



LOXLEY PARISH

NEIGHBOURHOOD DEVELOPMENT PLAN

— COMMUNITY GUIDING GROWTH —

2011 - 2031

Appendix 1

Details of pre-plan consultations, including questionnaires, open days and responses

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The Beginning of the Neighbourhood Development Plan

December 5 2014

Dear fellow Loxley resident,

The purpose of this note is to ask you to consider joining with us in forming a working group to initiate a Neighbourhood Development Plan for our village.

You may probably already be aware that, within existing plans, Loxley is classified as a 'Category 4 Local Service Village suitable to take 10-25 new dwellings during the plan period 2011-2031'. Based on the pressure that Wellesbourne and other communities already seem to be experiencing, it is possible that we might experience future pressure for development beyond this.

What you may not be aware of is that, triggered by these planned levels, both the Parish Council and local landowners are already being contacted by planning consultants and developers interested in promoting development in Loxley.

This situation is by no means unique to Loxley and a number of communities have already started to develop Neighbourhood Development Plans to influence the planning of the area in which they live and work. These Plans can be used to:

- Develop a shared vision for your neighbourhood;
- Choose where new homes and other developments should be built;
- Identify and protect important local green spaces;
- Influence what new buildings should look like.

We believe that, subject to sufficient local support, it would be appropriate to develop a Neighbourhood Development Plan for our village now. We would not be starting with a blank sheet as the Parish Plan and Village Design Statement, developed previously by the community, have laid some of the foundations.

The initial objectives of the working group would be to:

- Reflect on lessons and experience gained elsewhere, including approaches to community engagement
- Better understand the local development pressures that Loxley and our neighbouring communities will experience and activities already underway in light of these
- Identify the key issues that will need to be addressed by a Neighbourhood Development Plan;
- Start to outline a draft vision and objectives that will provide the basis for the plan.

With the right support and involvement, we believe that these initial objectives could be completed in time for review with our community at the annual Parish Council AGM in May. At that meeting, we would be able to share this initial work, start to build a consensus on future direction, and enlist further support for the full development and completion of our Neighbourhood Development Plan.

If you were to join us on this working group, we would be asking you to meet regularly in the January to May period, and carry out occasional interim assignments/inputs, to achieve these initial objectives. Subject to the support of the community at the Parish AGM in May, we would hope that you would then continue as part of a possibly larger working group through to the full development, completion, examination, and adoption of the plan. Based on our initial understanding, we would expect that this would take until mid-2016.

We believe that this working group will best succeed if it has a good mix of relevant perspectives, skills and experiences and that is why we are approaching you as a potential member. Please can you give this your serious consideration and let us know, by the end of December, if you are willing to join us. Subject to sufficient support to go forward, we would aim to have an initial meeting one evening in week commencing January 19, 2015.

Should you wish to discuss any of this before reaching a decision on your involvement, please contact either Glynn (loxleyparishchair@gmail.com) or call 07770 980 922) or Peter (peter.coote@btinternet.com).

We look forward to hearing from you in due course.

Kind Regards

Glynn Jones & Peter Coote

Midweek Herald 19th January 2016

Tuesday, 19th January, 2016

Residents can shape village

LOXLEY residents are to get the opportunity to shape the development of their village with plans progressing for a Neighbourhood Plan.

The parish council has submitted an application to the district council to set the area to be covered by the plan.

Should the designation of the Neighbourhood Plan Area be approved, villagers can then put together the plan that will set out how they would like the area to develop in the future.

Loxley is a relatively small village with, according to the 2011 Census, a population of around 400 people.

It is also home to one of the smallest schools in the county.

The government's Localism Act gives resi-

dents, businesses and councillors the right to get involved in the creation of the plan.

A copy of the application and a map can be viewed on the council website at www.stratford.gov.uk/nplan or at Stratford-on-Avon District Council's offices, Elizabeth House, Church Street, Stratford, and also at Stratford Library during normal opening hours.

Representations on whether the civil parish of Loxley is deemed an appropriate neighbourhood area may be made to the district council by no later than 5pm on Friday, 12th February.



STRATFORD-ON-AVON DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

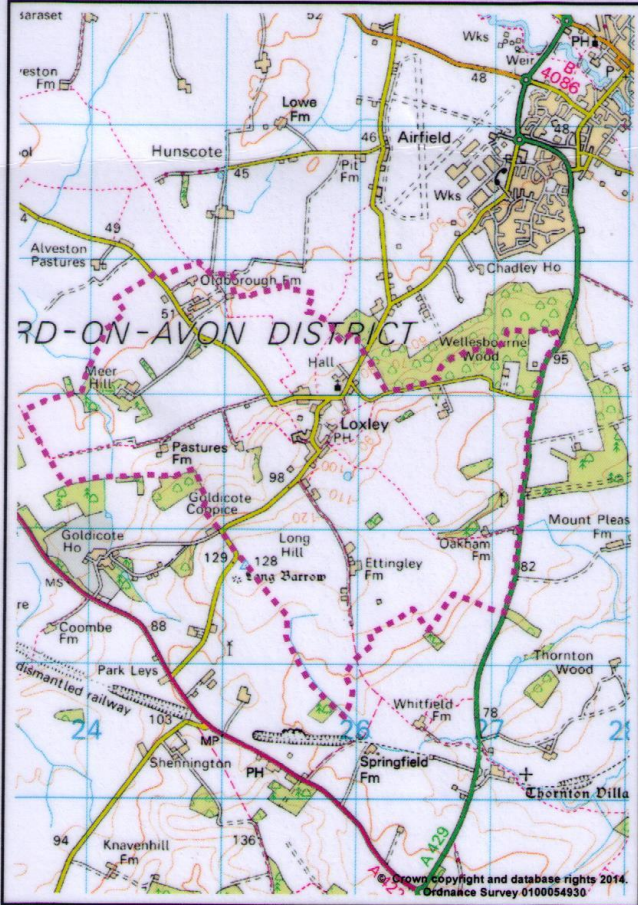
NEIGHBOURHOOD PLANNING (GENERAL)

PLANNING REGULATIONS 2012

Application for the designation of a Neighbourhood Plan Area by Loxley Parish Council

Notice is given that Stratford-on-Avon District Council has received from the Loxley Parish Council an application under Part 2, Regulation 5 of The Neighbourhood Planning (General) Regulations 2012, to designate the area comprising the civil parish of Loxley as a neighbourhood within the meaning of section 61 G of 1990 Act (see explanatory note below).

