


Loxley Neighbourhood Development Plan Site Assessment - July 2017

Site Reference	Site Area (approx.)	Site Capacity
Site J	0.46 ha	10 dwellings (22 dpha)
Site Address		
Land adjacent to recreation ground, Goldicote Road, Loxley		
Site Description		
<p>The site comprises part of a wider open equestrian field situated on the northern side of Goldicote Road and is located on the southern tip of the village.</p> <p>The wider site benefits from an existing vehicular access off Goldicote Road which serves the existing equestrian use and stables but the site itself is not served by a vehicular access. There are no pavements immediately outside the site but there is further along the Goldicote Road outside the recreation ground.</p> <p>There is open equestrian land to the north and west. To the east there is a recreation ground with formal pitches and children's play equipment. There are semi-mature trees along the roadside and recreation ground boundaries but all other boundaries are open given the arbitrary nature of the site selected.</p>		
Aerial Photo		
		

Relevant Planning History

None

Site Photo



Site Constraints

Status – The site represents undeveloped greenfield land.

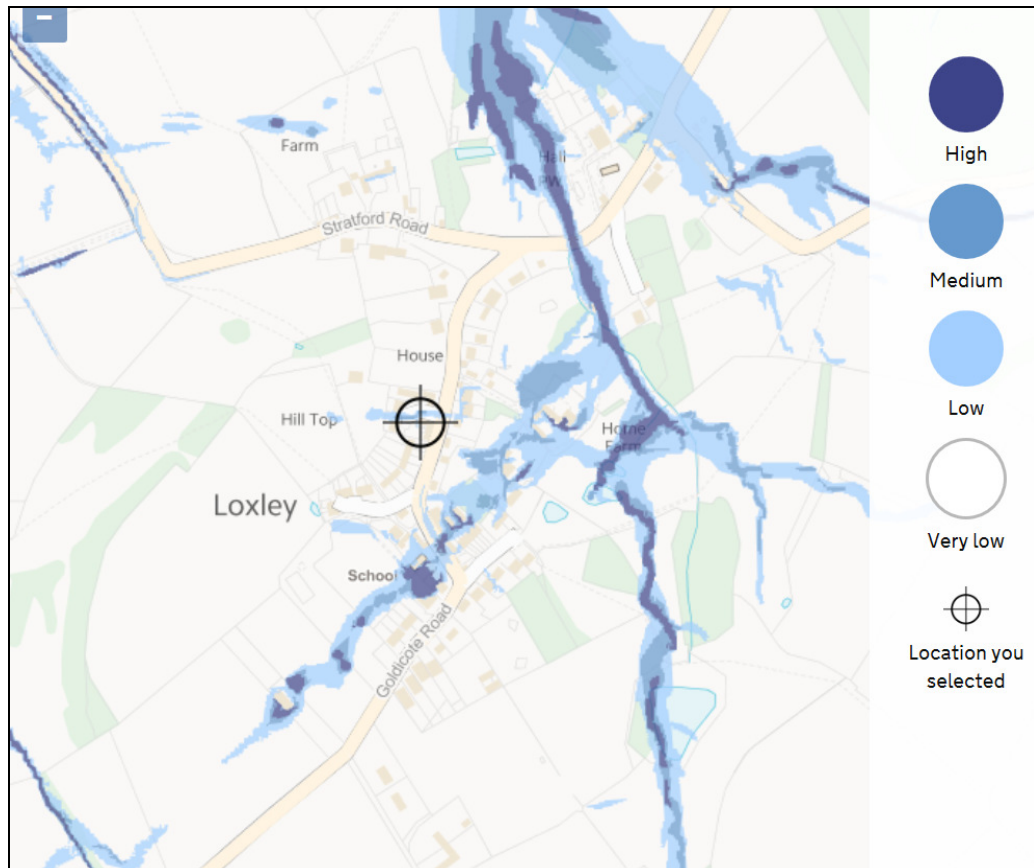
Highways – Access would need to be gained from Goldicote Road where the site has road frontage. There is reasonable visibility in both directions at this point due to the alignment of the road. Access would be within the existing 30mph limit. Traffic speeds would need to be measured to ascertain the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

Topography – The site rises gently to the north but is unchallenged by topography.

Landscape – The site is not particularly well contained but there is some feeling of enclosure due to the vegetation on the southern and eastern boundaries. The site is not adjacent to the existing built form due to the undeveloped recreational ground which lies immediately to the east of the site. Existing hedgerow boundaries could be improved and would provide some screening of development. Significant new landscaping along the western and northern boundaries would be needed in order to assimilate any development into the countryside.

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. The northern boundary of the site has a 'low' and 'high' risk of flooding. The remainder of the site has a 'very 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 approximately 215m from the village school via a route which is almost entirely via a pavement. It would not require the crossing of Goldicote Road or Main Street.

Natural Heritage – Being grazing 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 – Development is not likely to adversely affect the setting of any heritage asset.

Conclusion

The site is square in shape and is located to the south of the village. The site is not closely related to the existing built form due to the juxtaposition of the recreation ground. However, a small scale development is unlikely to be prominent or out of context from the surrounding countryside if landscaping is integral to the development of the site.

The upper section of Goldicote Road is generally characterised by linear development. A small development of 3-4 dwellings along the frontage would continue this built form.

Alternatively a small scale development of around 10 dwellings with an appropriate rural design incorporating a courtyard style layout replicating a series of converted barns would mirror the style of similar development to the north of the village and is unlikely to detract from the general settlement pattern and rural character of the area.

Access to the site from Goldicote 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.

Goldicote Road is one of the principal roads running into the village. A development of around 10 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 close proximity of the site to the school and the heart of the village makes this less of an issue.

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 and western boundaries.

Due to the compact nature of the village the site is very close (215m) to the village centre, where the school, bus stops and pub are located. The route to the village centre is served by pavements.

Housing development would be visible from the north and west but would be read in the context of the existing streetscape given the development (built and planned) opposite the site. The site is currently exposed to the open countryside to the north and west 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 10 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