



**DRAYTON NEIGHBOURHOOD DEVELOPMENT
PLAN 2014-2029**

**SUSTAINABILITY APPRAISAL
FINAL REPORT
(EXAMINATION COPY)**

SEPTEMBER 2014

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

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Section 1: INTRODUCTION

Background

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

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

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

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

Neighbourhood Development Plan

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

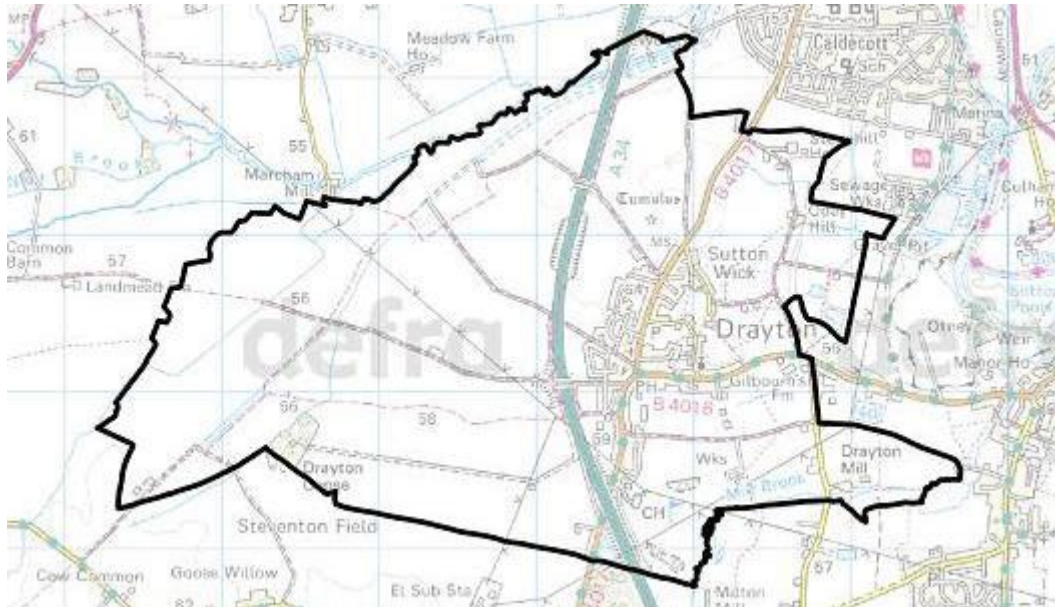


Figure 1

Drayton Parish: Area covered by the Neighbourhood Development Plan

Source: 2001 Census Output area boundary. Crown Copyright.

The Drayton Context

The Drayton Neighbourhood Development Plan is the response of the Parish Council to the VWHDC's Local Plan requirement for significant numbers of new houses in the Vale up to 2031, including in the larger villages such as Drayton. The challenge facing the Parish Council is to identify sites for these houses in a village that is constrained by traffic congestion between the A34 to the south and the Ock Street bridging point into Abingdon in the north. The village in general does not want large scale development, although over the last two years it has become more reconciled to the fact that the only way to address the current shortage of housing in the Vale is by building more houses, of which Drayton should take its share. Residents are concerned about the impact of any expansion upon the natural environment, the quality of village life and the demand on services, such as the school and pre-school, and the rather limited recreational facilities currently available in Drayton. On the other hand, they recognise that controlled development may be the best, if not the only, way to bring about improvements to those facilities, through planning gain.

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

Sustainability Appraisal Scoping Report

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

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

Sustainability Appraisal Approach

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

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

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

**Table 1
Sustainability Objectives**

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

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

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

In summary, this sustainability appraisal proceeds by:

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

Plan Objectives

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

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

Table 2
Plan Objectives

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

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

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

Table 3

Read Across Between Plan Objectives and Sustainability Objectives

Monitoring

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

Section 2: STRATEGIC OPTION APPRAISAL

Background

VWHDC, in common with many other local authorities up and down the country, found itself in the position, after the 2010 election, of having a Local Plan about to reach the end of its Plan period - in this case, 2011. Knowing that the incoming coalition government planned a radical overhaul of the planning system, it is not surprising that these authorities, the Vale included, hesitated to begin updating their Local Plans, given that much of their work might be wasted if the national planning guidelines changed in the meantime.

In the event, all existing Government planning guidance documents were replaced by the NPPF (the new 'National Planning Policy Framework') in the spring of 2012. This reduced more than a thousand pages of planning rules and regulations down to a much simpler single document, consisting of around 50 pages. By this time, the Vale's Local Plan was already out of date, and it was likely its successor would take at least a couple of years to prepare.

Drayton and the IHSP

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

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

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

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

The Vale initiated a formal consultation process concerning all the sites submitted in the IHSP and parish councils were invited to make written submissions. All Drayton residents were invited to a

special Parish Council meeting in the Village Hall in April 2012 to discuss the sites. The detailed applications were displayed on the village website in the weeks previously, and made available to the public at the meeting as handouts. Following public participation and discussion, Drayton Parish Council gave qualified approval to one site only, actually three contiguous sites (nos. 2,3 and 7 in the IHSP) now known collectively as 'South of the High Street', or DRAY 08 in Appendix 6 of the Vale's SHLAA document.

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

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

The NPPF and Drayton's NDP

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

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

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

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

As the IHSP showed, Drayton has numerous sites where housing could potentially be built. To protect itself against applications in the 'wrong' places, and with no up to date Vale Local Plan in sight, it was decided to take advantage of the new powers afforded by the Localism Act 2011 and embark on a Neighbourhood Development Plan for Drayton.

It was understood that an NDP cannot be used to block development and in fact, the members of Drayton's NDP Steering Group (dubbed 'Drayton 2020') welcomed the idea of some development as an opportunity to create a more sustainable and self-sufficient community, with access to improved amenities and enhanced recreational facilities.

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

How Many Houses for Drayton?

The answer to this question is that, although the figure has steadily increased due to external pressures, no upper limit has ever been stated. The Vale have told us that no limit will be forthcoming, in part because the goalposts keep shifting (see the observations on the SHMA below). This has not made the negotiations with developers any easier; nor has it helped in answering residents' concerns. The latter fall into two main areas. There are fears that excessive expansion of the village would change forever its rural character; and people wonder how the local road network will cope with the impact of the inevitable increase in traffic.

The second factor is more worrying in view of all the other developments taking place in the surrounding villages (not to mention South Abingdon), and the cumulative effect this will have on the road infrastructure. As indicated, the IHSP assigned to Drayton a 'proportionate growth' figure of 68, but this represented only natural growth in the existing population of the village by 2026, plus a calculation based on the dwindling size of the 'average' household: in effect, the village needed to 'grow' this much just to stand still. The 18 dwellings given planning permission at Manor Farm were added to this figure, but represented only a very slight increase above the 15 limit in villages allowed by the previous Local Plan.

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

In reality, and on the ground, Drayton 2020 were faced with the fact that three separate sites were being prepared for development by the landowners. Each developer was keen to press ahead and there were no indications they were willing to give way to each other in any kind of phasing arrangement. There was no alternative but to work with all three sets of developers to produce the best combination of housing mix, designs and layouts achievable. In the process, it emerged that if all the developers were willing to work together and contribute financially, it might be possible to devise an integrated traffic management scheme. This would minimize the disruption caused by the additional traffic and provide a more user-friendly environment for pedestrians. As to numbers, it

was difficult to see how we could keep the total across three sites to much below 200. This would split roughly as 'South of High St' -90 new homes; Manor Farm - 45; and Barrow Road – 60.

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

South of High Street site – environment vs density

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

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

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

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

Options

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

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

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

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

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

Positive Reasons for Adopting Option 1

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

Community benefit- Manor Farm site

The Manor Farm site was considered ideal for a new village green on several counts: firstly, it presented an opportunity to open up a new area of green space for public use on a site at present largely screened from public view by stone walling and a dense line of poplar trees along the Abingdon Road. Secondly, the Abingdon Road, being very busy and difficult to cross, has historically acted as a kind of barrier separating the east side of the village from the west.

By creating an access road onto the Manor Farm site opposite Hilliat Fields, it was felt that with some judicious planting of trees either side of Hilliat Fields, leading up to the junction with the Abingdon Road, we could create a kind of boulevard approach to the new village green, which would improve the connections between the two sides of the village and make the new green more accessible. It would also open up further connections leading across Henleys Lane to the Millennium Green, thus linking the two greens.

This, and the creation of a new children's play area on the Millennium Green will, it is hoped, encourage more people from the west side of the village to make use of the Millennium Green which is currently used mainly by dog walkers, but has little to attract families with children.

The position of the new village green will be very central, and very visible from the main road, and will give a much more open aspect to the east side of the Abingdon Road. Surveys seem to show that the site is not particularly bio-diverse in terms of plant, animal and bird life – but there is some evidence to show that where new houses are built, their gardens may prove richer in biodiversity than an open paddock or field, due to the variety of flowers and trees etc that the new residents plant and cultivate. The new site will also form part of a 'green corridor', facilitating the movement of birds and other wild life from one green space to another. The new village green will become another in a chain of green spaces running from the golf course across fields to south of the High St to Manor Farm to the Millennium Green.

Advantages of Manor Farm for the new village green/public open space

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

A site rejected (East of the Parish burial ground)

The third site currently identified for development is designated 'North of Barrow Road' in the NDP. It constitutes part, but not all, of site DRAY 02 in Appendix 6 of the SHLAA. As explained, this site was put forward by the landowner at a later date than the other two. The Parish Council and many concerned residents had been opposed to an earlier site proposed by the same landowner, which bordered directly onto the parish burial ground (**not** the area shown as DRAY 01 in the SHLAA, but on land to the west of bridleway 9). This site was felt to have many drawbacks: it would have disturbed the peace and tranquillity of the parish burial ground and invited people to use the path

through it and the adjacent church burial ground as a short cut to the village, avoiding the main road. It would have precluded any further expansion of the burial ground, which on current projections is likely to be necessary within 15 or 20 years, and possibly also the creation of new allotments, for which demand will increase with the probable growth of the village population.

It would also have blocked out the views across to St Peter's Church from the bridleway, and affected the amenities of the many walkers using bridleway 9 and the associated footpath network. St Peter's Church itself is by far the oldest surviving building in Drayton, parts of it being Early English, dating back to the 12th century. Many other periods and building styles are also represented. Following a fire in 1959, money for the reroofing of the church was raised almost entirely from collections within the parish, or from people who had left the village but still maintained their connection. The church and its immediate surroundings - the burial grounds, allotments, and almshouses, not to mention the lych-gate memorial to 30 men of the village who gave their lives in World War I – all these features seemed to many residents to add up to a harmonious whole, which was worth preserving intact so far as possible. When all these concerns were put to the landowner, he suggested another of his holdings, north of Barrow Road, as an alternative. It is for this reason that Barrow Road emerged at a somewhat later date than the other two sites.

Community benefit - Barrow Road site

The Barrow Road site constitutes part, but not all, of site DRAY 02 in Appendix 6 of the SHLAA. Bounded to the south by Barrow Road, it is also bounded to the east by the Abingdon Road. It is acknowledged that development in this location was not welcomed by the current residents whose houses border the site. Their concerns would probably be those of most people faced with new housing about to be built near their properties, and to a great extent they mirror the similar concerns voiced by residents living near to the south of High St site. There appears to be less anxiety about the Manor Farm site, perhaps because planning permission was granted in the late 1990s, so that people have lived with the possibility of development there for a very long time.

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

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

The Full List of Possible Drayton Sites

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

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

Table 4
Full SHLAA Site Listing for Drayton

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

- Manor Farm (identified as DRAY11 in Appendix 6 of the SHLAA);
- South of High Street (identified as DRAY08 in Appendix 6 of the SHLAA);
- North of Barrow Road (comprising part of the site designated DRAY02 in Appendix 6 of the SHLAA)

Consultation with Residents

A fully detailed record of community involvement will be found in Annex B to the Draft Plan, but it is appropriate here to record how the residents living near to proposed new developments have been given the opportunity to comment on the site design and other details. Steering Group meetings have been held every alternate Friday evening (with some breaks for Christmas and summer holidays) since September 2012. All of these have been open to the public to attend. Since the second major public consultation in the Village Hall in May 2013, residents have known that

development was likely to take place on the three listed sites. Since that time, a number of detailed discussions have taken place with the developers, builders, and land agents of all three sites.

Residents living close to two of these sites – South of High St and Barrow Road, expressed many concerns about the proposed developments, particularly with regard to overall numbers of houses and site layout and design. Representatives of the residents were therefore invited to attend future site meetings to put their objections, or case for changes, direct to the developers. The residents have been listened to, and while this does not guarantee that all their wishes can be met, we are confident that input from them, and from the representatives of Drayton 2020, has resulted in much more sympathetic design and attention to detail than would have been the case had there been no NDP and no involvement from local people.

Noise Constraints Affecting Sites Bordering the A34

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

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

Note: This does not preclude the sites in question from being considered for other types of development, e.g. for light industrial or office use, where noise would be a less critical factor.

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

There is no information in the NPPF as to advisory maximum noise levels, but more recently the Government has published National Planning Policy Guidance, which covers many different policy areas, including a section on Noise. This new guidance is less specific than the old Planning Policy Guidance note ‘PPG 24: Planning and noise’, which has now been scrapped, but the figures in the latter document indicated that the practical noise limits would be around 66dB during the daytime, and 60dB at night, although the second figure is based on the assumption that noise inside a bedroom should not exceed 35dB, and that shutting the window will achieve the necessary attenuation from 60 to 35dB. However, as explained, it seems unreasonable to expect people to have their windows hermetically sealed on warm summer nights, simply in order to get a decent night’s sleep.