A copy of the application and a map can be viewed on the Council website at www.stratford.gov.uk/nplan or at Stratford-on-Avon District Council's offices, Elizabeth House, Church Street, Stratford-upon-Avon, and Stratford-upon-Avon library during normal opening hours.



Representations on whether the civil parish of Loxley is deemed an appropriate area may be made to the Council no later than 5pm on Friday 12 February 2016. They may be made either online, using the link www.stratford.gov.uk/nplan, by emailing planning.policy@stratford-dc.gov.uk or by writing to Policy Team, Stratford-on-Avon District Council, Elizabeth House, Church Street, Stratford-upon-Avon, CV37 6HX

Dave Nash
Policy Manager (Planning and Housing)

Dated: 14 January 2016

Explanatory Note
Following the introduction of the Localism Act 2011, the purpose of designating a Neighbourhood Area is for a Neighbourhood Plan to then be prepared for that area. The Loxley Parish Council is currently preparing a Neighbourhood Plan and this application now seeks to formalise the process.



Loxley Parish Council

WWW.STRATFORD.GOV.UK

Extracts from The Grapevine Newsletter Hampton Lucy, Charlecote & Loxley Parishes:

February 2016 edition

Help Loxley Village Take Control of Its Own Future!

In a bid to take the control of the future of Loxley out of the hands of potential developers, Loxley Parish Council is inviting all residents to attend a public meeting on Monday, 22 February, at 7.00pm in The Fox Inn, to hear their ideas for a Parish Neighbourhood Development Plan. With regular news stories of yet more housing developments within the Stratford area, it is not surprising that the residents of Loxley Parish may feel as if they are under siege. That is why Loxley Parish, along with many other communities in the district, is working to produce a Neighbourhood Development Plan. A Neighbourhood Development Plan is both a vision statement and a detailed description of how the community wants to see its own locality develop. It is written by the community for the community. Once approved by both the community and an external examiner, it then has statutory status. Any proposed development within the area covered by the plan must then legally take account of the community's views. A Neighbourhood Development Plan is not about stopping development. Even a small parish like Loxley with just over 150 households may well be required to accommodate upwards of thirty new dwellings. It is, however, about having some control about the size, type and location of any new development and whether it meets the requirements of people who need to live in the area. It is also about much more than just new development. It is about local people having a say in what they want their community to be like in 10 or 20 years. It's about the future provision of schools, roads and other local services. This is why the Parish Council is now appealing to all its local residents, and a steering group, set up by the Council to oversee the plan, wants to hear your views. For more information please regularly check the Loxley Parish website. **JB**

April 2016 edition

Shakespeare in music inspired by him across the intervening centuries. The programme will include settings of words from the plays, some of them for instruments on their own, some with instruments and choir, and some for choir or solo singers. The concert will be held on 16th April in Holy Trinity Church, Stratford upon Avon, starting at 7.30pm. See **page 5** for details. **CL**

Loxley Church Concerts 2016

Following the great success of the concert last August, we are holding a series of concerts this year. All will be on Sundays at 3.00pm in the church and will last for about 45 minutes. Admission is free but there will be a retiring collection in aid of the Church Fabric Fund. Each concert will feature different musicians and styles of music but all will feature beautiful music in, of course, a charming setting. The first concert will be on **Sunday, 24 April, at 3.00pm** and will be given by three outstanding young musicians - Helen Gillespie (piano), Rebecca Babbage (violin) and Octavia Lewis (soprano). After the concert, Richard & Susannah will be providing tea, coffee, homemade cake and biscuits, as well as alcoholic and soft drinks, in The Fox Inn, and we hope that many of you will stroll along to the pub afterwards to complete a most enjoyable afternoon. Further details rd in the church or call 01789 509692. (See **Notice Board**) **DW**

Loxley Neighbourhood Development Plan

Back in February, it was standing room only at the Fox Inn when 75 residents turned up to hear about the development of a Neighbourhood Development Plan for Loxley. The major issues raised at the meeting included concerns over encroaching development from both Stratford and Wellesbourne, as well as traffic issues and protection of local amenities. A full report of the meeting is available on the Parish website. In March, the Parish Council learned that Stratford District Council had approved its application for the Loxley Parish to be designated 'a neighbourhood area for the purposes of preparing a Neighbourhood Development Plan. This is a crucial milestone and gives the Parish Council the authority it needs to proceed. We can also apply for a grant to help meet the costs. Next steps include producing a questionnaire for every member of the parish based on the outcomes of the public meeting, and then writing a draft NDP for further local consultation. To keep as many parishioners as possible informed on progress, the steering group will be sending out e-mail updates. If you would like to be included on the e-mailing list, please send your contact details to the address on the parish website loxleyvillage.com **JB**

Advance notice: Kineton Art Group

Open Art Exhibition and Sale of Paintings. Saturday and Sunday, 7th and 8th May in Kineton Village Hall. **BK**

Neighbourhood Plan Household Questionnaire 2016



Have your say about the future of Loxley....



....by filling in this questionnaire

URN: _____

Loxley is developing a Neighbourhood Development Plan which will develop a vision for our community, provide guidance on the location and design of any future development alongside a clear statement of community needs and priorities.

A key part of the Plan is to reflect community views on the strengths, needs, challenges and opportunities facing our village, in respect of:

1. **Community and environment** – which are the features of the community that are most valued and need to be protected?
2. **Development** – how much housing is it appropriate for the Parish to accommodate and in which locations?
3. **Services and infrastructure** – are there unmet needs, where are the major bottlenecks, how much value is placed on existing services?

This is where we need help from you.

We need **YOU** to fill in this questionnaire - which builds on the comments made at the recent Public Meeting (held on the 22nd February at the Fox) - to develop a plan that truly reflects the views of everyone in the community.

