

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

<b>Site Reference</b>	<b>Site Area (approx.)</b>	<b>Site Capacity</b>
Site 7	1.2 ha	20 Dwellings (17 dpha)

**Site Address**

Land east of Owlet End, Clifford Chambers

**Site Description**

The site comprises an equestrian paddock situated to the east of Owlet End. The site extends to the north as far as the River Stour and is flanked on the west and south by residential gardens. To the east of the site there is a further open paddock. The site is located on the northern edge of the village.

There is no obvious and clear access into the site. There is a narrow gravel track from The Close to the Severn Trent Water facility which is located to the south of the site but there is a drop in levels from this facility into the site. There is access between Nos 13 and 14 Clifford Chambers via a narrow gravel driveway. There are no pavements along The Close which is single width with passing bays. There are pavements in the centre of the village outside Nos 13 and 14.

**Aerial Photo**



## Relevant Planning History

None.

## Site Photo



## Site Constraints

**Status** – The site represents undeveloped greenfield land which is currently in equestrian use.

**Highways** – Access would need to be gained from either The Close or between Nos 13 and 14 Clifford Chambers. However, both accesses are via narrow private gravel tracks which would be unsuitable for any great increase in traffic. 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. Access and visibility into the village from the site between Nos 13 and 14 Clifford Chambers would be equally impaired by existing buildings.

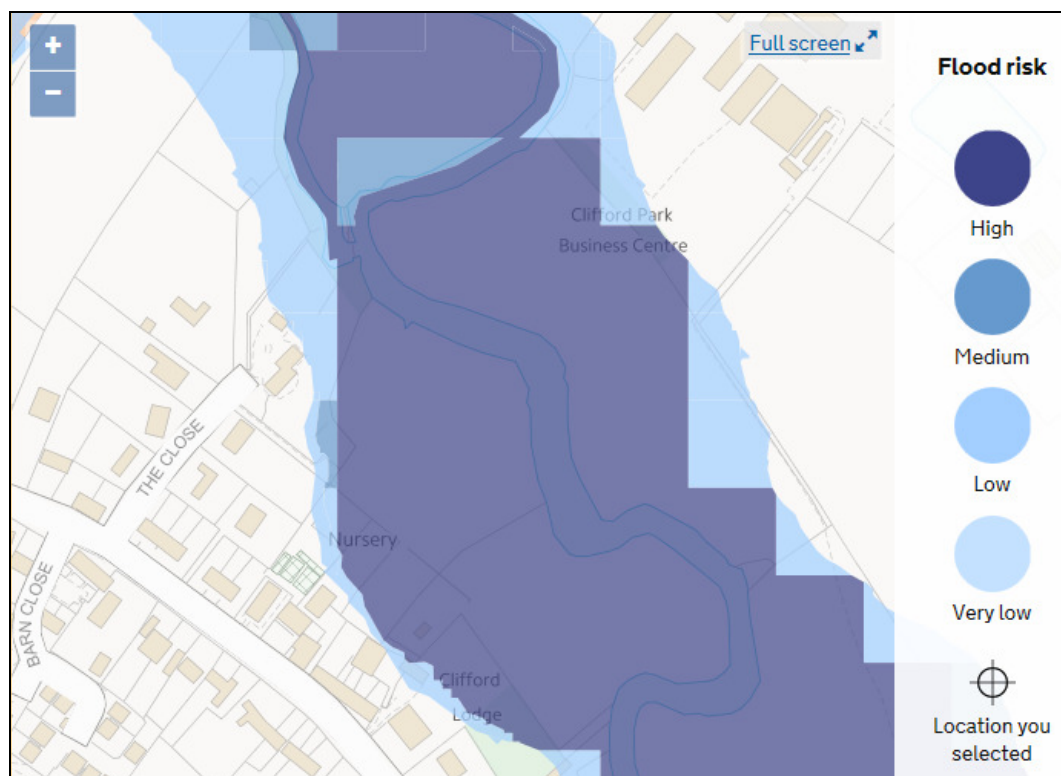
**Topography** – The site is unchallenged by topography.

**Landscape** – The site falls within Character Zone – CL04 according to the White Consulting Study (2012). The study concludes that the site has a ‘high’ sensitivity to housing development on this site.

The site is not well contained being open and exposed to the north and east. However, the site does abut existing residential development to the south and west. The site is not enclosed with any substantive vegetation.

**Flooding and Drainage** – The site falls within Flood Zone 3 of the River Stour and is therefore susceptible to river (fluvial) flooding (see map below). Development on this site would need to satisfy the sequential and exception tests in planning policy terms, which is likely to prove very difficult given the availability of land outside the functional floodplain for development.

Parts of the site also have a ‘high’ 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 355m from the bus stops in Orchard Place measured from an assumed site entrance between Nos 13 and 14 Clifford Chambers. The route would require crossing the road but is relatively safe and likely to be desirable.

**Natural Heritage** – As active grazing land with only small number of trees within and around the site there is some potential ecological value with habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status, but it is limited due to the current land use.

**Built Heritage** – Access between Nos 13 and 14 Clifford Chambers would affect the conservation area but given the limited scope to make any significant alterations to this point of access there is unlikely to be any physical impact on this heritage asset, within the exception of increased traffic. Development on the site is unlikely to be seen from the conservation area due to the presence of buildings along the street. The site is not close to any listed buildings.

## **Conclusion**

The site consists of an equestrian paddock which is not well served by its own access. This raises significant doubt over the deliverability of any development on the site.

The site falls within Flood Zone 3 of the River Stour and would therefore trigger the need for a sequential test and exception test under planning policy. This is highly likely to prevent development happening on the site. Additionally, a large part of the site is at high risk of surface water flooding.

Development of the site is not likely to directly affect any public rights of way.

Development on the site is likely to have a significant impact on landscape given its exposure to the north and east and lack of enclosure and screening from wider views particularly from the north.

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 large scale cul-de-sac development of around 20 dwellings would be at odds with the established settlement character. A much smaller development may be more in keeping.

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 reasonably well connected to Orchard Place so 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 (355m) to Orchard Place where the bus stops and public house are located. The route to Orchard Place would be, in part, not currently served by pavements but is along a stretch of private road which is lightly trafficked.

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

However, overall, the site has low potential for development due to the likely impact on landscaping, uncertainties over delivery of a safe and appropriate access and flooding and drainage issues.