable measures for improving Parish cohesion and amenities • Opportunity to further develop Drayton’s distinctive character and its sense of community • To enhance the facilities available to local community groups • To provide Drayton residents with the opportunity to meet their housing needs within the village
<p>WEAKNESSES</p> <ul style="list-style-type: none"> • Lack of a village centre to act as a focus for the community • Lack of cohesion in Parish’s existing housing and recreational infrastructure • Lack of suitable recreational facilities in the village • Current village hall dated and in urgent need of refurbishment • Uncertainty over housing demands to be placed on Parish • Lack of developer contributions in recent decades due to large number of small-scale developments not qualifying for Section 106 contributions under VWHDC guidance in force at the time • Limited public transport 	<p>THREATS</p> <ul style="list-style-type: none"> • Traffic is a major problem in village and will only get worse with new development • Developments in neighbouring Parishes may preclude developments in Drayton • Developments may be out of scale/keeping with aspirations of Parishioners • Large-scale development may significantly affect character and sustainability of Parish • Possibility developments may diminish the character of the village • Possibility developments may further fragment the Parish • Possibility that the school and pre-school would not be able to accommodate all new children of primary age

Table 3 - SWOT Analysis for Drayton Parish

DRAYTON2020 VISION

33. The vision set forth in this Neighbourhood Development Plan is as follows:

“The Drayton Neighbourhood Development Plan intends Drayton village to be home to a thriving working community that is strongly linked to its environment and to its neighbours, a place that has its own identity and in which any future development adds to the character of the village and to the quality of life of Drayton’s residents.”

34. The key themes that run through this vision are:

Inclusive	Drayton should be a village for everyone: Young and old, working and retired, landowners, businesses and residents, both current ones and future ones.
Coherence	Drayton should be a linked up, balanced and integrated village with development following a Drayton Design Guide to create visual coherence.
Living	Drayton should be a sustainable working village with a life of its own and a strong social and sporting life.
Connectivity	Drayton is not an isolated village and it should be well connected to neighbouring areas and to its environment and natural habitat, with its residents connected to local amenities and to each other.
Identity	Drayton residents should have a strong sense of the village’s past, be proud of its present and be excited for its future.

35. Importantly, this Plan has been prepared having regard to the, *“...presumption in favour of sustainable development, which should be seen as a golden thread running through ...plan making”* (NPPF paragraph 14).

36. To achieve this overall vision a series of objectives were prepared relating to the five working groups constituted to address the following core areas of the Neighbourhood Development Plan, namely Look & Feel, Transport, Work & Play, Sustainability and Housing. The objectives developed by each working group for each area are listed in Table 4 below:

AREA	OBJECTIVES
LOOK & FEEL	To create a cohesive look and feel to the overall plan for the village that helps integrate the residents and gives Drayton a real identity. To develop a safe, attractive and varied environment that builds on and enhances the distinctive character of the village and makes Drayton a place that offers even more opportunities for people to meet, interact and play, thereby creating a strong sense of community and belonging.
WORK & PLAY	To promote and enhance work and leisure facilities in Drayton for all, and for all ages; making it a place where more residents can fulfill

	their requirements for living, working and playing.
TRANSPORT	To make it easier for all Drayton residents to travel in and around the village. To enable residents to stop in the village more safely and easily. To improve transport links to surrounding towns and villages whilst at the same time minimising the effect on the environment.
SUSTAINABILITY	To ensure the long-term sustainability of the village, its buildings and its environment for the benefit both of existing and future generations and of the natural environment itself.
HOUSING	To ensure that any housing development meets the needs of Drayton's inhabitants, both present and future, fits into the character of the village, ensures the viability and sustainability of the village.

Table 4 - Drayton Neighbourhood Development Plan Working Group Aims

37. A series of proposals were then developed as to how best to achieve each of these objectives and in doing so attain the Plan's overall vision. As previously noted, these proposals have been discussed and feedback sought from Parishioners at the various consultation events held throughout the Plan preparation period and through the questionnaire. Based on the responses received from these consultation exercises and other evidence gathered, individual policies have been devised which are set out in the following section.

NEIGHBOURHOOD DEVELOPMENT PLAN - PLANNING POLICIES

38. The individual Working Groups generated a number of objectives and outline proposals. Following consultation with the village, a set of policies was formulated. This section describes those policies.

39. Policies have been individually coded according to their respective theme. Where policies relate to more than one theme they have been placed in the section which is deemed to be the most appropriate.

This section details those policies which specifically relate to planning i.e. which specifically relate to development and the use of land. It is these policies which will be formally examined and put to the vote at referendum. There are, in addition, a number of community aspirational policies which do not explicitly relate to development and land use. These latter policies are principally for investigation and implementation by Drayton Parish Council. The community policies are separately described under the same five themes in Section B.

40. *In order to de-lineate these two policy types, planning policies are prefixed with the letter P at the beginning of their policy coding/numbering, for example P-LF1. Community policies are denoted with the letter C at the beginning of their policy coding/numbering, for example C-LF5.*

LOOK & FEEL

41. One of the major points that came out of the initial village meeting was that Drayton lacked a true centre and that much of the development in Drayton over the years has been a combination of ribbon development and incremental expansion which were not designed to reflect the village's location or its past; nor did their construction add much to the amenities of the village.

42. The Neighbourhood Development Plan seeks to give a more cohesive look and feel to the village: one that helps integrate new and existing residents and gives Drayton a real identity. It also wants to develop a safe, attractive and varied environment that builds on and enhances the distinctive character of the village and makes Drayton a place that offers even more opportunities for people to meet, interact and play, thereby creating a strong sense of community and belonging.

43. The Neighbourhood Development Plan aims to achieve this by:

- Creating a new green open space at the heart of the village that acts as a focal point for the village;
- Using the current 'built form' as the boundary of the village for new housing and commercial development, to ensure that any new build is bounded so as to bring people closer together and prevent further ribbon development along village main roads towards neighbouring settlements;
- Maintaining and enhancing the character of the village;
- Weaving both greenery and the historical background of the village into any new development to retain character and enhance the existing situation;
- Reduction of noise pollution from the A34.

LOOK & FEEL – OBJECTIVE	
To create a cohesive look and feel for the village that helps integrate the residents and gives Drayton a real identity. To develop a safe, attractive and varied environment that builds on and enhances the distinctive character of the village and makes Drayton a place that offers even more opportunities for people to meet, interact and play, thereby creating a strong sense of community and belonging.	
KEY PROPOSALS	PLANNING POLICIES
Create a centre to Drayton around a new green open space at the heart of the village that acts as a focal point for the village	P-LF1: CREATION OF VILLAGE GREEN ON MANOR FARM SITE
Using the existing boundaries of the village for housing and commercial development to bring people closer together and prevent further ribbon development	P-LF2: BOUNDED DEVELOPMENT
Maintain and enhance the character of the village.	P-LF3: BUILDING DESIGN GUIDANCE
	P-LF4: CONSERVATION AREA
	P-LF5: THE HISTORIC ENVIRONMENT
Weaving both greenery and the historical background of the village into any new development to retain character and enhance the existing situation	P-LF6: ADDITIONAL GREENERY – NEW DEVELOPMENTS
Reduction of noise pollution from the A34	P-LF7: A34 NOISE REDUCTION

POLICY DETAIL

Creating a Village Centre

PLANNING POLICY P-LF1: CREATION OF VILLAGE GREEN ON MANOR FARM SITE

Any development of the Manor Farm Site should include the creation of a new green open space on the site. The space should have an open aspect on its western side to create a visible connection between the east and west of the village, with an avenue of trees leading up to the green from Hilliat Fields. It should reflect the rural and agricultural nature of the Conservation Area, in which it is located.

44. One of the primary objectives of the Neighbourhood Development Plan is to create a new green open space at the heart of the village that acts as a focal point for village activity and bring the disparate parts of the village together. This open space would become a central focus of the village with all-weather footpaths and cycle tracks leading directly onto the new space from various parts of the village.

45. Detailed proposals include the green open space being situated on the Manor Farm site, opening out onto Abingdon Road, possibly incorporating an avenue of trees opposite leading into Hilliat Fields and tying together the different parts of the village. A plan of one possible tree planting scheme on the proposed green open space, prepared for Drayton2020 solely for illustrative purposes and as a basis for discussion, is presented in Figure 3.



Figure 3 - Possible Site Layout for Village Centre

Source: Adams Habermehl Environmental Design Partnership

Acceptable Limits of Development

PLANNING POLICY P-LF2: BOUNDED DEVELOPMENT

Housing development that does not extend the village's boundaries through ribbon development along roads to the adjacent settlements of Abingdon, Steventon, Sutton Courtenay and Milton, will be supported.

46. Drayton is a village that is split by the B4017 (formerly the old A34) which runs through from Abingdon to Steventon, separating the older part of the village to the east from the post-war development to the west. The old village green has been divided into small pieces of greenery leaving the village without a true centre. In addition over the past 80 years the village has been extended northwards and southwards through extensive ribbon (i.e. road-side) development along the B4017.

Character & Design

PLANNING POLICY P-LF3: BUILDING DESIGN GUIDANCE

All developments shall be built in accordance with the industry standard 'Building for Life' document (see paragraph 107) and the current version of the VWHDC Residential Design Guide. Developers must also build in accordance with Drayton Parish's own Design Guidance presented in Annex D

PLANNING POLICY P-LF4: CONSERVATION AREA

Any development in or adjacent to the Drayton Conservation Area should conserve and enhance the character and appearance of the Conservation Area and its setting.

47. Developments should enhance the appearance and integrity of particular places which are central to the village's sense of identity, e.g. the area comprising St. Peter's Church and the adjoining churchyard, Parish burial ground, and the Alms houses. Development should take into account the rationale upon which the Conservation Area is based.

PLANNING POLICY P-LF5: THE HISTORIC ENVIRONMENT

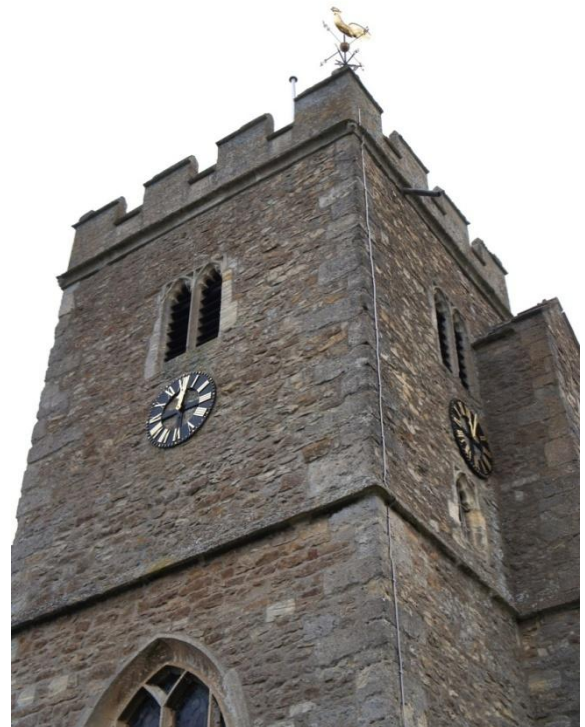
The parish's designated historic heritage assets and their settings, both above and below ground including listed buildings, scheduled monuments and conservation areas will be conserved and enhanced for their historic significance and their important contribution to local distinctiveness, character and sense of place. Proposals for development that affect non-designated historic assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset as set out in the National Planning Policy Framework (NPPF 2012) .

48. We believe that places that are beautiful and interesting in their design and detail enrich their community. Drayton has historical character and this should be echoed through the adherence to Drayton's Design Guide (see Annex D); any new development must enhance and benefit the whole community. Furthermore any development in or adjacent to the Conservation Area should look to conserve and enhance it.

49. The Design Guide has been developed by Drayton2020, in association with external architect and landscape design consultants Adams Habermehl Environmental Design Partnership.



St Peter's Church Tower, Church Lane, Drayton



Greening the Parish

PLANNING POLICY P-LF6: ADDITIONAL GREENERY - NEW DEVELOPMENTS

All new developments should include tree and shrubbery planting to reduce the impact of the built form and ensure that development is in keeping with the existing rural character of the village. Due note should also be taken of the VWHDC's Adopted Local Plan 2011 Policy DC6 and any updating of this policy in the VWHDC's Local Plan 2031

(see <http://www.whitehorsedc.gov.uk/sites/default/files/Contents.pdf>)

50. Developers will be required to expand the village's stock of greenery through sympathetic planting schemes throughout.

51. An illustration of one possible planting scheme for the wider village, as prepared by Drayton2020 for discussion purposes, is presented in Figure 4.



High Street, Drayton: Wide Grass Verges and Mature Trees



Figure 4 - Existing and Potential Tree Groups
 Source: Adams Habermehl Environmental Design Partnership

Reduction of A34 Noise Pollution

PLANNING POLICY P-LF7: A34 NOISE REDUCTION
 Any proposal for any form of development to the north-west, south-west or west of the village should include measures to alleviate noise from the A34 such as the protection of amenity spaces from excessive noise levels and orientating rooms away from the roadway.

