


## Loxley Neighbourhood Development Plan Site Assessment - July 2017

| Site Reference   | Site Area (approx.) | Site Capacity          |
|--|---------------------|------------------------|
| Site H   | 0.5 ha              | 14 dwellings (28 dpha) |
| <b>Site Address</b>  |                     |                        |
| Field to the rear of The Fox Inn, Main Street, Loxley  |                     |                        |
| <b>Site Description</b>  |                     |                        |
| <p>The site comprises an irregular shaped open agricultural field situated to the north of The Fox Inn. The field is land locked by properties to the west which front Hill Top and properties to the east located off Manor Road. The site is located in a central position within the village.</p> <p>The site does not benefit from an existing vehicular access. However, there are potential access points off the pub car park and private drive which leads to Home Farm.</p> <p>Being located in the centre of the village, the site is very accessible, via pavements, to the village school and bus stops.</p> |                     |                        |
| <b>Aerial Photo</b>  |                     |                        |
|    |                     |                        |

## Relevant Planning History

99/02004/OUT - The erection of five dwellings with garages together with landscaping and associated works - Refused 07/09/1999 (appeal dismissed)

## Site Photo



## Site Constraints

**Status** – The site represents undeveloped greenfield land.

**Highways** – Providing a suitable access to this site presents the biggest challenge to its development. Access from the pub car park is unlikely to be acceptable due to extremely poor visibility. Access from the private track to Home Farm is narrow and likely to be unsuitable for any further significant increase in traffic. There may be an opportunity to create an alternative access onto Hill Top through the acquisition and demolition of an existing dwelling but there are considerable uncertainties about this. Access would be within the existing 30mph limit. Traffic speeds would need to be measured to ascertain the required visibility.

**Topography** – The site is unchallenged by topography.

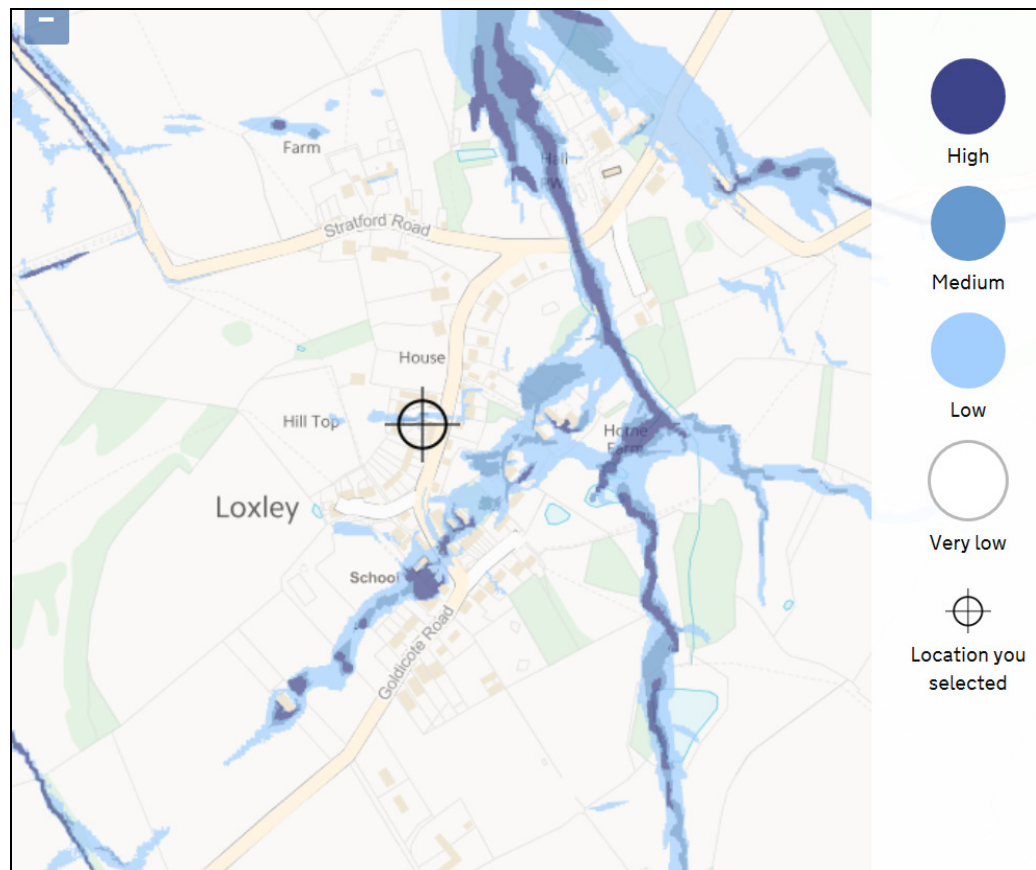
**Landscape** – The site is well contained being enclosed on all sides by existing residential development. Due to the surrounding development, there are limited views of the site from outside its confines. The site is well related to the built form of the village. However, any development of the site would introduce a new pattern of



