

ANNEX F: SITE SELECTION CRITERIA AND SITE COMPARISON TABLES

1. 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.

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

3. 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.

4. 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

5. 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.

6. We do not want new housing to take the form of bland and dull housing 'estates'- identikit standardized 'boxes' which could be located anywhere, and which bear no relation to the materials or other features associated with the existing housing in the village. At the same time, we don't wish to be overly prescriptive or to reject imaginative new designs, but we would hope for new development to draw on the local palette of materials characteristic of this part of the Vale (lowland villages, in the Vale's own designation), and we will look for high quality detailing to enhance the appearance of the new housing. A Drayton Design Guide (see Annex E) has been produced which looks at the different housing styles in Drayton and maps them into zones, each of which has its own particular features. Although adapted specifically to Drayton, the guide is also based closely on

the Vale's own Residential Design Guide, so that it can be used as a reference document for our new housing, without causing any issues of incompatibility with the Vale's own Local Plan.

Criterion 2: Have low impact on traffic flows

7. 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 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

8. All of the larger potential locations for new housing in Drayton (10+ houses) are greenfield sites. This inevitably means that there will be some loss of rural landscape. In planning terms, no existing residential property has a right to 'a private view', although there is certainly provision for protecting views which can be enjoyed by all, e.g. in Drayton, the view from the fields bordering both sides of the A34 across to the Ridgeway, or the view from the bridleway at the back of the Parish burial ground and pony paddocks across to St Peter's Church. The planning system takes other factors into account under the heading of 'amenity considerations' – e.g. existing residents should be protected against being overlooked, or affected by unreasonable noise or smell. New development should not, by virtue of its scale and bulk, cause loss of light. Important trees should be preserved, and the area should not be over-developed or its character fundamentally altered. Clearly, judgements on some of these factors, such as 'character' are likely to be more subjective than others, but as far as possible, Drayton 2020 will work with developers to try to preserve landscape features that contribute to the distinctive identity and attractiveness of the village.

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

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

¹ Although this equation would be generally true, it's probable that in certain types of development, e.g. sheltered housing for the elderly, the residents may be less likely to own or use their own cars, although of course their visitors/carers might arrive by car.

existing residents, although in practice this may not always be possible.

Criterion 5: Offer easy pedestrian access to amenities

10. 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

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

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

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

Criterion 8: Not be of special ecological or archaeological significance

13. Enquiries have confirmed that Drayton is the site of a number of scheduled ancient monuments, enclosures, and settlement evidence. The County Archaeologist writes, ‘the entire area east of the village contains a dense spread of archaeological features dating from the Neolithic

period to the medieval period... (forming) part of a well preserved historic landscape. This should be seen as being both of national importance and irreplaceable'. Some of the prospective housing sites in Drayton, e.g. Manor Farm, have already had archaeological investigations made, but this will be a requirement for any site identified for future development. The map shows a tumulus, or burial mound, on site 02, at the north end of the village. According to the County Archaeologist, crop mark evidence suggests this may overlay Romano-British settlement. As this site, bordered by Barrow Road and the Abingdon Road, is likely to be developed as part of Drayton's NDP, these findings will clearly have a bearing on the eventual layout of the development.

THE DRAYTON SITES

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

Notes regarding the Drayton sites:

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

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

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

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

19. The 13 sites identified by the VWHDC in the SHLAA (Appendix 6) are listed below. A fourteenth site which was not included in the SHLAA document, but **was** included in the first draft of the NDP is added to the list as site DRAY 14. Eight of the sites were included in the first draft, albeit under different names. These are highlighted in red. Of the eight, the 'Barrow Road' site

constitutes only a part of site DRAY 02, and the site described as ‘west of Fisher Close’ constitutes only a part of sites DRAY 03 and 12 (these are combined in the SHLAA map without any indication of boundary)

- Site DRAY 01: ‘North of High Street’*
- Site DRAY 02: ‘Land north of Abingdon Road, Drayton’*
- Site DRAY 03: ‘Land to the east of the A34’*
- Site DRAY 04: ‘Land off Marcham Road’
- Site DRAY 05: ‘Land west of Steventon Road’*
- Site DRAY 06: ‘Land west of Steventon Road’*
- Site DRAY 07: ‘Land south of Drayton East Way track’
- Site DRAY 08: ‘Land bounded by High St and Drayton East Way’*
- Site DRAY 09: ‘Land to east of Sherwood Farm, Drayton’
- Site DRAY 10: ‘Land south of High Street’
- Site DRAY 11: ‘Land north of Gravel Lane’*
- Site DRAY 12: ‘Land to the east of the A34’
- Site DRAY 13: ‘Land to south of 10 Halls Close, Drayton’
- Site DRAY 14: ‘Long Meadow, south of A34 bridge’ (see para 19 above)*

The location of the various sites is presented in Figure 1.

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

RATING THE SITES

21. 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.

22. The context of Drayton’s Plan means that we are using the traffic-light system only to rate sites and not completed developments, but the application of the methodology is the same. In the grid which follows (See Table 1) 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.