52. The village already suffers from the significant noise pollution created by traffic on the A34 which precludes any further residential development to the southern and western side of the

Village. Consequently any other developments (such light industrial or recreational) in these areas must therefore include measures to mitigate this traffic noise in order to provide an adequate environment for any new users.

53. In addition the relevant highway authorities will be approached to see what can be done to alleviate the existing noise pollution through measures such as resurfacing and the use of noise barriers.

54. A professional noise survey was conducted in July 2014 from two locations (rear of Lockway & rear of Whitehorns way) on the western fringe of the village, in order to quantify the noise environment in the area as a consequence of the proximity of the A34 roadway. The results of the survey are presented in Annex G.



The busy A34 at Drayton

LOOK & FEEL COMMUNITY POLICIES

55. A further two community policies relating to the Look & Feel of the Parish were identified, relating to road signage reduction (community policy C-LF8), and additional greenery in the Parish i.e. over and above that relating to new development (community policy C-LF9). These policies are separately described in the Community Policies Section B.



Drayton Village Hall, Lockway

WORK & PLAY

56. Today there are almost forty businesses in Drayton, of varying sizes, but they provide only limited employment opportunities. Some Drayton residents are self-employed and work from home. Opportunities for employment in the village have reduced over the past two decades due to the closure of three works, including the historic brickworks.

57. The existing Village Hall provides a home to a variety of indoor social activities. Other leisure facilities in the village include: the Caudwell Day Centre, a golf course, playground and the more recently created Millennium Green. The village does possess a single football pitch with associated club-house but the pitch is smaller than the standard recommended by the Football Association. Overall the village does have a general deficit of recreational infrastructure, with certain age groups (e.g. teens) and sports (e.g. cricket and tennis) lacking any dedicated facilities.



Caudwell Day Centre, Caudwell Close



Football Club Pitch, Lockway

58. The Neighbourhood Development Plan seeks to support and improve work and leisure facilities in Drayton for all ages; making it a place where more residents, current and new, can fulfil their requirements for living, working and playing. This will be achieved by the:

- Enhancement of the Parish's recreational and leisure facilities;
- Enhancement of footpaths and cycle tracks throughout the village and Parish;
- Encouragement of the development of work opportunities in the village.

WORK & PLAY – OBJECTIVES	
To promote and enhance work and leisure facilities in Drayton for all and for all ages; making it a place where more residents can fulfill their requirements for living, working and playing.	
KEY PROPOSALS	PLANNING POLICIES
Enhancement of Parish's recreational and leisure facilities	P-WP1: ADDITIONAL RECREATIONAL AND LEISURE FACILITIES
Enhancement of footpaths and cycle tracks throughout the village and Parish.	P-WP2: CONNECTED DEVELOPMENT
Encouragement of the development of work opportunities within the Parish.	P-WP3: BUSINESS DEVELOPMENT
	P-WP4: RETAIL PARKING

POLICY DETAIL

Community Infrastructure

PLANNING POLICY P-WP1: ADDITIONAL RECREATIONAL FACILITIES

Land forming part of preferred development sites identified in this Plan, together with any surplus community land, should be developed to provide additional and enhanced sporting and recreational facilities for the Parish as laid out in Annex E

59. Previous developments have added little by way of new facilities for the village and so any new developments should allow for and (partly fund) the creation of a new sporting and leisure facilities for the benefit of all residents, such as extra football field(s), cricket pitch, skate park and mountain bike humps, a multi-use games area (MUGA) with all-weather tennis and basketball courts and 5-a-side football pitch, as well as a playground for the 8-13 age group.

60. Drayton Football Club currently has two adult teams and two youth teams (Under 14's and Under 15's). Over half of the Club's members live in Drayton, the remainder coming from Abingdon and surrounding villages. The Club has received numerous requests to set up additional (primarily Youth) teams but has had to decline to do so due to lack of both facilities and resources (including volunteers to help run the teams). Overall the Club is very well supported; a Community Event in Summer 2014 was attended by over 300 people. The Club also hosted its first christening in 2014 in its pavilion club house.



**Extra Play Facilities for Drayton?
- MUGA (Multi-Games Play Area)**

61. The existing football pitch located beside the Village hall is a designated village green hence is not dedicated for sole use by the football club. This open space could potentially be freed for other recreational uses were the football club to be provided with facilities elsewhere in the parish.

Community Connectivity

PLANNING POLICY P-WP2: CONNECTED DEVELOPMENT

Proposals for new housing must ensure that the new homes are well connected both within the site and with the rest of the village by way of footpaths and cycle ways (especially to amenities such as the school, bus stops and shops).

62. To allow for residents to access the rest of the village easily and safely all efforts should be made to improve and enhance the existing network of footpaths and cycle tracks throughout the village and Parish. A map of existing footpaths in the Parish is presented in Figure 5.

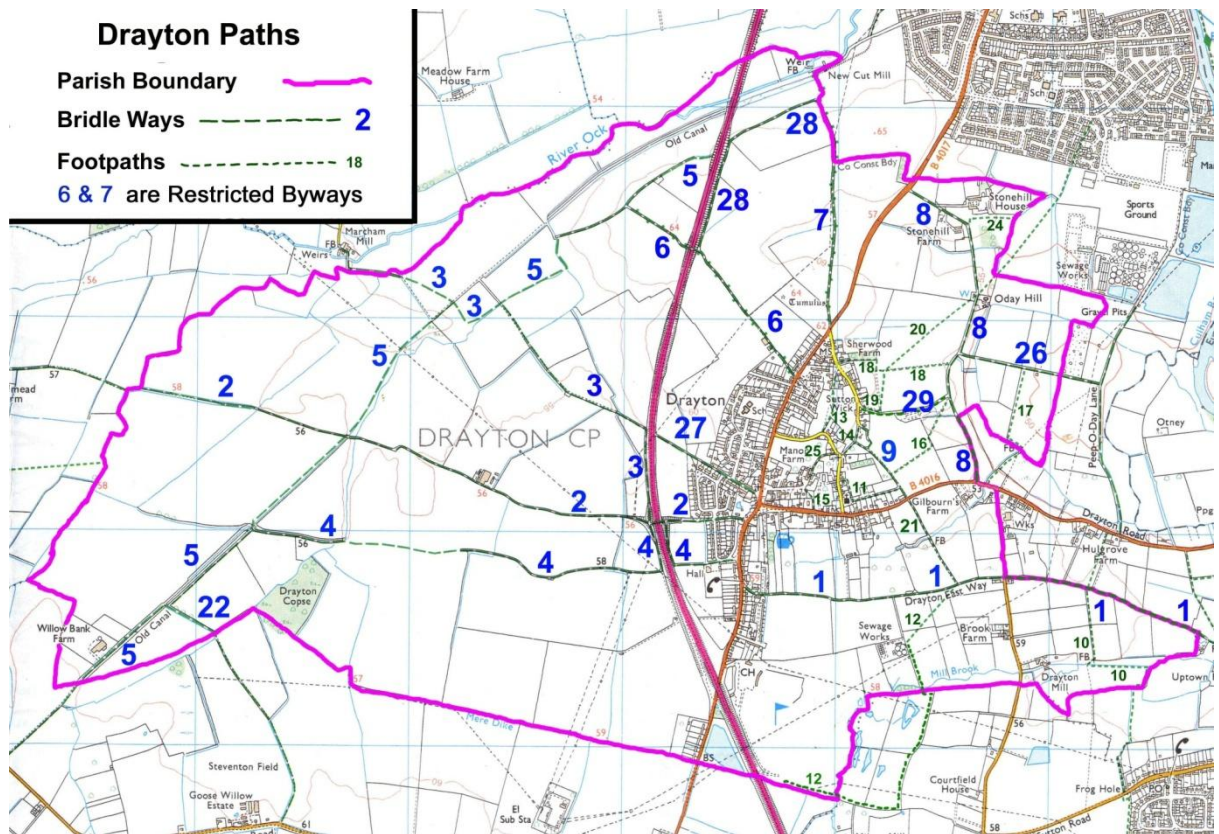


Figure 5 - Existing Parish Footpaths
 Source: Ordnance Survey, Crown Copyright.
 Ordnance Survey PSMA licence number 0100053596

63. To the west of the village there exists an opportunity to work with the local Wilts & Berks Canal Restoration Trust to create a well signposted circular walking trail utilising existing footpaths, bridleways and towpaths linking the village with a number of features of the Parish (Drayton copse, the canal etc.).

Employment

PLANNING POLICY P-WP3: BUSINESS DEVELOPMENT

The development of land for workshops/light industrial/multi-office site offering local employment is encouraged and proposals for such will be looked upon favorably especially in sites that do not meet the housing site criteria. Wherever possible, existing employment and retail development should be retained. The development of land for small-scale B1 or B2 uses, offering local employment, will be supported provided it will not have an adverse effect on local traffic volumes, neighbours' amenity, the character of the area, air quality and noise environment.

PLANNING POLICY P-WP4: RETAIL PARKING

Any new retail or business development must include adequate parking provision in accordance with Oxfordshire County Council's standards. Proposals to improve car parking facilities outside existing retail establishments will be supported.

64. To help the village become more sustainable it is proposed that all efforts be made to retain existing employment sites and to encourage the development of work opportunities in the village in non-housing designated sites.



Wheatsheaf Pub, Top of High Street, Drayton



Red Lion Pub, Steventon Road, Drayton



Vickery's Hardware Shop, The Green, Drayton



Mace Shop, Abingdon Road, Drayton



Drayton Post Office & Stores, The Green, Drayton

Drayton's Pubs & Shops

65. To increase employment for the village we would like to encourage development of a small-scale business park for offices, workshops and light industry (possibly with a retail outlet) in the village. Such a development would offer village based work, and could provide part-time opportunities for people with childcare responsibilities in the village.



Forge Garage, High Street



The Sitting Room, furniture studio, High Street



Thames Valley Saw Services, Gravel Lane

Drayton at Work

WORK & PLAY COMMUNITY POLICIES

66. An additional six community policies relating to the Work & Play theme have been identified. These are:

- Improvement of Existing Village Hall (C-WP5);
- Re-introduction of Healthcare Services (C-WP6);
- Additional play area on Millennium Green (C-WP7);
- Upgrading existing footpaths & cycle ways (C-WP8);
- Parish pathway (C-WP9);
- Community stalls (C-WP10).

The above are detailed in the Community Policies Section B.

TRANSPORT

67. Traffic is viewed as a major issue by Drayton residents. In the late 1970's the A34 bypass was built and the old A34 route through Drayton was 'de-trunked' and re-designated a village B road. At least one pedestrian crossing was removed by the highways authority as unnecessary due to the quietness of the road. In the last 40 years the new A34 has become overloaded and at peak times, and when there are incidents on the A34, traffic disgorges back onto the old A34 through Drayton. Oxford County Council now regard the Abingdon/Steventon B4017 road through Drayton as a 'relief road' for the A34.

68. The traffic flows on 17th June 2014, morning and evening, are shown in Figures 6 & 7 below. These are normal traffic summer flows, without incident on the A34, albeit at a time of year when the school's traffic is lessening in the examination season when fewer secondary school children are attending school.

17th June 2014 08:00 - 09:00

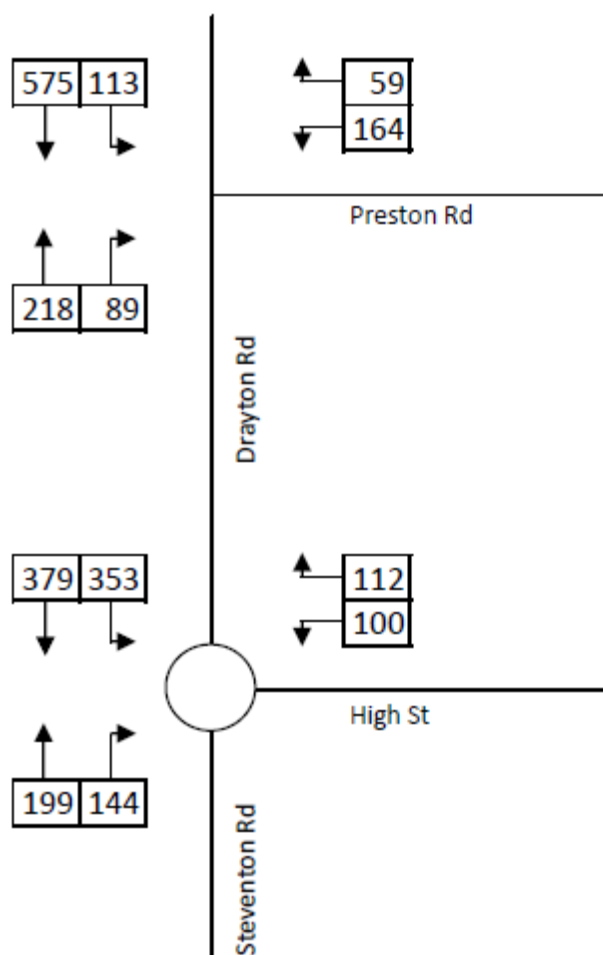


Figure 6: Traffic Survey Data – Drayton/Steventon Road north as far as South Abingdon – Morning Commute. Source: Phil Jones Associates, Transport Planning Consultants (Courtesy Savills)

69. There is widespread concern that development both within Drayton and in neighbouring parishes will exacerbate traffic volumes and delays in and around the village, as more vehicles are added to an already congested local road network by further housing developments in the area (see Figures 6 & 7). The bottleneck at the Ock Street roundabout in Abingdon, albeit outside of the parish bounds, is of major concern to residents, particularly given the imminent prospect of a large-scale development on the town's Drayton Road.