There are two ways of completing the questionnaire:

1. EITHER : complete this hard copy in ink:

A local resident will call again to pick up the completed questionnaire in the envelope provided.

Alternatively, drop in the completed questionnaire to either:

- a) Loxley village (Greenbanks), OR
- b) Loxley Park (16 Oldborough Drive).

2. OR : complete on-line :

Step 1 : Click on the following web address:

www.loxleyvillage and click on the link.

Step 2 : Enter the unique reference number (URN) which you will find on the cover page of this questionnaire. This number cannot be used to identify your household, but will ensure that only one response per household can be entered.

If you would like any assistance completing this questionnaire, please speak to the person delivering your questionnaire and they will be happy to help.

All individual responses ARE CONFIDENTIAL. Information will be combined to preserve confidentiality.

Thank-you for your help and support 😊

Section one – Your community

1. What is most important to you about living in Loxley ? (for each row tick, one column only)

	Very important	Quite important	Not important
Community spirit			
Village activities / community groups			
Quiet village			
Access to the countryside / local walks			
Rural environment / countryside views			
School			
Village pub			
Church			
Local park / playing facilities			
No street lighting			
Village Green			
Good transport links / proximity to towns			
Safe environment			
Other (please specify)			

2. What do you not like about living in Loxley? (for each row ,tick one column only)

	Not an issue	Dislike	Major dislike
Air traffic noise			
Lack of affordable housing / housing choice			
No natural gas supply			
Electricity cuts			
No shop / facilities in the village			
Poor marking of / access to field footpaths			
Lack of pavements along Stratford Road			
No street lighting			
Nothing to do for young people			
Parking problems			
Traffic speeding			
Increasing volume of traffic			
Other (please specify)			

3. Rank your major concerns (listed in no particular order)

(1 = your BIGGEST concern; 2= your next biggest concern ... and so on)

	Rank concerns
Burglary / crime	
Vandalism	
Air pollution	
Traffic speed / volumes	
Urban sprawl / threats to rural environment and views	
Fly tipping / litter	
Flood risk	
Parking	
Other (specify)	

Section Two – Housing and development

4. What do you think about the type of housing needed in Loxley ?

	About right	Need a few more	Need a lot more
Bungalows			
Low cost/affordable homes			
Family housing			
Luxury housing			
Private sector rented			
Retirement homes			
Social housing / Housing Association			

5. In your view, how many new homes should be built in the village in the next 15 years?
(Tick one column)

None	0-10	10-20	20-30	30+

6. If more housing is built, what type of development would you prefer?

	Strong preference	Slight preference	Not in favour
One large development			
Several smaller developments			
Individual plots			
No preference			

7. If more housing is built, what type of locations would you prefer development to take place?

	Strong preference	Slight preference	Not in favour
Infill sites (ie. spaces between houses)			
Backfill sites (ie. spaces behind houses)			
Village edge/periphery/linear extensions (ie spaces at the ends of the village)			
No preference			

8. Comments

Section Three – Community facilities and services

9. Which of the following amenities do you/your family use regularly?

	Regularly	Sometimes	Never
The Fox Inn			
St Nicholas Church			
Loxley School			
Football pitch			
Basketball hoop			
Children's play area			
Village green			
Park			
Tennis court			
Field footpaths			

10. Which services and amenities would you like to see provided/or expanded) in the village?

	Yes	No
Public transport		
Sports facilities		
Village hall		
Defibrillator		
Gas supply		
Winter gritting		
Other services you would like to see (specify)		

Comments _____

Section Four – Transport

11. How many members of your household use the local bus service (excluding school buses)?

	Regularly	Sometimes	Never
Insert relevant number of people in each column:			

12. If you have one or more vehicles in your household, where is it/are they parked?

	Vehicles:				
	1	2	3	4	5
Parked on the road					
Parked off the road					
Garaged					

13. In your opinion are any changes needed with regard to the following transport issues?

	No change needed	Some changes required	Change needed
High speed of vehicles			
More bus services			
Parking			
Road maintenance			
More pavements			
Less HGV traffic			
Street lighting			
Traffic calming (not requiring street lighting)			
Traffic calming measures that require street lighting			

14. Suggestions for change needed?

Comments _____

Section Five – Demographics

15. Where do you live?

Loxley Village	Loxley Park	Elsewhere in the Parish

16. How many people in your household fall in each category?

Age	Under 5	5-12	13-17	18-34	35-59	60-74	75+
Male							
Female							

17. How long have you lived in the parish?

Less than 5 years	5-10 years	10-20 years	20+ years

18. Do you envisage moving within?

12 months	5 years	5-15 years	No plan to move in the future

19. For those in your household who work – where do they work all or most of the time?

Respondent	At home	Business based at home	Elsewhere in the Parish	Elsewhere in the County	West Midlands Conurbation	Job is mobile	Elsewhere	Retired
Person A								
B								
C								
D								
E								

20. Would you be interested in joining an environmental group if one were formed?

No, not interested	Yes, I am interested	If yes, please email:
		loxleyparishchair@gmail.com

21. If you are happy to receive information about the Loxley NDP please email us at :
loxleyparishchair@gmail.com

Thank you for completing this questionnaire.

Loxley Neighbourhood Development Plan

2016 Community Survey Results



Presentation

1. Profile of respondents
2. Likes & dislikes
3. Housing development
4. Facilities, services & amenities
5. Conclusions



91 Households responded....

Response rate (61%), just shy of 2005 survey

	Total Households	Survey Responses	
Loxley Village	100	61	61%
Loxley Park	38	16	42%
Outlying areas	12	11	92%
Q left blank		3	
	150	91	

Loxley neighbourhood development plan

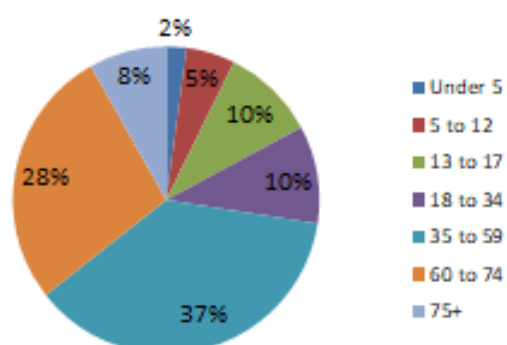
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The Village & Parish of Loxley, Warrickshire



Profile of Respondent households....