The new guidance identifies a 'noise exposure hierarchy', based on people's likely average response. If noise is not noticeable, then clearly there is **No Observed Effect**, and no specific measures are required by way of alleviation. If noise can be heard but it is insufficiently intrusive to cause any change in behaviour or attitude, then there is **No Observed Adverse Effect**. Starting at the **Lowest Observed Adverse Effect**, noise then becomes increasingly noticeable and intrusive, so that there is a perceived change in the quality of life. Within the spectrum of **Observed Adverse Effect**, small changes in behaviour and attitude begin to occur, e.g. people may turn up the volume of the television; they may have to close their windows for some of the time because of the noise; there is a potential for some sleep disturbance. Measures should be introduced to mitigate the noise and reduce it to a minimum.

At the high end of the scale is **Significant Observed Adverse Effect**. Above this level, noise is likely to cause material changes in behaviour and attitude, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. There is potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening, and difficulty in getting back to sleep. The quality of life is diminished accordingly.

Drayton Noise Survey

In order to provide a more objective assessment of the noise levels on the sites adjoining the A34, and in the absence of any such information being available either from the District Council or the County Council, Drayton Parish Council commissioned its own noise survey from Three Spires Acoustics, a professional consultancy specialising in acoustics, noise and regulatory control. This company's engineer took sound recordings over a period of one week in July 2014 from two locations; one at the back of a house in Whitehorns Way, the other at the back of a house in Lockway.

The exact locations are described and mapped in Three Spires Acoustics' full report, which is available as part of the supporting documentation for Drayton's NDP. Both locations look out directly onto sites which have been included in the Vale's SHLAA (Strategic Housing Land Availability Assessment), sites DRAY04 and DRAY05 respectively. Although no recordings were obtained from locations immediately adjacent to sites DRAY03/12 and DRAY06, both these sites are in similar proximity to the A34, and the results would be expected to be very similar.

All of the technical details regarding TSA's findings, and the interpretation of the figures, will be found in the full report. To summarize, however, the engineer found that 'the existing noise climate at both measurement locations is above guidelines for amenity areas and therefore in the context of the rural setting could be considered to cause an **Observed Adverse Effect**. As such, 'the noise impact on any future residential development should be minimised and mitigated by the use of good acoustic design principles. He continues 'potential residential development closer to the A34 will inevitably lead to higher levels of noise exposure with the potential of causing a **Significant Observed Adverse Effect**. He then concludes (our emphasis) '**it is considered that development in these areas should be avoided unless there are sustainability or local development reasons for such development**'.

The noise survey appears to support Drayton 2020's contention that to permit housing on any of the sites named in the first paragraph of this section would be, in reality, to condemn the residents to living in a place where it would be impossible to enjoy outdoor activities, e.g. in their gardens or in a children's play area, in reasonable peace. There would be a constant backdrop of road noise at levels

liable to cause stress and to have other detrimental effects on the residents' health. An already poor quality environment would not be improved by the proximity of pylons on some of these sites. In Drayton 2020's view, it does not make sense to develop unsuitable sites when better options are available.

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

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

Alternative Sites

It is Drayton 2020's view that three sites and a possible 250 new homes are more than enough expansion (25%) for a village of Drayton's size over the plan period to 2031. As explained, we believe that the sites bordering the A34 from DRAY 03/12 on southwards should be ruled out. According to Appendix 6, the Vale itself believes that sites DRAY 01 (to the east of the village) and DRAY 09 (north-east of the village) have serious constraints and are unsuitable for development. This leaves sites DRAY 10 (south of The Manor), DRAY 13 (south of 10 Halls Close) and DRAY 07 (south of East Way).

Drayton 2020 were recently informed that site DRAY13 (size 1.23 hectares) is to be the subject of a planning application from Blue Cedar Homes to build approx 20 homes aimed at the 'over 55's' market. This expression of interest from the developer was received two years into the Neighbourhood Plan process, after all of the main public consultation meetings had taken place, and even after the developers' exhibition in the Village Hall on 27/28th June 2014. A Drayton 2020 Questionnaire was delivered to all householders in the summer of 2013, and a 66% return was achieved – double the average figure for such an exercise. In the July 2013 edition of the Drayton Chronicle, an advertisement was published requesting that any landowner interested in developing their land within the Plan period should contact Drayton 2020 without delay. One year on from this, and after a great deal more public discussion and debate, there was no reason why anyone living in Drayton should have been unaware of our Neighbourhood Plan, least of all landowners with a vested interest in the proceedings.

Drayton 2020 declined to meet with Blue Cedar Homes on the grounds that it was not possible to publicly consult on a further site and still keep to our tight timetable of getting to referendum stage

by Feb 2015. We could not set a precedent that might encourage yet more landowners to come forward, in which case the Plan might have been postponed indefinitely. In any case, the whole purpose of the Plan was to put decisions in the hands of local people, and prevent developers from sidestepping the Plan process with speculative applications.

The decision to not review any more sites is **not** based on the suitability of those sites. Drayton agrees with the SHLAA that DRAY13 is suitable in principle for development – but not within the current Plan period to 2031.

Site DRAY 10 consists of 2.15 hectares of land, currently used as a grazing paddock for horses. Like DRAY13, it is suitable in principle for development, although the means of access would have to be determined. No interest has been expressed by the landowner in development at the present time.

Site DRAY 07 is approx 10 hectares in size, occupying the space between the East Way and Drayton Golf Course. Development here would be in effect, the continuation southwards of development on site DRAY 08, so there would be a certain logic in choosing this site, and it would further consolidate the built-up area of the village. Nevertheless, we would not expect this to happen in the foreseeable future, and certainly not within the current plan period up to 2031.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 3: SITE OPTION APPRAISAL

SITE SELECTION CRITERIA

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

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

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

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

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

The eight site assessment criteria are:

Criterion 1: Preserve the historic character of the village

This is about respecting those features of a village which give it individuality, character, and a sense of place. These qualities concern more than just buildings, since landscaping traditions have a significant impact on character, especially boundary treatments, e.g. the wide grass verges along the High Street or in Hilliat Fields. Housing sites should have regard not just to the land they are built on, but to the surrounding context – this includes their landscape setting, the views in or out of the site, the overall shape of the space, and access to and movement around the housing site.

Certain sites may be regarded as key to the character of a village by virtue of, for example, their historic importance, or environmental sensitivity. In Drayton, an obvious example would be the Conservation Area which makes up the historic 'core' of the village, roughly bounded by Henleys Lane, Church Lane, the High Street, and Abingdon Rd.

Criterion 2: Have low impact on traffic flows

Obviously, all new housing will lead to an increase in traffic in the village, and the impact of any particular housing site will generally¹ be in direct proportion to the size of the development: i.e. the greater the number of houses, the greater number of vehicle movements. This does not necessarily

mean that smaller developments are ‘better’, but there is a responsibility to ensure that new development does not exacerbate current problems with congestion, parking and road safety any more than is unavoidable.

It is hoped to introduce a new traffic management scheme, funded by our developers, which will improve traffic flows along the High Street, from the eastern entrance to the village by the Rooks Nest path to the Wheatsheaf roundabout, and from the latter to the northern entrance to the village at Sutton Wick. The scheme will be based on the principles set out in ‘Traffic in Villages’, a document produced by Dorset AONB but since adopted by other local authorities, and we are fortunate in that we are being advised by one of its authors.

Criterion 3: Have minimal impact on surrounding rural landscape

All of the larger potential locations for new housing in Drayton (10+ houses) are greenfield sites. This inevitably means that there will be some loss of rural landscape. In planning terms, no existing residential property has a right to ‘a private view’, although there is certainly provision for protecting views which can be enjoyed by all, e.g. in Drayton, the view from the fields bordering both sides of the A34 across to the Ridgeway, or the view from the bridleway at the back of the Parish burial ground and pony paddocks across to St Peter’s Church.

The planning system takes other factors into account under the heading of ‘amenity considerations’ – e.g. existing residents should be protected against being overlooked, or affected by unreasonable noise or smell. New development should not, by virtue of its scale and bulk, cause loss of light. Important trees should be preserved, and the area should not be over-developed or its character fundamentally altered.

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

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

Much of the more recent development in Drayton has been piecemeal, and based on small infill sites, often just a single new house or a couple of units. There is no problem with infill development as such, but it has contributed little or nothing in the way of Section 106 developer contributions to the village community, although cumulatively it has added (and continues to add) to the pressure on Drayton’s existing services and resources.

Although it is perfectly legitimate for house owners with large gardens to give over part of their land for new-build housing, it has been demonstrated in some parts of the country that if ‘garden-grabbing’ becomes the norm in an area of houses with substantial gardens, this could rapidly lead to a significant change in character of the area, most probably not for the better – loss of trees and green space, loss of biodiversity, possible parking problems, intensification of road use, and so on.

One practical consideration would be – on how many sides does the site adjoin existing housing? Drayton 2020’s preference would be for sites sufficiently large to allow for some landscaping around the edges and/or softening of the effect on existing residents, although in practice this may not always be possible.

Criterion 5: Offer easy pedestrian access to amenities

It is obviously advantageous for housing sites to be within easy walking distance of local facilities, such as shops, the Post Office, bus stops etc. The closer sites are to the centre of the village, the greater the likelihood that people will use these services, and the number of local car trips may also be reduced.

Of the sites shown in the attached map, Nos 01 and 09, and parts of 03/12 (nearest the A34) would be furthest away from the village centre. Nos 01 and 09 have other constraints and are not currently being considered as housing sites.

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

Criterion 6: Be subject to low traffic noise

As indicated above, all the sites on the west side of the village, with the exception of 02 at the north end of the village, where the A34 diverges away from the Abingdon Road, are directly bordered by the A34. A residents’ survey, carried out some 5 years ago by Councillor Richard Webber, indicated that one of the biggest complaints in the village was about road noise from the A34. Those most affected, unsurprisingly, were those residents living on the west side of the Abingdon Road, and further south, those living on both sides of the Steventon Road, bearing in mind that the A34 converges with and crosses over the B4017 just south of the Drayton waste recycling site.

From the map, it can be seen that any new housing on these sites would be closer to the A34 than existing property, and thus would be subject to still higher noise levels. The latter do vary, according to changes in weather conditions and wind direction, but are at best intrusive. This is particularly true in the vicinity of elevated sections of the road, where the noise levels are most noticeable.

Drayton 2020 does not consider any of these sites suitable for housing, but other forms of development would be considered, such as light industrial or office use, or the local production of food on smallholdings or allotments.

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

Not least for the reasons already outlined in section 5 above, it makes sense to consolidate the village within the existing built ‘envelope’, rather than encourage the linear spread of the village outwards beyond its existing boundaries. Thanks to ‘ribbon’ development in the last century, Drayton already extends 1.5 miles from north to south, and the A34 bridge tends to reinforce a sense of separation between the main village and the housing south of the bridge, which in some ways, has the feel of a different community.

Keeping new development to within 5 or 10 minutes walk of the centre of Drayton, wherever possible, will hopefully make for a more coherent community. Keeping it within the existing village boundaries will also prevent the problem of coalescence, whereby one settlement gradually creeps outwards further and further towards the neighbouring settlement, until eventually, all are joined together in one undifferentiated sprawl.

Criterion 8: Not be of special ecological or archaeological significance

Enquiries have confirmed that Drayton is the site of a number of scheduled ancient monuments, enclosures, and settlement evidence. The County Archaeologist writes, 'the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic period to the medieval period... forming part of a well preserved historic landscape. This should be seen as being both of national importance and irreplaceable'.

Some of the prospective housing sites in Drayton, e.g. Manor Farm, have already had archaeological investigations made, but this will be a requirement for any site identified for future development.

RATING THE SITES

On the recommendation of the Oxfordshire Rural Community Council (ORCC), a 'traffic-light' system has been used to rate the 14 sites listed above. We have based this on the methodology used in the Building for Life (BfL) document, which is endorsed by central government. The latest version of this document was rewritten in 2012 specifically to take account of the NPPF. It was drawn up by three partners: CABE at the Design Council, Design for Homes, and the Home Builders Federation, with the assistance of Nottingham Trent University.

The purpose of the BfL document is to help local planning authorities assess the quality of proposed and completed developments; and to provide a point of reference in the preparation of local design policies. The document examines different aspects of development and assigns to each a rating of green, amber or red. It recommends that new developments should aim to secure as many 'greens' as possible; the more 'greens', the better a development will be.

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

An amber light indicates that a particular aspect of a site may be in some way problematic but that solutions or mitigation measures are feasible. A red light indicates that, judged on the criterion in question, the site is more seriously flawed. One or more red lights might not necessarily preclude the site from consideration, if appropriate measures could be employed that would enable the red to be converted to an amber or green, or in the event (not applicable in Drayton) that no suitable alternative site were available.

As will be seen in the grid, Drayton 2020 have rated the majority of sites bordering the A34 as 'red' for traffic noise, not only on the grounds stated in the previous section, but because there are better sites available in the village, much less affected by noise.

No site is likely to score greens in all categories, for a variety of reasons. As BfL states, "Where a (proposed site) is identified as having one or more 'ambers', which would point to the need to rethink whether these elements can be improved, local circumstances may justify why the scheme cannot meet the higher standard expected of a 'green' rating". As an example, all the sites, if

developed, would add to traffic flows through the village. However, it would not be helpful on this basis alone to rate the larger sites as more of a problem than the smaller sites simply because they would generate more traffic. The fact is that the housing targets we are expected to achieve mean that smaller sites will have to be compensated for by larger sites anyway. In this sense, it is more logical to rate all the sites 'amber' for traffic flows, and accept that we need to find a more 'holistic' solution to traffic management in Drayton. Drayton 2020 is currently seeking developer funding for this kind of approach.

