



Drayton Neighbourhood Plan

Pre-submission consultation draft

July 2015

Preface

This is the Pre-Submission Consultation Draft of the Drayton Neighbourhood Plan. This version of the document is based on over 12 months of research, consultation with the community and a rolling process of drafting, review and refinement. Following the receipt of comments from the community, the document will be refined again before being submitted to Broadland District Council who will coordinate further consultation and an independent examination of the document. If the document passes the examination stage it will finally be the subject of a local referendum.

The document has been written by the Drayton Neighbourhood Planning Forum which is made up of community representatives from Drayton. After a call for membership, this group was set up in 2013 and includes representatives from St Margaret's Parish Church, the Bob Carter Centre, Drayton Tree Wardens, Drayton Community Infant School, Drayton Parish Council and the local community.

In reaching this point, the Neighbourhood Planning Forum has undertaken a process of research, consultation and review. Key stages in this process can be summarised as:

- Applying for the designation of a Neighbourhood Area (November 2013)
- Undertaking background research on local social, economic and environmental conditions in Drayton and the surrounding area
- Undertaking initial community consultation to understand residents aspirations, concerns and ideas (May 2014)
- Going on structured 'walkabouts' led by specialists to understand different areas within the village and particular areas of interest or concern
- Undertaking a second community consultation exercise to test a draft vision and set of objectives for the Neighbourhood Plan and highlight initial policy ideas (June 2014)
- Holding thematic workshops to discuss the strengths, weaknesses, opportunities and threats facing different aspects of life in Drayton and to develop policies
- Undertaking a third community consultation event to test a first draft of the policies for the Neighbourhood Plan (October and November 2014).

The community provided really valuable feedback on the draft policies at the October / November 2014 consultation event and the policies have been revised to reflect the comments received. This version of the document includes those revised policies and comprises the first full draft of the Drayton Neighbourhood Plan. We would now like you to review this 'Pre-Submission Consultation Draft' of the Neighbourhood Plan and provide further feedback. Copies of the document are available on line and in hard copy at a number of locations around the village between 1st August and 30th September 2014.

How to review online:

Electronic copies of the Pre-Submission Consultation Draft Neighbourhood Plan, Sustainability Appraisal and response form which you can print off or fill in and e-mail, can be found at:

<http://www.draytonparishcouncil.org.uk/#>

<http://www.inghampinnock.com/drayton-neighbourhood-plan/>

Completed response forms should be e-mailed to office@inghampinnock.com or clerk@draytonparishcouncil.org.uk

How to review hard copy:

Paper copies of the Pre-Submission Consultation Draft Neighbourhood Plan, Sustainability Appraisal and response form can be found at Bob Carter Centre, Thorpe Marriott Village Hall, Drayton Village Hall, King George V Pavilion, Drayton Surgery, St Margaret's Church and Tesco. Completed paper response forms should be posted to **Ingham Pinnock Associates, Suite 2b, 10c St Edwards Passage, Cambridge, CB2 1PJ.**

The background image is a composite. The upper portion shows a white pub with a red-tiled roof, identified by a sign as 'The Red Lion FREE HOUSE • CARVERY'. Bare tree branches are visible against a clear sky. The lower portion of the image is a field of numerous bright yellow daffodils in full bloom, with some white flowers interspersed.

Contents

1 Introduction to the Neighbourhood Plan

2 An introduction to Drayton

3 A vision and objectives for Drayton Neighbourhood Plan

4 Neighbourhood Plan Policies

5 Implementation and Monitoring

6. Pre-Submission Consultation Response Form

1.0 Introduction to the Neighbourhood Plan

This document is the Pre-Submission Consultation Draft Drayton Neighbourhood Plan. The Plan area covers the same area as the Civil Parish of Drayton (see **Figure 1**).

The intended lifespan of the Plan is to 2026 which matches the intended lifespan of the Joint Core Strategy. The Joint Core Strategy was produced by the Greater Norwich Development Partnership (of which Broadland District Council is a member). It sets out the over-arching strategy for growth across Norwich, Broadland and South Norfolk.

The production of the Drayton Neighbourhood Plan was made possible by new powers contained within the 2011 Localism Act. The Localism Act contains a number of new measures and powers which seek to decentralise control over local matters to local communities including the ability to create new planning policy.

Giving local communities the ability to create their own planning policies provides them with a significant and powerful say in what happens in their area. Accordingly the power comes with number of 'basic conditions' that must be met including the need to contribute towards the achievement of sustainable development goals, the need to ensure that policies have regard to national policies and are in general conformity with the local strategic plan (the Joint Core Strategy).

The Drayton Neighbourhood Plan therefore contains a series of policies developed by the community which have regard to national guidance, are in broad conformity with the local strategic plan and seek to deliver social, economic and environmental sustainability.

In summary the aim of the Plan is to set out a number of simple and practical policies that can add local detail and depth to more strategic documents such as the Joint Core Strategy in order to address specific local issues. Local people have told us what they want and don't want in the village and how they would like to see it evolve into the future. We have taken those ideas and views and shaped them into this document bearing in mind the basic conditions that must be met.

The remainder of the Plan is set out as follows:

Section 2: An introduction to Drayton: This section provides a summary of the social, economic and environmental conditions in Drayton to help illustrate the context in which policies have been created and the issues to which they seek to respond

