


**Clifford Chambers Neighbourhood Development Plan
Site Assessment - September 2017**

Site Reference	Site Area (approx.)	Site Capacity
Site 1	1.38 ha	35 dwellings (25 dpha)
Site Address		
Land off Campden Road, Clifford Chambers		
Site Description		
<p>The site comprises part of two open agricultural fields situated to the east of Campden Road and is located on the southern most tip of the village.</p> <p>The site currently has no vehicular access off Campden Road. There are no pavements along the site frontage with the Campden Road, the nearest being outside the residential property known as Whittcliff to the north.</p> <p>There is open agricultural land to the south and east. To the north the site adjoins the existing village boundary where there are a number of residential properties abutting. There is a line of mature oaks in the northeastern and northwestern corner of the site. There is also a mature hedge with mature trees which dissects the site where it extends into the southern field parcel.</p>		
Aerial Photo		
		

Relevant Planning History

None. The site is being actively promoted by Spitfire Homes.

Site Photo



Site Constraints

Status – The site represents undeveloped greenfield land which is currently in productive agricultural use.

Highways – Access would need to be gained from Campden 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 50mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed. There are currently no pavements outside the site and limited opportunity for connectivity to the existing village. The Nashes, is a private road.

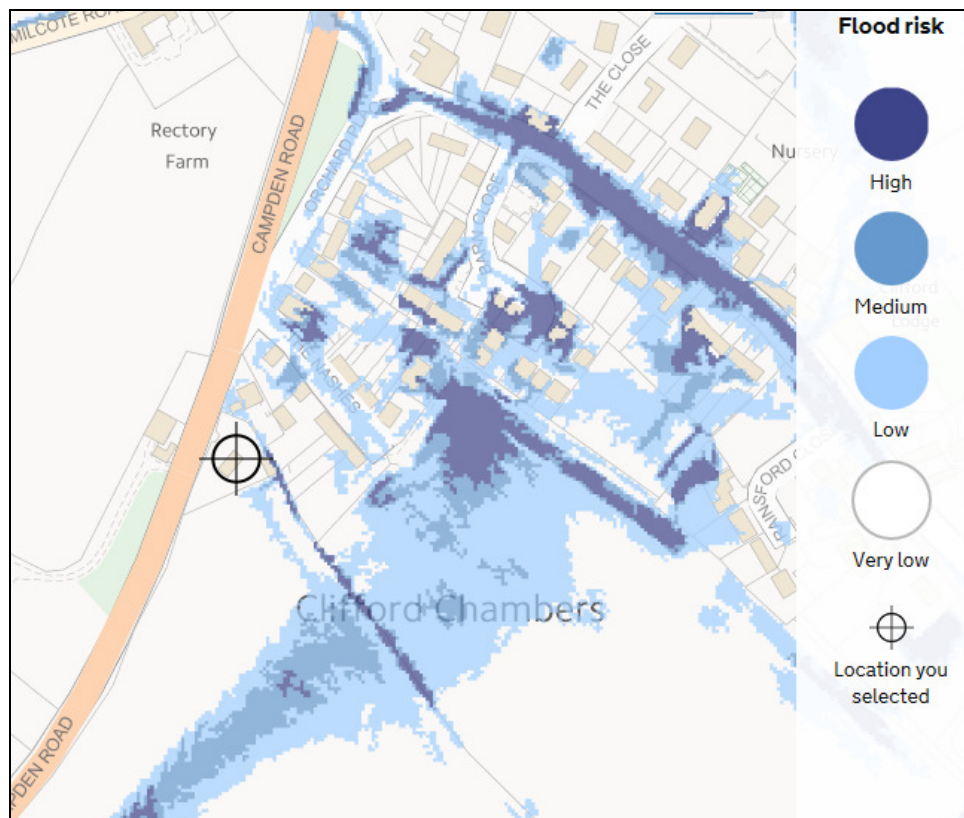
Topography – The site is unchallenged by topography.

Landscape – The site falls within Character Zone – CL03 according to the White Consulting Study (2012). The study concludes that the site has a ‘high/medium’ sensitivity to housing development on this site.

The site is not well contained being exposed from the south where there are open fields. However, the northeastern and northwestern boundaries of the site are

contained by existing landscaping and residential development beyond. The existing roadside hedgerow would provide some screening of development but it would be clearly seen over the top. Localised hedgerow removal required for the new access would reduce the amount of screening available.

Flooding and Drainage – The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding and has a ‘high’, ‘medium’ and ‘low’ risk of surface water (pluvial) flooding (see map below). The site appears poorly drained in the northern corner where there were signs of pooling water and boggy conditions.



