


## Loxley Neighbourhood Development Plan Site Assessment - July 2017

Site Reference	Site Area (approx.)	Site Capacity
Site K	0.83 ha	10 dwellings (12 dpha)
<b>Site Address</b>		
Land rear of Box Tree Cottage, Goldicote Road, Loxley		
<b>Site Description</b>		
<p>The site comprises an open paddock situated on the northern side of Goldicote Road and is set beyond the existing linear development along Main Street and Barracks Green.</p> <p>The site benefits from an existing vehicular access off Goldicote Road which serves the existing land use. There are pavements immediately outside the site and along Main Street into the village centre.</p> <p>There is existing residential development to the north, east and south. To the west there is a recreation ground with formal pitches and children's play equipment. There is a hedgerow with semi-mature trees along the boundary with the recreation ground and a small group of trees along the northern boundary. Other boundaries to residential properties are a mixture of hard and soft treatments.</p>		
<b>Aerial Photo</b>		
		

## Relevant Planning History

16/01355/OUT - Outline application with all matters reserved for a residential development comprising up to 10 dwellings - Refused 13/10/2016

## Site Photo



## Site Constraints

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

**Highways** – There is an existing access from Goldicote Road where the site has road frontage. There is adequate visibility in the western direction. However, the Highway Authority raised concerns about the amount of visibility to certain access users in the western direction when considering a planning application on the site in 2016. This would need to be resolved if development were to be accepted on this site. 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 northwest but is unchallenged by topography.

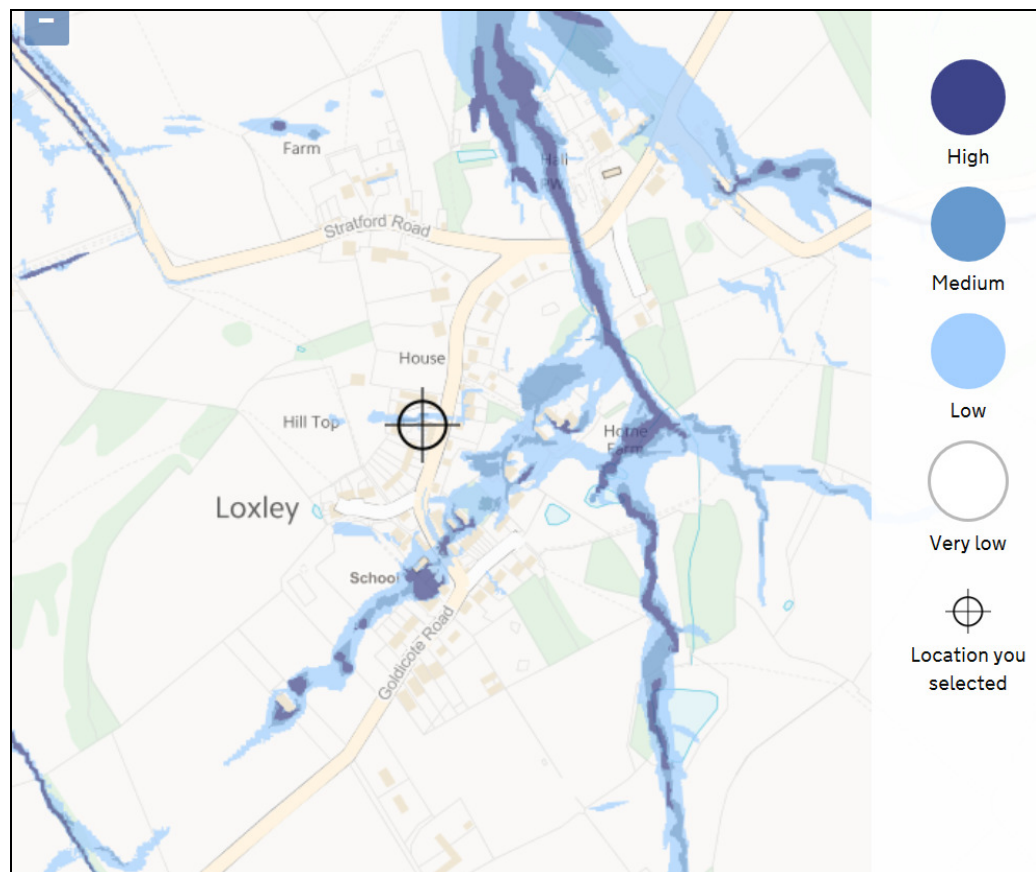
**Landscape** – The site is very well contained having residential properties on three sides. This creates a feeling of enclosure. The site is more exposed to the boundary with the recreation ground which lies immediately to the southwest of the site. However, existing hedgerow boundaries with additional planting would provide



adequate screening of any development on the site.

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 southern part of the site has a ‘low’ and ‘medium’ 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 110m from the village school via a route which is 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 rectangular in shape and is located in very close proximity to the village centre. The site is closely related to the existing built form due to the juxtaposition of residential properties to the north, east and south.

The upper section of Goldicote Road is generally characterised by linear development. New cul-de-sac developments are likely to conflict with the principle of this settlement pattern particularly where they are prominent and exposed. However, due to the discrete location and nature of this site, any development would be very inconspicuous from the street scene and would not be visually prominent. There are other examples of small cul-de-sac development in the village (Loxley Fields and Barracks Green) which arguably are more prominent. On balance, a small cul-de-sac development on this site would not detract from the street scene or character of the village. Any development on this site could be seen as a rounding off of the built form of the village.

Outstanding concerns with access to the site from Goldicote Road would need to be resolved. If access from Goldicote Road cannot be safely delivered, subject to the necessary consents, the provision of an access could be created from Barracks Green. This could be associated with the delivery of Site L.

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, subject to a suitable and safe access being provided.

Being close to the village centre and existing residential properties, opportunities for social integration will not be challenging.

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 (110m) 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 mainly be visible from the west but would be read in the context of the existing residential backdrop. The more exposed boundary to the recreation ground would need careful treatment. 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 allocation of the site to create a small cul-de-sac development of up to 10 modest dwellings could include a mix of smaller houses to 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