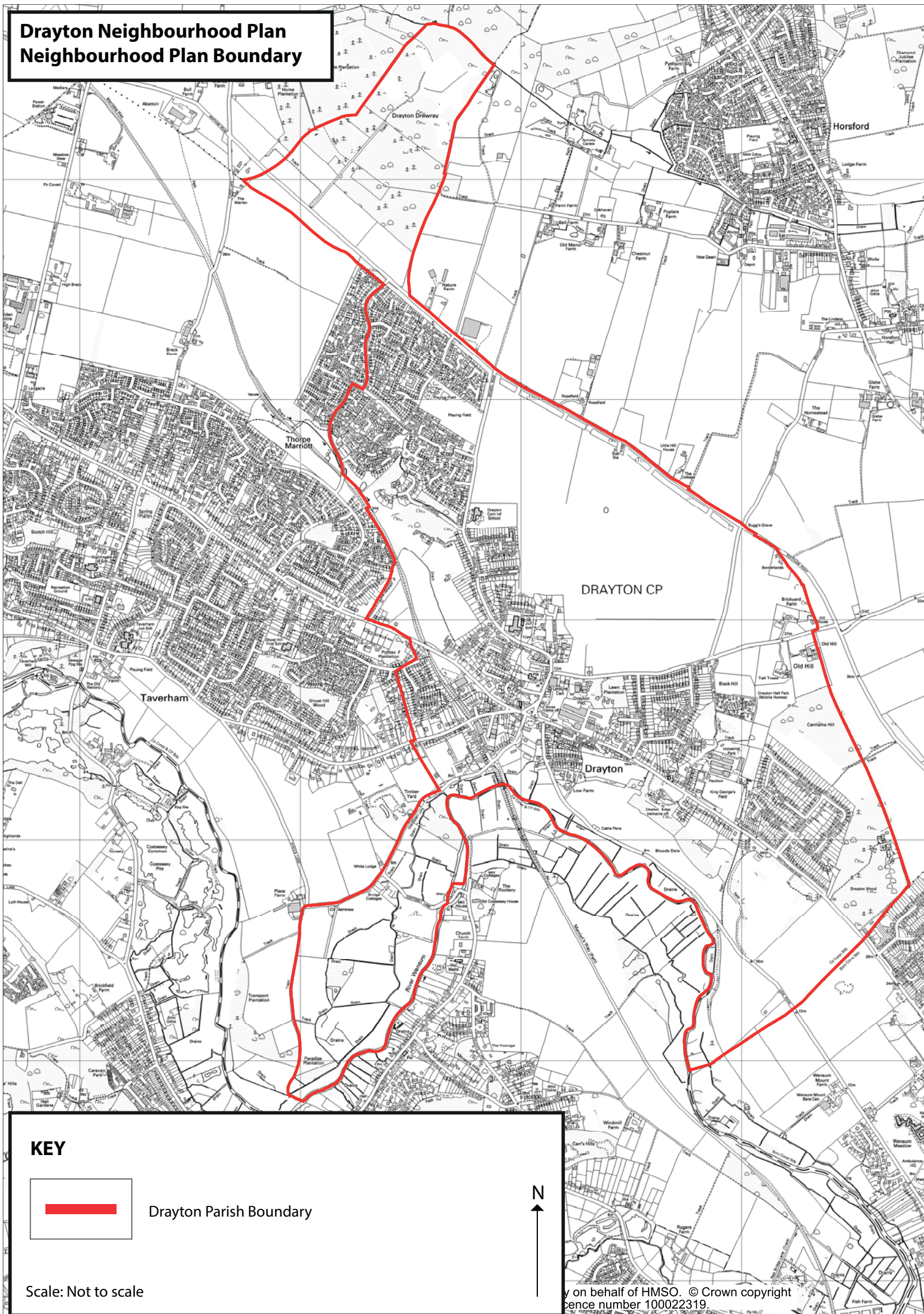
Section 3: A Vision and Objectives for Drayton Neighbourhood Plan: This section sets out the overarching vision and objectives for the Neighbourhood Plan. This strategic framework underpins the policies

Section 4: Neighbourhood Plan Policies: This section sets out the nine policies under thematic headings which are at the core of the Plan and are intended to shape future change in the village. Each policy is accompanied by text explaining the justification for the policy and the intention of the policy

Section 5: Implementation and Monitoring: This section sets out how the policies could be delivered and will be accompanied by a more detailed implementation plan on submission to Broadland District Council

Section 6: Consultation Response Form: A consultation response form is included at the end of the document that can be printed out and used to provide feedback on the Pre-Submission Consultation Draft Plan. Details of how to provide feedback are provided in the Preface.

Drayton Neighbourhood Plan Neighbourhood Plan Boundary



KEY

Drayton Parish Boundary

Scale: Not to scale

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2.0 An Introduction to Drayton

Location and geography

Drayton is in the Local Authority District of Broadland in the County of Norfolk. The village is situated close to the north western edge of Norwich and is around five miles from Norwich city centre. The Drayton Neighbourhood Plan area covers the same area as the Civil Parish of Drayton.

The Plan area is bounded by the Wensum River Valley to the south which forms part of the Parish of Costessey in South Norfolk District. To the west the Plan area neighbours Taverham Parish; to the north, Horsford Parish; and to the east, Hellesdon all of which are in Broadland District.

The Plan area covers around 556 hectares (1,373 acres) which is relatively small compared to many other Parishes in Broadland. The Plan area is made up of the built up area of the village, open farm land, the river valley and blocks of woodland. The village centre is based around the junction of a number of historic routes including the A1067 between Norwich and the large market town of Fakenham approximately 20 miles to the north-west.

Historically Drayton was a rural Parish containing a small village clustered around a church overlooking the Wensum Valley. By the end of the 20th century the suburbs of Norwich had expanded almost to the southern edge of the village. In parallel, Taverham to the west has expanded and has now grown to the extent that in some places the two settlements form a continuous built up area. Nevertheless, Drayton retains a semi-rural character and residents are passionate about maintaining a separate identity and physical separation from Norwich and surrounding villages.

The local community

At the time of the 2011 Census there were around 5,500 people living in Drayton. To put this into context, the population of the Plan area makes up around 4% of the population of Broadland as a whole.

Compared to the population of Broadland, the population in Drayton is relatively young; for example, the average age of residents in the Plan area is 42 compared to 44 across the District. There are particular concentrations of residents aged between 30 and 44 and children under 18 in the Plan area (2011 Census), which suggests that Drayton is an attractive location for families to live with good access to schools and jobs in and around Norwich.

Analysis of the occupation of residents shows that working age residents in Drayton are more likely to be employed in higher skilled occupations than residents across Broadland as a whole. Perhaps contributing to this, analysis of educational attainment of residents highlights that there are higher proportions of residents in the Plan area with Level 3 and Level 4 qualifications (the highest attainable) than across Broadland as a whole (2011 Census).

The majority of working residents in Drayton travel between 10km and 20km to work suggesting they travel to destinations in and around Norwich. Around 20% work less than 2km away / from home. As is the case across Broadland the vast majority of working age residents travel to work by car (around 68%) with proportionally fewer residents walking or cycling than across Broadland (5% walk, 4% cycle).

Drayton is well served by community facilities. The largest dedicated community centre is the Bob Carter Centre at the very heart of the village which includes indoor sports facilities, a bar and social club. Close to the Bob Carter Centre is the Drayton Village Hall which is used for a range of community events and activities. Away from the village centre there is also the King George V Playing Field and Pavilion and Thorpe Marriot Village Hall (Longdale Pavilion) and sports pitches.

As noted above, Drayton has grown at the junction of a number of important local routes feeding into a main route into Norwich, the A1067 or Fakenham Road. Whilst it is busy at peak times, this road provides good direct access to the northern side of Norwich and onwards to the regional road network.

It is important to note that the highway infrastructure around the village is likely to change significantly in the future with the delivery of the Norwich Northern Distributor Road or NNDR. This route will provide a northern distributor road for Norwich linking north-west Norfolk to the A47 in the east. The route will run across the northern most part of the Plan area between the Drayton Dreyway and the Thorpe Marriot neighbourhood. It is hoped that the delivery of the new road will relieve the village of some through-traffic and ease congestion at peak times.