70. The solution to the A34 overloading and the high traffic volumes in the area South of Abingdon (Drayton/Steventon/Milton/Sutton Courtenay) is strategic, requiring major infrastructure investment and/or car usage and public transport provision by the Government, Highways Agency and Oxfordshire County Council (as the relevant highways authorities). Such investment and planning is beyond the scope of a neighbourhood plan, but a key aim of this Plan is to minimize the impact of any new development within the parish, on the local road network, primarily through measures to reduce car use and car dependency, and in concert to promote non-car modes of transport such as the expanded use of public transport (the latter is covered by various Community Policies detailed below). Due to the anticipated size of developments in the Parish, the focus will be on direct mitigation measures in the first instance, rather than contributions.

17th June 2014 17:00 - 18:00

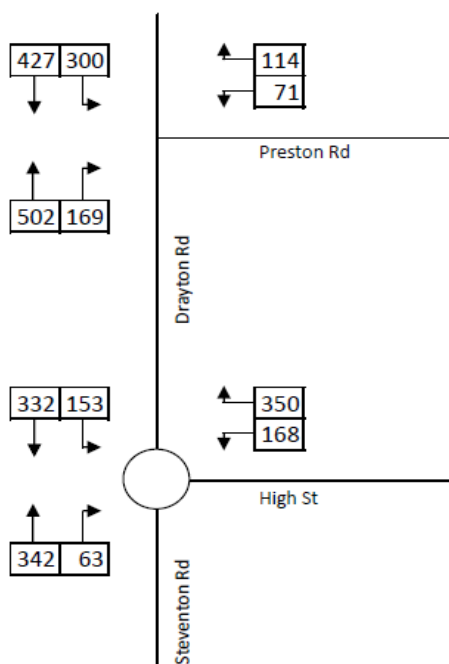


Figure 7: Traffic Survey Data – Drayton/Steventon Road north as far as South Abingdon – Evening Commute

71. Alleviation of traffic problems at the Ock Street roundabout in Abingdon is a high priority for the Parish; consequently any initiatives with this in mind would be welcomed. Drayton Parish Council will cooperate¹ with appropriate stakeholders such as OCC Highways and the Highways Agency (which currently has responsibility for the A34 trunk route), and also neighbouring parishes

¹ Drayton Parish Council has demonstrated (early 2014) that multi-stakeholder coordination can address such local road safety issues, when it successfully sought a reduction in speed limits on Milton Road in the parish.

with regard to any such initiatives, subject to the necessary consent and availability of funding etc.

TRANSPORT – OBJECTIVE	
To minimize the impact of new development on the local road network, and to improve road safety within the parish.	
KEY PROPOSALS	PLANNING POLICIES
Reducing the volume of vehicle traffic emanating from the village	P-T1: TRAVEL PLANS

POLICY DETAIL

Traffic Volume

PLANNING POLICY P-T1: TRAVEL PLANS
All developments will be required to put in place detailed Travel Plans. Developers are required to provide robust evidence that each and every proposal, as set out in their Travel Plan, is feasible and will significantly reduce traffic volume. Direct mitigation measures such as car sharing and car pooling will be positively encouraged.

72. In order to achieve its objective of reducing traffic this Plan will seek to introduce measures to actively promote car sharing and car pooling amongst residents (amongst other measures). These could include a combination of local initiatives, also the enhanced use of existing County-wide online resources such as Oxfordshire Lift Share (<http://www.oxfordshireliftshare.com>).

73. Initiatives such as car clubs may be considered however justification of the feasibility of such schemes will be required, not to mention their anticipated take-up by residents, and trade-off against other potential contributions to village amenities and initiatives.



Wheatsheaf Mini-Roundabout at Junction of High Street & Abingdon/Steventon Road

TRANSPORT COMMUNITY POLICIES

74. Six additional community policies relating to the Transport theme are detailed in this Plan. These are:

- Speed Reduction (C-T2);
- Harmonise Speed Limits (C-T3);
- Pedestrian Crossings (C-T4);
- HGV Weight Restrictions (C-T5);
- Cycle Ways (C-T6);
- Additional Bus Services (C-T7).

These are further described in the Community Policies (Section B).

SUSTAINABILITY

75. *“Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs”*

76. Sustainability is key to ensure a village’s long term future for both its residents and its environment. It covers a village’s ability to provide for the requirements of all its inhabitants to enable them to live, learn, work and play. Sustainability is essential in protecting the wildlife and habitat of the entire Parish and to ensure the village will be an enviable place to live for not just this but also future generations.

77. At present Drayton has a ‘sustainability deficit’ in that housing developments in recent years have been small scale and have fallen below VWHDC’s threshold for Section 106 contributions, which are required only on developments of more than 10 houses. Whilst the village housing stock has grown by almost 10% in the last decade, there have been no developer contributions to the Parish to update the 1970’s village hall, address the lack of recreational facilities, or even fund extra places in the local primary school. Consequently Drayton residents are using more up to date village hall facilities outside the village, and youngsters have to go into Abingdon or Didcot for their recreational needs. It is important for the future viability of Drayton as a large village that these accumulated deficits be addressed by investment in updating and adding social and recreational opportunities within the village, and that any new housing development makes an appropriate financial contribution to the community.

78. We want to ensure the long-term sustainability of the village, its buildings and its environment for the benefit both of existing and future generations and of the natural environment itself. We intend to achieve this by:



Drayton Community Primary School

- Creating a village that meets the needs of all age groups and is attractive to those wanting to continue living in the village;
- Aiming to reduce our carbon footprint;
- Protecting and enhancing the natural environment and biodiversity of the village and its surroundings;
- Promoting localism for the economic benefit of the village;
- Proposals put forward under sustainability are designed to ensure the village will have an ongoing viable existence into the future and this will only be the case if it becomes more self-sufficient and is able to provide for the needs of all residents without damaging, and preferably by enhancing, its environment

SUSTAINABILITY - OBJECTIVE	
To ensure the long-term sustainability of the village, its buildings and its environment for the benefit both of existing and future generations and of the natural environment itself.	
KEY PROPOSALS	PLANNING POLICIES
Creating a village that meets the needs of all age groups and is attractive to those wanting to continue living in the village	<i>Covered by other Plan policies e.g. P-WP1 & P-WP2, also VWHDC emerging Local Plan policies</i>
Aiming to reduce our carbon footprint	P-S1: LOCAL BUILDING MATERIALS

Protecting the natural environment and biodiversity of the village and its surroundings	P-S2: BIODIVERSITY
Promoting localism for the economic benefit of the village	<i>Covered by other Plan policies e.g. P-WP3 & P-WP4</i>

POLICY DETAIL

79. The first objective is to create a village that will meet the needs of all age groups and is attractive to those wanting to continue living in the village. This is to be achieved by the improvement of facilities and amenities to enhance the quality of life and social interaction of village through the provision of:

- sustainable housing to meet the needs of those wanting to live in the village;
- work and retail opportunities to add life to the village;
- facilities to provide an active social life for all ages of residents;
- leisure facilities for all age groups e.g. allotments, cycle paths, sports centre etc;
- a place in the local pre-school and Drayton Community School for every child resident in the village;
- a village centre to enhance the sense of community

80. These objectives are covered by the policies listed elsewhere in this Plan, also in the VWHDC's adopted Local Plan 2011 and emerging Local Plan 2031.

81. To help achieve both the sustainability goals of the Neighbourhood Development Plan and the wider objectives of national and international emissions obligations such as the Climate Act 2008 and 2016 Zero Carbon Target, all developments in Drayton should help reduce the Parish's carbon footprint through the promotion of:

- high levels of energy conservation in the construction and use of new buildings;
- the use of local building materials;
- the reuse of rainwater and minimization of the amount of impermeable ground cover;
- the use of sustainable energy sources – solar, wind, ground-source heat pumps, biomass;
- the use of local forms of power to minimize power loss through the national grid;
- the promotion of low CO₂ transport options.

82. These objectives are covered by the policies detailed below and listed elsewhere in this Plan, also in the VWHDC's adopted Local Plan 2011 and emerging Local Plan 2031.

Reduction in Carbon Footprint

PLANNING POLICY P-S1: LOCAL BUILDING MATERIALS

The use of locally manufactured and sourced building materials in developments will be encouraged.

Biodiversity & Natural Environment

PLANNING POLICY P-S2: BIODIVERSITY

Developers are required to protect and enhance the natural environment wherever possible. If biodiversity cannot be preserved or enhanced on a development site as per regional and national planning guidelines, developers will be required to offset habitat loss or degradation e.g. by funding environmental improvements elsewhere in the Parish.

83. Another key aim of sustainability is to ensure the protection of the natural environment and biodiversity of the village and its surroundings. Thus development should not adversely affect vegetation or wildlife in the village, and should assist in protecting wildlife habitat. Ways in which this could be achieved are:

- Designing biodiversity into new housing by careful planting of gardens and provision of e.g. bird, bat and swift boxes;
- Carry out biodiversity studies of the village and its environs and make all residents aware of their natural heritage;
- Provide protected environments for local wildlife;
- Support the management and future development of the Millennium Green;
- Work with the primary school to involve the pupils in surveying work, box-building (bird/bat/bee etc.) and planting activities;
- Installing 'green roofs' on selected buildings in the Parish;
- Assisting in a programme of planting trees within and outside of the village.



The Millennium Green, Drayton

Promoting Localism for the Economic Benefit of the Village

84. To achieve this objective the local authorities should seek to use local firms for Parish goods and services, and make community facilities readily and freely available for use by village residents, including temporary or permanent stalls for the sale of local produce, crafts or other products. Policies P-WP12 & C-WP13 will enable this objective to be met.

SUSTAINABILITY COMMUNITY POLICIES

85. A further three community policies relating to Sustainability have been identified. These are:

- Enhancement of Wildlife & Natural Habitat (C-S3);
- Wildflowers (C-S4);
- Nature reserve (C-S5).

The policies are detailed in the Community Policies Section B.

HOUSING

86. Housing development in Drayton over the past 80 years has not paid sufficient attention to the historical character and the overall look and cohesion of the village, with ribbon development extending the village ever closer to the boundaries of Steventon, Sutton Courtenay and Abingdon.

87. A recent (May 2012) housing survey of residents identified the need for affordable housing to meet the needs of first time buyers and to allow people to live nearer to other family members. It also identified the need to allow young people to stay in the village and for those nearing retirement to downsize and remain in the village, as well as for warden assisted housing for the elderly.

88. The primary purpose of this Plan is to ensure that any and all housing development meets the needs of Drayton’s existing and future inhabitants, fits into the overall character of the village, and ensures the long-term viability and sustainability of the village.

89. The housing strategy is directed towards improving the sustainability of the Parish and we aim to achieve this by requiring that any new development should:

- Address the needs of the village residents (as identified by the 2012 Housing Survey, the Draytons2020 Questionnaire, and any future Parish Council authorised surveys) and future inhabitants (as identified at the district level by the VWHDC’s current Housing Needs Assessment and Strategic Housing Market Assessment), including the provision of affordable housing;
- Be proportionate in scale to the existing village and its environs;
- Make a contribution to the village to go towards the Neighbourhood Development Plan’s goals in improving the village’s amenities and environment;
- Be well designed, conserve and enhance the character of the village through appropriate density and mix, in line with an agreed set of appropriate design guidelines (see Annex D);
- Meet the prescribed energy conservation and sustainability criteria set out in the VWHDC Local Plan with a presumption in favour of any new development that exceeds them.