Fairly evenly split : older age groups (60+), middle-aged (35-59) and younger people (<34)

Age Profile of Respondent Households



- 91 households

- 233 people

- 122 female / 111 male

- 22 households with children <18

- Average household size = 2.56

- 2011 Census = 2.54

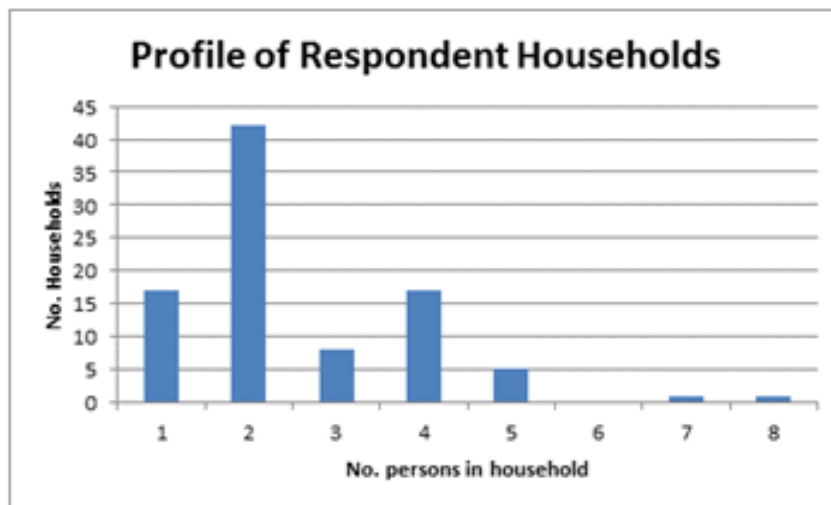
Loxley neighbourhood development plan

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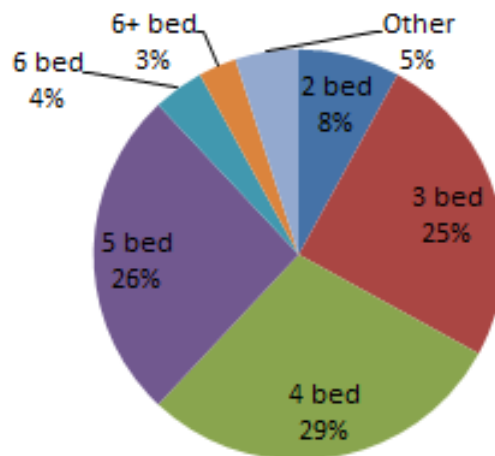
Average household size - 2.56 pph

Two person households dominate



Housing stock mostly larger homes....

in contrast to small household size

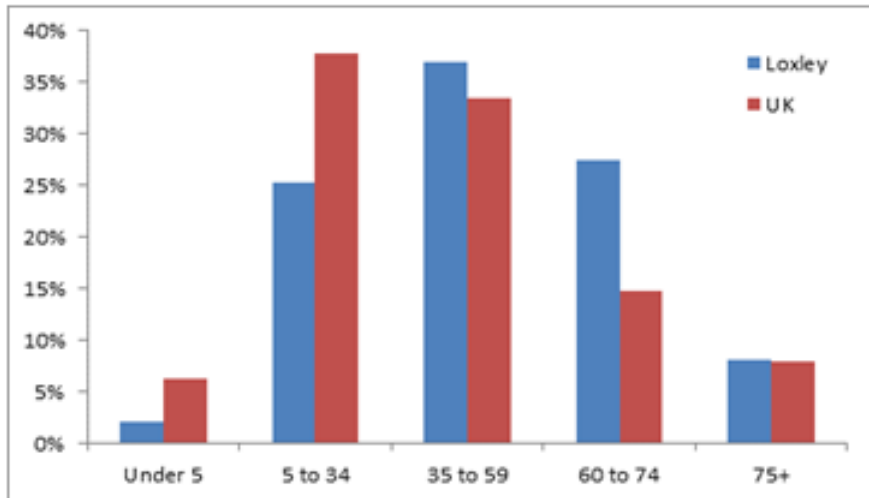


Source: Housing Needs Survey, 2014



Loxley demographics

Skewed to older age groups



In the Housing Needs Survey (2014), 47% of respondents felt that Loxley had an 'unbalanced' population.

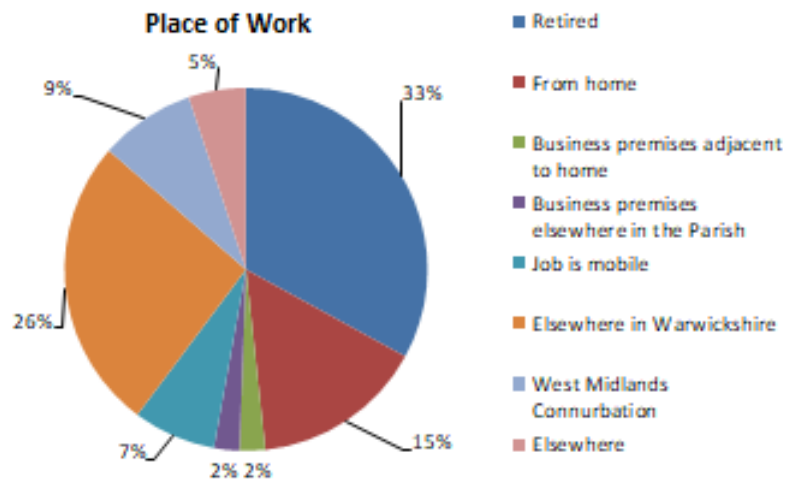
Loxley neighbourhood development plan

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Profile of Respondents....