Alongside road connections a stretch of the Marriott's Way passes through the village which provides a popular local walking and cycling route linking Norwich to the northern parts of Norfolk. The Marriott's Way is part of National Cycle Route 1 which provides a continuous route all the way from Dover to the Shetland Islands. Drayton does not have a train station but is on a number of bus routes serving Norwich and Fakenham.

The local economy

Drayton is a working village with a range of employment sites in the Plan area. However, travel to work data suggests that only a small proportion (under 20%) of working residents still live and work in the village with large daily outflows into Norwich and other towns.

The village centre is a bustling local hub containing a number of shops and retail services, pubs, cafes and a petrol filling station all of which provide opportunities for employment and investment. On the edge of the village centre there is also a medium sized Tesco supermarket.

In the centre of the village is the historic headquarters of R G Carter, a major regional building contractor and developer. 'Carters' occupy a number of sites with a range of different activities taking place such as office space, staff training and storage. The business has been based in the village since the 1920s and has left an important and admirable legacy for the community including the Florence Carter Park and Bob Carter Centre.

Away from the village centre there are two other concentrations of employment activity at the Drayton Industrial Park and Frosts Industrial Estate. Drayton Industrial Park is a modern, compact industrial estate containing a mixture of light industrial and retail warehouse activities. It is an attractive industrial estate located close to the village centre and is well occupied. Frosts Industrial Estate is a more historic employment area off the A1067 at the Norwich end of the Plan area. Activities taking place here tend towards heavier industrial functions and engineering.

The local environment

The Plan area contains a mixture of urban and rural landscapes and is at the convergence of two 'green infrastructure corridors'; the River Wensum and the Norwich – Reepham – Aylsham corridors.

The River Wensum valley is a European designated site (Environmentally Sensitive Area, Site of Special Scientific Interest and Special Area of Conservation) which means it is heavily protected. Away from the river valley the Plan area contains Drayton Drewray which is a County Wildlife Site containing a mixture of fen, woodland, grassland and heath as well as Drayton Wood and Canham's Hill all of which are valued local green spaces.

The topography of the Plan area and the nature of development in the village has created a situation that means the centre of the village is at particular risk of surface water flooding during times of heavy rain. It is technically therefore one of three 'Critical Drainage Areas' across the Norwich catchment and is a particular issue.

As noted above, Drayton is an historic settlement that has grown around the convergence of a number of important sub-regional and local transport routes. As a result of its history the village contains around 11 listed buildings including Drayton Lodge which is grade II* listed and a Scheduled Ancient Monument (SAM), St Margaret's Church which is also grade II* listed and the mediaeval village cross which is grade II listed and a SAM.

In terms of domestic buildings, the area contains around 2,330 homes the majority of which are detached and owner occupied. Away from the historic village centre, housing in Drayton is grouped into a number of neighbourhoods each of which represents a discreet phase of development; Thorpe Marriot for example is a large relatively modern housing estate as are the George Drive, Hurn Road, Cator Road areas. The next of these new neighbourhoods looks set to be delivered off Hall Lane where a scheme was granted outline planning permission in 2013.

3.0 A Vision and Objectives for the Neighbourhood Plan

A vision and set of objectives have been developed for the Neighbourhood Plan. They have been prepared by the Neighbourhood Planning Forum but tested and refined with the community through a number of public consultation events.

The purpose of the vision is to capture in a short paragraph an over-arching statement on how the Plan area will change and develop in the future. It is deliberately ambitious and far reaching and should be part of any consideration of future proposals for the Plan area.

Vision

The vision of the community of Drayton is based on their desire to maintain the quality of life in their Parish by preserving the balance between the built and green environment, improving negative elements of the built environment and infrastructure whilst developing and strengthening opportunities for the people of the parish, encouraging increased prosperity, and building up the facilities available to residents, and those that work here.

Objectives

The objectives for the Plan are designed to address issues identified as specific to Drayton and issues raised by the local community. They provide a basis for the policies set out in the next section and a framework for the future which, if fulfilled will ensure the vision for Drayton is achieved.

Objective 1. Preserving the character of the settlement, including the spatial balance between the rural and built environment, historical assets and character whilst improving design based on local vernacular styles

Objective 2. Protecting and enhancing resources available for sports, leisure, community and educational activities

Objective 3. Facilitating improvements in road transport, traffic, and parking

Objective 4. Improving the management and possibly increasing the provision of public green spaces of different kinds

Objective 5. Supporting businesses and local employment

Objective 6. Improving access and use of route-ways through both urban and countryside for pedestrians and cyclists.

4.0 Neighbourhood Plan Policies

This section sets out the policies developed by the Neighbourhood Planning Forum over the last two years. The policies are at the heart of the Neighbourhood Plan and are the tools that will be used by Broadland District Council planning officers in the future when considering proposals and applications.

There are nine policies in total covering issues ranging from surface water flooding to walking and cycling to the historic environment.

The policies have been arranged under three broad thematic headings as follows:

Theme 1: Shaping future development: Policies that will help to shape all proposals across the Plan area

- Policy 1: Design standards and land use mix
- Policy 2: Protecting and enhancing the historic environment
- Policy 3: Important views
- Policy 4: Improved public parking
- Policy 5: Flooding

Theme 2: Site specific guidance: Policies that have a specific geographic focus within the Plan area

- Policy 6: Village centre enhancements

Theme 3: Green spaces and recreation: Policies that relate specifically to areas of green open spaces

- Policy 7: Improved walking and cycling routes
- Policy 8: Strategic green infrastructure and Drayton Dreyway
- Policy 9: Optimising the King George V Playing Field

THEME 1: SHAPING FUTURE DEVELOPMENT

Policy 1: Design standards and land use mix

Background

Consultation with the community and discussion within the Neighbourhood Planning Forum indicated that whilst there is not necessarily support for future development in the village, the community recognises that over the full lifespan of the Neighbourhood Plan up to 2026, proposals may come forward within the village for consideration. Comments have suggested that the development of 'brownfield' sites may indeed be supported.

Mindful of the pressure for development, the community is keen to ensure that any proposals that do come forward provide the best possible outcome for Drayton and its residents in a number of ways:

- **Design:** There is a desire to ensure that any future development that may come forward in the Plan area is delivered to high standards of design and sustainability. The community is proud of its identity and character and wishes to see this preserved and enhanced through high quality buildings and neighbourhoods
- **Employment:** Drayton is a bustling village with a busy centre and a number of successful employment areas. Whilst the community did not express an ambition to identify entirely new employment areas it was considered that if major new development came forward in the future it should include an allowance for some employment floorspace to help provide jobs and business opportunities for local people
- **Traffic:** Residents and businesses expressed concern about congestion and traffic, particularly in the village centre. The layout of the village means that most traffic is funnelled through the centre. At peak times due partly to the complexity of the layout and partly to the volume of traffic this results in congestion. There is a desire to ensure that any future development around the village does not exacerbate this problem and wherever possible seeks to improve the current situation through the creation of alternative routes and by promoting walking and cycling and public transport use.