HOUSING – OBJECTIVE	
To ensure that any housing development meets the needs of Drayton’s inhabitants, fits into the character of the village and ensures the viability and sustainability of the village.	
KEY PROPOSALS	PLANNING POLICIES
New Housing should reflect the needs of the current and future Parish residents.	P-H1: AFFORDABLE HOUSING
Proportionate development of village	P-H2: SCALE OF DEVELOPMENT AND SITE ALLOCATION
Make a contribution (financial or otherwise) to the village to go towards this plan’s goals in improving the village’s amenities and environment.	P-H3: CONTRIBUTIONS
	P-H4: USE OF CONTRIBUTIONS
Preserve and enhance the character of the village in line with agreed design guidelines	<i>Covered by other Plan policies e.g. P-LF3 & P-LF4</i>
Meet the prescribed energy conservation and sustainability criteria.	P-H5: EXTERNAL FACILITIES
	P-H6: ENERGY STANDARDS
	P-H7: MATERIAL CHOICE

POLICY DETAIL

Addressing Village Needs

- Address the needs of current and future residents of the parish, including the provision of affordable housing, as identified by the VWHDC's current Housing Needs Assessment and Strategic Housing Market Assessment, also the 2012 Housing Survey commissioned by Drayton Parish Council, the Drayton2020 Survey Questionnaire and any future Parish Council authorised surveys);

PLANNING POLICY P-H1: AFFORDABLE HOUSING

Developments must meet the minimum requirement for Affordable Housing set out in the VWHDC Local Plan to meet District-wide need. All such Affordable Housing should be visually indistinguishable from and fully integrated with other housing in that development.

90. All developments should reflect the needs of the wider district including the provision of affordable housing, as identified by VWHDC Housing Needs Assessment and other surveys and initiatives, also where possible the needs of the villagers as expressed in the 2012 Housing Survey commissioned by Drayton Parish Council, the Drayton2020 Questionnaire and any future such surveys. The Drayton2020 Questionnaire showed a preference towards a mix of type of housing for Drayton with the preference weighted towards 1-2 bedroom homes and flats as well as a greater number of 2-3 bedroom homes, and affordable housing. Warden assisted sheltered housing was also preferred over 1 or 4 bedroom houses with private and affordable rented housing being least preferred.

PLANNING POLICY P-H2: SCALE OF DEVELOPMENT AND SITE ALLOCATION

Housing growth in Drayton will be supported in sustainable locations to a scale proportionate to both the overall current Local Plan requirement and the residual Local Plan 2011 Part 2 housing requirement identified in the South East Vale sub-area.

The following sites are those allocated in this Plan for housing development within the Plan period:

- Manor Farm (identified at DRAY11 in the VWHDC Local Plan 1);
- South of High Street (identified at DRAY08 in the VWHDC Local Plan 1);
- North of Barrow Road (comprising a proportion of site designated DRAY02).

The development of these sites must have regard to the appropriate Site Requirements laid out in this Plan (see pages 41-50 below and Annex F)

Contribute to Village

PLANNING POLICY P-H3: CONTRIBUTIONS

In order for planning permission to be granted for new residential development, co-operation and formal agreement between the developer, Parish Council and the District Council must take place so as to secure an appropriate contribution from the development. This contribution towards community infrastructure (both on and off-site) will be required from all eligible future development through appropriate Section 106 agreements where appropriate, the Community Infrastructure Levy (CIL), or by other relevant means.

91. Where new development is likely to have an impact on the community, developers can be required to provide community facilities and infrastructure or to pay for their provision. This is usually managed through Section 106 Agreements or, upon adoption by VWHDC, through the Community Infrastructure Levy (CIL). Contributions sought through Section 106 Agreements are required to meet the following tests:

- They are necessary to make the development acceptable in planning terms;
- They are directly related to the development;
- They are fairly and reasonably related to the scale and kind to the development.

92. Infrastructure deemed necessary to support development has been included in Annex E to this Plan. Upon adoption of CIL the Parish Council will receive 25% of the CIL receipts generated within the Parish to spend on infrastructure. Infrastructure items identified within the Annex E may be funded by the Parish Council from the CIL local proportion.

93. As mentioned before previous housing developments have contributed little to Drayton’s amenities and facilities and so it has been proposed that all new developments make a contribution (e.g. financial, land or in-kind) and that all of this goes to the village to enable it to improve and add to the village’s amenities and environment.

94. These earmarked contributions are to be used for the benefit of the Parish of Drayton in meeting the improvements to the village described throughout this Plan. Contributions may be by way of financial payments or by way of land contributions or facilities provided by the developer, if acceptable. See Annex E for a draft of the Village’s requirements and specimen Section 106 schedule.

PLANNING POLICY P-H4: USE OF CONTRIBUTIONS	
The Parish Council will spend any contributions it receives from developers on the projects set out below and in Annex E	
ITEM	Policy Reference
Improving local bus services e.g. installation of real-time information	C-T7
Increasing pedestrian safety through the introduction of additional traffic calming measures and possible additional pedestrian crossings	C-T2, C-T3, C-T4
Improving and, where appropriate, adding to the existing communal buildings in the village and to the outdoor space for play and recreation within the village	P-LF1,C-WP5, C-WP7
Preserving and enhancing biodiversity on the site or within the Parish	P-S2, C-S3, C-S4, C-S5
Introducing measures to reduce car dependency, including provision and resourcing of car pooling and car sharing, on-site cycle storage and enhancement and extension of local cycle ways, provision of extra bus services	C-T6, C-T7, P-H5
Provision of land in the Parish for nature reserves, recreational facilities, sports fields, and additional cycle and footpaths	C-S3, C-S4, C-S5, C-T6,C-WP8, C-WP9

Sustainability

PLANNING POLICY P-H5: EXTERNAL FACILITIES

All future housing developments must have adequate car and cycle parking facilities for both residents and visitors in accordance with Oxfordshire County Council standards. Housing developments will be encouraged which have adequate facilities for the storage of waste recycling bins and waste water run-off from roof guttering.

95. Any new development requiring a Design and Access Statement (DAS) should show how they have responded to the policies in this and the VWHDC Local Plan, to include a clear vision for the type of place that could be created by building on the character and needs of Drayton.

96. Furthermore, all major developments (10+ dwellings) must submit a Transport Assessment and Travel Plan with their application, the latter to demonstrate how the proposed development's transport demands will be managed in order to minimise its impact on local traffic and road system.

PLANNING POLICY P-H6: ENERGY STANDARDS

Any new development within the Parish must as a minimum achieve the current requirement for energy efficiency in the design and construction of new homes as specified in the VWHDC Local Plan in force otherwise in relevant National legislation or Building Regulations. Developments are encouraged which exceed these design and construction requirements.

97. To achieve the village's sustainability goals all housing developments must at the very least meet the prescribed energy conservation and sustainability criteria.

PLANNING POLICY P-H7: MATERIAL CHOICE

All new developments will be expected to meet and encouraged to exceed the lowest levels of embedded carbon in all construction materials currently demanded by legislation, bearing in mind the Government's target of zero carbon by 2016.

HOUSING COMMUNITY POLICIES

98. A further two community policies relating to Sustainability have been identified. These are:

- Self-Build (C-H8);
- Co-housing (C-H9).

The policies are detailed in the Community Policies Section B.

HOUSING PROVISION

SITE SELECTION CRITERIA

99. 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.

100. 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. There were 1144 individual responses, 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').

101. 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.

102. 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

103. 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.

104. We do not want new housing to take the form of bland and dull housing 'estates' - identikit standardized 'boxes' which could be located anywhere, and which bear no relation to the materials or other features associated with the existing housing in the village. At the same time, we don't wish to be overly prescriptive or to reject imaginative new designs, but we would hope for new development to draw on the local palette of materials characteristic of this part of the Vale (lowland villages, in the Vale's own designation), and we will look for high quality detailing to enhance the appearance of the new housing. A Drayton Design Guide (see Annex E) has been produced which looks at the different housing styles in Drayton and maps them into zones, each of which has its own particular features. Although adapted specifically to Drayton, the guide is also based closely on the Vale's own Residential Design Guide, so that it can be used as a reference document for our new housing, without causing any issues of incompatibility with the Vale's own Local Plan.

Criterion 2: Have low impact on traffic flows

105. Obviously, all new housing will lead to an increase in traffic in the village, and the impact of any particular housing site will generally² be in direct proportion to the size of the development: i.e.

² Although this equation would be generally true, it's probable that in certain types of development, e.g. sheltered housing for the elderly, the residents may be less likely to own or use their own cars, although of course their visitors/carers might arrive by car.

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 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

106. 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

107. 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

108. 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

109. 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 some forms of 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

110. 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

111. 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, crop mark 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.

THE DRAYTON SITES

112. The Vale has produced several documents which list the various sites in Drayton which could be made available for development. One of these was the IHSP (Interim Housing Supply Policy) published in 2012. This appears to have been based on an earlier version of the SHLAA (Strategic Housing Land Availability Assessment). However, a more recent SHLAA has been carried out, part of which - Appendix 6 - deals solely with sites in Drayton. The latter document, dated Feb 2014, provides a more up to date list of 13 separate sites which are shown on the accompanying map. In two cases, contiguous sites have been combined to form a single area. These are sites 03 and 12, and 07 and 08. A brief summary of the salient features of each site is included. This includes the Vale's assessment of whether or not they consider the site suitable for housing development.

Notes regarding the Drayton sites:

113. Seven of the sites in the SHLAA were included in Drayton 2020's October 2013 exhibition and public consultation exercise. These seven consisted of all the sites submitted by the landowners for screening under the IHSP process. It was known at the time of the exhibition that other sites existed in the village, but as no landowner or developer interest had been expressed, there appeared no basis for their inclusion. The landowner of an eighth site (land to the west of Fisher Close) subsequently declared an interest in development, but this was too late for the exhibition. All eight sites were nevertheless included in the NDP's first draft – the 'Pre-Submission Consultation Copy' (Feb/March 2014). The Fisher Close site appears to be subsumed in the area identified in the SHLAA as sites 03 and 12 (Appendix 6 does not differentiate the two sites and simply lumps them together).

114. Numbering does not necessarily correspond with ownership, e.g. site 08 is actually a composite of three separate (but contiguous) sites each with a different land owner. The three owners have agreed to work together in a consortium.

115. Not all the numbered sites have been put forward for development. The map shows potential, not intention. Site 07 is shown as being combined with site 08, but has yet another (i.e. a fourth) owner (see above). Site 07 is not under consideration for development at the present time.

116. Several of these sites have been identified in different ways by the Vale at different times. For example, Site 08 in the SHLAA becomes 'South Drayton' in the list of 21 new 'strategic' sites included in the Vale's Housing Delivery Update.

117. The 13 sites identified by the VWHDC in the SHLAA (Appendix 6) are listed below. A fourteenth site which was not included in the SHLAA document, but **was** included in the first draft of the NDP is added to the list as site DRAY 14. Eight of the sites were included in the first draft, albeit under different names. These are highlighted in red. Of the eight, the 'Barrow Road' site constitutes only a part of site DRAY 02, and the site described as 'west of Fisher Close' constitutes only a part of sites DRAY 03 and 12 (these are combined in the SHLAA map without any indication of boundary)

- Site DRAY 01: 'North of High Street'*
- Site DRAY 02: 'Land north of Abingdon Road, Drayton'*
- Site DRAY 03: 'Land to the east of the A34'*
- Site DRAY 04: 'Land off Marcham Road'
- Site DRAY 05: 'Land west of Steventon Road'*
- Site DRAY 06: 'Land west of Steventon Road'*

- Site DRAY 07: 'Land south of Drayton East Way track'
- Site DRAY 08: 'Land bounded by High St and Drayton East Way'*
- Site DRAY 09: 'Land to east of Sherwood Farm, Drayton'
- Site DRAY 10: 'Land south of High Street'
- Site DRAY 11: 'Land north of Gravel Lane'*
- Site DRAY 12: 'Land to the east of the A34'
- Site DRAY 13: 'Land to south of 10 Halls Close, Drayton'
- Site DRAY 14: 'Long Meadow, south of A34 bridge' (see para 19 above)*

The location of the various sites is presented in Figure 8.

118. Drayton Parish Council and Drayton2020 did receive an outline development proposal in July 2014 (towards the end of the 2nd consultation period) for site DRAY13, the proposal being for the site to be accessed off Halls Close. This site was subsequently assessed using the site selection criteria.

RATING THE SITES

119. 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.

120. 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 (See Table 5) 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.

121. 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.