Sustainability and Accessibility – Clifford Chambers has a very limited range of local amenities. There is no school, shop, post office or medical facilities within the village. The nearest primary and high schools are in Stratford-upon-Avon which is approximately 2.5km away.

The 14th Century Parish Church of St Helens is located in the historical core of the village adjacent to the rectory and near the Manor. There is a ‘Jubilee’ Village Hall with a private club next door located in the centre of the village. There is also a village pub (The New Inn) which is located on the western entrance to the village.

Clifford Chambers is served reasonably well by public transport due to its location on the main B4632 and proximity to Stratford-upon-Avon. There is a bus service between 07:00 and 19:40 Mondays-Saturdays but there is no service on Sundays or Bank Holidays. The bus stops are located in Orchard Place at the western end of the village. There is no direct rail access, the nearest railway station being located at Stratford-upon-Avon.

There are pavements and pathways through the village which is generally lightly trafficked because it is effectively a no through village due to the River Stour. There is a wealth of rural footpaths in and around the village and along the banks of the River Stour. The village has no street lighting.

The site is approximately 250m from the bus stops in Orchard Place from the envisaged site entrance. The route would require a pavement extension from Orchard Place into the site to make this route safe and desirable.

Natural Heritage – Being productive agricultural 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 and mature trees in and around the periphery of the site increases the biodiversity value of the site.

Built Heritage – The site is not in close proximity to any listed building or the conservation area so is unlikely to adversely affect the setting of these important heritage assets.

Conclusion

The site is irregularly shaped and wraps around the southern most tip of the village on open unspoilt agricultural land. It is shaped in this way in order to ensure road frontage for the creation of a new access to serve the development. Whilst at face value the site appears closely related to the existing built form, there is currently a significant landscape buffer with mature oak trees along the existing southern boundary of the village. A large scale development in front of this strong landscaped boundary would be exposed to open views from the south and has the potential to be very dominant in the landscape.

The village is characterised by linear development along the principal village street with a few small scale modern cul-de-sac developments together with organic in-filling. There are a number of historical buildings including some conversions within and close to the conservation area. A new large scale cul-de-sac development on the exposed southern edge of the village is likely to be at odds with the settlement pattern and historic organic growth of the village.

Access to the site from Campden Road would appear deliverable, subject to the provision of the necessary visibility splays. However, this is a fast stretch of B class road where the legal speed limit is currently 50mph but in reality may be far greater. Speed surveys would be needed in order to inform the necessary visibility splays. Access directly onto the Campden Road would at least prevent large volumes of traffic passing through the currently tranquil village. Development is unlikely to affect any public right of way.

Any development would need to ensure satisfactory car parking arrangements in a layout which is not dominated by parked cars as this would detract from a high quality design.

Being on the edge of the settlement and with limited connectivity to the existing

village, opportunities for social integration will be very challenging. It is likely that any development will struggle to connect, visually, socially and physically into the existing community creating an isolated development likely to be occupied by commuters.

There is an opportunity to retain the existing boundary hedgerows 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 southern boundary.

Due to the compact nature of the village the site is reasonably close (250m) to Orchard Place where the bus stops and public house are located. The route to Orchard Place is, in part, not currently served by pavements but this could be delivered as part of any scheme to develop the site. Overall the site is reasonably accessible to Orchard Place.

The site is very poorly drained and suffers from significant high risk of surface water flooding. This was evident during the site visit undertaken for this assessment. Whilst an engineering solution may be found to resolve this issue, there is doubt over the development of the site given this significant constraint.

Housing development would be highly visible from the south and is unlikely to be read in the context of the existing village due to the presence of mature landscaping and trees which have the effect of hiding the village and making it inconspicuous from the surrounding landscape. The site is currently exposed to the open countryside to the south so this would need very careful consideration and treatment. Robust landscaping will help soften the development but is unlikely to sufficiently mitigate the impact of any development in the short-medium term.

Based on the land currently being promoted and a density of around 25 dph, the site could accommodate around 35 dwellings. An allocation of this scale would seem excessive given the limited amenities the village has to offer, the existing well established settlement pattern (which does not include large scale cul-de-sac developments) and the historical rate of growth the village has seen over the years, namely small scale development and organic infilling.

A smaller development of dwellings to meet local needs, namely, bungalows and 1 and 2 bedroom properties could assist existing residents to downsize from larger houses in the village which would in turn free them up for young families to move into and provide the necessary low cost housing for young families to occupy.

A high quality design addressing the need for private (or shared) amenity space and adequate parking and accessing arrangements should be a priority.

However, based on the scale of the development envisaged, the high risk of exacerbating existing surface water flooding, the likelihood for any development to be highly prominent in the landscape and the limited opportunities for the development to be fully integrated into the existing village, both physically and socially, the site has limited potential for development.