Half are home based – retired, work from home



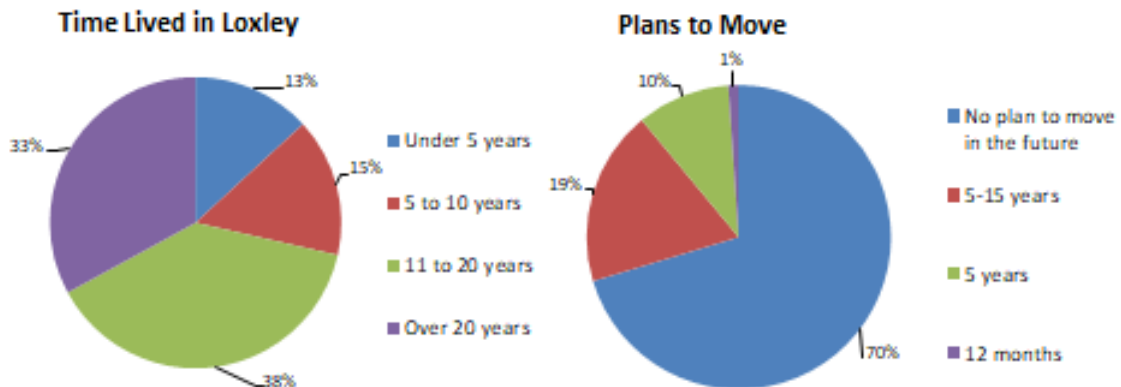
Loxley neighbourhood development plan

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How long have we lived in Loxley?

A long time! And few have plans to move



Although 13% households have been resident less than 5 years i.e since the last Census



Car ownership averages 2.2 per h/hold

...but 97% of residents cars are parked off-road

No cars	1	1%
One car	16	18%
Two cars	49	54%
Three cars	17	19%
Four cars	2	2%
Five cars	4	4%
Six cars	1	1%
	90	responses
	199	cars
	2.2	ave cars/HH

on road	5	3%
off road	141	71%
garaged	53	27%
	199	100%

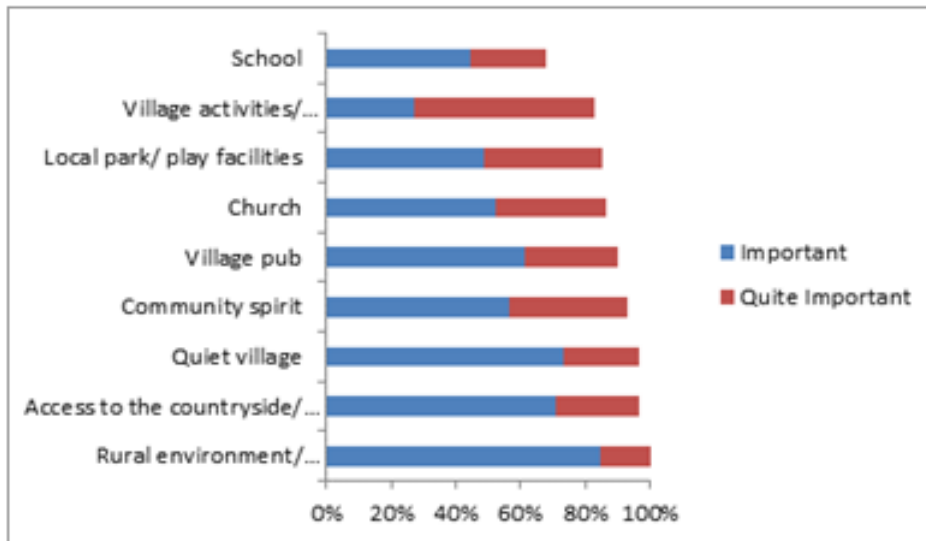
Which raises a question as to how far parking problems relate to non-residents



LIKES AND DISLIKES

What's important about Loxley?

Safe, rural, quiet and access to the countryside

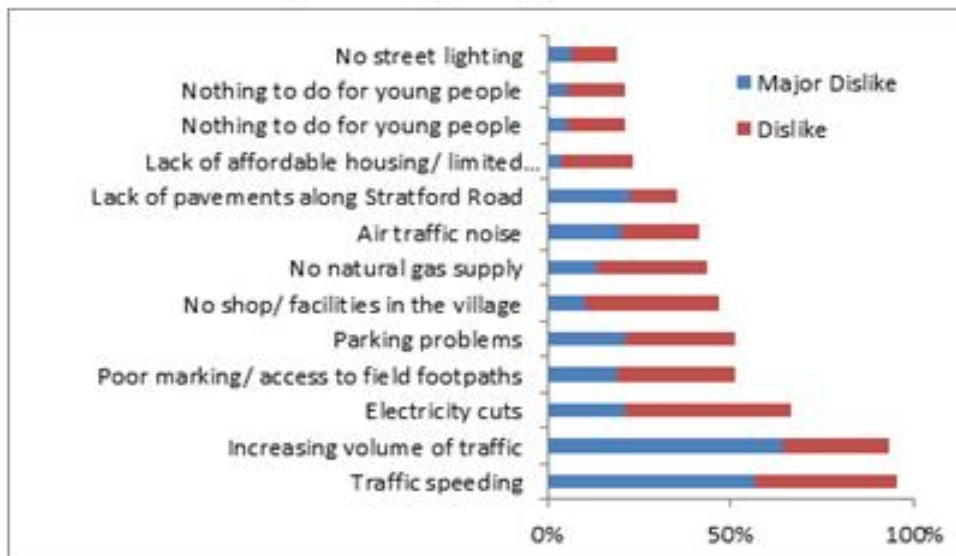


Top three 2004 : rural environment, local walks, accessibility



What we don't like about Loxley ..

Volume and speed of traffic



Top three 2004 : traffic speed, electricity cuts and aircraft noise



Nothing to do for young people?