Intention

The intention of this Policy is to ensure that any proposals for major residential development (over 10 residential units or 0.5 hectares) that come forward in the future take into account a number of particular local issues, aspirations and concerns.

POLICY 1: DESIGN STANDARDS AND LAND USE MIX

The Plan requires that any future development proposals including those with outline planning permission seek to achieve high standards of design, sustainability and innovation. Proposals must demonstrate how they reflect and contribute positively to the character of Drayton and how they will minimise any impact on the environment.

The Plan requires that any proposals for major new residential development should, where appropriate, include space for employment activities that will support the economic development of the Plan area. Any new employment uses should not undermine or indirectly substitute retail and retail service activity taking place in the village centre.

The Plan encourages any new development proposals to demonstrate how they can help to alleviate traffic management problems in the village centre either by the creation of new infrastructure related to the development or by making a contribution towards works set out under **Policy 6**. As a minimum, proposals must demonstrate how they can be delivered without any significant negative impact on traffic management in the centre of the village including the Fakenham Road by minimising vehicle movements, providing suitable alternative means of vehicular access and egress not reliant on the village centre and demonstrating how they are physically fully integrated with the existing village to avoid the creation of poorly connected residential estates.

Policy 2: Protecting and enhancing historic character

Background

An appreciation of and a desire to enhance the historic character of Drayton throughout the Plan area is a strong theme that has arisen from the public consultation exercises carried out with the local community, as well as the discussions within the Neighbourhood Planning Forum.

In accordance with the wishes of the community the Plan seeks to preserve and enhance the character of the existing built environment. This has traditionally consisted of low-density development with generous curtilages often incorporating mature planting of oaks and other native species. This is true of the earlier rural developments in and around the village centre, and of most of the post-1950 development (when larger scale housing developments were initiated either along the Parish's ancient routeways or within estates).

Over recent decades, some of the historic character of Drayton, especially in the village centre, has been eroded. The community wishes to see this process halted with greater conservation, enhancement and where possible reinstatement of elements of historic character. Of particular importance is the re-balancing of the form of the village centre by, for example, increasing open green space, reducing of the impact of road space and better delineated boundaries of the built environment.

Intention

This Policy is intended to protect and enhance specific historical assets and character as well as provide a framework within which the historic environment of Drayton may be improved. It is expected that this Policy will need to work in conjunction with the other Policies.

The design and management of future development should conform to current best practice for the historic environment as set out in advice from Historic England and other relevant recognised bodies

POLICY 2: PROTECTING AND ENHANCING HISTORIC CHARACTER

The Plan requires that any proposal for future development (including changes to the highway) in the Plan area clearly identifies and demonstrates how it will preserve and enhance the established character of Drayton, especially regarding elements of the historic environment. This applies to historic spatial relationships, open spaces, and the built environment.

The use of traditional building materials and design should be the norm for future development where it is in or may affect existing historic buildings or spaces. The scale, design, and setting of new buildings should respect the existing historic built environment even though this might currently be quite fragmentary. The height of ridgelines and eaves, as well as the placing of building lines and the scale of new build, should be appropriate. The mass of any one building should not be allowed to dominate the street scene, although important public buildings might be expected to have more 'presence' than others.

The Plan requires that development proposals will not adversely affect existing heritage assets or the historic character of the Plan area. Existing assets include scheduled sites and listed buildings. Elements that are considered to be essential for the preservation of the historic character of the Plan area include the relationship of open spaces to the built environment, and significant views

into and out of the settlement (especially, but not exclusively, involving prominent buildings such as St Margaret's Church and open/green spaces – see Policy 3).

Future development within the village centre (see Policy 6) should be in keeping with the historic spatial structure of the village centre, that is, loosely clustered around a green. The Plan requires that the central village green and its historic building lines be restored in some form as part of any future schemes for village centre enhancement. The hill up from the parish church along School Road is the drag (Saxon for 'steep hill') that gave the original settlement its name: future development should ensure that this feature is respected and that views from it to St Margaret's Church are preserved.

Policy 3: Important views

Background

Part of the high environmental quality of Drayton is a result of the range of topography that it occupies. Parts of the village occupy high ground above the Wensum Valley and other parts such as the village centre are located in a low-bowl in the landscape. This undulating landscape creates an interesting and attractive series of routes, views and experiences.

The topography of the Plan area creates a range of attractive views that contribute towards the character of the village. For example, there are attractive views down into the village upon approach from the High Road which offer glimpses of the tower of the grade II* listed St Margaret's Church and attractive views from the Fakenham Road up into the area of open agricultural land bounded by mature trees that helps to separate Drayton from Taverham. These views, and others, are highly valued by the local community and the community is keen to protect and enhance them wherever possible.

Intention

The Plan recognises that Drayton cannot stand-still and that it will continue to evolve, grow and adapt over time. However, the Plan seeks to ensure that important characteristics of the village such as views that create a positive and unique sense of place are protected and enhanced wherever possible notwithstanding the potential for future change or development.