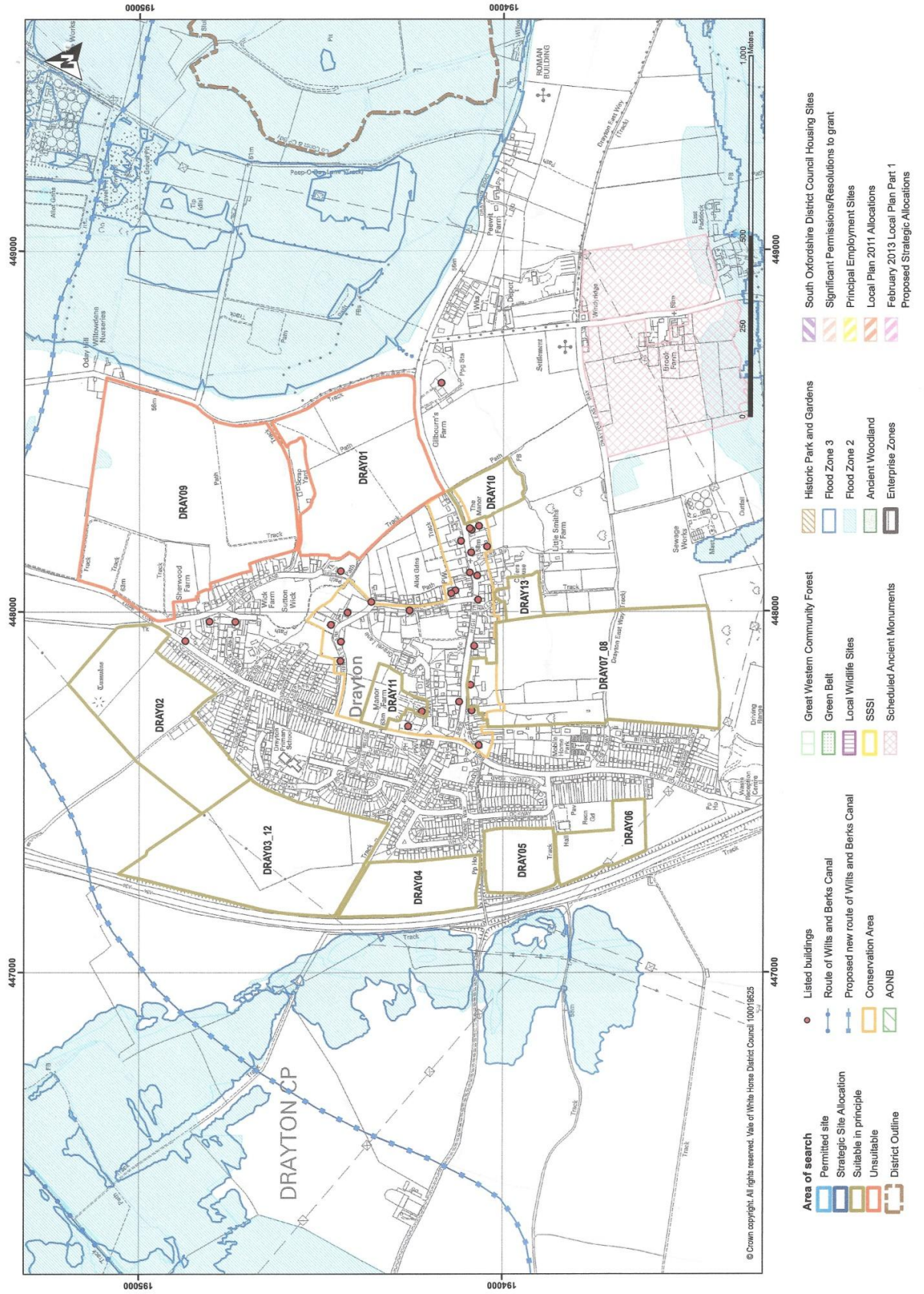


Figure 8 - Site Locations
 Source: Vale of White Horse District Council

122. 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 ALLOCATION

123. The detailed site analysis is included in the Sustainability Appraisal published alongside the Drayton2020 Neighbourhood Plan. Building first on the VWHDC’s Interim Housing Strategic Plan (IHSP) sites for Drayton and then on the VWHDC’s Strategic Housing Land Availability survey (SHLAA), 14 (the 13 identified in the SHLAA plus the Long Meadow site) have evaluated and seven sites were shortlisted from this analysis. Information on seven of the sites, plus their assessment ratings, was displayed at a consultation weekend in October 2013 and Drayton residents were invited, over the course of a Friday evening and an all-day Saturday, to make any further observations, criticisms or comments on this aspect of the Plan. An eighth site – ‘West of Fisher Close’ - was not submitted until after this event, and so could not be included in the presentation. These eight sites were included in the first public consultation on the Draft Drayton2020 NDP in Feb-March 2014.

124. Employing the site selection methodology described above, all fourteen sites (13 in the SHLAA, plus Long Meadow, south of the A34 bridge) have been comprehensively evaluated in the Sustainability Appraisal document, which will be made available as a separate document. A summary tabulation of the sites is also available as Annex F in this document.

A total of three sites are now being designated in this Neighbourhood Plan as being suitable for possible housing development in the plan period to 2031. The three sites are:

- Manor Farm (identified at DRAY11 in the VWHDC Local Plan 1);
- South of High Street (identified at DRAY08 in the VWHDC Local Plan 1);
- North of Barrow Road (comprising a proportion of site designated DRAY02)

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	A	A	As for site 03	A	G
2 Have low impact on traffic flows	A	A	A	A	A	A	A	A	A	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

Table 5: 'Traffic Light' Scoring for Drayton Sites (for full site descriptions & requirements see Annex F)

SITE DESCRIPTIONS AND REQUIREMENTS

MANOR FARM SITE

SITE LOCATION

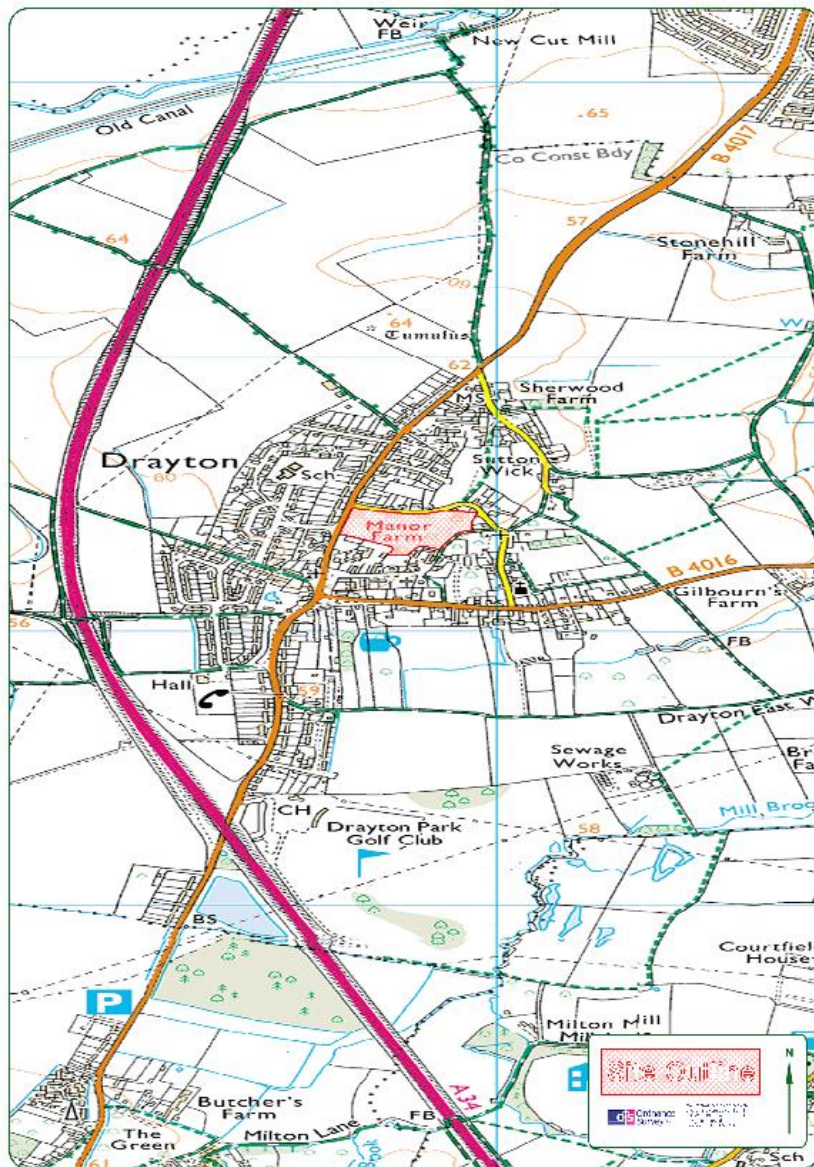


Figure 9 - Site location: Manor Farm
Ordnance Survey PSMA licence number 0100053596

DESCRIPTION

125. The Manor Farm site is located at the heart of the village, nestling between the Abingdon Road, Gravel Lane, and Henleys Lane. The site is designated site DRAY11 in the VWHDC draft Local Plan part 1. The site is currently unused with the exception of occasional grazing by livestock. The Manor Farm site is considered to be capable of taking approximately 50 new homes to meet both the needs of the village and wider district. The site already has planning permission for 18 homes, dating back to the late 1990s. The site is located in its entirety within the village's Conservation Area.

126. Vehicular access to the site is envisaged to be via a dedicated entry from the Abingdon Road (B4107), opposite but staggered from the Hilliat Fields junction. The site is a short walk to both north- and south-bound bus stops in the village centre, both of which are fitted with real-time travel information (RTI) screens.

CONNECTIVITY

127. To improve the connectivity of this site with the village and beyond, new footpaths would require to be established linking the site to Henleys Lane via one or more accesses, and also to the footpath which runs from the end of Gravel Lane to Henleys Lane.

SOCIAL AND COMMUNITY

128. The site is proposed to host the new village green (see Planning Policy P-LF1). The site is not considered an appropriate location for new sports recreational facilities, but should be laid out to allow for informal recreational use by Villagers.

URBAN DESIGN PRINCIPLES

129. Any development will be expected to be of high quality in accordance with the housing policies of this NDP and with Core Policies 37 & 37a (design and local distinctiveness) of the Local Plan. The visual impact of any development, along with any required landscape mitigation measures, should be specified in a Design and Access statement.

ENVIRONMENTAL HEALTH

130. It is anticipated that road noise at this site from the A34 will not be a significant issue, however it is suggested that a comprehensive noise survey be carried out at different times of the day and in different weather conditions to ascertain whether any noise abatement measures are required.

LANDSCAPE CONSIDERATIONS

131. The visual impact of the development on the rural landscape at the southern periphery of the village should be considered. Any development should have regard for views of the listed buildings from the roads and footpaths which bound the site.

ECOLOGY

132. The site is not believed to contain important ecological assets however any development should seek to confirm this. A net gain in biodiversity should be provided for example by incorporating new natural habitats at appropriate locations across the site.

FLOOD RISK AND DRAINAGE

133. The site is not in a designated flood risk zone and is not susceptible to flooding.

ARCHAEOLOGICAL INTEREST

134. The site is not known to contain any scheduled historic monuments however, due to the location of the site and its proximity to the village centre, it is likely the site may have some archaeological significance. A full archaeological survey should therefore be conducted prior to development of any part of the site.

CONSERVATION AREA

135. The site is located in its entirety within Drayton's Conservation Area, consequently any development must reflect the associated principles of preservation and enhancement through measures such as the sensitive design of new builds, conservation of any listed buildings affected by the development, appropriate treatment of open spaces to reflect the conservation area's character etc. Developers will be required to consult with appropriate design guides, notably the VWHDC's Residential Design Guide and Drayton's Village Design Guide, also to prepare professional character assessments of the wider village and, if appropriate, the development's locale.

SOUTH OF HIGH STREET

SITE LOCATION

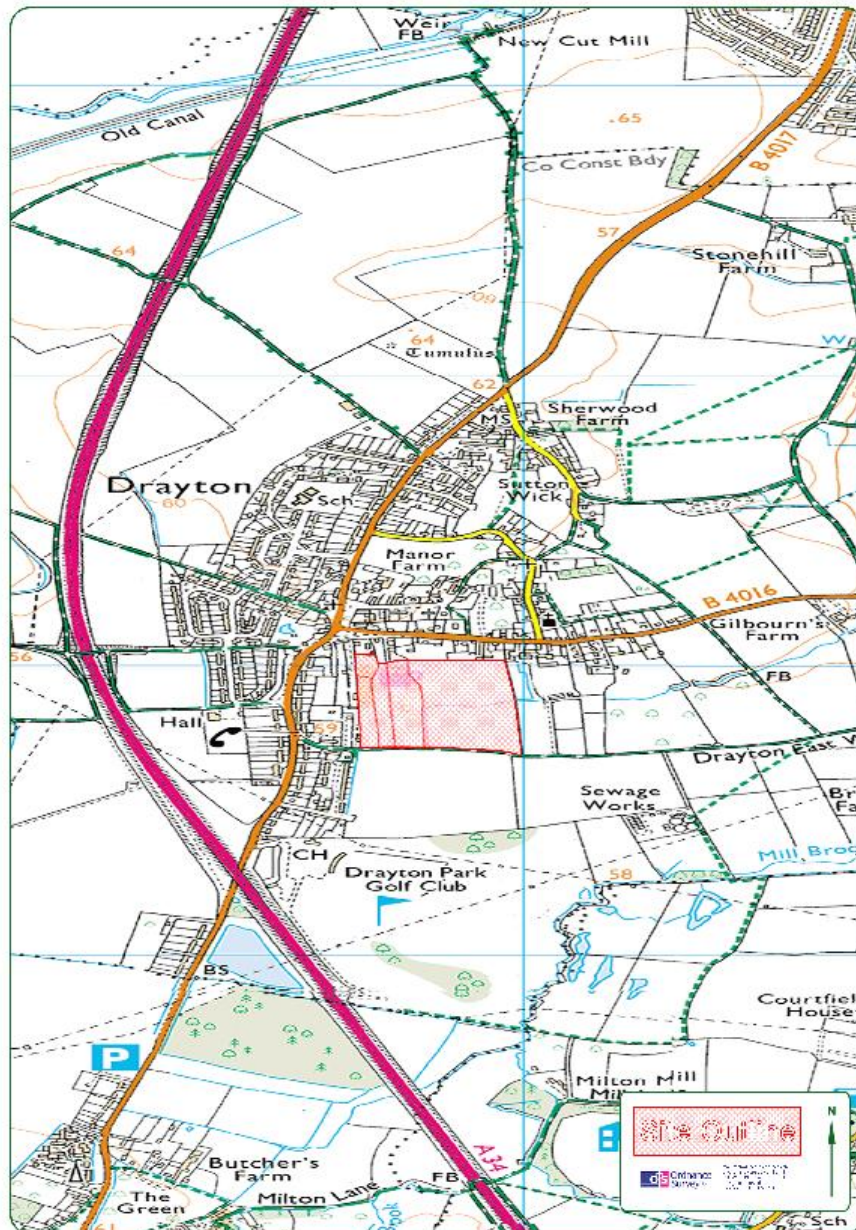


Figure 10 - Site location: South of High Street
Ordnance Survey PSMA licence number : 0100053596