Responses similar for h/holds without children

	ALL HHs	With Children
Major Dislike	5	2
Dislike	14	5
Not an issue	71	15
blank	1	0
	91	22
HH with children		24%
Major Dislike	6%	9%
Dislike	16%	23%
Not an issue	79%	68%
	100%	100%

Loxley neighbourhood development plan

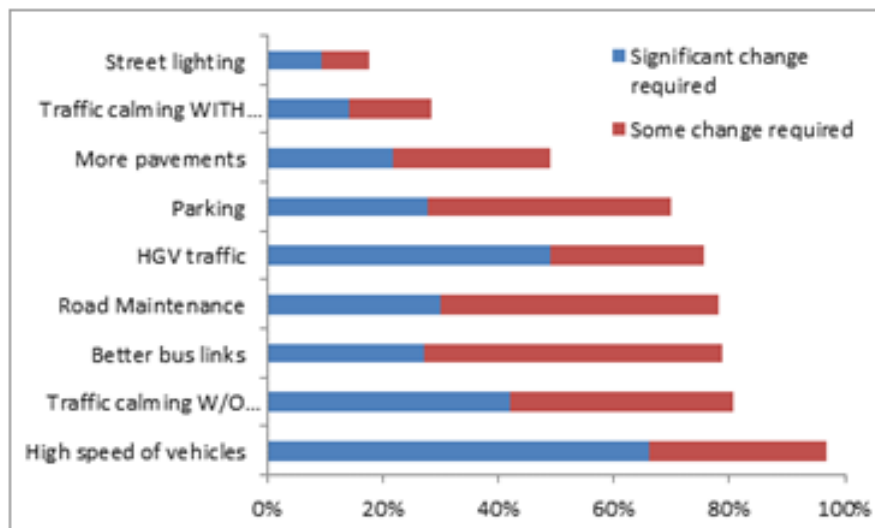
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The Village & Parish of Loxley, Worcestershire

LOXLEY

Traffic: what do we want to change?

Speeding (97%), traffic calming w/o street lights (81%), better bus services (79%), and HGV (76%)



Loxley neighbourhood development plan

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The Village & Parish of Loxley, Worcestershire

LOXLEY

Your concerns ranked (1 highest)

Traffic, urban sprawl and burglary

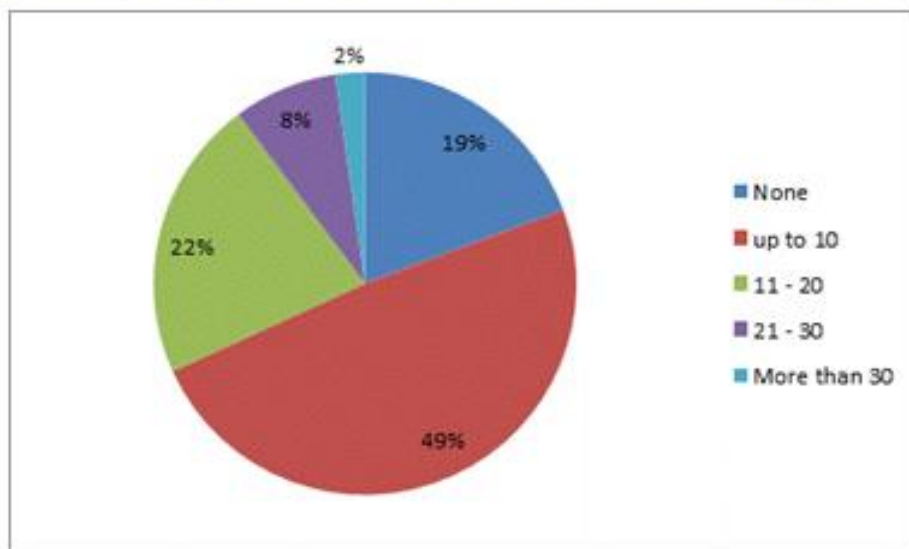
	ave score	rank of ave score
Traffic speed/ volumes	2.16	1
Urban sprawl / threats to rural environment and views	2.40	2
Burglary/ crime	3.48	3
Parking	4.70	4
Vandalism	4.82	5
Fly tipping/ litter	4.98	6
Flooding risk	5.81	7
Air pollution	6.18	8



HOUSING DEVELOPMENT

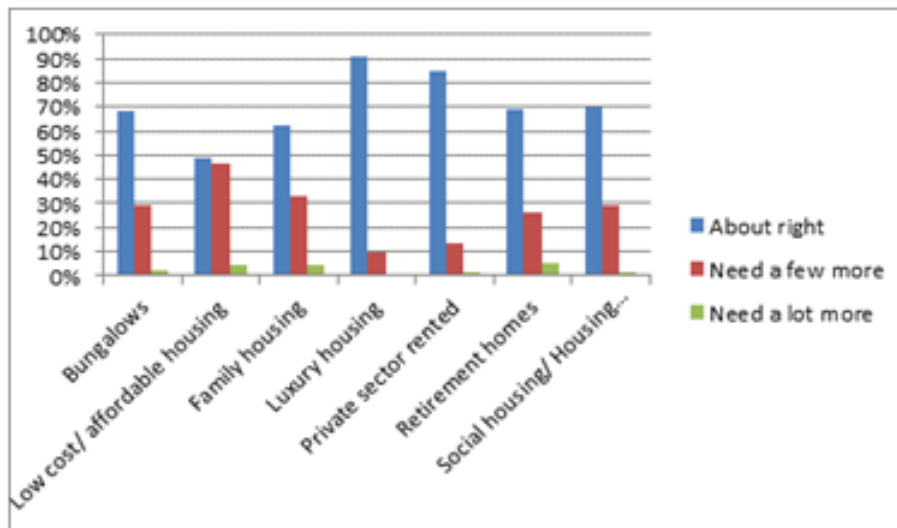
How many new homes in next 15 yrs?

81% of respondents want some development



What housing do you think we need?

Low cost housing needed; not luxury or PRS

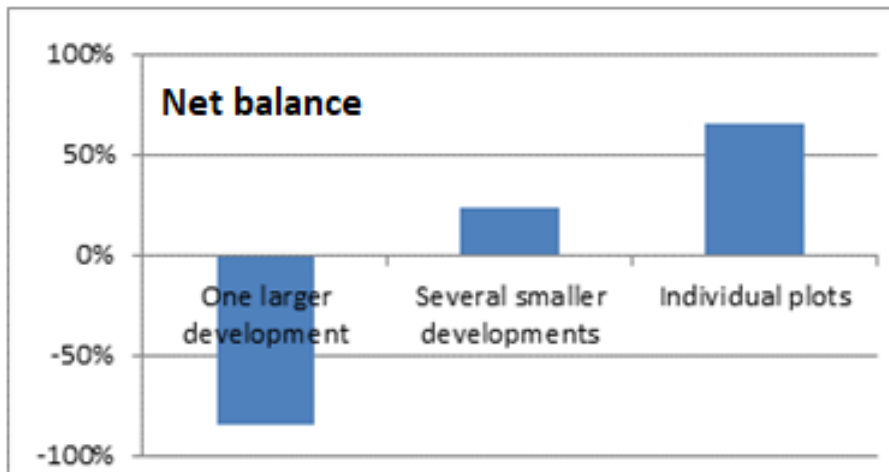


2004 results: main priority affordable housing



And what type of development?