Limitations to Rating systems

The 'traffic-light' rating system is a useful means of sorting out the sites which are more suitable for development from the ones which are less suitable. However, some limitations apply to any kind of rating system. Firstly, the ratings cannot be 100% objective- obviously it should be possible to justify why a particular rating has been assigned, but one person's judgement on the matter may not necessarily agree with another's.

Secondly, ratings do not tell the full story, and they should not be interpreted simply as a method of 'scoring' sites. For example, the Barrow Road site provides the village with much needed new recreational facilities; the Manor Farm site offers a whole new area of public open space to open up the centre of the village; and the South of High Street site offers new children's play areas and a green walkway around the perimeter of the site. All of these are positive community benefits which do not show up in the baseline rating.

Thirdly, ratings tend to measure those things which can be measured. But the most important features of a village, and the ones most appreciated by the residents, are often the least tangible and the hardest to quantify. There is such a thing as 'unique sense of place', but it is not easy to define. Nor is it easy to explain why one site contributes to it, while another detracts from it. This, like point 1 above, must remain largely a matter of judgement.

SITE OPTION APPRAISAL

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

	SITE REFERENCE	DRAY01	DRAY02	DRAY03
	Site Name	Land north of High Street (east of burial ground & bridleway no. 9)	Land north of Abingdon Road (includes 'Barrow Road' site)	Land to east of A34 (and west of Hilliat Fields/Lyford Close)
3	Have minimal impact on surrounding rural landscape	<p>Impact would be lessened if site is confined to the fields east of Bridleway no.9, as more significant landscape features (see above in 1) lie to the west of the bridleway.</p> <p>Rating: Amber</p>	<p>The land is at present in agricultural use. It is bordered along Barrow Road by high hedgerows, which can hopefully be preserved. Otherwise this is flat land, largely treeless. Depending on season, crops growing or land ploughed up/left fallow. The proposed housing site occupies only part of the area shown in the Appendix 6 map. From the northerly approach to the village along the Abingdon Rd, housing on this site would have some visual impact.</p> <p>There will be some loss of rural aspect.</p> <p>Rating: Amber</p>	<p>The land is at present in agricultural use, flat and largely treeless. Housing on this site would impact on views across to the Ridgeway and AONB for existing residents living to the north of the site, and for walkers along bridleway 6.</p> <p>There will be some loss of rural aspect.</p> <p>Rating: Amber</p>
4	Have low impact on neighbours and green space in the village	<p>There would be relatively low impact on neighbours as the site is open aspect on 3 sides, and semi-open on the 4th side (pony paddocks, and houses fronting onto High St). Impact on green space part dependent on whether site extends west to burial ground.</p> <p>In latter case: Rating: Red</p>	<p>Residents living in Abingdon Road and Barrow Road will be directly affected by loss of views across open countryside. Although loss of view is not a planning consideration, discussions have taken place as to ways in which the impact of development might be mitigated. Negotiations have taken place with developers and the land agents to produce a project plan which reduces the impact of new housing.</p> <p>Rating: Amber</p>	<p>Residents living in Hilliat Fields and Lyford Close would be directly affected by loss of views across open countryside. Although loss of view is not a planning consideration, residents would be consulted to assess ways of mitigating the impact of development.</p> <p>Rating: Amber</p>

	SITE REFERENCE	DRAY01	DRAY02	DRAY03
	Site Name	Land north of High Street (east of burial ground & bridleway no. 9)	Land north of Abingdon Road (includes 'Barrow Road' site)	Land to east of A34 (and west of Hilliat Fields/Lyford Close)
5	Offer easy pedestrian access to village amenities	<p>The site is not conveniently situated for best access to village amenities: from furthest part of site, likely to be at least 15 mins. walk to centre of village (Post Office).</p> <p>Rating: Amber</p>	<p>The site is at the northern end of the village, but there is a nearby bus stop, and a newsagent/grocery shop is within 10 mins. walk. There are plans to create a new pathway leading direct to Drayton School, which will improve connectivity, and provide a safer route to school for the children, avoiding the main road altogether. It is also hoped to create a cycle path along existing bridleway 7, which begins nearby and leads to Tesco's.</p> <p>Part of the proposed site has been set aside for new playing fields and a pavilion, which will add significantly to the recreational amenities in the village.</p> <p>Rating: Green</p>	<p>The furthest parts of this site (north-west quadrant) would be some distance away from bus stops and access to other village amenities. Other areas would be only a little further than existing housing, with good access to the school.</p> <p>Rating: Amber</p>
6	Be subject to low traffic noise	<p>Traffic travels relatively fast along the Drayton Road prior to entering the 30 mph zone at eastern entrance to the village. But traffic noise from the B4016 not considered a significant issue.</p> <p>Rating: Green</p>	<p>Traffic noise from the B4017 Abingdon Rd is not considered an issue. Noise from the A34 is less intrusive than on any other site to the west of the Abingdon Rd because the two roads are diverging at this point, so that the A34 is approx quarter of a mile away from the proposed site. The A34 is also in a shallow cutting along this stretch, so that noise does not 'carry' so much as on other sites this side of the village.</p> <p>Rating: Amber</p>	<p>Traffic noise from the A34 would be a significant issue on this site, increasingly so the closer to the road, which is elevated along this stretch. A pylon line also traverses the site.</p> <p>Drayton 2020 do not believe this site in its entirety is suitable for housing, although other forms of development, e.g. recreational light industrial, smallholdings or allotments, would be considered.</p> <p>Rating: Red</p>

	SITE REFERENCE	DRAY01	DRAY02	DRAY03
	Site Name	Land north of High Street (east of burial ground & bridleway no. 9)	Land north of Abingdon Road (includes 'Barrow Road' site)	Land to east of A34 (and west of Hilliat Fields/Lyford Close)
7	Be within the existing built-up area of the village	<p>The part of the site within the built-up area (i.e. adjacent the burial ground) is considered unacceptable in terms of category 1.</p> <p>Remainder of site is outside village 'envelope': it would extend the village out towards Sutton Courtenay.</p> <p>Rating: Red</p>	<p>The site, though on the northern fringe of Drayton, does lie within the existing built-up area. The northern border of the site may consist of housing and a sports pavilion, which will create a firm building line boundary marking the northern edge of the village.</p> <p>As indicated in 5, it offers good access to the school, a bus stop, and local shops, and is no further from the Post Office than existing housing.</p> <p>Rating: Green</p>	<p>The site is within the existing built-up area of the village, but the sheer size of the site (combined with DRAY12) mean that if settlements are built up to the A34, this would extend the village a quarter of a mile further to the west. In addition, and on grounds of *intrusive levels of noise from the A34. Drayton 2020 would consider it inadvisable to push the building line any closer to the A34 than existing settlements in Whitehorns Way and Lockway.</p> <p><i>* see the note on Drayton's Noise Survey in Section 2 above</i></p> <p>Rating: Amber</p>
8	Not be of special ecological or archaeological significance	<p>The County Archaeologist comments 'the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic period to the Medieval period...This (historic landscape) should be seen as... both of national importance and irreplaceable'.</p> <p>Further investigation would be required.</p> <p>Rating: Amber</p>	<p>There is a tumulus (burial mound) in the north-west quadrant of the site. The status of this is uncertain, but the County Archaeologist comments, 'crop mark evidence suggests that it overlies Romano-British settlement.</p> <p>Further investigation required, and any development should probably keep clear of this location.</p> <p>Rating: Amber</p>	<p>We are not aware of any special ecological or archaeological features on this site.</p> <p>Rating: Green</p>

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

	SITE REFERENCE	DRAY04	DRAY05	DRAY06
	Site Name	Land off Marcham Road	Land West of Steventon Road (to west of Lockway)	Land West of Steventon Road
4	Have low impact on neighbours and green space in the village	There would be some loss of view from the back gardens of some residents in Whitehorns Way, although loss of view is not deemed to be a planning consideration. Due to the proximity of the A34, Drayton 2020 believe that mitigation measures are unlikely to be practical or effective on this site. Rating: Amber	Development would affect the view of some residents in Lockway from their back gardens across an open field, but the view is limited by the elevated section of the A34, and loss of view is in any case not deemed to be a planning consideration. Due to the proximity of the A34, Drayton 2020 believe that mitigation measures are unlikely to be practical or effective on this site Rating: Amber	The site is open aspect on three sides, bordered by housing on the west side of Steventon Rd. There would be some impact on these neighbours, but some of the back gardens are shielded from development by the football field and Village Hall, while those further south look out mainly onto an elevated section of the A34. Rating: Green
5	Offer easy pedestrian access to village amenities	Most areas of this site would be within easy walking distance of the centre of the village. Rating: Green	Most areas of this site would be within easy walking distance of the centre of the village. The Village Hall, football club, and Lockway playground are all nearby. Rating: Green	Most areas of this site would be within reasonable walking distance of the centre of the village. Rating: Green
6	Be subject to low traffic noise	Traffic noise from the A34 is a significant issue on this site, not only because of its proximity to the road but because the road is in elevated section at this point*. Drayton 2020 do not believe any part of this site is suitable for housing, although other forms of development, e.g. recreational, light industrial, smallholdings or allotments, would be considered. * see the note on Drayton's Noise Survey in Section 2 above Rating: Red	Traffic noise from the A34 is a significant issue on this site, not only because of its proximity to the road but because the road is in elevated section at this point*. Drayton 2020 do not believe any part of this site is suitable for housing, although other forms of development, e.g. recreational, light industrial, smallholdings or allotments, would be considered. * see the note on Drayton's Noise Survey in Section 2 above Rating: Red	Traffic noise from the A34 is a significant issue on this site, not only because of its proximity to the road but because the road is in elevated section at this point*. Drayton 2020 do not believe any part of this site is suitable for housing, although other forms of development, e.g. recreational, light industrial, smallholdings or allotments, would be considered. * see the note on Drayton's Noise Survey in Section 2 above Rating: Red

	SITE REFERENCE	DRAY04	DRAY05	DRAY06
	Site Name	Land off Marcham Road	Land West of Steventon Road (to west of Lockway)	Land West of Steventon Road
7	Be within the existing built-up area of the village	The site is within the existing built-up area of the village, but would extend housing closer to the A34 than any existing development in the village. Rating: Red	The site is within the existing built-up area of the village, but would extend housing closer to the A34 than any existing development in the village. Rating: Red	The site is within the existing built-up area of the village, but would extend housing closer to the A34 than any existing development in the village. Rating: Red
8	Not be of special ecological or archaeological significance	We are not aware of any special ecological or archaeological features on this site. Rating: Green	We are not aware of any special ecological or archaeological features on this site. Rating: Green	We are not aware of any special ecological or archaeological features on this site. Rating: Green

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

	SITE REFERENCE	DRAY07	DRAY08	DRAY09
	Site Name	Land south of Drayton East Way	Land bounded by High St and Drayton East Way	Land to east of Sherwood Farm, Drayton
3	Have minimal impact on surrounding rural landscape	The site is open aspect on three sides and bordered by housing on only one. There would however be a significant loss of rural landscape. Rating: Amber	The site is bordered by housing to the north and west. It has many important landscape features and is notably bio-diverse, being home to a variety of trees, plants and wildlife, including several protected species, e.g. bats. Any development will need to protect these features and also provide flood resilience measures, such as attenuation ponds: there are known issues with drainage. Rating: Amber	The impact on the rural landscape would be substantial; moreover, development on this site would extend beyond the existing village 'envelope' and reduce the separation between Drayton and Abingdon. Rating: Red
4	Have low impact on neighbours and green space in the village	The impact on neighbours would be relatively low, due to there being open space on two sides, and a golf course on the third. Although this area is agricultural rather than open access to the public, the loss of green space would be significant, as this is a sizeable site. Rating: Amber	The number of neighbours is limited, although the impact on those affected is potentially significant. There will be loss of views, although this is not deemed a planning consideration. Negotiations have taken place with developers and the land agents to produce a project plan which uses landscaping and buffer zones to 'soften' the impact of new housing. Rating: Amber	Development of this site is not envisaged within the Plan period. It would entail substantial loss of green space between Drayton and Abingdon, thus contributing to 'coalescence' of settlements. Rating: Red
5	Offer easy pedestrian access to village amenities	Most areas of this site would be within reasonable walking distance of the centre of the village. Rating: Green	Most areas of this site would be within easy walking distance of the centre of the village. Rating: Green	Some areas of this site would be a considerable distance from the centre of the village. Rating: Red
6	Be subject to low traffic noise	This site would not be significantly affected by traffic noise. Rating: Green	This site would not be significantly affected by traffic noise. Rating: Green	This site would not be significantly affected by traffic noise. Rating: Green

	SITE REFERENCE	DRAY07	DRAY08	DRAY09
	Site Name	Land south of Drayton East Way	Land bounded by High St and Drayton East Way	Land to east of Sherwood Farm, Drayton
7	Be within the existing built-up area of the village	The site is situated within the existing built-up area of the village. Rating: Green	The site occupies a central location, ideally situated for access to the village amenities. Rating: Green	The site lies outside the built-up area of the village, with some areas remote from the centre. Rating: Red
8	Not be of special ecological or archaeological significance	The County Archaeologist comments ' the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic period to the Medieval period...This (historic landscape) should be seen as... both of national importance and irreplaceable'. Further investigation required in the event of development. Rating: Amber	The County Archaeologist comments ' the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic period to the Medieval period...This (historic landscape) should be seen as... both of national importance and irreplaceable'. Further investigation required in the event of development. Rating: Amber	The County Archaeologist comments, 'The area to the east of the village, extending across to Oday Hill, contains a spread of crop marks that include a probable Neolithic long barrow and other prehistoric features'. Rating: Red