POLICY 3: MAINTAINING IMPORTANT VIEWS

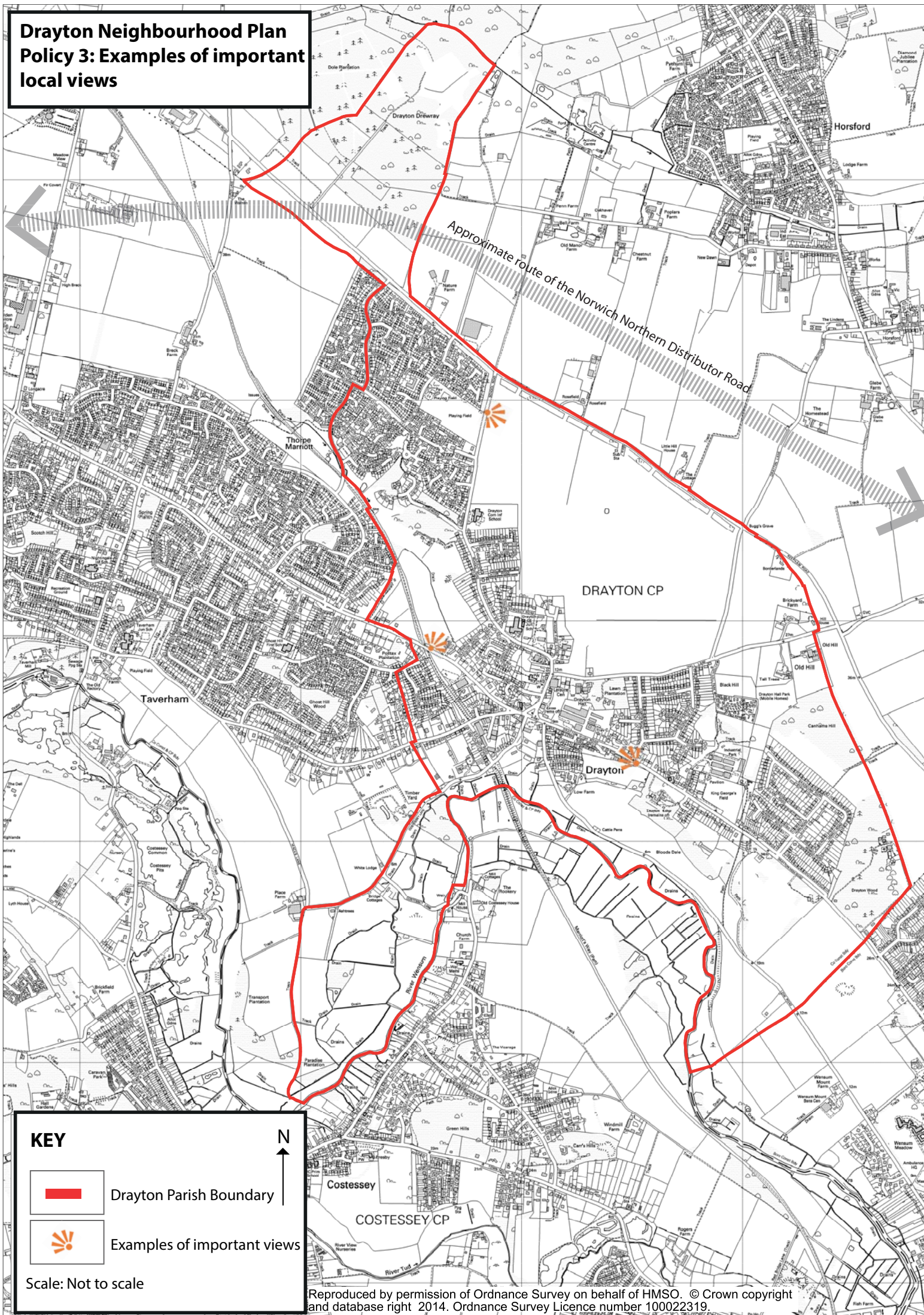
The Plan seeks to protect and enhance important views in and around the village. For example, the Plan promotes the protection of the following:

- 1. Views of St Margaret's Church tower from routes into the village and from around the village centre**
- 2. Views across open land from the top of School Road to the south east towards Hall Lane**
- 3. Views over the green gap between Drayton and Taverham from the Fakenham Road to the north and east.**

Any development or alterations to existing buildings within the views highlighted must ensure that key features of the view can continue to be enjoyed including distant buildings, areas of landscape and the juxtaposition of village edge and open agricultural land and countryside. Development within the views that is overly intrusive, unsightly or prominent to the detriment of the view as a whole should be avoided.

Drayton Neighbourhood Plan

Policy 3: Examples of important local views



Policy 4: Improved public parking

Background

The centre of Drayton is structured around a network of historic routes and buildings. It did not develop early in its history with the expectation of needing to cater for the motor car and this has created a challenge for the village in the 21st century.

Today the centre of Drayton thrives as a local hub as it always has done, providing shopping and services for local residents, a wide range of business activities and a mix of leisure facilities and amenities for visitors and the community. The bustling nature of the village centre means that there is always a steady flow of people arriving and departing by car to access shops, services or their place of work. There is very limited formal off-street public parking and therefore intense pressure for on-street parking and private parking.

Consultation has revealed 'chaotic' and constrained village centre parking has been a long-standing issue of concern for local residents and businesses which the Parish Council has tried to resolve but to date, without success. Further investigation and analysis undertaken as part of the Plan preparation process revealed there are no realistic options for new large scale off-street parking provision and so alternative approaches must be sought.

This Policy does not seek to undermine efforts being made elsewhere to promote walking and cycling in favour of the use of the private car but it reflects that for many driving to and from the village centre is the only practicable means of access at this time.

Intention

Rather than identify a single solution to Drayton's parking constraints in the form of a wholly new car park, the Plan seeks to promote the incremental growth in the number of short-stay public car parking spaces across the village centre over time.

POLICY 4: IMPROVED PUBLIC PARKING

The Plan encourages any future commercial, leisure or community development or redevelopment in and around the village centre to provide additional short-stay off-street parking for public use over and above any parking required specifically for the development itself.

Any new off-street public parking should be clearly demarcated from new private parking and managed for that use accordingly. It should be delivered to a high standard of design and in a form that is sensitive to surrounding land uses and does not have a negative impact on the appearance and character of the village centre.

Where practicable parking should incorporate permeable surfaces in order to contribute to the achievement of **Policy 5.**

Policy 5: Flooding

Background

Drayton is identified by the Norwich Surface Water Management Plan as one of three Critical Drainage Areas across the greater Norwich drainage catchment. This confirms the community's view, often put forward during consultation that Drayton is an area which suffers from surface water flooding during times of heavy rain.

The Surface Water Management Plan identifies that the main reason for Drayton being at such significant risk is the presence of a number of 'overland flow paths' where rainwater flows quickly into the village centre and collects primarily around the junction of the Fakenham Road and Low Road before gradually draining away into the Wensum Valley.

The Surface Water Management Plan includes a number of potential actions that can help to alleviate surface water flooding and this issue is currently being considered further by Norfolk County Council and the relevant agencies such as Anglian Water. One of the actions recommended is to include policies within spatial planning documents such as Neighbourhood Plans which reflect the outputs and findings of the Surface Water Management Plan.

Intention

The Plan seeks to contribute towards strategic multi-agency efforts to reduce the risk of surface water flooding in the Drayton Critical Drainage Area. It seeks to promote a range of assessment and mitigation measures that will ensure that any future development or redevelopment will have a positive impact on flooding in the village.

POLICY 5: FLOODING

The Plan requires that mitigation measures to address surface water arising from any future development or redevelopment proposals are incorporated to minimise the risk of flooding on the site and within the surrounding area.

Any new development or significant alteration to an existing building within the Drayton Critical Drainage Area as defined by the Norwich Surface Water Management Plan should be accompanied by an appropriate flood risk assessment which gives adequate and appropriate consideration to surface water flooding. Proposals will be required to demonstrate that they would:

- **Not increase the vulnerability of the site to flooding from surface water run-off from existing or predicted water flows**
- **Have a neutral or positive impact on the risk of surface water flooding in the wider area.**

Proposals must demonstrate engagement with relevant agencies and seek to incorporate appropriate mitigation measures to reduce surface water run-off and manage surface water flood risk to the development and wider area such as:

- **Improvements to the drainage network**
- **Permeable surfaces**
- **Rainwater harvesting and storage**
- **SuDs**
- **Green roofs and walls.**

THEME 2: SITE SPECIFIC GUIDANCE

Policy 6: Village centre enhancements

Background

There is a strong ambition in Drayton to improve the village centre. It is felt that over time the way the road system has changed and expanded in parallel with a proliferation of signage, obsolete street furniture and road markings has significantly eroded the extent to which the area fulfils its original function as a centre for local community life. A telling example of this is the fact that the medieval village cross (grade II listed and a Scheduled Ancient Monument) is left stranded on a small triangle of the remainder of a village green surrounded on all sides by multiple lanes of traffic. It is inaccessible to visitors and locals and left stranded on what is practically a traffic island.