development deviating away from the generally linear settlement pattern.

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. However, a large part of the site has a ‘medium’ and ‘low’ 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 centrally located within the heart of the village and is therefore easily accessible to the village school, pub and bus stops.

**Natural Heritage** – Being relatively unproductive agricultural/grazing land the site has moderate ecological value but has potential habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status. The presence of trees and hedges around the periphery of the site increases the biodiversity value of the site.

**Built Heritage** – The site is not likely to adversely affect the setting of any heritage asset.

## Conclusion

The site is irregular in shape which could prove challenging to the design and layout of any development. However, the biggest challenge to overcome is clearly the provision of a suitable and safe access. Currently, the two obvious access points (pub car park and Home Farm access track) are likely to be undeliverable due to a lack of visibility and capacity issues. An alternative access point would therefore be needed and it is unclear where this would be.

The site is closely related to the existing built form and a development of around 10-12 dwellings is unlikely to be prominent or out of context from the surrounding countryside.

The village is generally characterised by linear developments so a development between Hill Top and Manor Road could be seen as backfilling which is uncharacteristic in the village although the experience of this may be limited due to the enclosed nature of the site. A sensitive low density development with an appropriate design may enable a development to assimilate into the settlement grain.

Any development would need to ensure satisfactory car parking arrangements in a design and layout which is not dominated by parked cars. Parking in the central part of the village is an existing issue which should not be exacerbated.

Hill Top is one of the principal roads running through the village. A development of around 10-12 dwellings will increase traffic in this part of the village but is not likely to be significant in numbers. However, use of a substandard access is likely to be severe in its impact on highway safety.

Any development would need to be designed to enable vehicles to enter and leave the site in a forward gear.

Being within the centre of the village opportunities for social integration will not be challenging.

There is an opportunity to retain existing boundary trees and hedges which will 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 more open boundaries.

Due to the position of the site in the village centre, where the school, bus stops and pub are located, the site is considered to be in one of the most accessible locations.

Housing development would be very discrete from outside the site due to the existing enclosed nature of the site. Whilst any development would not be read in the context of an existing streetscape, it would equally not detract from any such streetscape. Robust landscaping along the site boundaries will help soften the development from private views and maintain existing levels of amenity.

The allocation of the site for 10-12 dwellings would facilitate the provision of much needed on-site affordable homes. However, due to questions over the provision of a safe and suitable access, the potential impact of the development on the settlement pattern and character of the village and issues with land drainage and surface water flooding, the site has low potential for development.

However, the northernmost part of the site which abuts the track to Home Farm has the potential to accommodate a small infill development (between 1-2 dwellings). This increase in traffic may be acceptable to the Highway Authority and would complement the approved plot opposite without adverse impact to the settlement pattern and character of the village. Drainage issues would still need to be adequately addressed.