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

	SITE REFERENCE	DRAY10	DRAY11	DRAY12
	Site Name	Land south of High St (behind Manor House)	Land north of Gravel Lane (Manor Farm)	Land to the east of the A34
3	Have minimal impact on surrounding rural landscape	<p>There would be some loss of rural landscape.</p> <p>Rating: Amber</p>	<p>Although there will be some loss of rural landscape, most of this is not at present accessible or even visible to most residents. Creation of a new village green will compensate for the loss of land which is currently used only for grazing horses, and the whole area will be opened up along the line of the Abingdon Road to public access and view. The overall impact is expected to be very positive.</p> <p>Rating: Green</p>	As for DRAY03
4	Have low impact on neighbours and green space in the village	<p>The neighbours most affected (possibly the only ones) are the landowners themselves. The site is open aspect on three sides.</p> <p>Rating: Green</p>	<p>Any views of this land by the relatively few neighbours are at present largely obscured by trees and vegetation. Development will result in some overall loss of green space, but the amount of green space actually available to the residents will be substantially increased.</p> <p>Rating: Green</p>	As for DRAY03
5	Offer easy pedestrian access to village amenities	<p>The site is located at the eastern end of Drayton, but is within reasonable walking distance of the village centre.</p> <p>Rating: Amber</p>	<p>The site is located in the centre of the village, within easy walking distance of the Post Office. A newsagent/grocery shop is adjacent to the site. A further effect of opening up the new village green is to enable people to walk from the west side of the village right through to the Millennium Green across 'green space', thus improving connectivity and encouraging residents to use the Millennium Green and the wider footpath network, which in Drayton is excellent.</p> <p>Rating: Green</p>	As for DRAY03

	SITE REFERENCE	DRAY10	DRAY11	DRAY12
	Site Name	Land south of High St (behind Manor House)	Land north of Gravel Lane (Manor Farm)	Land to the east of the A34
6	Be subject to low traffic noise	This site would not be significantly affected by traffic noise. Rating: Green	This site would not be significantly affected by traffic noise. Rating: Green	As for DRAY03
7	Be within the existing built-up area of the village	The site is on the eastern edge of the built-up area, but lies within the village 'envelope'. Rating: Amber	The site is in the centre of the village with good access to all amenities. Rating: Green	As for DRAY03
8	Not be of special ecological or archaeological significance	The County Archaeologist comments 'the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic period to the Medieval period...This (historic landscape) should be seen as... both of national importance and irreplaceable'. Further investigation required in the event of development. Rating: Amber	The site has been the subject of archaeological investigation in the past – this is the origin of the spoil mound that runs north-south across part of the land. Further investigation may be necessary prior to development. Rating: Amber	As for DRAY03

	SITE REFERENCE	DRAY13	DRAY14	
	Site Name	Land to south of 10 Halls Close, Drayton	Land behind houses on west of Steventon Road, southern end of village ('Long Meadow')	
	Site size	1.23 ha	1-2 ha (estimate only)	
1	Preserve historic character of the village	Housing to the north of this site is in the High St Conservation Area. Similar constraints and design requirements would apply as to site DRAY08 (bounded by High St & East Way) Rating: Amber	The houses in Steventon Road date from the mid to late 20 th century. No obvious historical characteristics. Rating: Green	
2	Have low impact on traffic flows	All sites will produce additional traffic which could add to congestion. Access would be from the southern end of Halls Close. This is a relatively small site, but development would add to traffic flows along the High St to the Wheatsheaf roundabout. Modifications to the junction between Halls Close and the High St may be required. Rating: Amber	All sites will produce additional traffic which could add to congestion. Access would have to be provided from the B4017, probably from a point south of the present line of houses on the west of Steventon Road. Traffic heading south would not travel through the main part of Drayton village at all. Rating: Amber	
3	Have minimal impact on surrounding rural landscape	There would be some loss of rural landscape. Similar concerns regarding conservation of wild life, trees, plants and other landscape features as for site DRAY08. Rating: Amber	The site is hidden from view from most passers-by, located behind the existing housing in Steventon Rd. It is currently a grass meadow, in effect a large extended garden. As indicated, any impact on the rural landscape would be invisible to most people. Rating: Green	

	SITE REFERENCE	DRAY13	DRAY14	
	Site Name	Land to south of 10 Halls Close, Drayton	Land behind houses on west of Steventon Road, southern end of village ('Long Meadow')	
4	Have low impact on neighbours and green space in the village	<p>The number of neighbours is limited, although the impact on those affected could be potentially significant. There will be loss of views, although this is not deemed a planning consideration.</p> <p>Rating: Amber</p>	<p>The only people likely to be affected by loss of view are the existing residents in Steventon Road, and it is understood that a high hedge screens many of their gardens from the land. Loss of view (if applicable) is not deemed a planning consideration. The site is otherwise open aspect on three sides</p> <p>Rating: Green</p>	
5	Offer easy pedestrian access to village amenities	<p>The site is within easy walking distance of the centre of the village.</p> <p>Rating: Green</p>	<p>This site is located at the southern extremity of the village, which is probably closer to the centre (and shops) of Steventon than it is to the Post Office in Drayton. Most village amenities are a 15-20 min walk away. Site is probably closer than Barrow Rd to the Village Hall, but only because the Village Hall itself is some way south of the true village centre.</p> <p>Rating: Amber</p>	
6	Be subject to low traffic noise	<p>This site would not be significantly affected by traffic noise.</p> <p>Rating: Green</p>	<p>This site would not be significantly affected by traffic noise.</p> <p>Rating: Green</p>	

	SITE REFERENCE	DRAY13	DRAY14	
	Site Name	Land to south of 10 Halls Close, Drayton	Land behind houses on west of Steventon Road, southern end of village ('Long Meadow')	
8	Not be of special ecological or archaeological significance	<p>The County Archaeologist comments ' the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic period to the Medieval period...This (historic landscape) should be seen as... both of national importance and irreplaceable'.</p> <p>Further investigation required in the event of development.</p> <p>Rating: Amber</p>	<p>We are not aware of any special ecological or archaeological features on this site.</p> <p>Rating: Green</p>	
7	Be within the existing built-up area of the village	<p>The site is within the built-up area of the village.</p> <p>Rating: Green</p>	<p>The site is within the existing built-up area of the village, albeit on its southern edge. South Drayton is to some extent isolated from the rest of the village, due to a lengthy gap in the housing on the west side of Steventon Rd (there is no housing on the east side, south of the Waste Reception Area) and the fact that the B4017 is bisected by the A34 bridge. This site lacks the benefits of a central location and would add no obvious amenity value to the village</p> <p>Rating: Amber</p>	

SITE OPTION APPRAISAL SUMMARY

Sites \ Criteria	DRAY 01	DRAY 02*	DRAY 03	DRAY 04	DRAY 05	DRAY 06	DRAY 07	DRAY 08*	DRAY 09	DRAY 10	DRAY 11*	DRAY 12	DRAY 13	DRAY 14
1 Preserve historic character of village	R	G	G	G	G	G	G	A	R	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

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

Section 4: ENVIRONMENTAL ASSESSMENT

Introduction

As indicated in Section 2, three sites have been identified in Drayton as being those best suited to development for housing. One of these sites, Manor Farm, is wholly within the Drayton Conservation Area. A second site, 'South of the High Street' borders the High Street part of the Conservation Area.

The third site, Barrow Road, is not affected by considerations relating to the Conservation Area, but its location at the northern boundary of the village raises its own issues regarding environmental sensitivity. The view of the site from the B4017, approaching the village from the north, is important. There is also a tumulus, or burial mound on a part of the site. Development should not disturb this area, and the site layout has been designed to avoid doing so. But as English Heritage has observed, 'Drayton is surrounded by a vast complex of Neolithic ritual monuments and Bronze Age burial evidence. These complexes are of national importance and are Scheduled Monuments'.

A potted history of Drayton village may be found in the Baseline Information contained both in this document and in the NDP Scoping Report. Further information on the character of the built environment in different parts of the village may be found in the Drayton Design Guide.

Additional information is included here about some of the historic buildings within the Drayton Conservation Area. They are grouped according to their proximity to the Manor Farm and South of High Street sites. The Barrow Road site is assessed like the other sites for its environmental impact, but it is not affected by the proximity of historic buildings.

MANOR FARM

Historically Important Buildings

The Manor Farm site is bounded by the Abingdon Road to the west, by Henleys Lane to the north, and Gravel Lane to the south. According to English Heritage, there are 4 Grade II listed buildings in Henleys Lane:

- **Pusey Cottage at No 15**, a 17th century house with a thatched roof.
- **the Old Lodge at No 31**, an early 17th century timber-framed house with cross wing.
- **No 38 (no name given)** and
- **No 35 (Lime Close)**, a 17th century hall house with timber framing underneath later 18th century alterations.

Also nearby are

- **A 16th/17th century timber-framed cross-wing farmhouse** located in Gravel Lane, and,
- **The Manor Farmhouse** on The Green: a 19th century farmhouse which has been subject to several archaeological excavations.

Archaeology

The Manor Farm site has been the subject of extensive archaeological investigation and excavation. Bronze Age to Saxon/Medieval boundary ditches were found to be concentrated in the north of the site. Pottery from all mentioned periods was found, and excavations offered a rare opportunity to study the earliest stages of development of a South Oxfordshire village.

A metre wide trench was cut by Abingdon Area Archaeological and History Society in 1995 into a bank on the eastern side of the Abingdon Road at Manor Farm to investigate its age and purpose. Oxford Archaeology (formerly the Oxford Archaeological Unit) carried out a more detailed area excavation in May/June 2000

OA's records state that 'the sequence found was that a prehistoric/Iron Age occupation had ended and the area became grassland which contained a single shard of Roman pottery, either a medieval cooking pot or of Iron Age date. This was succeeded in the 18th century by a cut further west and this in turn was overlaid by a road surface which may be that shown in the 1811 tithe map.

The later layers with 19th century pottery then accumulated until the area became grassland as at present'. It is not clear that further detailed investigation on this site would be necessary, or likely to uncover significant new information.

Environment and Topography

The site is a predominantly flat area (1.73 hectares) of grass paddock, used primarily for the grazing of horses. The mound created by the above excavations is still in place and runs for approx 50 metres north-south down the middle of the site. As indicated in Section 2, the site is presently largely screened from the view of passers-by by high hedges along Henleys Lane and by a line of trees and stone walling along the Abingdon Road. For this reason, it currently provides little or no community benefit to the village.

Any development which takes place in a Conservation Area should preserve but also enhance its amenity value. Drayton 2020 would argue that the only thing being preserved at the moment is an area of fairly unkempt grass paddock, which is not landscaped in any way, and which is not accessible to the public.

The conversion of this land into a public open space as a new village green has received enthusiastic endorsement from Drayton's residents in all public consultation meetings and in the village questionnaire. The project would, in our view, enhance the amenity value of the land without being detrimental to the outlook of properties along Henleys Lane (whether Grade II listed or not).

The location of the new housing would not be intrusive to any of the surrounding property because of the open face presented to Henleys Lane and the Abingdon Road, and the fact that the buildings of Manor Farm itself lie between the new housing and Gravel Lane.

Mitigation measures

DPDS, the prospective developers, have conducted their own ecological survey of the site, and ABNATS (Abingdon Naturalists Society) also carried out a brief investigation. Both concluded that the

levels of biodiversity were not especially high, but that bird and animal life were unlikely to be adversely affected to any degree by the development. This is because a large part of the area would remain as grassland, albeit public space, and the gardens of the houses built would probably allow for a greater variety of plants, flowers and trees than is presently the case.

The row of poplar trees facing the Abingdon Road would be removed as part of the opening up of the west side of the site. It is proposed that the north-east corner of the public open space might be devoted to a small area of community woodland, which would help to compensate for the loss of the poplars, but also provide added amenity value for village residents. It would of course also provide habitat for birds, insect species, small mammals and wildflowers.

New footpaths will be created across the open space, improving the linkage between the west side of the village and the Millennium Green, and possibly opening up a new route from the bungalows in Caudwell Close across to the new green and Henleys Lane beyond.

Housing Design

DPDS have prepared a detailed design brief which has gone through a large number of changes in response to discussions with Drayton 2020 and the comments of Drayton residents. The house designs display close attention to detailing, including such important issues as parking and access, and the site has been divided up into three main character areas to enhance diversity.

DPDS have carried out extensive research into local vernacular styles and building materials and these are referenced in the design and overall layout of the site. The interface of the housing with the new open space is a continuous curved terrace of smaller housing, with one archway leading through to the southern part of the site, a straight causeway with housing on both sides with views through the archway to the green space beyond. This appears to us a coherent and 'readable' design with many attractive features. One of these is the way the design does not 'privilege' the larger and more expensive properties with the best views of the new green.

Manor Farm was granted planning permission for 16 houses on this site more than a decade ago. The principle that housing should be built here has therefore long been agreed, and although the housing numbers now proposed have substantially increased to around 50, Drayton 2020 believe that this site will prove an asset and indeed an enhancement to the village.

