


Loxley Neighbourhood Development Plan Site Assessment - July 2017

Site Reference	Site Area (approx.)	Site Capacity
Site A	0.24 ha	6 dwellings (25 dpha)
Site Address		
Land adjacent to Clements Cottage, Stratford Road, Loxley		
Site Description		
<p>The site comprises part of an open agricultural field situated to the north of Stratford Road and is located on the north-western most tip of the village.</p> <p>The site benefits from an existing vehicular access off Stratford Road. There are no pavements along this part of Stratford Road, the nearest being on the corner of Hill Top and Stratford Road by the village green.</p> <p>There is open agricultural land to the north and west. To the east there is a short terrace of residential cottages beyond which is Pedder's Way Farm and barns some of which are Grade II listed buildings. There are mature native hedgerows along the western and southern boundaries of the site.</p>		
Aerial Photo		
		

Relevant Planning History

None

Site Photo



Site Constraints

Status – The site represents undeveloped greenfield land.

Highways – Access would need to be gained from Stratford Road where the site has road frontage and an existing access. There is reasonable visibility in both directions at this point due to the alignment of the road. Access would be within the existing 30mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed.

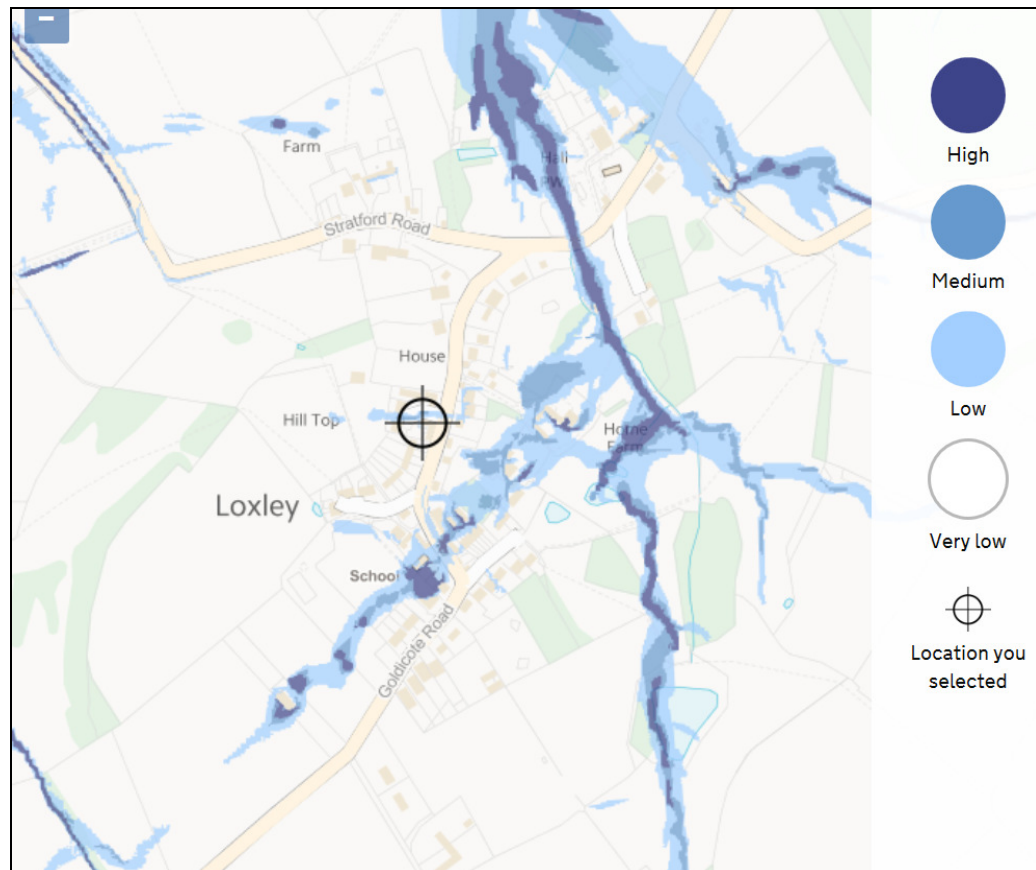
A well used public right of way runs along the western boundary of the site but is not likely to be directly affected by any development.

Topography – The site is unchallenged by topography.