23. An amber light indicates that a particular aspect of a site may be in some way problematic but

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

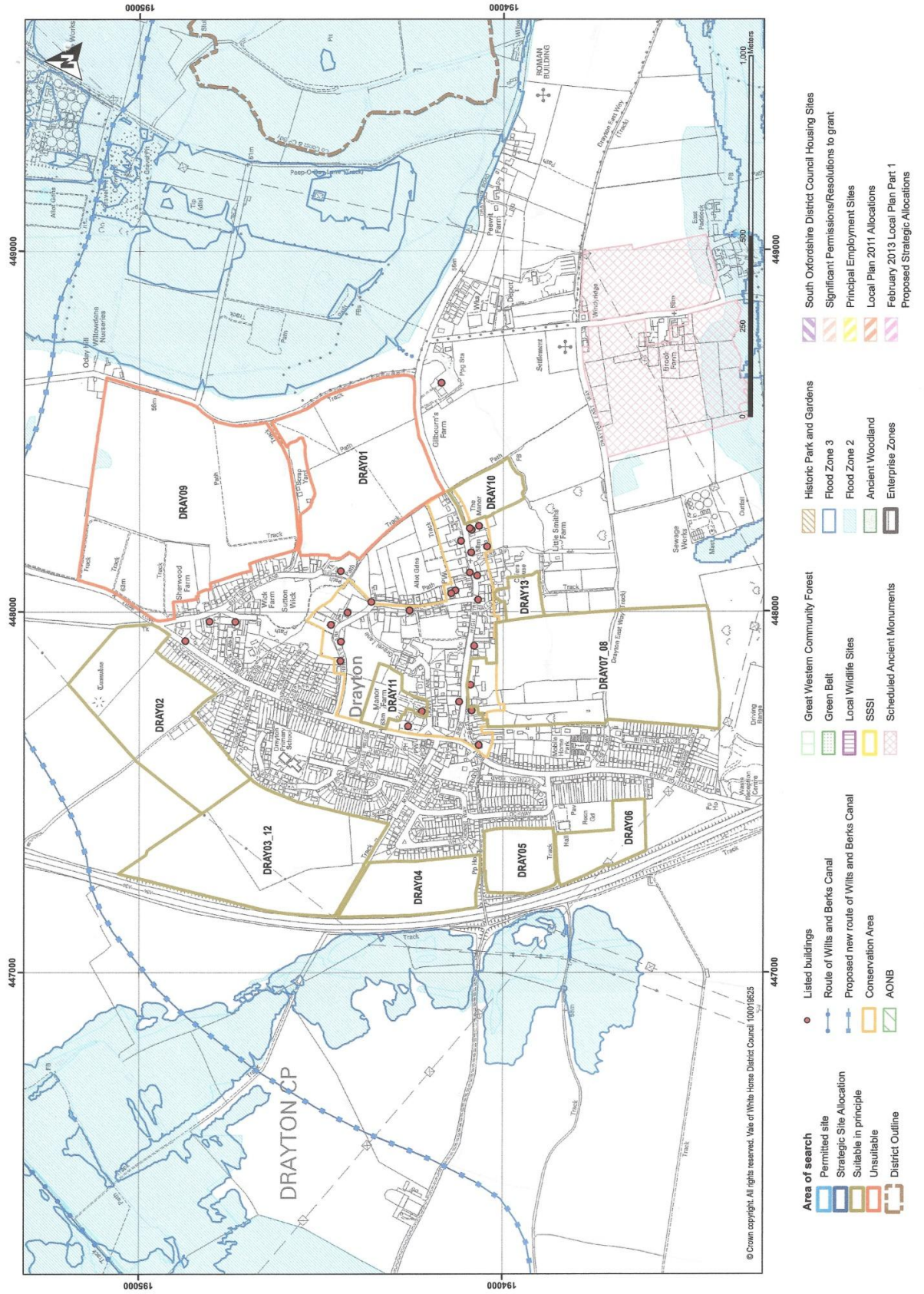


Figure 1 - Site Locations
 Source: Vale of White Horse District Council

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

SITE ALLOCATION

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

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

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

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

Sites	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
Criteria														
1 Preserve historic character of village	R	G	G	G	G	G	G	A	R	A	A	As for site 03	A	G
2 Have low impact on traffic flows	A	A	A	A	A	A	A	A	A	A	A		A	A
3 Have minimal impact on surrounding rural landscape	A	A	A	A	G	G	A	A	R	A	G		A	G
4 Have low impact on neighbours and green space in the village	R	A	A	A	A	G	A	A	R	G	G		A	G
5 Offer easy pedestrian access to amenities	A	G	A	G	G	G	G	G	R	A	G		G	A
6 Be subject to low traffic noise	G	A	R	R	R	R	G	G	G	G	G		G	G
7 Be within existing built-up area of village	R	G	A	R	R	R	G	G	R	A	G		G	A
8 Not be of special ecological or archaeological significance	A	A	G	G	G	G	A	A	R	A	A		A	G

Table 1: 'Traffic Light' Scoring for Drayton Sites (for full site descriptions & requirements see Table 2 below)

Table 2: 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>* see the note on Drayton's Noise Survey in Section 2 above</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	<p>Housing to the north of this site is in the High St Conservation Area. Similar constraints and design requirements would apply as to site DRAY08 (bounded by High St & East Way)</p> <p>Rating: Amber</p>	<p>The houses in Steventon Road date from the mid to late 20th century. No obvious historical characteristics.</p> <p>Rating: Green</p>	
2	Have low impact on traffic flows	<p>All sites will produce additional traffic which could add to congestion.</p> <p>Access 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.</p> <p>Rating: Amber</p>	<p>All sites will produce additional traffic which could add to congestion.</p> <p>Access would have to be provided from the B4017, probably from a point south of the present line of houses on the west of Steventon Road. Traffic heading south would not travel through the main part of Drayton village at all.</p> <p>Rating: Amber</p>	
3	Have minimal impact on surrounding rural landscape	<p>There would be some loss of rural landscape. Similar concerns regarding conservation of wild life, trees, plants and other landscape features as for site DRAY08.</p> <p>Rating: Amber</p>	<p>The site is hidden from view from most passers-by, located behind the existing housing in Steventon Rd. It is currently a grass meadow, in effect a large extended garden. As indicated, any impact on the rural landscape would be invisible to most people.</p> <p>Rating: Green</p>	

	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>	