It is recognised that the centre of Drayton has always and will always be a busy intersection of local roads and the Fakenham Road which is a key artery into Norwich. However, there is a strong desire to increase the environmental quality of the village centre wherever practicable for the benefit of local businesses and the community. Attractive and safe space should be available for local people to meet, socialise, celebrate and use their local shops. It should provide an attractive and enticing space to set up and grow a successful business and create an attractive and positive impression on visitors and people passing through.

The function of the village centre should be to bind the community and strengthen the identity of the village. It must not continue to solely be a place for motorists to navigate to the detriment of the people that live there. Place making and the planning of efficient and effective highways can be combined and balanced in a way that would significantly improve the current situation in Drayton.

Intention

The Plan seeks to identify realistic opportunities to reduce the impact of the dense network of routes through the centre of Drayton. It seeks to create an improved environment for local residents and businesses and create a stronger sense of place at the heart of the village.

A concept plan showing one potential option for how this policy could be implemented has been included as an appendix for illustrative purposes only. This plan is very indicative and has not been subjected to any detailed modelling and does not take account of the future impact of the NNDR.

POLICY 6: VILLAGE CENTRE ENHANCEMENTS

The Plan encourages and supports the delivery of long-term interventions that will help to improve the social, economic and environmental quality of the village centre and create a high quality physical heart for the community of Drayton as follows:

- 1. The rationalisation of the highway network in and around the village centre to better distribute local and strategic traffic movements, minimise vehicle turning movement conflicts and improve pedestrian and cyclist road crossing facilities. Alterations to the highway network could include:**
 - a. The creation of a new public space capable of being used for a range of community events, informal meetings and interaction. The public space would seek to**

- enhance the setting of the medieval village cross which is a Scheduled Ancient Monument
 - b. The creation of enhanced public realm on School Road between the Fakenham Road and Hall Lane
 - c. Improved visual and physical connections between the new public space and the Florence Carter Park and St Margaret's Church. This could include relocation of the car parking abutting School Road, the expansion and enhancement of the Florence Carter Park and improvements to the setting of St Margaret's Church
 - d. Tree planting in and around the village centre that reflects historic planting elsewhere in Drayton, allowing for views through spaces whilst creating a more pleasant environment
 - e. The comprehensive de-cluttering of the village centre and removal of unnecessary or obsolete street furniture such as guard-railings, signage and highways markings.
2. The sensitive development and redevelopment of sites with new buildings that includes commercial or community uses at ground floor and residential above or as part of the wider mix. Priority will be given to the redevelopment of architecturally poor buildings such as Barclays Bank, the chemist and the Bob Carter Centre on the basis that these important activities are replaced or retained elsewhere in the village centre. Any proposals for development or redevelopment should reflect relevant policies elsewhere in this Plan such as Policy 1, 2, 3, 4 and 5.

THEME 3: GREEN SPACES AND RECREATION

Policy 7: Improved walking and cycling routes

Background

Residents of Drayton have consistently reported how much they value access to the surrounding landscape for walking, cycling, dog walking and taking exercise. Residents enjoy being able to access the Marriott's Way to move between Norwich and outlying towns and villages. They also enjoy being able to access the Wensum Valley to the south, farmland and woodland to the north and east including Drayton Drewray. There is a strong desire to see footpaths retained and where possible expanded to increase access to the countryside.

Elsewhere in the Plan Policy 4 identifies a need for increased public parking in the village centre to allow improved access to local shops and services by car. Alongside this, it is important to provide and promote the means for those wishing to walk and cycle around the village to shop or travel to work. Increased rates of public transport use, walking and cycling and reduced reliance on the private car can contribute towards reducing the need for additional car parking spaces in the village centre alongside delivering environmental and health benefits.

Intention

The Plan seeks to promote the safe and sustainable movement of people around the village and encourage increased access to the countryside in order to support healthy lifestyles, increase wellbeing and reduce the reliance on the private car.

POLICY 7: IMPROVED WALKING AND CYCLING ROUTES

The Plan supports the protection, enhancement and expansion of the network of footpaths and cycle ways in and around Drayton in order to create a more joined-up route around and through the village [see accompanying plan].

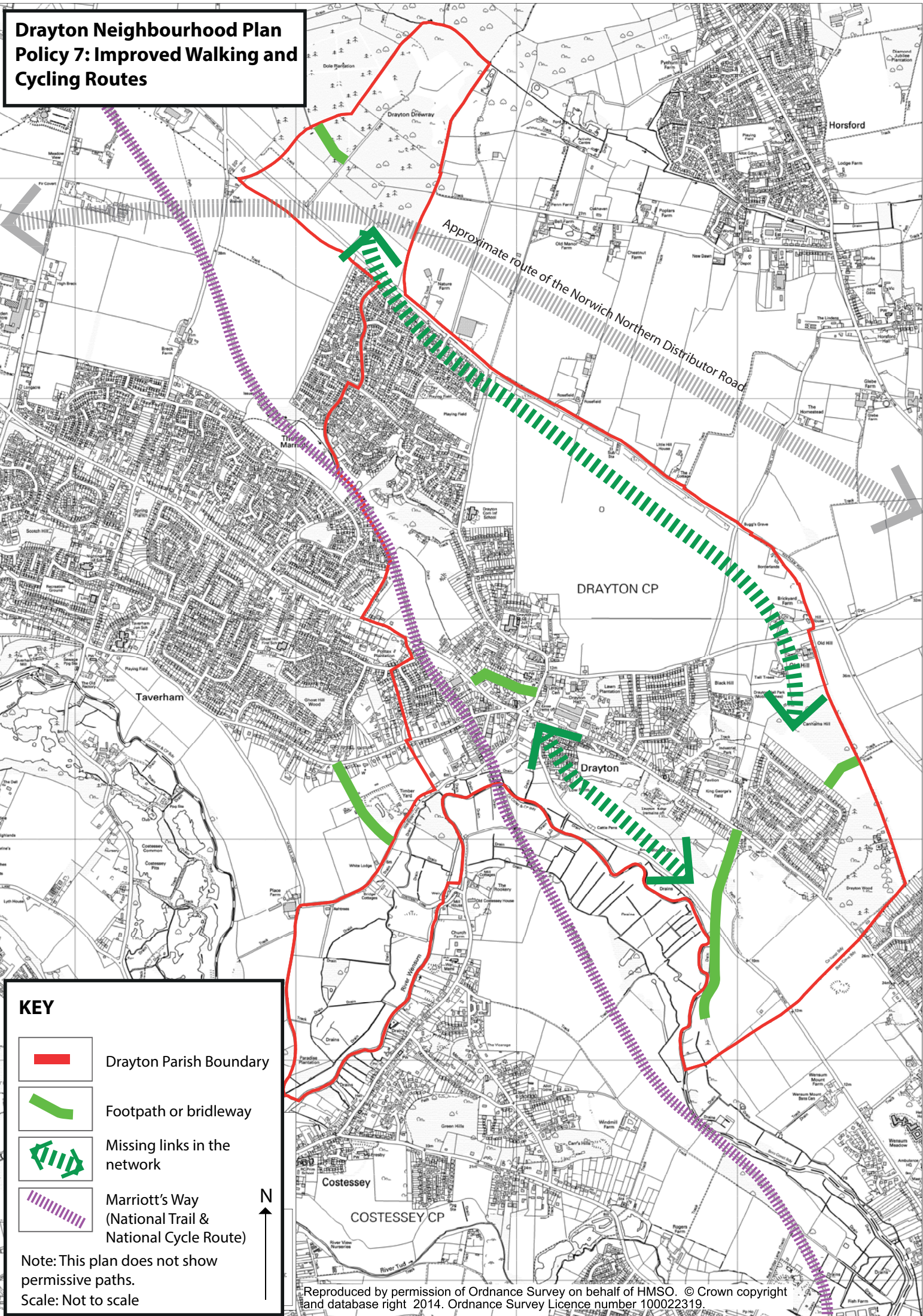
Any new development within the Parish must protect and seek to improve existing footpaths and cycle ways located within the development boundary and where relevant connect to and improve existing routes outside of the development boundary.