DESCRIPTION

136. As its designation suggests, this site is located at south of the High Street in the village. The site is designated as strategic site, DRAY07, in the VWHDC draft Local Plan part 1. The majority of the site is currently unused; a portion of the site which is used as pasture for livestock grazing. The South of High street site is considered to be capable of taking approximately 140 new homes to meet both the needs of the village and wider district in. As the site has been designated a strategic site by VWHDC, there is a possibility it could potentially accommodate up to 200 dwellings, however

Drayton2020, in working with the site developers, has concluded that the site cannot accommodate 200 units because this would require very high density development with little or no open space and insufficient land for the drainage required for the site. Drayton2020 believes that this density of development would not be appropriate or sustainable and could potentially greatly compromise the site for both existing and new residents.

137. Vehicular access to the site is envisaged to be via a dedicated entry from High Street (the B4016). The site is a short walk to both north- and south-bound bus stops in the village centre, both of which are fitted with real-time travel information (RTI) screens.

CONNECTIVITY

138. This site abuts a public right of way. Development on this site should maintain as far as practicable the rural nature of these routes.

139. To improve the connectivity of this site with the village and beyond, new footpaths would require to be established linking the site to the High Street (separately to the vehicle access) and also to the bridleway which continues eastwards from East Way, which runs along the southern boundary of the site.

SOCIAL AND COMMUNITY

140. It is envisaged the site would include open spaces and recreational facilities within its bounds, for use by both site residents and the remainder of the village. The site is not considered appropriate for new formal sports recreational facilities.

URBAN DESIGN PRINCIPLES

141. Any development will be expected to be of high quality in accordance with the housing policies of this NDP and with Proposed Policy 37 (design and local distinctiveness) of the Local Plan. The visual impact of any development, along with any required landscape mitigation measures, should be specified in a Design and Access statement.

ENVIRONMENTAL HEALTH

142. The site is, at its closest point i.e. south-western corner, less than ¼ mile from the A34. The site is, however, partly-screened from this roadway by intervening dwellings. It is anticipated that road noise at this site will not be a significant issue, however it is suggested that a comprehensive noise survey be carried out at different times of the day and in different weather conditions to ascertain whether any noise abatement measures are required.

143. The Drayton Golf Course landfill is located to the south of the site and any developer should therefore undertake contaminated land investigations to ensure the land is safe and suitable for its intended use.

LANDSCAPE CONSIDERATIONS

144. The visual impact of the development on the rural landscape at the southern periphery of the village should be considered. Any development should have regard for views of the listed buildings, including St Peters Church, via the gaps in the hedge-line alongside the bridleway running along the southern perimeter of the site.

ECOLOGY

145. The Abingdon Naturalists Society (ABNATS) conducted several surveys of this site in 2013 & 2014 for Drayton2020. The site contains important ecological assets and any development should seek to retain these wherever possible. A new gain in biodiversity should be provided for example by incorporating new natural habitats at appropriate locations across the site.

FLOOD RISK AND DRAINAGE

146. A portion of the site is known to be susceptible to flooding, hence any development should include appropriate flood mitigation measures.

ARCHAEOLOGICAL INTEREST

147. The site is not known to contain any scheduled historic monuments. However, due to the location of the site and its proximity to the village centre it is likely the site may have some archaeological significance. A full archaeological survey should therefore be conducted prior to development of any part of the site.

CONSERVATION AREA

148. The site's northern perimeter abuts Drayton's Conservation Area, consequently any development must reflect the associated principles of preservation and enhancement through measures such as the sensitive design of new builds, conservation of any listed buildings affected by the development, appropriate treatment of open spaces to reflect the conservation area's character etc. Developers will be required to consult with appropriate design guides, notably the VWHDC's Residential Design Guide and Drayton's Village Design Guide, also to prepare professional character assessments of the wider village and, if appropriate, the development's locale.

NORTH OF BARROW ROAD

SITE LOCATION

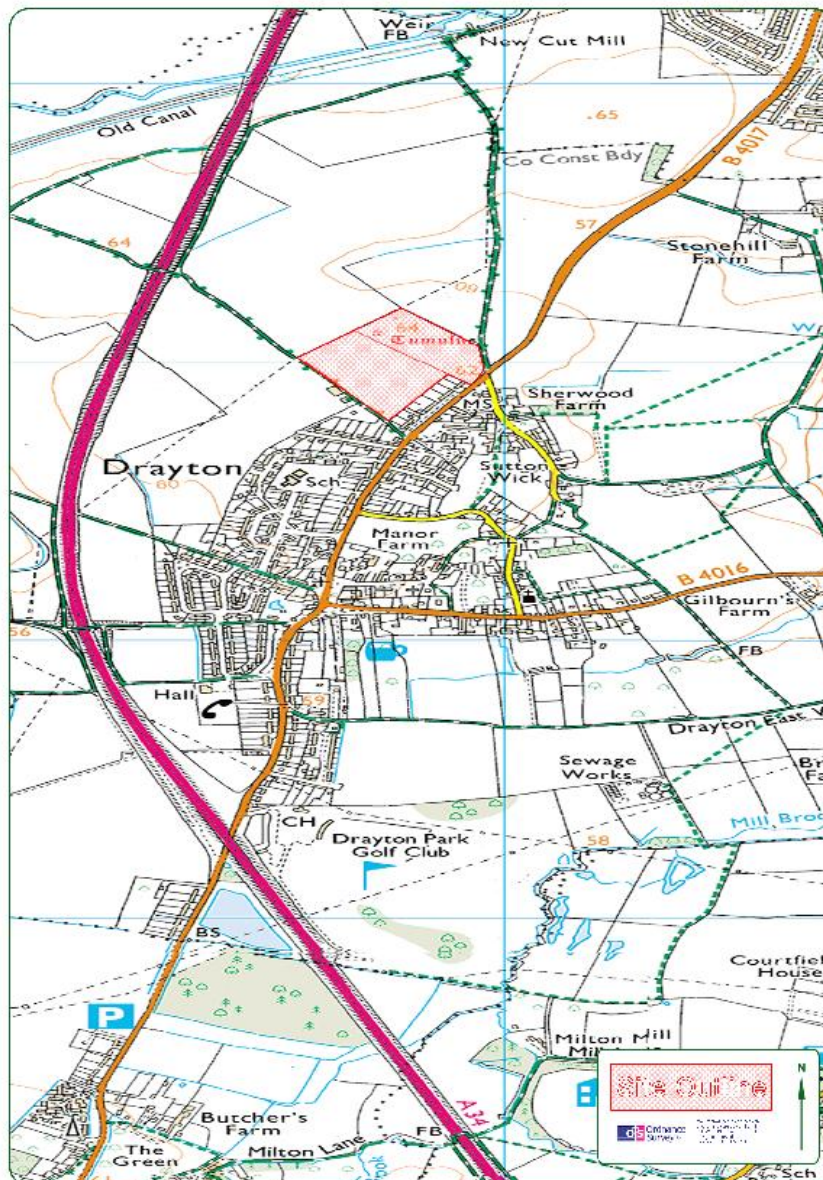


Figure 11 - Site location: North of Barrow Road
Ordnance Survey PSMA licence number: 0100053596

DESCRIPTION

149. This site is located at the north of the village, immediately west of the Abingdon Road as it departs the village. The site comprises part of the larger 12.3Ha site designated DRAY02 in the VWHDC draft Local Plan part 1, a zone which wraps around the north-western corner of the village. The site is currently used for arable agriculture. The site is considered to be capable of taking approximately 60 new homes to meet both the needs of the village and wider district. Access is envisaged to be provided onto the B4017 possibly opposite Sutton Wick Lane. The site is close to both north- and south-bound bus stops at the northern end of the village. Neither of these bus-stops are currently provided with real-time travel information (RTI) screens.

CONNECTIVITY

150. This site abuts a public right of way. Development on this site should maintain as far as practicable the rural nature of these routes.

151. The following measures to improve the connectivity of this site with the rest of the village and beyond could be considered:

- A new footpath could be created linking the site to Corneville Road and via another existing footpath directly to the school enabling children to walk to school from the new development, thereby avoiding the main road;
- The upgrade of Bridleway 7 just north of the site to a cycle way (Policy P-WP2) to provide a link to major retail outlets in Abingdon.

SOCIAL AND COMMUNITY

152. It is envisaged a proportion of the site could be made available for new recreational facilities e.g. new football pitches and a sports pavilion.

URBAN DESIGN PRINCIPLES

153. Any development will be expected to be of high quality in accordance with the housing policies of this NDP and with Proposed Policy 37 (design and local distinctiveness) of the Local Plan. The visual impact of the development on the rural landscape on the northern approach to the village should be considered.

ENVIRONMENTAL HEALTH

154. This site is about a ¼ mile from the A34, so noise from the road should be considered. However this section of the A34 is in a cutting and curves further away from the village than at any other point. These factors mean that the noise levels are lower than elsewhere in the west side of the village and are thus deemed acceptable. However, it is suggested that a comprehensive noise survey be carried out at different times of the day and in different weather conditions to ascertain whether any noise abatement measures are required.

LANDSCAPE CONSIDERATIONS

155. The visual impact of the development on the rural landscape on the northern approach to the village should be considered, and the importance of this is emphasized in a landscape assessment carried out by VWHDC. Planning officers at the Vale have stated their preference for keeping the new built form close to existing houses as this could mitigate any adverse visual impact and also help to blend the development seamlessly with the agricultural land to the west and north. The pavilion should be single storey for the same reason.

ECOLOGY

156. As noted above the site is currently in use for arable agriculture. The fields are enclosed by hedges and these should be preserved wherever possible. New planting will be required to maintain and enhance natural habitats and to generally add to the greenery characteristic of the village (NDP Policy P-LF5)

FLOOD RISK AND DRAINAGE

157. Whilst the site is not in a designated flood risk zone, parts of the site are known to be susceptible to surface water flooding, hence any development should include appropriate flood mitigation measures.

ARCHAEOLOGICAL INTEREST

158. There is a tumulus in the north-west corner of the site, though the OCC Archaeologist considers this unlikely to be prehistoric. However there is evidence from aerial photographs of Roman style ploughing, which suggests that this may have been the site of a Romano-British farmstead. Whilst this is not a listed historical monument, it does have the same legal protections under the NPPF. A full archaeological survey should therefore be conducted prior to development of any part of the site.

CONSERVATION AREA

159. The site is located away from Drayton's Conservation Area hence any development will not be bound by its associated conditions and restrictions. Developers will be required to consult with appropriate design guides, notably the VWHDC's Residential Design Guide and Drayton's Village Design Guide, also to prepare professional character assessments of the wider village and, if appropriate, the development's locale.

SITES NOT INCLUDED IN THE PLAN

160. Within the village, there are a number of sizeable sites, mainly in agricultural use at the present time, where the owner has not declared any intention to develop the land for housing, or at least not in the time period covered by the VWHDC Local Plan i.e. up until 2031. This does not prevent owners from changing their minds, and other sites may be put forward at some future date, but obviously the Neighbourhood Development Plan focuses on sites which are known to be currently available.

HOUSING NUMBERS

161. Over the next 15 years development of the three sites listed as suitable for development in this Plan will represent approximately 250 new houses, of varying sizes (1, 2, 3, 4 and 5 bedrooms). The majority of units should be at the smaller scale end of this spectrum, including 40% affordable homes for rent or purchase, and including accommodation for the elderly, allowing existing Drayton residents to down-size and yet remain in the village.

