

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

Site Reference	Site Area (approx.)	Site Capacity
Site 3	0.5 ha	10 dwellings (20 dpha)

Site Address

Land adjacent to Aaron Leys, Campden Road, Clifford Chambers

Site Description

The site comprises land associated with the residential property known as Aaron Leys which is situated approximately 0.5km to the west of the village. The site is surrounded by open countryside but appears well contained with strong boundaries. The site has extensive tree coverage.

The site currently has vehicular access off Campden Road which serves the existing property. There are no pavements between the site and the village along Campden Road.

There is open agricultural land to the north, west and east. To the south of the site there are existing residential properties.

Aerial Photo



Relevant Planning History

None.

Site Photo



Site Constraints

Status – The site appears to be part of the garden to Aaron Leys and while undeveloped would fall within the definition of brownfield land.

Highways – Access would need to be gained from Campden Road where the site has road frontage and an existing access. 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 if visibility would need to be improved. There are currently no pavements between the site and the village, which is approximately 0.5km away. As a result, there is limited opportunity for sustainable connectivity to the existing village.

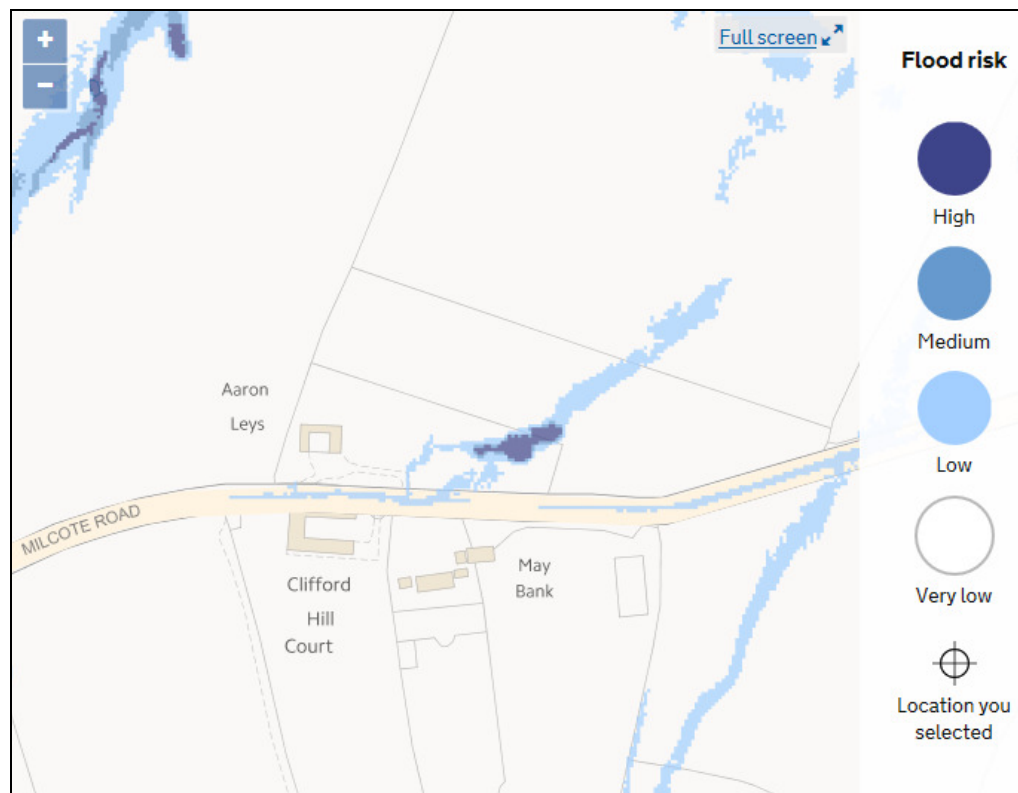
Topography – The site is unchallenged by topography.

Landscape – The site falls outside of the scope of the White Consulting Study (2012) because it is too far from the edge of the village.

The site has well defined boundaries within which there is dense screening and tree coverage. Notwithstanding the on site screening the boundaries of the site are exposed to open countryside to the north, west and east. The southern boundary with the road is also well screened with vegetation.

A minor development or 2 or 3 dwellings within the site retaining a significant belt of trees around the perimeter of the site would have the effect of enclosing and hiding development from the wider landscape and open countryside beyond. However, if the existing vegetation was to be removed to make way for any significant development then exposure of the site and development to the open countryside is likely to occur.

Flooding and Drainage – The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding, The eastern part of the site has a ‘high’ risk of surface water (pluvial) flooding with the remainder of the site being at ‘low’ or ‘very low’ risk (see map below).



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 entrance is approximately 690m from the bus stops in Orchard Place. There are no pavements between the site and Orchard Place. The site is located a considerable distance from the edge of the village and is classed as a countryside location.

Natural Heritage – The site has significant ecological value due to the presence of extensive trees within the site. Any development is likely to result in the significant removal of the trees. Mature trees provide potential habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status.

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 located in the countryside some distance from the village. There are no pavements connecting the site to the village. The site is considered to be isolated and in an unsustainable location.

The existing access on Campden Road would appear suitable in principle for some additional development. 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, therefore speed surveys would be needed in order to inform any improvements to the existing access arrangements. 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 located away from the village with very poor connectivity, opportunities for social integration will be very challenging. Development on this site would not connect visually, socially or physically into the existing community creating an isolated development.

Any development on this site is likely to adversely affect existing trees within the site. Whilst boundary trees could be retained to screen the development, the loss of mature species within the site would weight against the development.

The site is not easily accessible to Orchard Place, where the bus stops and public house are located, by means other than the private car. The route to Orchard Place is not served by pavements.

The northeastern corner of the site is poorly drained and suffers from a high risk of surface water flooding.

Whilst the size of the site suggests a development of around 10 dwellings could be accommodated on the site, the constraints (trees and surface water flooding) would likely reduce the capacity of the site to around 2-3 dwellings. A development of this scale is unlikely to adversely affect the character of the area but does not overcome the unsustainable location of the site.

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 would be necessary.

Overall, given the location of the site in the countryside away from and not physically or easily connected to the village, the site has limited potential for development.