

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

Site Reference	Site Area (approx.)	Site Capacity
Site 6	0.22 ha	1 dwelling (10 dpha)

**Site Address**

Land between Willowmere and Owlet End, The Close, Clifford Chambers

**Site Description**

The site comprises a small undeveloped paddock between Willowmere and Owlet End. The site extends to the north as far as the River Stour and is flanked on both sides by residential gardens. The site is located on the northern most tip of the village.

The site currently has gated vehicular access off the end of The Close, which is a private road serving 7 existing properties. There are no pavements along The Close which is single width with passing bays. A public right of way runs along the eastern and northern boundaries of the site.

The site is fallow at present with a few fruit trees within it. The site is enclosed by ranch and rail fencing on all sides.

**Aerial Photo**



## Relevant Planning History

76/00462/FUL – Residential Development – Refused 12/08/1976 (subsequent appeal dismissed)

## Site Photo



## Site Constraints

**Status** – The site represents undeveloped greenfield land which is currently fallow.

**Highways** – Access would need to be gained from The Close where the site has existing access. The Close is lightly trafficked serving only 7 existing properties. There are passing places along The Close, but given its narrowness the Highway Authority is unlikely to support any development which will significantly increase traffic using the road. Visibility onto Orchard Place is impaired by existing vegetation but Orchard Place is a 20 mph speed limit and traffic is light and relatively slow. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed.

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

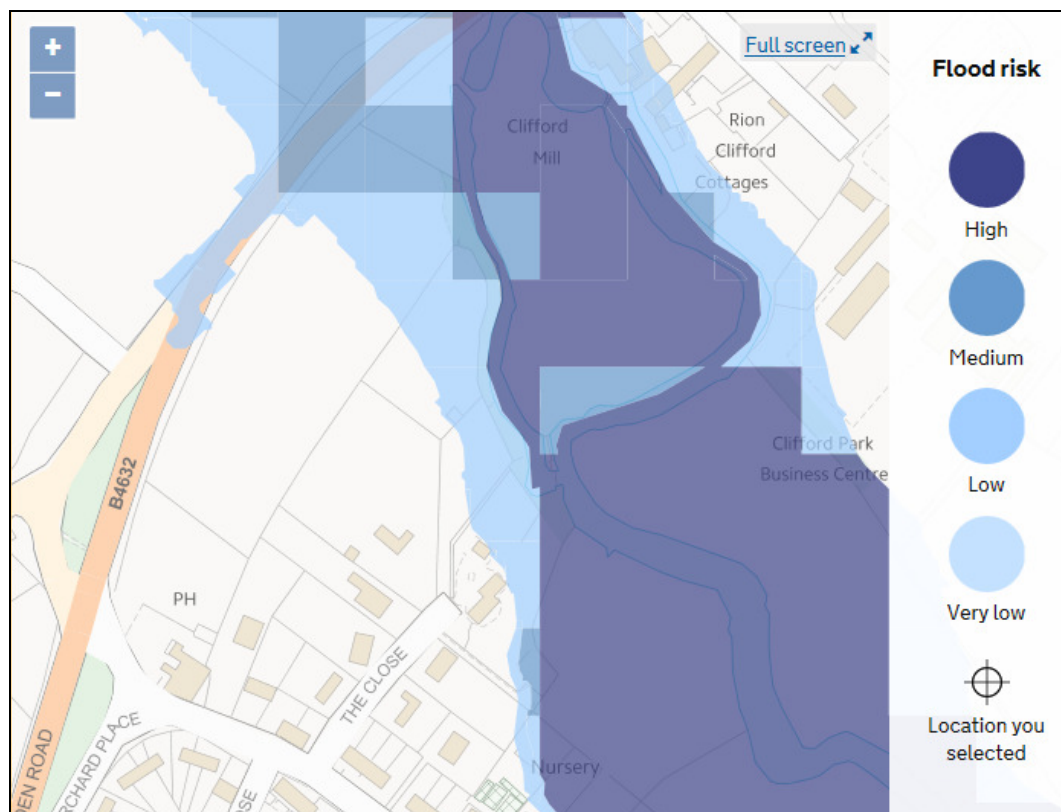
**Landscape** – The site falls within Character Zone – CL01 according to the White Consulting Study (2012). The study concludes that the site has a ‘high/medium’ sensitivity to housing development on this site.



The site is reasonably well contained despite only being enclosed by ranch and rail fencing due to existing boundary screening on the adjoining properties. The site is closely related to the existing built form even though it is one of the last plots at the end of The Close. There is a public footpath which runs to the east and north of the site where views of any development will be seen. However, this will be read against the backdrop of the adjoining dwellings and other dwellings in the vicinity.

**Flooding and Drainage** – The majority of the developable area of the site falls within Flood Zone 2 and is therefore susceptible to river (fluvial) flooding (see map below). Development on this site would need to satisfy the sequential test in planning policy terms, which may be difficult given the availability of land outside the active floodplain for development.

The site has a ‘very low’ risk of surface water (pluvial) flooding.



**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 14<sup>th</sup> 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 240m from the bus stops in Orchard Place from the envisaged site entrance. The route would require crossing Orchard Place but is relatively safe and likely to be desirable.

**Natural Heritage** – Being a fallow grassland field with a small number of fruit trees the site has potential ecological value with habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status. The type of grassland present may also contain botanical value.

**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 consists of a modest paddock which is served by its own access from the end of The Close. A significant proportion of the developable area of the site falls within the floodplain of the River Stour and would therefore trigger the need for a sequential test under planning policy. This may prevent development happening on the site.

However, the site otherwise appears suitable for an infill plot, subject to there being no adverse impact between the new plot and the two adjoining dwellings in terms of conflict with residential amenity.

Whilst The Close will undoubtedly have a finite capacity in terms of traffic, it is unlikely that an additional dwelling will have a severe impact on highway safety. Investigations about the improvement of the visibility from The Close onto Orchard Place would be recommended. The development would not directly affect any public rights of way but the close proximity of the footpath to the site would result in a slight change in the amenity value enjoyed by footpath users.

An infill plot is unlikely to have any detrimental landscape impacts given the location of the site between two existing residential gardens and the good feeling of enclosure the site benefits from.

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 infilling. There are a number of historical buildings including some conversions within and close to the conservation area. A new infill plot on the site would conform to this

settlement pattern.

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.

The site is well connected to Orchard Place and would be a natural addition to the end of The Close. Connectivity to the existing village and opportunities for social integration are achievable.

Development has the potential to enhance and strengthen existing ecological features and create new habitats with new planting particularly along the currently open boundaries of the site.

Due to the compact nature of the village the site is reasonably close (240m) 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 is along a stretch of private road which is lightly trafficked.

Being sandwiched between two existing residential gardens, the site could easily be considered physically part of the village and a new infill dwelling on this site would complement the historical pattern of organic growth within the village.

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

Overall, the site has low potential for infill development due to the floodplain.