


## Loxley Neighbourhood Development Plan Site Assessment - July 2017

Site Reference	Site Area (approx.)	Site Capacity
Site B	0.2 ha	5 dwellings (25 dpha)
<b>Site Address</b>		
Land adjacent to Orchard Cottage, Stratford Road, Loxley		
<b>Site Description</b>		
<p>The site comprises part of an open agricultural field situated to the south of Stratford Road and is located on the north-western most tip of the village.</p> <p>The site has frontage along Stratford Road but there is currently no vehicular access. 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, south and west. To the east there is a single dwelling which benefits from a large garden and vehicular access onto Stratford Road. There is a mature native hedgerow along the northern roadside boundary but the other boundaries are open due to the arbitrary nature of the site boundary.</p>		
<b>Aerial Photo</b>		
		

## 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. There is reasonable visibility to the east but limited visibility to the west due to the sharp bend in the road. Access would be within the existing 60mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed.

Whilst there are public rights of way in the vicinity of the site, none would be directly affected by any development on the site.

**Topography** – The site is challenged by topography. The site slopes steeply to the south from the road making the site elevated and prominent from the north.

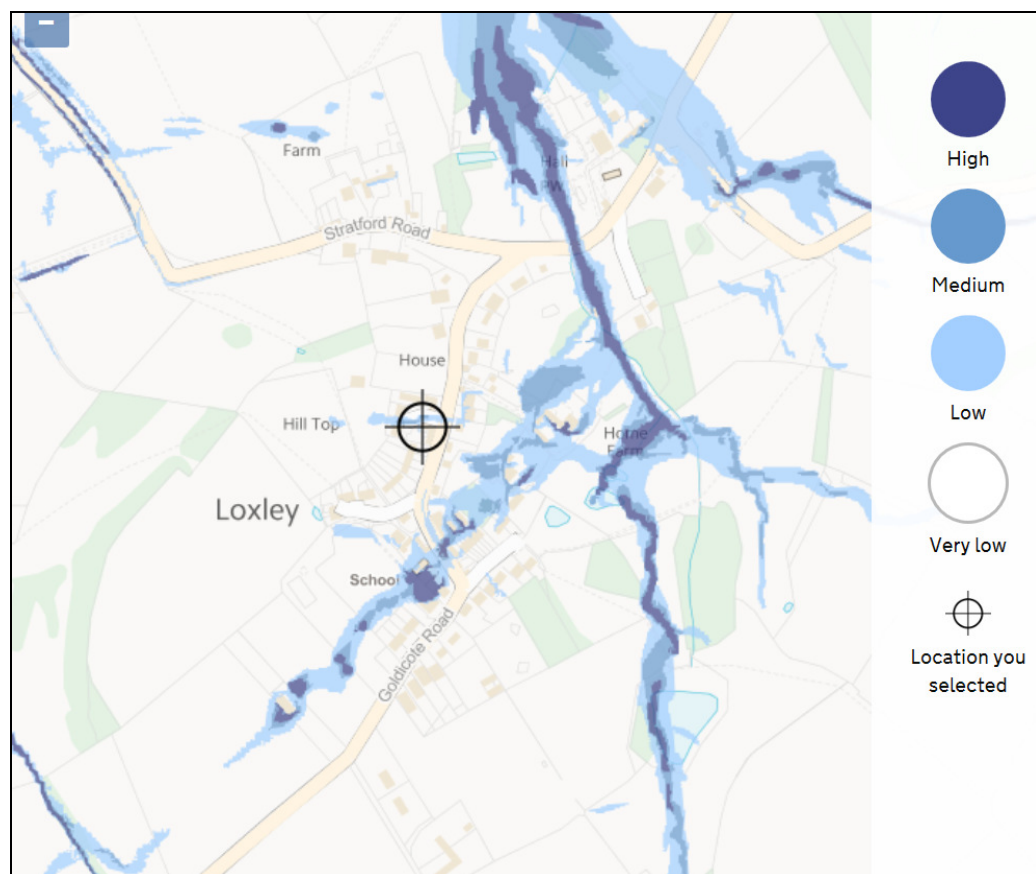
**Landscape** – Due to the topography of the site and the arbitrary nature of the site boundaries, it is not well contained. The upper slopes would be exposed from wider views due to limited existing screening. Additional landscaping could assist in mitigating the impact of any development on the landscape but would not screen it



from wider views due to the elevated nature of the site. The site relates 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.

The site is located in the Special Landscape Area as defined in the Core Strategy. Policy CS.12 states that development proposals relating to settlements that lie within a Special Landscape Area must respect the current and historic relationship of that settlement within the landscape.

**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 Goldicote Road. 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 Kineton 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 Kineton 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 Goldicote Road 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 600m from the village school via a route which is only in part via a pavement. It would also require walking along the Stratford Road and up a steep hill by the village green.

**Natural Heritage** – The site contains a number of mature and semi mature trees, scrubland and grassland. Consequently, the site has a potentially high ecological value with 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** – Development is not likely to adversely affect the setting of any heritage asset.

## Conclusion

The site is rectangular in shape and is located to the north of the village. The site is adjacent to an existing dwelling which forms part of a small linear development along Stratford Road. A small scale development could provide a continuation of the existing linear settlement pattern. However, due to the steep slope on the site, any development is likely to be prominent and highly visible from the surrounding countryside.

The delivery of a suitable and safe access to the site from Stratford Road may be challenging given the proximity of the bend in the road. Any development would need to ensure satisfactory car parking arrangements in a design and layout which is not dominated by parked cars but one which would enable vehicles to enter and leave the site in a forward gear.

Stratford Road is one of the principal roads running through the village. A development of around 5 dwellings will increase traffic in this part of the village but is not likely to be significant in numbers or severe in its impact.

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

The retention of the existing roadside hedge may not be possible and it is hard to see how any development would retain the existing trees on the site. However, development has the potential to enhance and strengthen existing ecological features and create new habitats with new planting along the southern boundary.

Due to the compact nature of the village the site is reasonably close (600m) 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 220m where there is a lack of pavements, the site is reasonably accessible to the village centre.

Housing development would be highly visible from the north due to the elevated nature of the site and as a result is unlikely to be read in the context of the existing streetscape. The site is currently exposed to the open countryside to the north, south and west so this would need careful treatment. Robust landscaping will help soften the development but is unlikely to sufficiently mitigate the impact of any development.

The allocation of the site to create a small linear development of up to 5 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.

However, due to questions over the deliverability of a safe access and the likely impact on the local landscape, the site has low potential for development.