SOUTH OF HIGH STREET

Historically Important Buildings

The historic core of Drayton includes properties on the High Street, the Green and Church Lane which date from the 15th, 16th/17th century and early 18th centuries. Among these are

- **44 High Street:** a mid 17th century house which has a timber-framed upper storey with a Queen-post roof. This house may have been largely rebuilt following the 'Great Fire of Drayton' in 1780, although it also has 19th century alterations.
- **The Manor House, 69 High Street,** is 15th century in origin but has early 18th century additions, with an early 18th century dog-leg staircase and 18th century panelling in the interior and some 20th century additions. The house is fronted by early 18th century walls,

central gates and gate piers. An early 18th century timber-framed barn is located to the southwest of the Manor House.

- **Magpie Cottage, High Street**, is early 18th century with 20th century additions.
- **No 3 High Street (The Old Pound)** is an early 18th century house possibly incorporating an earlier structure. The name suggests an earlier post-medieval pound or temporary prison for local criminals.
-
- **The Pond House** is a fine 18th century brick property at No 20 High Street.
- **No 24 High Street** is an early 19th century house with 18th century rear.

Further along, located near the Green is the

- **19th century Gothic House** with adjoining stable and a George and Dragon painting on one gable end.

This is not an exhaustive list of all the properties along the High Street, which has many others of architectural interest, whether or not they are also of historic significance.

Archaeology

Drayton 2020 is not aware of any detailed archaeological work on this site, and it is probable that an investigation will need to be made before development goes ahead. The County Archaeologist notes that much of the eastern and southern part of Drayton includes a number of crop marks, funerary monuments, enclosures, and other settlement evidence.

Environment and Topography

The site, comprising three separate landholdings, is estimated to be around 10 hectares in size (the SHLAA lumps it together with site DRAY07 so that individual site sizes are not given. DRAY 07 and DRAY08 combined add up to 20 hectares). This site, DRAY08, was assumed in advance to be the most biodiverse of all the sites assessed, and so it proved in practice.

ABNATS carried out a detailed survey on this site at the request of the Parish Council. Its full report is available as part of the NDP supporting evidence. A number of important trees were identified, including a mature oak tree and a 'veteran' white willow.

Three groups of trees were considered significant: a group of willows of different types, a group of willows and ash, and a group of hawthorns. It was suggested that tree preservation orders should be obtained as a priority for all of these.

Mitigation measures

The survey logged a large number of plant and animal species including hedges, plants, invertebrates, birds, mammals, and fungi & lichen. It reported on swifts, which are dependent

almost exclusively on buildings for nesting, and bats, which also use human habitations for roosting and breeding.

It recommended ways in which bat boxes and swift towers could be made features of the proposed development, and these ideas will be followed up. Suggestions were made that nest boxes could also be provided for barn owls, tawny owls and kestrels. The different types of boxes required are all commercially available.

Particular designs of street lighting which would cause minimal interference to the foraging and breeding activities of moths were also recommended.

The report recommended that if the South of High Street development proceeded, 'it should be in sympathy with the existing surroundings with a significant proportion of existing grassland, trees and hedges retained. The provision of artificial breeding sites for mammals and birds, and the use of green roofs and permeable green paving will mitigate to some extent the habitat loss that will occur. A mosaic structure should retain the best wildlife and scenic areas of the existing site, softening the hard visual outlines of buildings by retained hedges, trees and wildflower meadows'

Housing Design

Savills, the land agents for this site; Pegasus, the design consultants, and Bloor Homes, the builders, have all worked closely together with Drayton 2020 to produce a site layout which respects its proximity to the High Street Conservation Area, while at the same time maintaining the best of the landscape features noted by the ABNATS survey.

From the beginning of the process, Drayton 2020 felt that this site was sufficiently large to accommodate a substantial amount of new housing while preserving buffer zones all around the site perimeter that would protect to some extent the outlook of existing residents. The 'green zone' would also be a good way of preserving wildlife 'corridors' and maintaining the high levels of biodiversity on the site.

All the important trees and tree groups identified by ABNATS will be preserved, and used as reference features to provide focal points of interest and attraction around the site. One group of willows clustered along a ditch will form an important part of the drainage for the development. Balancing ponds at the north and south of the site will also assist with drainage and provide habitat for aquatic life. A green walkway circles the site, providing amenity for the residents and improving connectivity with the East Way bridleway and the rest of the village footpath network.

Pegasus have produced a detailed design brief which, as with Manor Farm, references local materials and local vernacular architecture. The consultants studied the High Street Conservation Area in great detail and have taken many photographs to highlight some of the historic features of the older buildings.

The site layout envisages 4 separate character areas and these are separated by green space. One cluster of houses near the north end of the site, and therefore particularly accessible for the High Street and village amenities, is aimed at more elderly residents.

BARROW ROAD

Historically Important Buildings

The SHLAA map indicates a listed building on the east side of the Abingdon Road, opposite the existing houses set back from the west side of the road. It is thought however, that this 'building' may actually be a triangular shaped milestone, of probable date around late 18th century. The milestone is listed in OCC's records as being inscribed 'Ilsley 9' to an oval panel on its north face, and 'Abingdon 2' to an oval panel on the south face.

Otherwise, the houses in Abingdon Road and Barrow Road were all built in the late 20th century, and one or two in the Barrow Road are new properties built within the last 10 years. Mention has been made earlier of the tumulus located on the extreme north-western quadrant of the new housing site, but the proposed site layout is such that this archaeological feature should not be affected.

Archaeology

To the best of Drayton 2020's knowledge, no formal investigation of the tumulus (burial mound) has ever been undertaken, but development of this site is not expected to prevent or preclude the possibility of investigation in the future.

Environment and Topography

The total area of site DRAY02, as stated in the SHLAA, is 12.3 hectares, but the proposed housing site occupies only a fraction of this area (approx 2 to 3 hectares). At present, the site is an open field in agricultural (arable) use. Once the crops have been harvested, and over the winter, this is essentially an empty ploughed field. It is largely featureless and there are no trees, although the site is bordered along the south by a high hedge, being effectively screened off from view from the Barrow Road.

ABNATS did carry out a brief survey of the site but concluded that in ecological terms it was a fairly sterile environment. This would accord with more general findings that intensively cultivated farmland, being subjected typically for much of the time to fertilisers, weed killers and other agri-chemicals, provides some of the least bio-diverse environments in the UK countryside.

Residents report that after heavy rains there can be drainage problems and there is a drainage ditch running along the back of the houses in Abingdon Road. About a quarter of a mile to the west, the Barrow Road (which is a bridleway and not an adopted road) crosses over the A34 trunk road, which is in a shallow cutting at this point.

As indicated in Section 2, the new housing would actually be further away from the A34 than much of the existing housing in Drayton west of the Abingdon Road. Noise from the A34 is not considered to be a significant factor on this site.

Mitigation measures

Due to the fact that biodiversity is at present very limited on this site, it is very probable that a greater variety of plants, trees and flowers may thrive in the private gardens of the new housing. There will certainly be a loss of view for the current residents living in Abingdon Road, whose back

gardens currently look out over open countryside. This is less the case for the residents of Barrow Road, whose views are currently limited anyway by the high hedge on the north side of the bridleway.

Drayton 2020 is aware that loss of view is not a planning consideration; nevertheless discussions between the residents, the developers and the Vale planners have produced amendments to the site layout which should help to minimise the impact of the new development on existing housing.

It is planned to construct a new footpath to the west of the site and across fields to Corneville Road, where it will connect with an existing footpath to Drayton School. This will enable children to walk to school in safety, because they will avoid having to use the main road at all. At the same time, the provision of a safe walking route will minimise the need for parents to drive their children to the school.

The Barrow Road site will also benefit from the creation of new recreational facilities. Both the new residents and the existing residents around the site will have exceptionally good access to these facilities – which will include new football pitches, possibly a cricket pitch or a multi-use games area, and a new children’s play area.

Housing Design

A good deal of discussion with WYG (the developers) was devoted to the matter of house design and site layout. WYG declared their ambition to be ‘the creation of the Conservation Area of the future’. They, like the other two developers have spent much time studying local building styles and materials and Drayton 2020 are hopeful that these will be incorporated into the site so far as possible.

Layout was a particularly controversial issue for the existing residents living adjacent to the site, and although the residents were involved in the discussions only at a later date, they have had noticeable influence on the latest versions of the site plan. In particular, account is now taken of the drainage ditch at the back of Abingdon Road, which the developers were not necessarily aware of. This is now included in the design as an essential feature of the drainage arrangements.

There are ongoing discussions as to how the new recreational facilities can best be accommodated within the site to maximise the benefits to all.

TRAFFIC IN DRAYTON

Local issues

This subject has been covered elsewhere in the NDP, but in view of its critical importance to the whole issue of sustainability, it is necessary to add some comments and observations here. Not least, it is important to respond to the residents of Drayton who have collectively expressed more concerns about this subject than any other.

The shortcomings of the existing road network in and around Drayton are well known. The B4017 between Drayton and the Ock Street double roundabout is notoriously congested in the morning peak period, as are other routes out of the village to the east and south, with regular tail-backs on

weekday mornings from Culham Bridge and the Milton Interchange roundabout. An additional worry is that, several times over the last few years, the A34 has had to be closed between the Milton and Abingdon junctions due to a road traffic collision or other serious incident. On these occasions, the B4017 appears to be the authorities' favoured diversion (admittedly there are not many alternatives). The inevitable result is near gridlock on the entire road network all around Drayton.

This is not just 'inconvenient'- it is potentially dangerous, and the cause of much local anger and frustration when it occurs. It is therefore, a very pertinent question to ask- in view of the fact that all new homes will mean an increase in the number of cars on the road, how will the local infrastructure cope if another 250 houses are built in Drayton? – not to mention other developments on the drawing board in Sutton Courtenay, Steventon, and South Abingdon?

Changes to road layout

A number of residents have noted Drayton 2020's plans in the NDP to make various changes to the road layout within the village. They have pointed out, quite correctly, that the proposed changes will do nothing to address the likely increase in the numbers of vehicles using the roads. This however, was never the intention. Our much more modest objectives include the attempt to create more and better pedestrian crossings to make it safer and easier to walk around the village. At the same time, by reducing obtrusive signage, cutting down on the number of other visual 'signals' to drivers, making subtle changes to road surfaces, and the like, it has been demonstrated that drivers can be persuaded to slow down and drive more cautiously. As a spin-off benefit, the road environment can be made to look a lot more attractive.

In other words, the proposed changes are aimed only at improving safety and creating a better-looking village. These principles are set out in 'Traffic in Villages', a document produced by Dorset's AONB; also in the Dept of Transport's 'Manual for Streets' and a number of other official publications. We know that the County Council are not in a position to assist with funding, but developers WYG, DPDS and Savills are willing to work together in a joint project that will be a part of the Section 106 package we are seeking from the combined three sites.

Mitigation measures

A number of community policies in the NDP are specifically aimed at reducing traffic volume. Policy C-T3 states that 'all developments will be required to put in place detailed Travel Plans. Direct mitigation measures such as car sharing and car pooling will be positively encouraged'. These could include a combination of local initiatives, whilst also making use of existing county-wide resources such as Oxfordshire Lift Share (www.oxfordshireliftshare.com).

Other policies look at speed limits to reduce speed both within the village and on the approaches to it. Policy C-T5 seeks to impose a weight limit on HGVs travelling through the village, notably along the High Street, where the vibrations have caused damage to structures.

There are policies to encourage the use of alternatives to the motor car: Policy C-T6 is about upgrading existing cycle paths and establishing new ones, such as a link from Abingdon through Drayton to Milton Park. Policy C-T7 aims at improving bus services.

In connection with the proposed development of 159 new homes on a site in South Abingdon (approx 1 mile north of Drayton village), the Planning Inspector, Mr JP Watson, recommended that work on the site should not commence unless the following mitigation measures were put in place: the creation of a new pedestrian crossing to the east of the Ock Street double roundabout, and the

moving of an existing pedestrian crossing in Marcham Road further to the west. In the Inspector's view, these measures would sufficiently ease traffic congestion at the junction of Drayton Road with Ock Street/Marcham Road that the South Abingdon development could then go ahead.

Against a background of widespread public scepticism that these proposals would alleviate the traffic problem at all, coupled with fears that they might actually make the situation worse, OCC rejected the measures on the grounds that they would jeopardise pedestrian safety. Since this decision was taken, it is now having to be reviewed because the developers at South Abingdon (Taylor Wimpey) have put in a second planning application.

Drayton 2020 have little confidence that the above measures, if implemented, would work. Clearly, the present situation regarding traffic travelling along the Drayton Road into Abingdon is unsatisfactory, but if all of the proposed development in the area, not just in Drayton, goes ahead, the likelihood in the future of serious traffic congestion looks a real possibility. This is an unsettling prospect for local residents, although we accept there are no easy solutions to hand.

'Strategic' issues

It is recognised that although Drayton's proposals for improving the road layout have a valuable contribution to make, they cannot (and were not intended to) resolve the matter of increased traffic flows. The difficulty is that this is a major infrastructure issue which affects the whole Abingdon/Didcot/Harwell/Science Park area. It is beyond Drayton 2020's remit or capacity to produce solutions out of the hat for such complex problems.

There are a number of works in the pipeline that all residents will be aware of- the new 'doughnut' roundabout being constructed at the Milton Interchange is one project; alterations to the 'T' junction at the top of Steventon Hill are another. North of Abingdon, the Vale have been trying to secure funding for a full 4-way interchange onto the A34 at Lodge Hill for many years. An additional Thames crossing seems unrealisable in the current economic climate.

