


Loxley Neighbourhood Development Plan Site Assessment - July 2017

Site Reference	Site Area (approx.)	Site Capacity
Site E1 and E2	0.15 ha	2 dwellings (13 dpha)
Site Address		
Land to the south and east of The Old Rectory, Loxley		
Site Description		
<p>The site comprises two individual parcels of land each facilitating a single building plot. Plot 1 currently comprises land used as part of the residential garden of The Old Rectory and plot 2 currently comprises overgrown agricultural land on the opposite side of the lane and has the remnants of a dilapidated agricultural building on it. Both sites are situated on the northeastern most tip of the village.</p> <p>Neither site currently benefits from an existing vehicular access. There are no pavements along this part of Wellesbourne Road or 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 south of plot 1 and plot 2 is surrounding by open agricultural land. The Old Rectory is a Grade II listed building and lies to the north of plot 1 and west of plot 2. This part of the village is sparsely developed with only a handful of individual properties and historic buildings forming the settlement pattern and character.</p>		
Aerial Photo		
		

Relevant Planning History

None

Site Photo



Plot 1 (**need updating**)



Plot 2

Site Constraints

Status – Residential garden represents brownfield land and agricultural land represents greenfield land, even if there are buildings present on the site.

Highways – Access would need to be gained from the unnamed single track lane where both sites have road frontage. There is limited visibility in both directions at this point due to the width of the lane and presence of hedgerows and banks. 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.

Topography – The lane is, in parts, sunken which means that both sites are elevated and slope down towards the lane but generally they are unchallenged by topography.

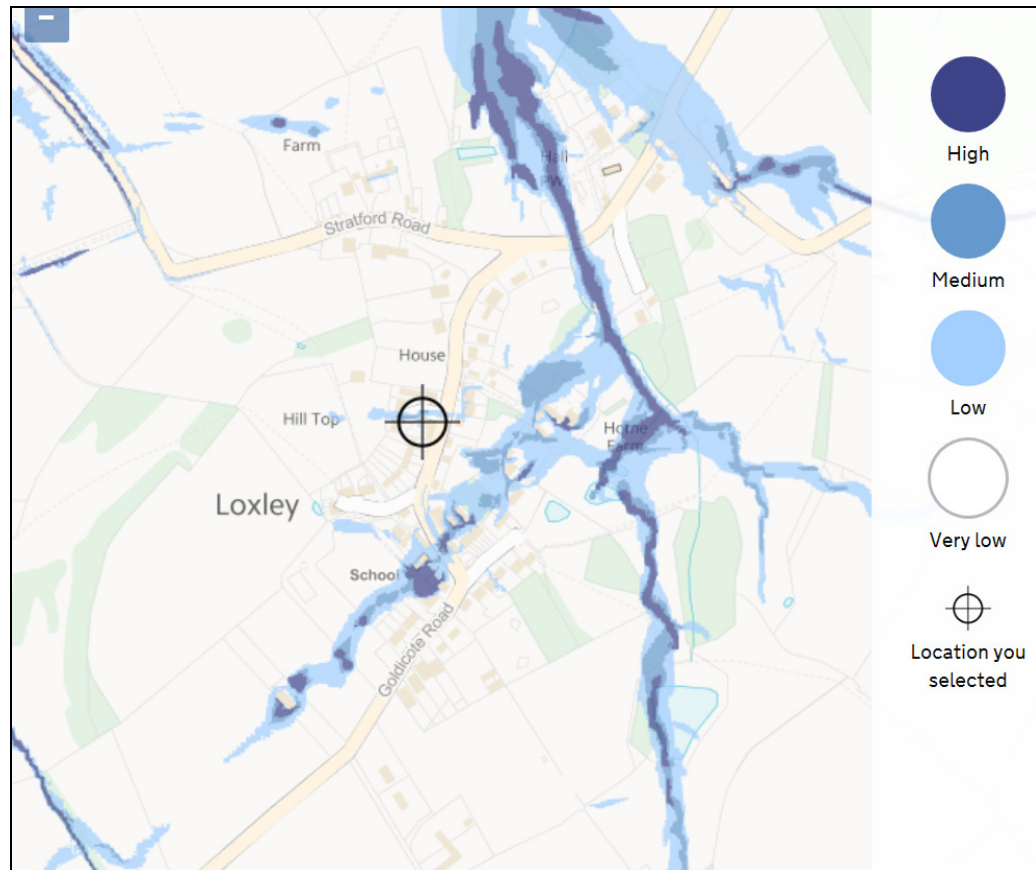
Landscape – Neither site is particularly well contained in the landscape. Plot 1 is located to the rear of an open residential garden and plot 2 is exposed on all sides being part of an open agricultural field, albeit one which is currently fallow and overgrown. Both plots would be slightly elevated from the lane and therefore visually prominent from the public domain.

The existing roadside trees and hedges provide some limited screening and amenity value, but visibility splays may affect localised removal. New native hedgerows along the exposed boundaries could provide some screening of the developments. The sites are not well related to the existing built form of the village and plot 2 could be seen as development outside the established built envelope of the village.

Site E2 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 – Both sites fall within Flood Zone 1 (low risk) of river (fluvial) flooding and both have a ‘low’ and ‘medium’ risk of surface water (pluvial) flooding (see map below).



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 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 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 620m from the village school. A significant proportion of this route does not contain pavements and requires walking along the busy Stratford Road and up the steep hill by the village green.

Natural Heritage – Residential garden and fallow agricultural land often have a high ecological value due to potential habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status. The presence of a trees and hedges within and around the site increases the biodiversity value of the site.

Built Heritage – The sites are in very close proximity to The Old Rectory which is a Grade II listed building. Any development of these sites is likely to have a significant impact on the setting of this important heritage asset.

Conclusion

Both sites are located on the northeastern most edge of the village. The sites are not well related to the existing built form but this part of the village is characterised with a very low density scattering of development. It is the most historical part of the village and is home to the 8th Century Grade 1 listed Church and Grade II Old Rectory.

The sites are accessed off one of the rural lanes which lead into the village. This lane is relatively free of development and contributes to the rural and tranquil approach to the village. An elevated development on either side of the lane would, to a certain extent, be exposed to the surrounding landscape and would dramatically change the rural character of this part of the village.

Access to the site from the lane would appear deliverable for this scale of development, subject to the provision of the necessary visibility splays. Any development would need to ensure satisfactory car parking arrangements in a design and layout which is not dominated by parked cars.

A development of 2 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 would be a requirement.

Being on the extreme edge of the village and not easily accessible to the village centre, opportunities for social integration will be very challenging.

Development has the potential to enhance and strengthen existing ecological features and create new habitats with new planting particularly along currently exposed boundaries.

Due to the compact nature of the village the site is reasonably close (620m) to the village centre, where the school, bus stops and pub are located. However, the route to the village centre is not well served by pavements and occupants of the site would need to climb the steep hill by the village green and cross Hill Top.

Housing development would be highly visible from the south where both sites are currently exposed to the open countryside. Plot 2 would be more exposed than plot 1. Robust landscaping could help soften any development but is unlikely to sufficiently mitigate the full impact of the development.

Development within and opposite the curtilage of the listed Old Rectory is likely to have an adverse impact on the setting of this important heritage asset.

Questions over the impact of the development on the heritage asset, the character of this part of the village and the likely impact on the local landscape means that the site has low potential for development.