162. An extra 250 houses would represent a 25% growth in the size of Drayton over a 15 year period. It is the view of this neighbourhood plan that absorbing such growth would be a significant strain on the village community, and that this should represent a maximum for housing development over the plan period. Wherever possible housing should be phased within and between sites over the 15 year period, so that the village is given the opportunity to absorb new people and adapt its facilities and society. No further housing sites are being allocated and no other sites are identified as being capable of sustainable development within the plan period.

PROBLEMS IN IDENTIFYING HOUSING NUMBERS

163. An appendix to the IHSP (Vale's Interim Housing Supply Policy) listed all the large villages in the VWHDC area and allocated to each the number of new houses needed to be built to cope with 'proportionate growth' over the 15 year Plan period. The figure for Drayton was 68, to which we should add the 18 homes already granted planning permission on the Manor Farm site some 16 years ago. This total of 86 has to be understood as a largely notional figure, and in 2013 it has become apparent that the Vale's lack of a 5-year land supply, and the pressure from central government to build more houses in the south-east generally, mean that any numbers quoted must be very provisional. In Spring 2014 the VWHDC identified the land South of High Street Drayton as a 'strategic site' with a development of up to 200 houses. Drayton's housing allocation has therefore risen over the 2 year planning period of the neighbourhood plan process to over 200 houses, taking account of the planning permission already approved at Manor Farm and the identification of the South of High Street as a strategic site.

164. At the time of writing, we do not know if or when the South Abingdon development will go ahead (the original planning application having been refused over concerns regarding measures proposed to alleviate traffic problems at the Ock Street roundabout in Abingdon), and there are several other developments planned in neighbouring villages. All of these will place extra demands on the local road network, and they may or may not have a bearing on the number of houses that can be built in Drayton. We do not know what figures will be determined for Drayton in the VWHDC's updated Local Plan 2031, Part 1 of which, dealing mainly with Abingdon, Wantage and Faringdon, will not be published until 2015 (Part 2, dealing with the Vale's larger villages, including Drayton, may not be available before 2017). Residents should also be aware that a Neighbourhood Development Plan cannot be used to reduce a housing figure or 'block' development, but it can be used to increase the number of houses if this would bring spin-off amenities that benefit the village.

WATER SUPPLY AND SEWERAGE INFRASTRUCTURE

165. It is essential that developers demonstrate that adequate water supply and sewerage infrastructure capacity exists both on and off site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water and sewerage infrastructure. Where there is a capacity problem and no improvements are programmed by the water company, then the developer needs to contact the water company to agree what improvements are required.

166. Thames Water noted, in their formal response to the NDP consultation received in July 2014, that the village is served by the Drayton Sewerage Treatment Works (STW) located to the south east of the village. The works also serves the villages of Steventon, Milton (northern area) and Sutton Courtenay. It was noted that any development in these locations will have a direct impact on the STW; the current levels of growth envisaged in Drayton and surrounding catchment villages is likely to require an upgrade to the system. At the time of writing (September 2014) further investigations are underway to establish the implications of this on the delivery and timing of any proposed development.

ELECTRICITY INFRASTRUCTURE

167. Scottish and Southern Energy Power Distribution (SSEPD) noted in their formal response to the NDP consultation (received June 2014) that the primary substation serving the village (Winsmore Lane 33/11kV) and associated high voltage (HV) distribution network may have sufficient capacity to supply the sites identified in the NDP. They further noted that off-site reinforcement to the existing HV distribution network may be required.

SECTION B: COMMUNITY POLICIES

168. As previously noted, a number of community aspirational policies have been devised for Drayton parish which do not explicitly relate to development and land use, consequently will **not** be examined as part of the Neighbourhood Plan. These community policies are described in detail in this Section.



LOOK & FEEL

Footpath - Millennium Green

169. A range of community-led measures are proposed to maintain and enhance the look and feel of Drayton and its Parish environs. It is envisaged that these could be implemented with relative ease and at little expense, and would be done in concert with any developer-led initiatives with these objectives in mind.

LOOK & FEEL – OBJECTIVE	
To create a cohesive and coherent look and feel for the village that helps integrate the residents and gives Drayton a real identity. To develop a safe, attractive and varied environment that builds on and enhances the distinctive character of the village and makes Drayton a place that offers even more opportunities for people to meet, interact and play, thereby creating a strong sense of community and belonging.	
KEY PROPOSALS	COMMUNITY POLICIES
Maintain and enhance the character of the village.	C-LF8: SIGNAGE REDUCTION
Weaving both greenery and the historical background of the village into any new development to retain character and enhance the existing situation	C-LF9: ADDITIONAL GREENERY

POLICY DETAIL

Maintain and Enhance Character of Parish

COMMUNITY POLICY C-LF8: SIGNAGE REDUCTION
That any signage resulting from a new development must be kept to a minimum and that a review of all village signage be undertaken with the relevant authorities and efforts made to reduce the size and quantity of road signage throughout the village.

170. Road signage is viewed as detracting from the appearance and character of the village, particularly at the roundabout at the centre of the village. Developers are encouraged to consider measures to rationalise and simplify road signage associated with their developments.

Greening the Parish

COMMUNITY POLICY C-LF9: ADDITIONAL GREENERY
As soon as practicable, work should begin on a native tree planting project on the East side of Steventon Road, in Lockway, Hilliat Fields and Manor Close. Further native tree, shrubbery and flower planting initiatives should then continue throughout the village.

171. In most recent developments in the village little has been done to maintain or enhance the village through the planting of trees to replace greenery removed in their building. We aim to reverse this situation by instigating a major tree planting programme within the village and to ensure new developments include significant greenery in their design. Additional shrubbery and flower planting will also be commenced with species that are native to the area.

TRANSPORT

172. Traffic is viewed as a major issue by Drayton residents and any mitigation of the speed and volume of traffic would be welcome. With many households reliant on two or more cars for access to work and shops, and with the main road through Drayton (B4017) now acting as a major relief road for the A34, this is not an easy problem to solve.

173. We want to make it easier for all residents of the village to travel in and around, to stop in the village more safely and easily, and to improve transport links to surrounding towns and villages whilst at the same time minimising the effect on the environment. We aim to achieve this by:

- Reducing the speed and volume of motor traffic travelling through the village;
- Improving non-car transport links to retail and work locations in the surrounding area;
- Introducing additional safety measures for residents (especially the elderly and young).

TRANSPORT – OBJECTIVE	
To make it easier for all residents of the village to travel in and around, and stop in the village more safely and easily and improve transport links to surrounding towns and villages whilst at the same time minimising the effect on the environment.	
KEY PROPOSALS	COMMUNITY POLICIES
Reducing the speed of motor traffic travelling through the village	C-T2: SPEED REDUCTION
	C-T3: HARMONISE SPEED LIMITS
Introducing additional safety measures for residents (especially the elderly and young) and better parking for retail and other community facilities.	C-T4: PEDESTRIAN CROSSINGS
	C-T5: HGV WEIGHT RESTRICTIONS
Improving non-car transport links to retail and work locations in surrounding area	C-T6: CYCLE WAYS
	C-T7: ADDITIONAL BUS SERVICES

POLICY DETAIL

Traffic Speed

COMMUNITY POLICY C-T1: TRAFFIC SPEED REDUCTION

All efforts to be made to introduce:

- A 20mph speed limit throughout the village
- Permanent speed cameras for potential accident danger spots in the village.

Other traffic calming measures through road design, introduction of cycle ways and any other mechanisms as outlined in 'Traffic in Villages' as permitted and promoted by OCC Highways and agreed by the Parish Council.

COMMUNITY POLICY C-T2: HARMONISATION OF SPEED LIMITS

Efforts will be made to harmonise speed limits on roads leading into the village to 40mph.
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174. Like many communities, traffic speed and volume have a major impact on village life. Reducing the speed of traffic travelling through the village is a key objective of the Neighbourhood Development Plan. Proposals to enable us to do this include exploring traffic calming possibilities in the village and examining the possibility of standardising speed limits on the approaches to the village. Questionnaire responses from over 60% of households indicated that the preferred way of addressing the issue of speed was to introduce speed cameras, 20mph speed limits throughout the village and to reduce and harmonise speed limits on roads entering the village.

Traffic Safety

COMMUNITY POLICY C-T3: SAFE PEDESTRIAN CROSSING POINTS

The introduction of further pedestrian crossing points will be investigated on the Abingdon-Steventon Road, the High Street, and around the Green.
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COMMUNITY POLICY C-T4: HGV WEIGHT RESTRICTIONS

A weight limit for HGVs travelling through the village, notably along the High Street where the vibrations have a detrimental effect on the structures of the older buildings should be introduced as soon as possible, and discussions undertaken with the relevant authorities to implement this. This policy will not apply to HGVs accessing village properties for deliveries or removals, or agricultural machinery accessing local farmland, which will be exempt.

175. To improve safety for residents from the traffic a number of further policies will be introduced to help reduce risks for residents (especially the elderly and young), to introduce better parking for retail and other community facilities, and to look at how we can reduce the damage inflicted on local housing by the number of heavy lorries coming through the village.

Non-Car Transport

COMMUNITY POLICY C-T5: CYCLE WAYS
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As soon as practicable, work should commence to upgrade existing and, where appropriate and feasible, establish new cycle paths in, around and through the village allowing safe routes to work and to neighbouring villages, such as between Abingdon-Drayton-Milton Park. This should also include a dedicated cycle lane between the A34 Bridge and the mini roundabout in the centre of Drayton.
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COMMUNITY POLICY C-T6: ADDITIONAL BUS SERVICES

Additional bus services to/from Abingdon and Didcot with a peak frequency of 15 minutes to provide for a 'turn up and go' service to be investigated to allow and encourage more people to get to and from work by bus. Real-time information services should be provided at all bus stops in the village.
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176. Any development in the village will increase the number of vehicles travelling into and out of the village. This will affect the village's ability to achieve its sustainability goals as well as adding further to the volume of traffic through the village. Of particular interest to Parishioners are measures to encourage local bus companies to increase the frequency and co-ordination of bus services to the village, also means to promote walking and cycling both in the village and to neighbouring places of work such as Milton Park. A good network of all-weather paths and cycle tracks throughout the village would encourage less use of cars and increase the ease of flow and access around the village, reducing distances from homes to key locations. All weather footpaths around the village would be safer for older residents and facilitate the use of mobility scooters.

A map of one possible cycle route connecting Drayton to Milton is presented in Figure 12. It is envisaged that the exact routes of cycle ways would be the subject to a detailed feasibility study conducted by Drayton Parish Council in consultation with Parishioners, landowners and other relevant stakeholders.

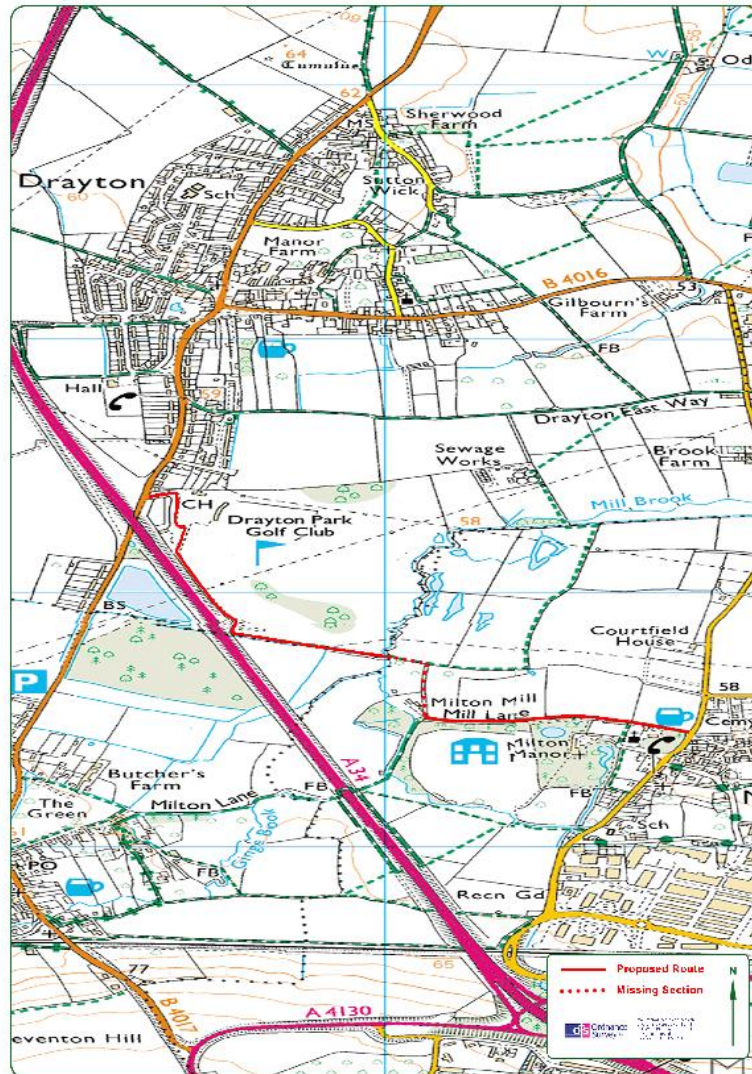


Figure 12 - Possible Cycle Route from Drayton to Milton
Ordnance Survey PSMA licence number: 0100053596

WORK & PLAY

177. As previously noted in this Neighbourhood Development Plan, employment opportunities within the Parish are comparatively scant in comparison to those in surrounding parishes and towns. The majority of Drayton’s working population work outside of the Parish.