Preference for individual plots / smaller dvts

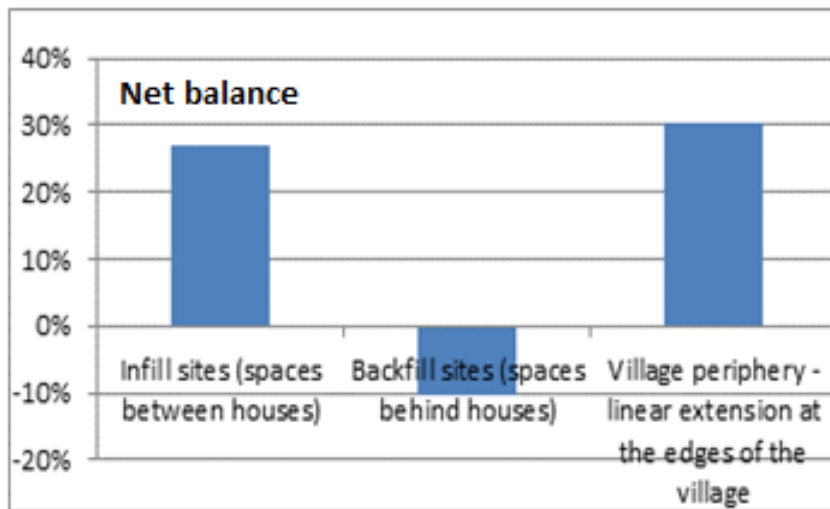


Net balance = strong + slight preference - not in favour



And what type of sites?

Preference for village periphery and infill



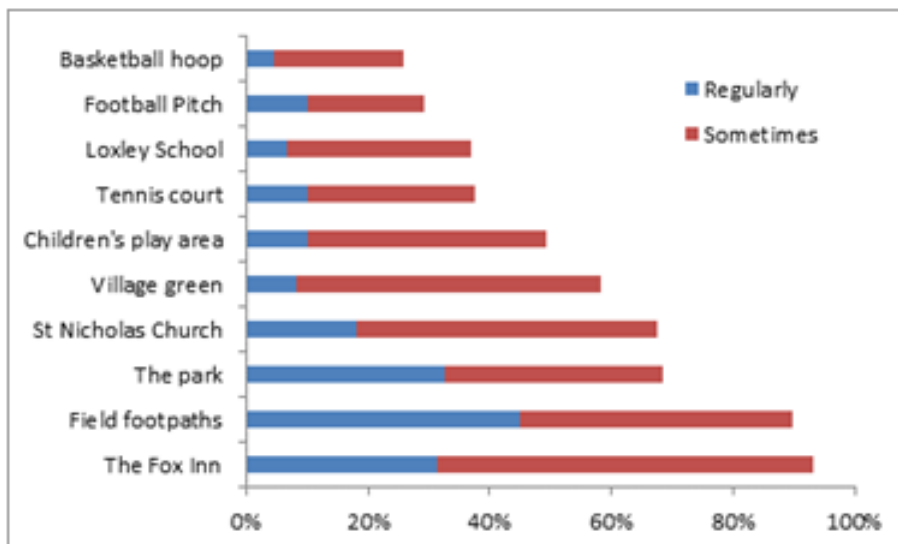
Net balance = strong + slight preference - not in favour



FACILITIES, SERVICES & AMENITIES

What facilities do we use?

Field footpaths, park and the pub



Bus Services...

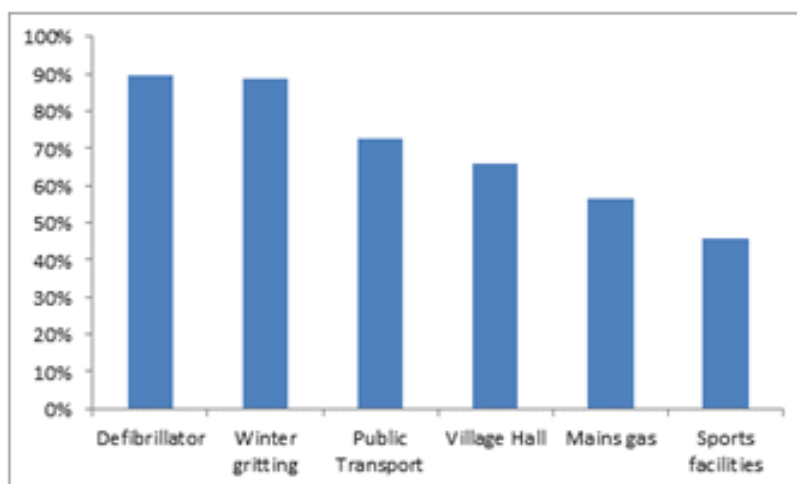
Small number of regular users

- Of 79 households (182 people)
 - 5% regularly use the bus service,
 - 16% sometimes and
 - 79% never.
- Some contradictory answers on whether bus services needed to be changed/improved.



Amenities you'd like to see more of

....defibrillator and winter gritting



Comments on village hall mixed – with a number of residents expressing concern over potential viability and scope to make greater use of the Church.



CONCLUSIONS

Implications for Loxley NDP

Planning, housing and development

- Majority in favour of:
 - some housing development
 - affordable homes / greater choice of housing
 - individual plots or several smaller sites
 - Edge of village and infill sites
- Majority not in favour of:
 - no development or development of 21+ homes
 - more luxury or private rented homes
 - development concentrated on one large site
 - backfill sites



Implications for Loxley NDP

Planning, conservation and the environment

- Preventing urban sprawl
- Protecting rural environment
- No support for street lighting
- Protecting rural views
- Preserve access to the countryside



The Parish Council

Some priorities for LPC...