Clearly, there is an argument to be made that if central government wants new homes to be built (and no one disputes the need), it should provide the funding sufficient to make the necessary improvements to the country's infrastructure. It is Drayton 2020's view that this cannot be achieved by concentrating on the road network in isolation and that much more radical approaches are required. Experience seems to show that if new roads are built or existing roads improved, the situation eases for a while, but if the number of cars just goes on increasing, eventually congestion is as bad as ever: the M25 provides the salutary proof.

Anyone who has visited other European countries such as Holland or Denmark will have noted how much more popular cycling is than in the UK (mainly because the cycle paths are properly separated from other traffic and therefore much safer). They might also observe that, on the whole, public transport is better integrated. Arguably, the problem in the UK is not one of lack of overall investment (projects such as Crossrail, HS2, and the electrification of the Great Western railway would seem to demonstrate that), but while money is found for mega-projects, local authorities are starved of funds to make local improvements. The more optimistic predictions of future economic growth for the Vale, as set out in the recent SHMA (Strategic Housing Market Assessment), surely depend on these problems being addressed.

Section 5: POLICY APPRAISAL

Introduction

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

POLICY APPRAISAL

LOOK & FEEL

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

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

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

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

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

WORK & PLAY

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

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

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

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

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

TRANSPORT

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

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

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

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

SUSTAINABILITY

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

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

HOUSING

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

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

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

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

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

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

APPENDIX 1: BASELINE INFORMATION

The Directive requires that baseline information should include: *“the relevant aspects of the current state of the environment and the likely evolution thereof without the implementation of the plan or programme, or the environmental characteristics of areas likely to be significantly affected”*

This Section of the report provides a summary of the environmental baseline information for Drayton. The baseline data has been assembled using the criteria required by the Directive and the UK SEA Regulations. These criteria are:

- A. Nature conservation (biodiversity, flora and fauna)
- B. Landscape and townscape
- C. Air quality and climate factors
- D. Heritage and archaeology
- E. Soils and geology
- F. Water
- G. Human population
- H. Human health
- I. Material assets
- J. Employment and jobs
- K. Education and skills

Primary sources of data used to prepare the sustainability context include the Rural Community Profile for Drayton (Parish)⁴, prepared under contract for Drayton PC by Oxfordshire Rural Community Council (ORCC). This report utilised a broad range of verified datasets including recent census and government sourced (e.g. ONS) data (the principal datasets used are listed in the report). Drayton PC employed the professional services of ORCC to ensure that where possible the NDP and the VWHDC Local Plan were informed by and made use of the same data.

Various other data sources were consulted during preparation sustainability context; these are referenced in the various sub-sections. Whilst baseline information should be as comprehensive and current as possible, it is recognised there may be gaps in data coverage, especially at Parish level.

A. Nature conservation

There are no Sites of Special Scientific Interest, Special Areas of Conservation, National Nature Reserves or Conservation Target Areas within, or likely to be affected by development within, Drayton parish. Similarly, there are no key habitats or species listed in the Oxfordshire Biodiversity Action Plan²³ for Drayton parish.

Despite there being no local level designations of such land, there are various green spaces in/around the parish which the community values. These include:

- Millennium Green with its maturing woodland, meadow and pond;
- The land to the east of the parish bordering Peep-o-Day Lane;
- The corridor along the abandoned Wiltshire & Berkshire canal

Whilst not formally designated a nature reserve, the land to the east of the village constitutes a de facto nature refuge, due in part its unsuitability for farming, development or other use. The land comprises a mixture of low-lying flood plain, abandoned gravel pits and an area of capped land-fill. This area routinely attracts a wide range of migrant birds during both the summer and winter months. Recent rarities sighted in the area include Marsh Harrier (most recently sighted in spring 2013) and Spoonbill (spring 2011). The full complement of common summer warblers (Reed, Willow & Garden Warbler, Whitethroat, Chiffchaff, Blackcap) are all annual visitors to the area. The area is also home to a diverse range of insects, including a thriving population of butterflies, moth and dragonflies. The resident mammal population includes Fox, Rabbit, Stoat and Muntjac Deer; reports of Otter in the area are, to date, unconfirmed.

Apex predators, indicators of a functioning and healthy bio-system, are resident in the parish. These include Tawny Owl, Common Buzzard and Red Kite. A number of these species are known to nest within the village's bounds. Peregrine and Hobby are occasional visitors to the parish, the former primarily during the winter period, when it feeds on the large resident and migrant population of duck and pigeon.

As noted in the description of Landscape (Section B below), the parish area comprises primarily open agricultural land. There is only one small woodland of note, namely Drayton Copse . The copse comprises a mix of deciduous trees (primarily ash, alder and oak). Being isolated from the public (no footpaths cross or border it) and not regularly used for shooting, the copse is a valuable reserve for wildlife in the area. This is evidenced by the prevalence of many animal species in and around the abandoned Wiltshire and Berkshire Canal which runs a short distance from the copse.

The village itself has a strong complement of mature trees, particularly in the older eastern 'half' of the village. The road to Steventon features a run of oak trees which are particularly valued by parishioners.

Drayton Parish has to date been active in seeking to preserve and enhance its natural assets. A noteworthy recent initiative was the securing of the aforementioned Millennium Green open space at the heart of village. The land was purchased in 1998 using funds raised by parishioners, and secured in trust for future generations. Drayton's Primary School and Golf course have both engaged in various projects to attract wildlife to their respective grounds, through activities such as installing bird and bat nest boxes.

Various environmental and special interest groups with a remit for or interest in nature conservation are active in and around Drayton parish. Examples include the Royal Society for the Protection Birds (RSPB) which reported that a number of parishioners are active and long-standing participants in their annual garden bird survey.

B. Landscape and townscape

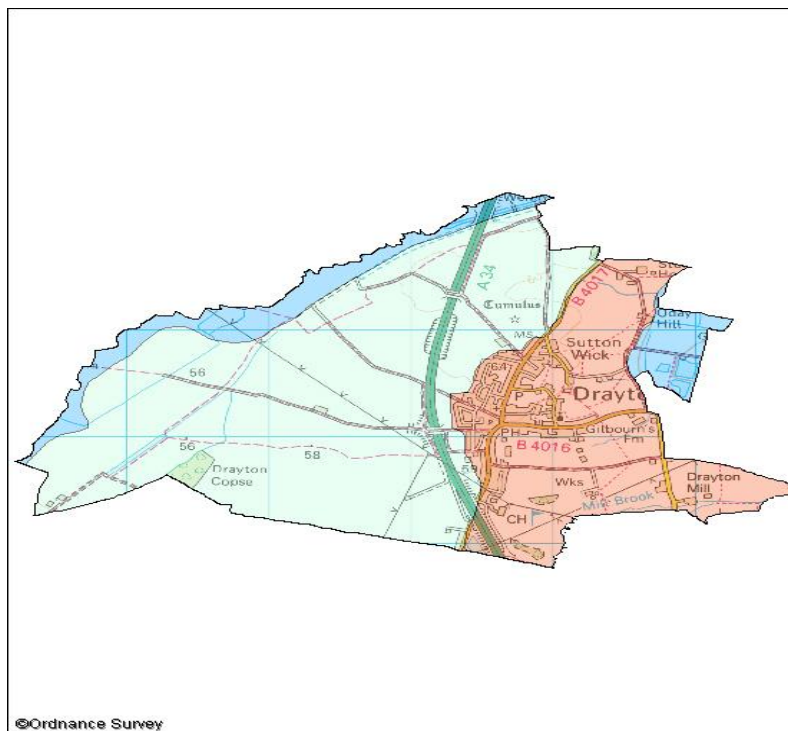
The Parish of Drayton is located two and a half miles southwest of Abingdon within the Vale of White Horse, an area occupying an attractive part of the Upper Thames Valley. From south to north the Vale of White Horse ranges from the rolling sweep of the chalk downs (designated as part of the North Wessex Downs Area of Outstanding Natural Beauty), across the wide vistas of the lowland clay vale, then rising to the limestone Corallian ridge, before dropping to the floodplain of the River Thames.

Drayton itself is a pastoral/arable landscape with moderate to large fields surrounded by hedgerows with a common variety of trees and occasional copses. Since the loss of the elms, pollarded willows tend to be the dominant tree. The village was once famous for its walnuts – and walnut trees still grace the Millennium Green – but, like so many other villages, the economy of Drayton is no longer primarily agricultural.

The parish is bisected by a major trunk route, the A34, an increasingly busy thoroughfare for commercial and private vehicles. East of the A34 a thicker layer of gravel overlays the clay, resulting in extensive gravel working in Drayton and its surrounding villages. Within the village boundary a major gravel working has been landfilled and converted into a golf course.

To the north and west of the parish lies the derelict Wiltshire and Berkshire canal where there are plans by the Wiltshire and Berkshire Canal Trust to restore it and to develop a towpath along its length.

There are footpaths and bridleways across the parish which are very popular with walkers and horse riders.



Landscape Types

-  Alluvial Lowlands
-  Lowland Village Farmlands
-  River Meadowlands

Figure A1
Drayton Landscape

C. Air quality and climate factors

Air quality in Drayton Parish is badly affected by vehicle traffic. As previously noted, the parish is bisected by the A34 trunk-route, one of the busiest in the country. The parish also has the dubious claim of having one of the busiest B roads in the country running through it. This is the B4017, known locally as the Drayton Road until it enters Drayton when it becomes the Abingdon Road and then Steventon Road. This is a thoroughfare which routinely doubles as a diversionary route for traffic when problems occur (and they do so frequently) on local stretches of the A34. The Drayton Road is also a notorious local traffic bottleneck in Abingdon. It has been the subject of several recent traffic surveys commissioned in response to a large-scale planning application submitted in 2012⁵.

Traffic and its associated problems are a major concern to the parish. The Drayton 2020 transport working group undertook extensive efforts to collate and interpret relevant data on this topic, including data on road usage and car ownership sourced from the ORCC Rural Community Profile⁴. In summary, it was established that the weight of traffic, hence the level of associated air and noise, was fairly constant throughout the day with the expected peaks during rush hour and school runs. Despite the fact that a large proportion of secondary school pupils from the parish take either OCC-funded school buses or public transport to school, it was evident that there were a large number of private car journeys being made by parents taking their children to school (many from outside the parish).

Commuter traffic was, as expected, a significant influence. This transited north, south and east from the village centre, to the major local employment hubs of Abingdon, Didcot, Milton Park trading estate, and the Harwell and Culham science centres. A small but significant proportion of Drayton's resident working population, along with those of neighbouring parishes, drive to Didcot Parkway station prior to taking trains to Birmingham, Reading, Swindon and beyond. Because of limited employment opportunities within the parish, few parishioners can walk to work.

The X2 bus service which runs between Abingdon and Didcot does serve Drayton. However, it is neither sufficiently frequent (every 45 minutes) nor reliable to tempt many Drayton commuters out of their cars.

A secondary but in some respects more unpleasant source of air pollution is the Waste Disposal facility located on the south-western periphery of the village itself. The facility receives and processes a wide range of domestic waste, including garden waste and material for landfill. Whilst efforts are made to minimise the emission of odours from this facility by its operators, there are occasions when these odours can be smelt over a wide area of the village and beyond. The siting of the facility, being on the windward side of the village, is a key factor in its affect on the parish's air quality.

The parish has no significant sources of industrial air pollution. The only local source of note is the Didcot power station, which is located a good distance downwind of the parish. Since the closure of Didcot 'A' in March 2013 the only source of emissions from the site are from the gas-fired Didcot 'B' power station, with its advanced clean-up technologies. There are also major operational landfill sites to the east of the parish beyond the neighbouring village of Sutton Courtenay, but these only ver occasionally cause any air quality problems within Drayton parish.

Air quality in the parish, and the monitoring thereof, is the responsibility of VWHDC. If VWHDC determine that the air quality in Drayton is not meeting national air quality objectives, then it must declare it an Air Quality Management Area. To date and to Drayton PCs knowledge, no such AQMA has been declared for Drayton parish.

Drayton parish has no specific climate factors of note; the parish's climate is typical of that for southern England. Being located in open and essentially flat farmland, the parish does not experience rain shadow effects or the like. The Thames valley, in which the parish is located, does have some microclimatic characteristics, notably susceptibility to fog under certain meteorological conditions.

D. Heritage and Character

Drayton village is a typical south Oxfordshire village comprising a mix of heritage and modern housing. The original core of the village is designated as a conservation area.

Little has been recorded of the history of the village. However, it is likely that parts of the village have been settled for many centuries given its advantageous elevated position above the River Thames and Ock flood plains. The parish was mentioned in the Domesday book and subsequently in land registry and other documents; land and property in the parish was owned by the medieval abbey in Abingdon prior to its dissolution.

Evidence of early settlement have been found to the south-east of Drayton, at the site of the Drayton Cursus. Hints of earlier era, possibly Bronze Age, settlement are evidenced by the existence of a burial tumulus in a field to the north of the village and other archaeological finds within the parish. Recent investigations in support of a possible proposed housing development to the south of the High Street have identified evidence of strip farming and the possible footprint of an ancient moated manor house of as yet undetermined antiquity. Other noteworthy sites include the Dropshort Roman villa on the parish boundary with Sutton Courtenay.

Drayton has two listed Historic Monument sites, namely the Brook Farm and Sutton Wick sites (English Heritage List Entries 1004852 and 1003671 respectively).