178. The Parish is relatively well-provided with indoor recreational opportunities in such places as the Village Hall, although again as previously noted, many of the facilities used for such activities are in urgent need of updating or expansion. Outdoor recreation facilities, however, are very poorly provided for.

179. The Neighbourhood Development Plan seeks to support and improve work and leisure facilities in Drayton for all ages; making it a place where more residents, current and new, can fulfil their requirements for living, working and playing and hopes to achieve this by the:

- Enhancement of the Parish’s recreational and leisure facilities;
- Enhancement of footpaths throughout the village and Parish;
- Encouragement of the development of work opportunities in the village.

WORK & PLAY – OBJECTIVES	
To promote and enhance work and leisure facilities in Drayton for all and for all ages; making it a place where more residents can fulfil their requirements for living, working and playing.	
KEY PROPOSALS	COMMUNITY POLICIES
Enhancement of the Parish’s recreational and leisure facilities	C-WP5: IMPROVEMENT OF EXISTING VILLAGE HAL
	C-WP6: RE-INTRODUCTION OF HEATHCARE SERVICES
	C-WP7: ADDITIONAL PLAY AREA ON MILLENNIUM GREEN
Enhancement of footpaths throughout the village and Parish.	C-WP8: UPGRADING EXISTING FOOTPATHS
	C-WP9: PARISH PATHWAY
Encouragement of the development of work opportunities in the village.	C-WP10: COMMUNITY STALLS

POLICY DETAIL

Community Infrastructure

COMMUNITY POLICY C-WP5: IMPROVEMENT OF EXISTING VILLAGE HALL

The existing village hall on Lockway to be refurbished, extended or replaced.

180. The village hall is well used by the community however it is in urgent need of refurbishment and extension. The main hall in the building is too small for some indoor sports, and its acoustics make it unsuitable as a performance space for drama productions etc. The building itself is poorly insulated, being of low-cost pre-1970s build standard, making it expensive to heat in the winter months. The hall’s part-flat roof design makes it susceptible to water ingress as well as presenting a security issue.



Drayton Village Hall. Lockway

COMMUNITY POLICY C-WP6: RE-INTRODUCTION OF HEALTHCARE SERVICES

All efforts be made to re-introduce healthcare services back into the village especially for the very young and elderly residents.

181. The desire to have some form of healthcare provision re-established within the Parish was broadly supported by survey questionnaire respondees. Concerns were noted regarding the distances to the nearest surgery (currently Abingdon) for both young and elderly residents.

COMMUNITY POLICY C-WP7: ADDITIONAL PLAY AREAS – INCLUDING ON THE MILLENNIUM GREEN

Additional play areas for young children and an outdoor gym should be developed on the Millennium Green and at other appropriate locations in the village.

182. The Millennium Green is well used by residents however it was noted the space currently lacks any dedicated play facilities for our younger residents.

Enhancement of Footpaths

COMMUNITY POLICY C-WP8: UPGRADING OF EXISTING FOOTPATHS

All existing central village footpaths be upgraded to an all-weather standard and footpath map boards be provided at appropriate locations throughout the path network; provision of appropriate disabled access for footpaths within the village bounds.



**Winter Mud - Poorly Maintained
Bridleway No.9, Drayton**

183. The Parish is well served with a network of footpaths however it was noted that many of these were in need of attention and upgrading, over-and-above the maintenance currently undertaken by the Parish. Of particular interest was the establishment of a circular walk possibly around the village bounds, or passing through the village centre.

COMMUNITY POLICY C-WP9: PARISH PATHWAY

All efforts be made to create a circular “Parish” trail taking in existing bridleways, footpaths, canal towpaths, etc., to allow for dog-walking, rambling, cycling, running, and other non-motorised recreational activities.

Development of Work Opportunities in the Village

COMMUNITY POLICY C-WP10: COMMUNITY STALLS

A facility be provided to allow residents to sell local produce, crafts and other products from temporary or permanent stalls. The village hall or proposed green open space could be a venue for temporary stalls (subject to the necessary approvals)

184. Measures to enable residents wishing to earn extra money through the sale of home-grown produce, crafts etc. were broadly supported. A range of options are possible ranging from one-off, seasonally-themed events, to longer duration general trading activities.

SUSTAINABILITY

185. Measures to promote the sustainability of Drayton Parish as a place to live and work have been extensively covered by other policies in this Neighbourhood Plan. A series of community-led initiatives aimed specifically at enhancing the Parish’s natural environment and biodiversity were proposed and received support from Parishioners.

SUSTAINABILITY – OBJECTIVE	
To ensure the long-term sustainability of the village, its buildings and its environment for the benefit both of existing and future generations and of the natural environment itself.	
KEY PROPOSALS	COMMUNITY POLICIES
Protecting the natural environment and biodiversity of the village and its surroundings	C-S3: ENHANCEMENT OF WILDLIFE & NATURAL HABITAT
	C-S4: WILDFLOWERS
	C-S5: NATURE RESERVE

POLICY DETAIL

Enhancing the Parish’s Natural Environment and Biodiversity

COMMUNITY POLICY C-S3: ENHANCEMENT OF WILDLIFE & NATURAL HABITAT

Efforts be made to enhance the natural environment both in and around the village through the installation of appropriate artificial nest sites for bird, animal and insect species, habitat improvements etc.

COMMUNITY POLICY: C-S4: WILDFLOWERS

Efforts be made to promote native wild flower growth at appropriate locations in and around the village (e.g. the village green, Millennium Green, roadside and pathway verges etc.), employing measures such as the ‘staggered cut’ of grasses.

186. Preserving and enhancing biodiversity is an important element of sustainable development and, as such, this Plan supports any initiative that will help achieve this, for example the re-introduction of wildflowers and the replanting of native trees and greenery throughout the village.

COMMUNITY POLICY C-S5: NATURE RESERVE

All efforts be made to establish a Nature Reserve, additional wildlife ponds, and small-scale native woodlands in the Parish for the benefit of local fauna and flora.

187. Being primarily rural in character, the Parish does possess a good complement of green open spaces and informal wild life refuges, including Drayton Copse on the western fringe of the Parish, the Millennium Green within the village, and the land area comprising capped land-fill and mineral extraction sites to the east of the village. Efforts will be made to preserve and enhance the Parish’s green spaces, possibly through the establishment of formally designated nature reserves.

HOUSING

188. In addition to the complement of planning policies covering new housing development in the Parish, two community policies are proposed for address specific needs identified and interests of Parishioners elicited during the questionnaire. It is envisaged that these would be led by the

Parish Council or other Parish body, possibly a Community Land Trust.

HOUSING – OBJECTIVE	
To ensure that any housing development meets the needs of Drayton’s inhabitants, fits into the character of the village and ensures the viability and sustainability of the village	
KEY PROPOSALS	COMMUNITY POLICIES
Specific accommodation provision for existing and new Parishioners	C-H8: SELF-BUILD
	C-H9: CO-HOUSING

Accommodation Provision

COMMUNITY POLICY C-H8: SELF-BUILD

All efforts be made to identify demand for self-build within the Parish. Where sufficient demand is established, measures are to be taken to identify appropriate sites for self-build in the Parish, and to direct Parishioners interested in such activities to appropriate resources and information.

COMMUNITY POLICY C-H9: CO-HOUSING

All efforts be made to identify demand for a new co-housing development within the Parish. Where sufficient demand is established, measures are to be taken to identify an appropriate site for the development, and to direct Parishioners interested in such activities to appropriate resources and information.

NEIGHBOURHOOD DEVELOPMENT PLAN IMPLEMENTATION AND MAINTENANCE

PLAN PERIOD

189. The Drayton Neighbourhood Development Plan will run concurrently with the Vale of the White Horse District Council Local Plan, and will be in force until it expires or is superseded after 2031.

PLAN IMPLEMENTATION

190. The Vale of the White Horse District Council will remain the planning authority for the Parish (and beyond) and as such will determine planning applications in Drayton. Planning applications will be determined using the adopted Local Plan together with the Planning Policies contained in this Neighbourhood Development Plan. The community aspirational elements of this Neighbourhood Development Plan will be the responsibility of Drayton Parish Council to take forward as they see fit.

191. It is envisaged that, on adoption of the Plan, a series of projects relating to specific policies will be devised and implemented by a purposely constituted Neighbourhood Development Plan Implementation Group, working with various existing sub-committees of the Parish Council. The Implementation Group will meet in open session and participation will be sought from members of the public including members of the Drayton2020 Steering and Working Groups. The timing and execution of these projects will be determined by the Council during the first 12 months of the plan

period; it is likely these will be phased to take place over the first decade of the plan period.

192. Additional working groups may be constituted as and when required to address specific topics and themes of the Neighbourhood Development Plan. Implementation of the policies relating to housing will be the responsibility of the Planning Sub-Committee, with over-arching control being retained by the full Parish Council.

PLAN MONITORING AND REVIEW

193. Drayton's Neighbourhood Development Plan is a reflection of the needs and aspirations of the local community as currently understood, however it is fully appreciated that the challenges and concerns of current concern are likely to change over the Plan period. As such, Drayton Parish Council, as the Neighbourhood Development Plan authority, will therefore be responsible for periodically reviewing and, where required, updating the Plan, to ensure it remains relevant and appropriate to the community to which it relates.

194. The Neighbourhood Development Plan will be reviewed in outline by the Parish Council annually as an agenda item at a regular meeting of the full council (as opposed to a specially convened meeting). The output and conclusions of the review will be documented in the meeting minutes and presented to the community at the Parish's Annual Assembly and the Parish Council's Annual Meeting.

195. A full review of the Plan will be conducted every five years to confirm its relevance and appropriateness to Drayton Parish. This will be overseen by the Parish Council with anticipated participation from members of the public, along the lines of the Drayton2020 founding initiative.

PLAN AMENDMENT PROCEDURE

196. Prior to commencement of the first five year review of the Plan period, the Parish Council will put in place one or more policies defining the circumstances under which the Plan would require amendment, and the procedures to do so. It is anticipated that minor amendments to the Plan will be conducted without requiring extensive consultation with the Parish, whereas more significant changes, for instance in response to emerging concerns or ambitions of Parishioners, would require a more expansive approach, again along the lines of the Drayton2020 initiative. Suffice to say, any changes or amendments to the Planning policies contained within the Plan will likely require it to undergo further public and statutory consultation, and subsequent examination. Amendments to community policies, being in the purview of the Parish Council, will require a lower level review process.

CO-ORDINATION AND ENGAGEMENT WITH STAKEHOLDERS AND INTERESTED PARTIES

197. It is recognized that the Neighbourhood Development Plan does and will not sit in isolation from other current and future regional, national and international (e.g. European Union) policy frameworks, hence any and all future reviews will include a brief appraisal of the policy landscape in existence at that time, to confirm the Plan's adherence to and alignment with any and all relevant programmes and initiatives.

198. It is further anticipated that the Neighbourhood Development Plan review activity may require occasional engagement and consultation with relevant stakeholders and interested parties outwith the Parish. Of particular relevance to Drayton will be its neighbouring parishes who, at the

time of writing of this Plan (June 2014), had not commenced preparation of their own Neighbourhood Development Plans. It is recognized that a number of policies specified in Drayton's Neighbourhood Development Plan, for instance those pertaining to Transport, could be significantly enhanced in effectiveness if they were mirrored by and coordinated with similar policies in neighbouring parishes.

FINANCES AND FUNDRAISING

199. A full Project Plan with outline costings covering all policies detailed in this Neighbourhood Development Plan will be prepared by the Implementation Group on its inception. A sample draft is available at Annex D. It is anticipated that, for those policies which relate to the development/construction of village infrastructure, a phased approach be adopted with key priorities identified. Further consultation activities will undoubtedly be required to confirm these core elements of the project plan.

200. Drayton Parish Council recognize that implementation of certain of the policies detailed the Neighbourhood Development Plan is contingent on funds being raised from a variety of sources. Some work has already been done in terms of identifying prospective sources of funding. Again, the Implementation Group will, in parallel with the preparation of the Neighbourhood Development Plan Project Plan, conduct a thorough review of funding options. It is envisaged that these will include, for major infrastructure initiatives such as the new village centre, the possible use of low-interest loan finance, for repayment via the Parish Council's precept.

ACKNOWLEDGEMENTS

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Drayton Parish Council

www.draytonpc.org



Locality

<http://locality.org.uk/projects/building-community/>



Vale of White Horse District Council

<http://www.whitehorsedc.gov.uk/>



Drayton Community Trust