Landscape – The site is reasonably well contained being enclosed to the west with a strong tree belt and adjacent to existing built form to the east but is exposed to the north from wider views. Existing hedgerow boundaries would provide screening of development which can be supplemented with new landscaping to the north. The

site is well related to the built form of the village and could be seen as a continuation in the linear settlement pattern along this section of Stratford Road.

Flooding and Drainage – The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding and has a ‘very low’ risk of surface water (pluvial) flooding (see map below). The site appears well drained.



Sustainability and Accessibility – Loxley has a limited range of local amenities. Loxley C of E Community Primary School (ages 4-11) is located in the heart of the village on Main Street. The Croft Preparatory (Independent) School is located approximately 3 miles away. The nearest secondary schools are located in Stratford-upon-Avon approximately 6.5 miles away and Kington High School approximately 7 miles away.

The Parish Church of St Nicholas is located in a prominent position on the northeastern edge of the village. There is a village pub (The Fox) which is located centrally within the village. However, there is no shop or post office within the village.

Loxley is poorly served by public transport. There is no direct rail access, the nearest railway stations being located at Stratford-upon-Avon (6 miles) and Honeybourne (16 miles). The No 6 & 7 bus service only has 2 buses to Stratford-upon-Avon in the morning and 2 in the evening on weekdays and Saturdays and 1 in the morning to Kington and Banbury with 4 buses in the evening. The bus stops are located in Main Street near The Fox.

There are pavements and pathways along Main Street and Hill Top providing reasonably good accessibility to the school and bus stops but there are no pavements along the Stratford Road. There is a wealth of rural footpaths in and around the village. The village has no street lighting.

The site is approximately 580m from the village school via a route which is only in part via a pavement. It would also require crossing the Stratford Road and walking up a steep hill by the village green.

Natural Heritage – Being productive agricultural land the site has low ecological value but has potential habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status. The presence of hedgerows around the periphery of the site increases the biodiversity value of the site.

Built Heritage – The site is in close proximity to listed buildings at Pedder's Way Farm but is unlikely to adversely affect the setting of these important heritage assets.

Conclusion

The site is square in shape and is located to the north of the village. The site is closely related to the existing built form and a small scale development is unlikely to be prominent or out of context from the surrounding countryside.

The immediate area is characterised by linear developments and a collection of converted farm buildings next to the original farmhouse. A small scale development with an appropriate rural design perhaps incorporating a courtyard style layout is unlikely to detract from the general settlement pattern and rural character of the village. An alternative to a courtyard development would be a smaller linear form of frontage development.

Access to the site from Stratford Road would appear deliverable, subject to the provision of the necessary visibility splays. A rural themed courtyard development would need to ensure satisfactory car parking arrangements in a design and layout which is not dominated by parked cars as this would detract from the rural concept of such a design.

Stratford Road is one of the principal roads running through the village. A development of around 6 dwellings will increase traffic in this part of the village but is not likely to be significant in numbers or severe in its impact.

Any scheme would need to be designed to enable vehicles to enter and leave the site in a forward gear. A linear frontage development would be more challenging in this regard.

Being on the edge of the village opportunities for social integration will be more challenging. However, the presence of existing dwellings adjacent to the site will assist in achieving this objective.

There is an opportunity to retain the existing roadside hedge to preserve some amenity and ecological value. Development has the potential to enhance and strengthen existing ecological features and create new habitats with new planting particularly along the northern boundary.

Due to the compact nature of the village the site is reasonably close (580m) to the village centre, where the school, bus stops and pub are located. The route to the village centre is, in part, not served by pavements. This is a situation experienced by existing residents. Overall, with the exception of the first 200m where there is a lack of pavements, the site is reasonably accessible to the village centre.

Development is unlikely to affect the public right of way which runs along the western boundary of the site.

Housing development would be visible from the south but read in the context of the existing streetscape. The site is currently exposed to the open countryside to the north so this would need careful treatment. Robust landscaping will help soften the development and is likely to sufficiently mitigate the impact of any development.

The allocation of the site to create a rural themed courtyard development of up to 6 modest dwellings could assist in the ability of existing residents to downsize from larger houses in the village which would in turn free them up for young families to move into. A high quality design addressing the need for private (or shared) amenity space and adequate parking and accessing arrangements should be a priority.

Based on the above concept, the site has good potential for development.



Concept design