There are few details of the site north of Drayton, opposite Sutton Wick, but the other site at Brook Farm on the Milton Road has been extensively investigated and is now a site of national historical importance. The site is the palace complex of 7th Century West Saxon Kings. It contains 5 Saxon halls including the largest so far discovered in the UK. It was also the first ever discovered Saxon settlement site in the UK, excavated by E.T. Leeds in the 1920's. Leeds was head of the Ashmolean Museum in Oxford and a friend of JRR Tolkien. Both this site, and that at Dropshort, have been further investigated by the Channel 4 'Time Team' series (Time Team "In the Halls of the Saxon Kings" Series 17 Episode 5 - broadcast 2009; and "Dropshort, Oxfordshire" Series 20 Episode 8 - broadcast February 2013).

A comprehensive listing of listed buildings in the village is presented at Annex A. The village has two churches, namely Church of St Peter on Church Lane, and the Baptist Church on Abingdon Road. A church has stood on the site of the Church of St Peter for many centuries. The original chapel was subordinate to St Helen's Church in Abingdon from 1284. Formal separation occurred in 1868. The oldest part of the building is the south wall containing a 13th Century piscina, however the church shows work from many periods. All that is visible of the original chapel is part of the south wall of the nave, and doorway to the chancel. The north aisle and tower were added in the 15th century. The church will shortly host a blue plaque commemorating the Reverend F.E. Robinson, a former vicar and nationally-acclaimed bell-ringer.

Drayton village has experienced waves of development in the post-war period, notably in the 1950s and 1960s when the village was extended westwards beyond the B4017 road artery, then a major road artery south from Abingdon and Oxford. This expansion more than doubled the number of properties in the village. Construction of the A34 dual carriageway in the 1970s effectively bounded any further western expansion of the village. There have been a number of 'in-fill' developments over the past 20 years, further adding to the village's housing stock.

Despite these developments and its increasing proximity to the borders of Abingdon town, Drayton residents have strong sense of identity with their village, not to mention a strong and increasing sense of community. This is demonstrated by the number of clubs within the village including, inter alia, the Bowls Club, Football Club, Table Tennis Club, Under 8s Football, Art Club, Drayton Players, Reading Group, Sequence Dancing, Brownies, DAMASCUS Youth Project, Drayton-Lesparre Twinning Association, Drayton Wives, First Tuesday Connections, and the Women's Institute.

The increasing sense of community is also evident in the very fact that the village is formulating its own Neighbourhood Development Plan.

E. Soil and Geology

The developed area of Drayton is surrounded primarily by fields which are used for a variety of agricultural purposes. The major part of the developed area is bounded to the west by the engineered grade of the A34 which runs in shallow cuttings or on embankments depending on the geography.

Underlying the whole of the parish is a bedrock of Gault and Kimmeridge Clay, dating from the Cretaceous period. This forms the base terrain of the whole of the Vale of the White Horse. The area was largely unaffected by glaciation during the Ice Age but as a result of melt water at the end of the Ice Age the clay is largely covered by fluvial drift deposits (superficial deposits) of sands, gravels and other material not local to the clay beds. Indication of the varied covering and depth of covering can be seen around the parish where the soils vary from clay-influenced to sandy / gravel soils. Because

these are water-deposited drift formations they can be relatively diverse within short distances and the depths can vary markedly.

Evidence for the varied shallow covering and the underlying clay soils can be seen by the old brick works and clay pits near the centre of the village. Further evidence is provided by the name 'Gravel Lane' (not far from the clay pits), by the good quality soils in some of the fields and by the varied quality of soil in the gardens. Perhaps because of the relative unsuitability of the ground for farming, the village was built on the end of a deposition mound. This means it is higher than communities to the north and south, and therefore less susceptible to flooding. Also the parish does not extend much to areas where there are deep gravel deposits so there has not been significant gravel extraction and resultant back filling with rubbish or other material.

There is one remaining allotment site located within Drayton and these provide both recreational activities and also provide locally grown food. The VWHDC Open Space, Sport and Recreation Facility Assessment Consultation⁶ suggest that smaller settlements should provide 0.20 hectares of allotments per 1000 people. Drayton currently exceeds this provision with an estimated allotment capacity of c.0.22 hectare per 1000 population, all within the recommended 10-15 minutes walking distance for the majority of the parish's residents. There is currently a short waiting list for the parish's allotments.

F. Water

Drayton has one water course of note running along part of the parish's north western boundary, namely the River Ock. Various minor streams and ditches also cross the parish.

The South Oxfordshire District Council & Vale of White Horse District Council Strategic Flood Risk Assessment⁷ noted for Drayton:

- The absence of any recorded fluvial flooding events; the flooding at Abingdon Road end of Sutton Wick Lane has experienced flooding but the drainage has recently been renewed
- Zero incidents of sewer flooding
- A medium risk of Surface Water Flooding significant flow paths along dry valleys;
- No incidents of groundwater flooding mapped by DEFRA report for 2000/1

The parish contains no Zone 2 or 3 flood risk areas.

Being located in the Thames valley, the parish is not located in an area deemed likely to suffer from water stress or water shortages. Despite worries regarding the levels of local reservoirs, water extraction from the Thames river for the Didcot power facility, and depletion of local water tables, the recent high levels of precipitation have allayed any fears regarding the short- to medium-term availability of water in the area. Water extraction from the River Thames by the aforementioned power station has also recently decreased as a consequence of the closure of Didcot A power station.

The parish's water, sewerage and surface water disposal infrastructure is considered adequate by Thames Water, the principal local utility provider. Remedial upgrading and repair work to this infrastructure are on-going throughout the Thames valley area.

G. Human Population

Drayton parish's population, as determined by the 2011 Census⁸, is 2270 souls. Comparison with this figure from the 2001 census indicates the population increased by less than 3% in ten years (in 2001 it was 2218). An analysis of the parish's current population is given in Table 4.1.

MEASURE	VALUE	COMMENTS
Population of Parish	2353	48.7% male; 51.3% female
Number of households	900	
Working age adults (aged 16-65)	1365	
Children under 16	450	
Older people over 65	450	<i>Data from 2001 Census¹⁴</i>
People from Black or Minority Ethnic groups	115	<i>Data from 2001 Census¹⁴</i>

Table A1 Analysis of Drayton Parish's population

It is notable from Table A1 that the parish has a sizeable youth (i.e. under 16 years old) and retiree (over 65) population, both representing just under a fifth of the total. This, however, is fairly typical of the VOWH as a whole. Also latest figures from the Vale suggest the Over 65 population has increased from 18% to 22%.

The parish's population has a very low deprivation index; according to 2010 DCLG data⁹ Drayton ranks as one of the least deprived areas in the country. A total of 110 people were defined as living in 'income deprivation'. Household incomes are correspondingly high, although the measure (average net household incomes) have declined since the last census, which presumably is a consequence of the economic downturn.

Other noteworthy data include that on crime and public safety. Recorded crime offences for the Vale of White Horse as a whole reported in the period 2010-2011¹⁰ were 19.6 per thousand residents. This represents a drop on the previous year. Compared to regional and national averages, the area is a safe place to live.

Drayton residents have, along with those of the rest of the Vale of the White Horse, believed their local area was a good place to live. They have also demonstrated a strong sense of social cohesion with those of different social backgrounds. According to a 2009 Place Survey Community Strength Data¹¹, 86.2% of respondents expressed satisfaction with their local area as a place to live; 82.8% indicated that people from different backgrounds get on well together in their local area.

H. Human Health

In general, Drayton parish, along with the remainder of the Vale of the White Horse district, enjoys better health than the average for the country. The only area where residents of the Vale of White Horse are at significantly greater risk is that of being killed or seriously injured on the road.

In spite of the parish's overall better-than-average health, a number of parishioners do suffer from poor health and long-term illnesses. Recent census data⁸ identified 155 Drayton residents aged under 65 with a limiting long-term illness, which represented 8.7% of that age group's population at the time. More recent data¹² found there were 60 residents claiming Disability Living Allowance.

Drayton parishioners are on the whole fit and active. Resident dog walkers abound on the local footpaths, and there is a cadre of local runners and cyclists who range further afield. There are several sports clubs in the parish, including a popular and well attended football club.

Drayton is considered by its residents to be poorly served with medical services. The local GP surgery closed some years ago, compelling residents to travel to one of three GP surgeries in Abingdon which were subsequently allocated to cover the parish. The community hospital in Abingdon is under three miles from the village, but access is via the Drayton road which can be heavily congested. Also this hospital lacks Accident and Emergency provision (the community hospital does have a Minor Injuries unit). The nearest A&E service is at the Oxford University Hospitals NHS Trust's John Radcliffe hospital, some 30 minutes journey time by road from Drayton. Paramedic and ambulance response times in Oxfordshire are believed to be within national guidelines¹³.

I. Material Assets

Drayton has a small complement of community recreational and sports facilities, including a village hall with outdoor play area, a football pitch with associated changing facilities. The village hall comprises a main hall with various side rooms, and office and bar area.

In addition there is a small green in the centre of the village to the east of Abingdon Road, and the Millennium Green open space in the north-eastern quadrant of the village.

There is one adult football pitch and a junior football pitch in the school grounds. Local sports and recreation provision is enhanced by:

- the use of the village hall (badminton, yoga short mat bowls);
- the village's proximity to Abingdon with sports centre/swimming pool, rugby and junior football pitches and tennis club at the Southern Sports Park off Preston Road, tennis courts, the Tilsley Park athletics centre and AstroTurf hockey/5-a-side pitches in north Abingdon.

J. Employment and Jobs

A good proportion of Drayton's working age residents are economically active i.e. in some form of employment. Recent census data⁸ indicates that 1145 or 80.5% of the parish's working population are economically active. Historical census data¹⁴ found that just under half over the working population at that time was in full-time employment, and over of third of these worked 49 hours or more per week. This data also found a significant proportion of people in part-time work, or self-employed. Homeworking was also noteworthy in the parish.

Historical data¹⁴ indicated that real estate and business activities were the largest employment sector for Drayton residents, followed by manufacturing then wholesale and retail trade and the repair of motor vehicles. A breakdown of employment of residents is presented in Table A2

OCCUPATION TYPE	NUMBER OF PEOPLE
Managerial occupations	220 (20.1% of people in employment)
Professional (or associate) occupations	285 (26.4% of people in employment)
Administrative or secretarial occupations	135 (12.5% of people in employment)

Skilled trade occupations	120 (11.1% of people in employment)
Elementary occupations	120 (11.1% of people in employment)

Table A2
Breakdown of Employment of Drayton Residents

There are relatively few employers within the village, consequently most people in employment commute outside of the parish, the principal centres of employment being Abingdon, Didcot, Milton Park, and the Harwell and Culham Science centres.

To date the parish is unaware of any plans for businesses to locate into the parish. In 2012 Milton Park announced plans to expand and attract new businesses, which may provide employment opportunities for Drayton parish residents. It is anticipated the Science Vale initiative, along with plans to attract businesses to Abingdon and Didcot, will provide further employment prospects for parishioners.

Unemployment is a small but significant problem in the parish. In 2011 a total of 65 parishioners were in receipt of some form of 'out of work' benefit^{8, 15}.

K. Education and Skills

The Parish contains one school, Drayton Primary School. This is an grant maintained co-educational school for children aged 5 to 11 years. The primary school is on a secure site in the north east part of the village. The school has a theoretical capacity of 140 which, with 140 currently on its roll suggests that it is working at capacity.

The school have recently changed their classroom mix which has allowed for an increase in capacity in KS1 with separate classes for reception, year's 1 & 2, with in the region of 25 available spaces, which are rapidly filling.

KS2 is at full capacity, which will cause problems within the next few years as the school will not have enough required spaces to move the children from KS1 to KS2 within the next 3 years.

In September 2013 the school will be changing their mixed year groups in KS2:

- Years 3-4 – mixed class
- Years 4-5 – mixed class
- Year 6 – single year group

The school has a mixed group of children from Drayton, and an increasing number from South Abingdon and other surrounding villages. The school has a below average ethnic mix of children.

There is a developing problem with high demand for the rising 4s and increased demand for places in the area is adding to the pressure for places. This would increase if developments South of Abingdon, Drayton and Steventon go ahead.

The school needs to look at expansion of KS2 to enable them to be sustainable in bringing the children through from KS1 to provide the increased need for spaces in KS2 to enable the children to continue their education at the school.

There is an existing need for more classrooms or a new school, it would be possible to use the existing site to expand or build a new school which is being discussed by the Senior Management team.

Drayton has no secondary education provision within its parish bounds. The parish is divided between the catchments of three secondary schools, namely St Birinus (boys) and Didcot Girls in Didcot, and John Mason school (co-ed) in Abingdon. OCC operate a term-time bus service to/from the latter from the centre of Drayton; pupils at the Didcot schools are required to use public transport.

Drayton currently has no pre-school or nursery provision. These services are offered in Abingdon and Didcot.

Data assimilated on Drayton parishioners education and skills have highlighted a range of noteworthy pointers. Recent census data⁸ noted that 90 Drayton residents, which equated to 6% of the working population at the time, had no qualifications. This compared favourably with Oxfordshire overall (8.2%) and the nation as a whole (13.4%). By contrast, 640 residents (43.7%) had Level 4 (degree level) qualifications, again comparing well with county (40.6%) and national (32.7%) data. This and other data is presented in Table A3

QUALIFICATION	NO OF PEOPLE	COMMENT
People with no qualifications	90 (6.0% of working age people)	-
People with highest qualification: Level 1	195 (13.4% of working age people)	Level 1 qualification equivalent to a single O-level, GCSE or NVQ
People with highest qualification: Level 2	240 (16.5% of working age people)	Level 2 qualifications equivalent to five O-levels or GCSEs
People with highest qualification: Level 3	295 (20.1% of working age people)	Level 3 qualifications equivalent to two A levels
People with highest qualification: Level 4	640 (32.7% of working age people)	Level 4 qualifications equivalent to degree level or higher

Table A3
Qualifications of Drayton Residents

Issues, Problems and Trends

The identification of sustainability issues, problems and trends facing Drayton assists in meeting the vision and objectives set out in Section 1, and specifically in the selection and evaluation of potential development sites.