Specifically the plan supports:

- **The protection and improvement of existing formal and informal routes**
- **Improved road crossing opportunities and facilities on Fakenham Road**
- **Improved signage and way-finding in the village centre and at key access points to footpaths and cycle routes such as connections with the Marriott's Way**
- **The creation of a new contiguous route running from the Low Road in the village centre to Drayton Wood and Canhams Hill and onwards to Hall Lane, School Road and Drayton Drewray and the Marriot's Way**
- **The introduction of secure cycle parking at bus stops and village centre locations.**

Any improvement, expansion or alteration of the network of local footpaths and cycleways must take Policy 5 into account.

Drayton Neighbourhood Plan Policy 7: Improved Walking and Cycling Routes



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Policy 8: Strategic Green Infrastructure and Drayton Drewray

Background

Drayton is located at the intersection of two important green infrastructure corridors; the River Wensum green infrastructure corridor and the Marriott's Way green infrastructure corridor (referred to elsewhere as the Norwich – Reepham – Aylsham corridor) [see accompanying plan]. The River Wensum green infrastructure corridor is an important European designated wildlife area and the Marriott's Way green infrastructure corridor provides a sub-regional green infrastructure link with other strategic green infrastructure corridors in surrounding areas.

These corridors are identified in the Joint Core Strategy in response to the loss and fragmentation of previously extensive areas of habitat with the impact of reduced biodiversity and increased vulnerability. The Joint Core Strategy states that the aim of the network of green infrastructure corridors is to promote connectivity between core areas and through the wider landscape, thus allowing wildlife to move in response to environmental change and other factors... The creation of ecological networks is fundamental to meeting local and regional biodiversity targets but will be a long-term process that is likely to take several decades to complete.

Whilst the local community might not necessarily categorise these areas in the same technical way there is a recognition of their importance; consultation consistently revealed how local people value these areas in assessing quality of life in Drayton. Local pockets of woodland such as the Drayton Drewray (County Wildlife Site), Drayton Wood and Canham's Hill are popular local assets alongside more significant areas such as the River Wensum valley.

Intention

The combination of Drayton being located at the point of convergence between two major green infrastructure corridors and the value that the local community places on these spaces means that it is important for this Plan to seek to protect and enhance them into the future and contribute positively towards the achievement of a comprehensive and healthy green infrastructure network across Norfolk.

