

**Kinton Neighbourhood Development Plan  
Site Assessment – March 2015**

Site Reference	Site Area	Site Capacity
CS1	4 ha (approx.)	78 dwellings (20 dpha)
<b>Site Address</b>		
Land West of Lighthorne Road		
<b>Site Description</b>		
<p>The site comprises of two separate parcels of agricultural land which appear to be currently fallow in use. There are no buildings or structures present on the site. An existing 6 bar metal gate serves a field access from the Lighthorne Road. There is a strong mature native hedgerow along the eastern boundary with the highway and the site is reasonably well contained to the south by vegetation forming the boundary with the disused railway line and to the north by some hedgerow vegetation and trees. There is a STW booster station adjacent to the site frontage.</p>		
<b>Aerial Photo</b>		
		
<b>Relevant Planning History</b>		
None.		

## Site Photo



## Site Constraints

Status – The site is classified as greenfield land.

Highways – Access would need to be gained from Lighthorne Road where the site has some road frontage. There is reasonably good visibility in both directions at this point. Access would be within the existing 30mph limit.

Topography – The site is relatively flat.

Landscape Character Zone – K03: high/medium sensitivity to housing development. The site is reasonably well contained from the south, east and west but is exposed and open from the north.

Flooding – The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding

Part of the site has a 'high risk' of surface water (pluvial) flooding with other parts being at 'medium' and 'low' risk (see EA map below).

Sustainability – Kineton has a limited range of local amenities. The primary school is located towards the western end of the village on King John's Road off the Warwick Road and the high school is located at the eastern end of the village off the Banbury Road. The main village amenities are located in the centre of the village on Banbury Street where there are a small number of convenience shops, a post office and a bank. St Peter's Church is located in a central position in the village opposite the main amenities. Kineton has a limited public transport service with the main bus

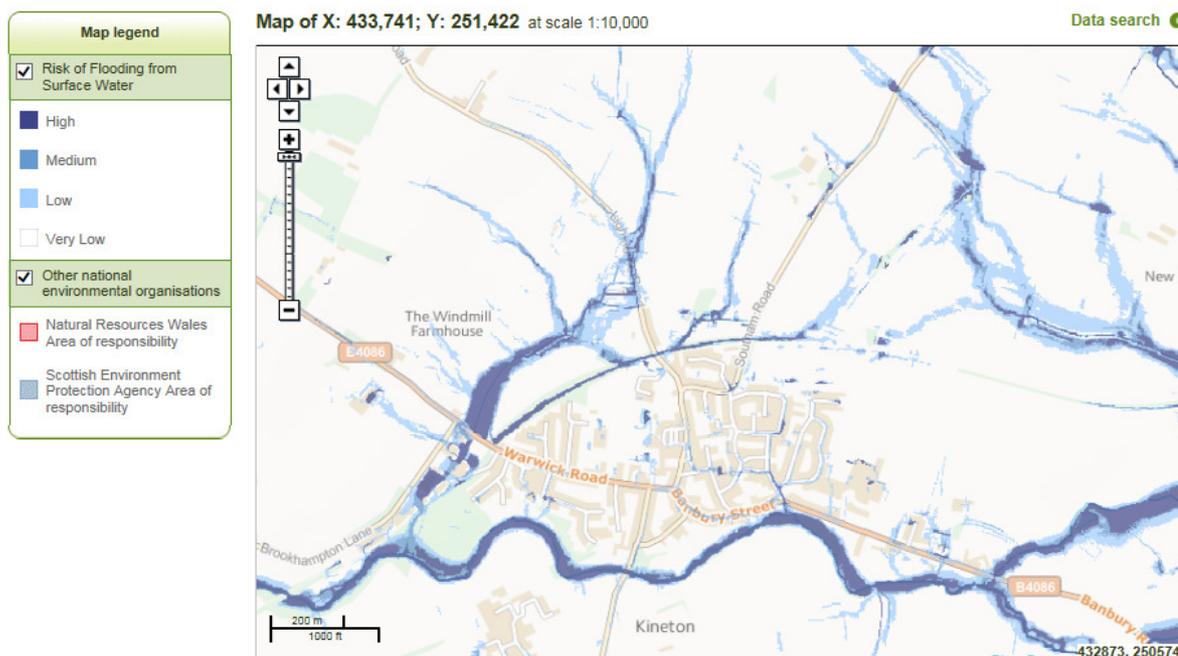
stops being opposite the church.

The site is approximately 530m from the church via a partially lit pavement on the opposite side of the road to the site.

Natural Heritage – Being unproductive agricultural land the site has a medium ecological value being potential habitat for small mammals, birds, insects and invertebrates, some of which may have conservation status. The presence of trees and a brook through the site increase the biodiversity value of the site.

Built Heritage – No heritage assets are affected.

## EA Surface Water Flood Map



## Conclusion

The site is an irregular shape with a pinch point in the middle (where there are a number of mature trees) thus creating two larger areas of potentially developable land. The site has some modest road frontage which will give legibility to any development but the majority will be set to the north of the disused railway line and somewhat disconnected from the village which may lead to problems of social integration.

The disused railway cutting acts as a natural containment for the northwestern side of the village. Encroaching beyond this will change the character of this part of the village and open it up to wider views from the north and west.

Development is unlikely to adversely affect the perimeter hedgerows other than possible accessing arrangements. However, development may adversely affect the existing trees on the site which are an important ecological feature. The scheme has the potential to enhance and strengthen existing ecological features.

Lighthorne Road is accessed via a sharp bend in Southam Street. Southam Street itself is a heavily trafficked road being one of the main routes into the village from

the north. Any significant increase in traffic using this junction, which has limited visibility when turning right into Lighthorne Road from the north, is likely to conflict with highway safety.

The site frontage includes an informal layby which appears to be well used, perhaps by the housing located opposite the site. The loss of this layby may cause some localised issues of increased on road parking if the layby is relied upon by the occupiers of those properties.

This site has reasonable accessibility to local amenities but is located approximately 530m from the village centre (Southam Street/Banbury Street junction). Residents will need to cross the Lighthorne Road to access the existing pavement which connects the site to Southam Street.

Housing development is likely to be visible from the north where the land is flat with currently limited screening.

The site has a **potential** for development but is disadvantaged by the physical disconnect from the rest of the village. Any development on a large scale would involve a cul-de-sac form which is not characteristic of the Lighthorne Road north of the railway bridge. The need for a second (emergency) access point may be an issue if County Highways recognise this as a requirement.

Frontage development to replicate the existing settlement pattern along this section of Lighthorne Road would be more in keeping with the settlement pattern in this part of the village than a large scale cul-de-sac development.