The VWHDC draft Strategic Local Plan identifies various issues, problems for the District, many of which are directly relevant to Drayton parish. These have been used as a baseline and have been supplemented with specific issues, problems and trends of importance to Drayton identified by:

- a) Investigations undertaken by the various working groups established to consider the various themes of the NDP
- b) An analysis of statistics and data in the document 'Rural Community Profile for Drayton'⁴, compiled for Drayton PC by ORCC
- c) Consultation events held in the village in September 2012 and May 2013.

The sustainability problems & issues, grouped under Social, Environmental and Economic, are listed in Table A4 This is not an exhaustive list of sustainability problems, but it includes those where the NDP may contribute towards their solution or amelioration.

ISSUE/PROBLEM/ CATEGORY	TREND	DESCRIPTION
Social		<ul style="list-style-type: none"> • Shortage of affordable housing • General cost of housing • Lack of appropriate size of housing • Needs of an ageing population • Poor access to local services and employment • Fear of crime and anti-social behaviour
Environmental		<ul style="list-style-type: none"> • Landscape deterioration • Loss of biodiversity • Road traffic congestion • Flood risk • Risk of drought • Energy consumption
Economic		<ul style="list-style-type: none"> • Pockets of deprivation • Local employment prospects

Table A4
Social, Environmental and Economic Problems pertaining to Drayton Parish

Social Issues, Problems and Trends Evidence

1. Shortage of affordable housing

The need for affordable housing in the VOWH District remains high. In 2011, the district had a housing stock of 50,000 homes, of which 13% constituted affordable housing⁸. The VWHDC currently

has 3,333 households on its waiting list for affordable homes. This figure includes households wishing to make aspirational changes, but 1202 households are in the categories where they require housing. 97% of those households are looking for one and two bedroom accommodation, and this pattern is reflected in the Drayton Housing Need Survey². In that survey there were 27 respondents looking for affordable housing, and 24 of those respondents needed one or two bedroom accommodation.

The Affordable Housing Ratio¹⁶ (lowest 25% of house prices as a ratio of lowest 25% of incomes) showed the Vale of White Horse to be substantially less affordable than England (10.9). In March 2012 the average price for all properties in Drayton was:

- 25 % higher than those across Oxfordshire;
- 33% higher than Reading, the nearest large town.

2. General cost of housing

In 2012 an average semi-detached property in Oxfordshire cost £269,000. Potential buyers are commonly expected to provide a deposit of 20% (£55,000 in Oxfordshire). If a typical mortgage is based on three times salary multiplier, then potential buyers would need to be earning £70,000 per annum. Meanwhile there is little rental accommodation in Drayton² (only 10% of respondents were paying rent) and in 2013 a typical rent for a 2 bedroom property in Drayton is £850 per calendar month.

In short, young people cannot afford to live independently of their parents in the village they grew up in.

3. Lack of appropriate size of housing

The main requirement is for smaller accommodation for elderly villagers wishing to downsize and for young singles or couples. This is consistent with the shortfall in both the affordable and general market housing sectors of two bedroom accommodation across the VOWH District.

Drayton's NDP has a major role in the delivery of new housing, within the provisions set by the VWHDC Strategic Local Plan. The NDP will play a pivotal role in the delivery of affordable and lower cost housing of a type and at a scale to meet local needs.

4. Needs of an ageing population

Across the Vale the population is ageing². In 2011 the number of people over 65 was 18% of the population. By 2026 this is expected to rise to 22%. Drayton's population spread is in line with the Vale's. Also average household size is falling across the Vale (it fell from 2.46 persons per dwelling in 2001 to 2.42 persons per dwelling in 2011). This is only a marginal fall but the trend is expected to continue. The VWHDC Local Plan estimates that the housing stock would have to grow by 10% to maintain the existing population by 2020. This will place extra, and different, demands on local health, transport and housing.

5. Poor access to local services & employment

Access to health and social care services, shops and employment is difficult for some Drayton residents without the use of a private car, as public transport services are limited. According to the Rural Community Profile for Drayton⁴, 13% of the households in Drayton had no car.

Other issues include:

- There is no longer a Doctor in Drayton. As has been previously noted, there is health provision in Abingdon - accessed via the notorious Drayton road.
- There is a Post office in the village but no bank. There is a cashpoint machine but this is only available during shop hours and there is a charge for withdrawing cash.
- There are two convenience stores (one incorporating the post office) but neither can compete with the superstores in terms of choice or price. Therefore those with no car in Drayton (those who can no longer drive or cannot afford a car) are penalised. Tesco in Abingdon operates a free bus service once a week on a Friday morning. Also there is a local bus service between Drayton and Abingdon but, as has been noted, this is infrequent and unreliable.

All this infrastructure (or current lack of in certain areas) must be taken into account when considering the provision of housing / sheltered accommodation for the elderly.

6. Fear of crime and antisocial behaviour

Drayton is a safe place to live and concern about crime is not high in the parish¹⁰. At an average of 2.6 crimes per 1000 people Drayton's crime rate is below average for the nation and is in the lowest 16% for crime and anti-social behaviour. Thames Valley Police Police Community Support Officers (PCSOs) routinely patrol the village but, without support, cannot continue after 10pm.

Environmental Issues, Problems and Trends Evidence

This covers any existing environmental issues, problems or trends which are relevant to the NDP. These include, in particular, issues relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC (the 'Birds Directive') and 92/43/EEC (the 'Habitats Directive').

7. Landscape deterioration

Drayton is sited within an agricultural landscape. Any development in the Parish should be subject to, amongst others, a landscape assessment as part of any environmental impact assessment. It is envisaged the NDP will mitigate the negative impact of new developments.

8. Loss of biodiversity

Loss of biodiversity and the destruction of natural habitats is another key concern for local residents. Many parishioners value the countryside and habitats which abound with local area.

It is therefore envisaged the NDP will contribute to the preservation and enhancement of biodiversity in the parish, through specific initiatives and actions, in addition to working with prospective developers and other organisations with a remit for protecting and enhancing our natural environment.

9. Road traffic congestion

As noted throughout this report road traffic congestion is a major issue for Drayton parishioners. By way of evidence⁸, traffic in Oxfordshire grew by 14% between 1991 and 2000 and overall daily car traffic could grow by 35% to 2021. Car ownership in Drayton is high and at peak times traffic congestion occurs around the centre of the village but also in the local highway network.

10. Flood risk

Drayton is not in a low-lying part of the Thames valley and not subject to fluvial flooding. Heavy winter rainfall storms are expected to increase in intensity and frequency due to climate change^{17, 18}. According to a recent OFWAT report¹⁹, all winter rainfall events are likely to become more frequent.

11. Risk of drought

Climate change is likely to result in periods of drought spanning more than one season or one year, presenting a serious threat to water supplies. Over the next 20 years summer rainfall in this region is likely to reduce by 10-20%^{17, 18}. This will mean less water will be stored and there will be an increased risk of severe droughts in the region from the 2030s onwards. The NDP should therefore aim to identify and implement measures to promote water economy and conservation within the parish bounds.

12. Energy Consumption

Domestic energy consumption and CO₂ emissions in the Vale of White Horse district are higher than the Oxfordshire, South East and UK averages²¹. CO₂ emissions across the UK range from 4.6 (best) to 20.6 (worst). The average across the country is 7.6; the Vale's figure is 10.0. It has also been reported that slow progress being made in the development of renewable energy resources in the county²⁰.

It is recognised that more could and should be done to cut down on energy consumption and CO₂ emissions in the parish. In terms of existing homes, actions could include:

- Loft insulation and cavity wall insulation
- Draft proofing
- Low energy lighting
- High efficiency boilers

In terms of new housing all developers should be required to incorporate up-to-date energy efficiency into all building projects. Currently this is not the case. The Code for Sustainable Homes and upgrade Part L of the Building Regulations are moving towards the zero carbon target in 2016

Economic Issues, Problems and Trends Evidence

13. Pockets of deprivation

The 2011 Health Profile for the Vale of White Horse²² assesses deprivation according to the Index of Multiple Deprivation 2007. This index is divided into 5 quintiles ranging from "least deprived" (quintile 1) to most deprived (quintile 5). On the national index almost the whole of the VOWH (95%) is in the first or second quintile. Drayton, like 70% of the Vale is in the first quintile. However, if one compares deprivation on a local, District level then Drayton fits into the third quintile.

Unemployment is lower than the national average while incomes are higher.

14. Local employment prospects

As the majority (around 75%) of residents⁸ work outside the village local recruitment is unlikely to be seriously affected and 50% of those working in the village do not live in the village.

APPENDIX 2: SUSTAINABILITY APPRAISAL FINDINGS – SUMMARY

2.1 The key findings from the Final Sustainability Appraisal Report for Drayton Parish Council/Drayton 2020 are presented below.

2.2 The recommendations highlighted in the SA were addressed in the draft Drayton Neighbourhood Development Plan prior to submission of the Examination Copy.

To quote from Section 1 of this document (the Introduction):

‘The Planning Policies in the Drayton 2020 Plan are largely, though not exclusively, concerned with housing, so housing options and the implementation of the preferred site options are the primary focus of this appraisal. Other aspects of living and working in Drayton are important and are considered but, as the baseline data and consultations demonstrate, housing is by far the most important issue that concerns residents’.

2.3 As outlined in Section 2 of the SA, four distinct elements have come together to create a situation where Drayton may be looking at some 25% growth in housing numbers and population over the Plan period to 2031. These are:

- 1 the speculative development pressures resulting from the Vale’s current lack of a 5 year land supply
- 2 the District Council’s response to these pressures in identifying 21 new ‘strategic’ housing sites throughout the Vale, one of which is in Drayton
- 3 Drayton’s own desire to build more houses, for many reasons, including: to provide much needed ‘affordable’ housing so that younger Drayton residents may find somewhere to live without having to leave the village; to provide more smaller homes that may enable older residents in larger properties to downsize – this would free up some larger properties suitable for families; to cope with the natural growth of the village over the next 15 years, recognising that with average household sizes getting smaller, more housing is needed simply to ‘stand still’
- 4 The current lack of recreational and sporting facilities in the village, and the fact that the only way land could be made available to redress this shortfall was by accepting some housing

2.4 Other important advantages to ‘growing’ the village are that we hope it will result in a more self-sufficient and sustainable community, maintaining and reinforcing Drayton’s separate identity, as distinct from being just a suburb of Abingdon; helping local businesses and shops to thrive; providing new members for local clubs, societies, teams etc.; increasing the use of buses, thereby enabling a more frequent and flexible service – and so on.

2.5 Inevitably though, there is bound to be some conflict between the objective of providing more housing, and the Plan's other objectives of reducing harm to the environment, conserving and enhancing biodiversity, and protecting and enhancing open space and countryside, thereby reducing development pressure on the countryside. In particular, it is obvious that the number of new homes being proposed will generate a considerable increase in car traffic on an already stressed road network.

2.6 These issues are addressed at some length in Section 4 of this document – the Environmental Assessment. In this summary, attention is drawn to the policies in Drayton's NDP that have been specifically designed to address the unavoidable contradictions between growth and conservation. Wherever possible, the policies attempt to mitigate the impact of new housing on the environment.

2.7 In the case of traffic, it is acknowledged that the problems are too widespread and pervasive to be resolved by any local Neighbourhood Plan, and that if there are solutions, they need to be applied at a district-wide strategic level. Nevertheless, several policies in the NDP are aimed at 'managing' traffic in the village in ways which should provide a more attractive and safer environment.

Policies directed at enhancing the built environment

PLANNING POLICY P-LF2: BOUNDED DEVELOPMENT

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

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. 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: 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>)

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.

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.

COMMUNITY POLICY C-LF7: 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.

Policies directed at preserving and enhancing the living environment**PLANNING POLICY P-S2: BIODIVERSITY OFFSETTING**

If biodiversity cannot be preserved or enhanced on a development site as per regional and national planning guidelines, developers are encouraged to offset habitat loss or degradation by funding environmental improvements elsewhere in the Parish.

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-LF8: 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.

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.

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.

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.

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.

Policies directed at ‘managing’ traffic in the village and providing a safer environment for pedestrians and cyclists

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

COMMUNITY POLICY C-T1: TRAFFIC SPEED REDUCTION

- a) All efforts to be made to introduce:
- b) A 20mph speed limit throughout the village
- c) 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’ (reference in footnote). 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.

COMMUNITY POLICY C-T3: CAR SHARING AND POOLING

Car sharing, carpooling and any other measure which reduces traffic should be positively encouraged by the planning process.

COMMUNITY POLICY C-T4: 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.

COMMUNITY POLICY C-T5: 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

COMMUNITY POLICY C-T6: CYCLE WAYS

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.

COMMUNITY POLICY C-T7: 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.

Note: Detailed Traffic Survey Data in diagrammatic form, showing the traffic flows along the Drayton/Steventon Roads in north, south and east directions is available in the Examination Copy of the Drayton NDP, pages 28 and 29. This information was supplied by Phil Jones Associates, Transport Planning Consultants (courtesy of Savills).