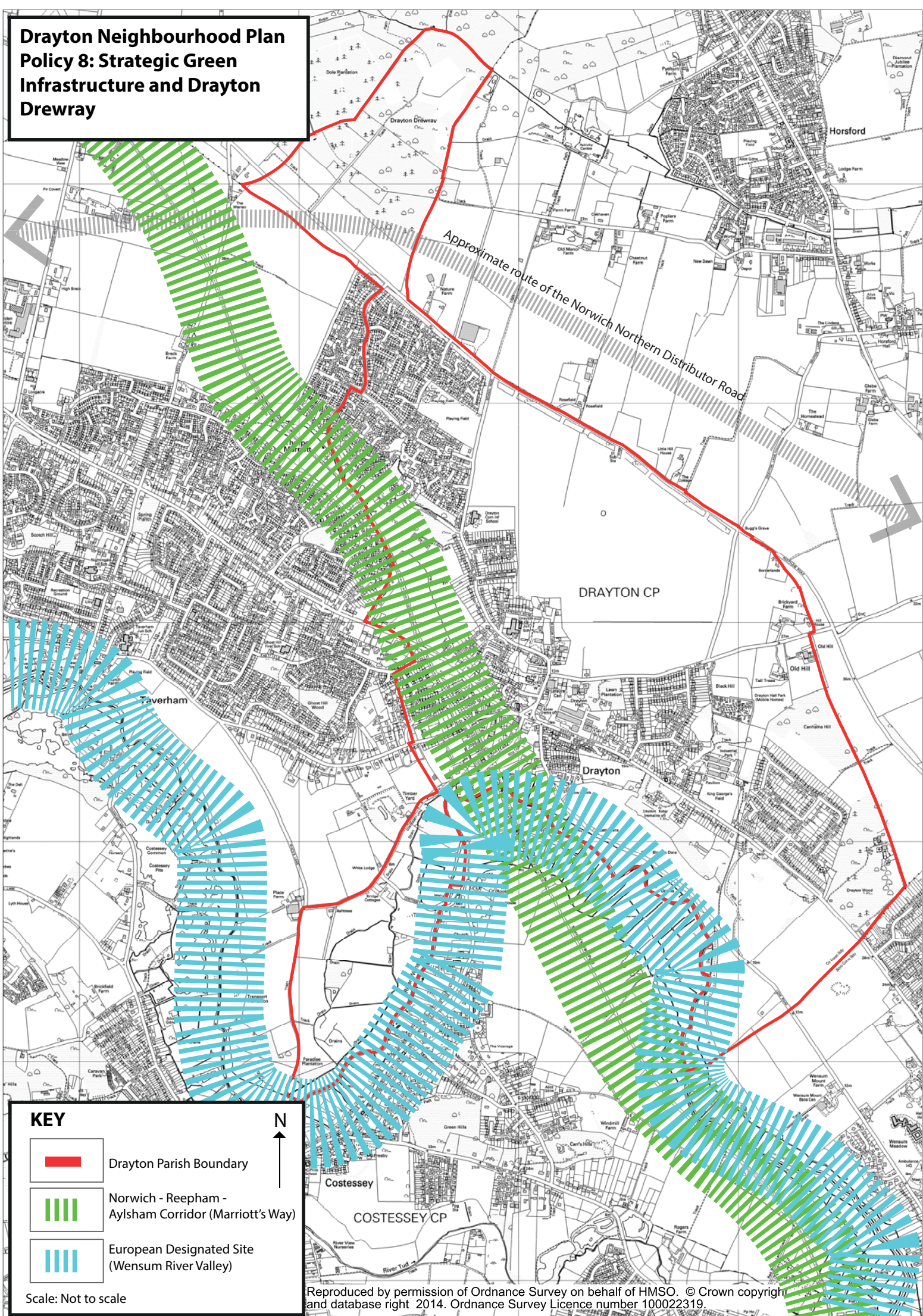
POLICY 8: STRATEGIC GREEN INFRASTRUCTURE AND DRAYTON DREWRAY

The Plan discourages development or alteration to existing buildings that will undermine the integrity of the River Wensum and Marriott's Way green infrastructure corridors and supports opportunities for enhancements that will develop their scale and environmental quality.




The Plan supports the conservation of the Drayton Drewray, Drayton Wood and Canham's Hill as important components of the Marriott's Way green infrastructure corridor.

The Plan encourages the provision of limited formal car parking for visitors to Drayton Drewray to improve accessibility to all. Parking should be provided in a form that is environmentally sensitive and unobtrusive but improves access for those less able to journey to the site on foot or by bicycle. Consideration should be given to the use of permeable surfaces and SUDs in order mitigate any impact on potential surface water flooding across the area. Parking spaces should be accompanied with improved way-marking and interpretation to increase understanding of the site's special character.

Drayton Neighbourhood Plan Policy 8: Strategic Green Infrastructure and Drayton Dreway



KEY

-  Drayton Parish Boundary
-  Norwich - Reepham - Aylsham Corridor (Marriott's Way)
-  European Designated Site (Wensum River Valley)



Scale: Not to scale

Policy 9: Optimising the King George V Playing Field

Background

The King George V Playing Field in Drayton is one of around 470 playing fields across the UK established after the Monarch's death in 1936 as a memorial and to promote the establishment throughout the UK of playing fields for the use and enjoyment of the people. As well as providing a memorial to King George V the initiative focussed deliberately on areas that were urban or urbanising in order to ensure that people had an opportunity for open-air exercise as towns and cities continued to expand. It is easy to consider how in the mid-twentieth century as Norwich and Drayton were expanding there was a clear need to set aside land from development for the community in this manner.

Today the King George V Playing Field is held by the by the Parish Council in Trust meaning it will remain in recreational use as originally intended, in perpetuity.

Despite its well-intentioned foundation the King George V Playing Field in Drayton today is used relatively little. There are outdoor football pitches, a lawn-green bowls club, cricket pitch and pavilion and some children's play equipment. Consultation with the community and within the Neighbourhood Planning Forum consistently expressed that the area is under-used and that opportunities should be explored with the community to provide new and improved facilities. Further more detailed work is required to scope-out the nature and extent of future facilities and this is addressed in the implementation plan accompanying the Neighbourhood Plan.

Intention

This Policy seeks to promote the future delivery of new and improved recreation facilities at the King George V Playing Field where those facilities comply with the legal parameters for the use of the land and where they re-connect the important green space with the local community.

POLICY 9: OPTIMISING THE KING GEORGE V PLAYING FIELD

The Plan supports provision of new and improved facilities potentially including new recreation buildings that can help to increase the use of the King George V Playing Field. This could include new sports pitches and associated facilities, new informal leisure and recreation areas or enhanced children's play equipment.

Any new or improved facilities must take into account recommendations and guidance on reducing the likelihood of local surface water flooding as identified in Policy 5.

5.0 Implementation and Monitoring

Implementation

The implementation of the Drayton Neighbourhood Plan will require the co-ordinated input and cooperation of a number of statutory and non-statutory agencies, private sector organisations and the local community. It includes policies that can be delivered relatively quickly and at little cost as well as more expensive, complex and long-term aspirations.

In order to support the implementation of the policies, a separate implementation plan will be prepared once before the Neighbourhood Plan is submitted to Broadland District Council. This implementation plan will include information on actions required to progress the delivery of specific policies.

Monitoring

Drayton Parish Council will monitor the implementation of the Neighbourhood Plan. Subject to available resource the Parish Council will prepare annual monitoring reports. These reports will be published on the Council's website and issued to Broadland District Council.

6.0 Pre-Submission Draft Consultation Response Form

Hard copy of this form should be posted to be Ingham Pinnock Associates, Suite 2b. 10 St Edwards Passage, Cambridge, CB2 1SJ or via e-mail to office@inghampinnock.com or clerk@draytonparishcouncil.org.uk

The closing date for submission of comments is 5pm on Wednesday 30th September 2015





Name:	
Address:	
Post code:	
E-mail address:	
Please state which parts of the draft Neighbourhood Plan your comments apply to:	
Please state fully and clearly your concerns (please use additional sheets if necessary):	
Please indicate what change or alternative approach would resolve your concerns (please use additional sheets if necessary):	
Are there any omissions from the draft Neighbourhood Plan (please specify):	
DATA PROTECTION NOTICE: Information given on this form will be used to help prepare the Submission Draft Neighbourhood Plan. Please be aware that your comments including personal details may be made publicly available.	
Signature:	
Date:	

Appendix A: Example of potential village centre enhancements

Example of potential village centre enhancements



KEY:

-  Shared surface treatment
-  Existing trees
-  Proposed trees
-  Potential building frontage

Public Open Space in centre of village

- Combination and alignment of grassed and hard surfacing responds to historic urban grain and pedestrian movement routes.

- Simple design of central open space to accommodate various uses from informal gathering & interaction to more formal organised events (e.g. markets)

- Medieval stone cross (Scheduled Ancient Monument) to be retained as key landmark and focal point to village centre.

- Existing high-quality trees to be preserved. New tree planting to create strong edge to the new space.

DRAYTON NEIGHBOURHOOD PLAN

Example of potential village centre enhancements

October 2014

Not to Scale @ A3

683_SK_001_RevC

CL DWG NO: 683_Sketch_Proposals.indd



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