- Loxley NDP
- Local housing needs (Three 2-bed homes)
- Traffic (calming not requiring street lighting)
- Winter gritting
- Defibrillator
- Field footpaths
- Environmental group (16 volunteers)



You !

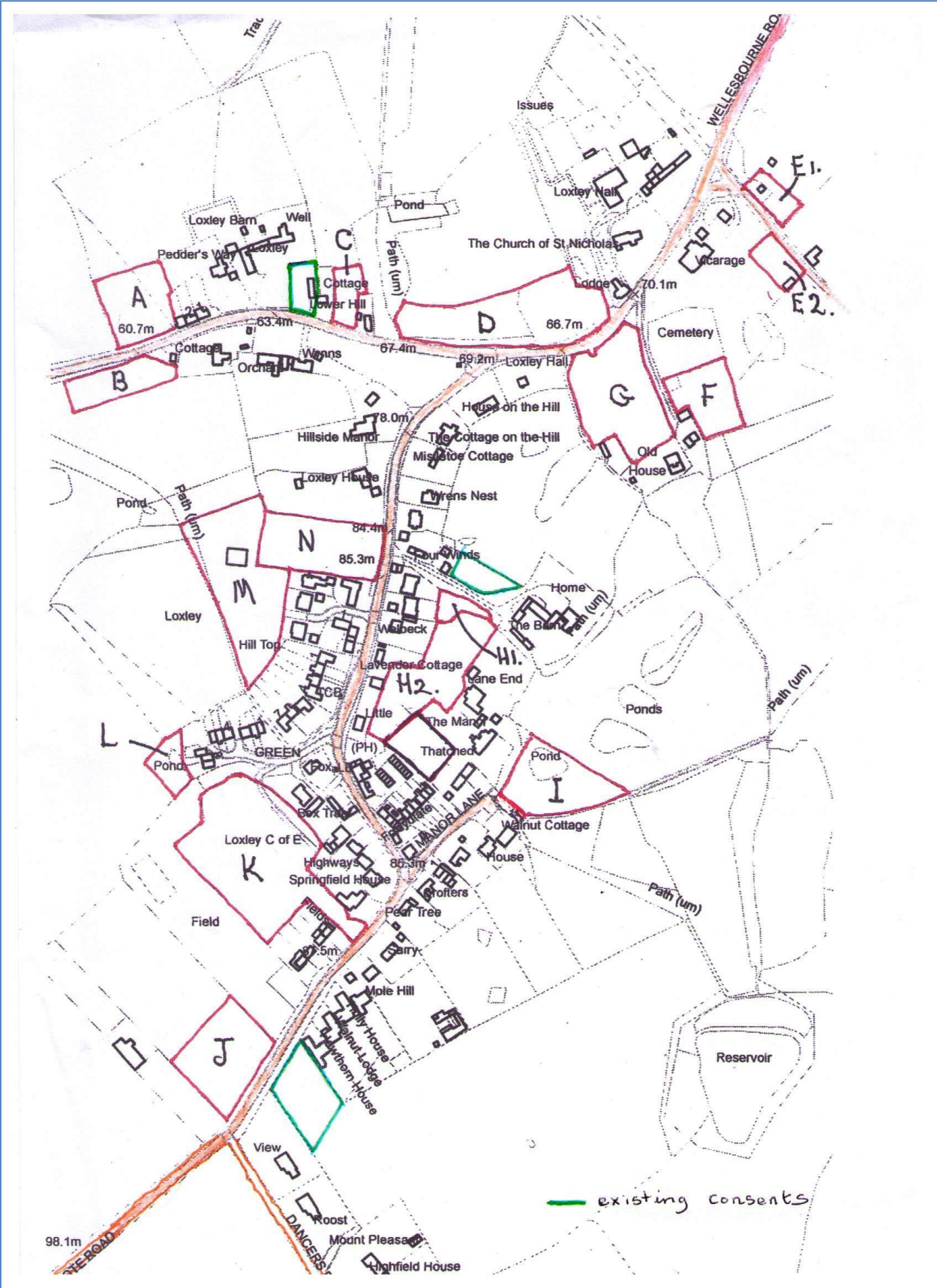
...actions for the community

- Burglary
 - safe environment a major like
 - number 1 priority for small number of households
 - volunteers for Neighbourhood Watch?
- Environmental group
 - volunteers, who are you?



Housing & Site Assessments

Map of All Potential Development Sites Identified 2016



Highways Authority Site Reports

Site A

10th October 2016

1. Site off the Stratford Road (north-west of village centre)

The site is situated on the north-western outskirts of the village, to the north of the Stratford Road. Although within the 30mph speed limit the existing field-gate access is only 43.0 metres or thereabouts from the change in the speed limit from 50mph to 30mph. There is a sharp bend approximately 160.0 metres from the site which does reduce the approach speed considerably however, from the site meeting there were some concerns that drivers are not necessarily complying with the posted 30mph limit. Speed data that the County have records of undertaken 2009 and 2012 indicate that the approach speeds are just below 40mph. Visibility commensurate with the approach speeds (in terms of the Manual for Streets guidance) can still be attained although in an easterly direction this would be to the centre of the nearside lane of the carriageway as opposed to the near edge of the carriageway. Further speed reducing features could be implemented to assist in better compliance with the posted speed limit.

In respect of access, the view at the time of the site meeting was that there was the potential to provide a suitable vehicular access to serve a small development although in order to attain the required level of visibility, this would require the removal/cutting back and future maintenance of some of the boundary hedge. For a development of up to 6 units, a 5.0 metre wide access with 6.0 metre radius turnouts would generally be recommended. In order to accommodate the refuse vehicle used by the waste operator in the Stratford-on-Avon District area (Mercedes Econic at 11.73 metres), this may require the radii or the access or both to be increased in order for it to access the site for collection purposes. Alternatively, if it were to collect from the kerbside then a refuse collection point would require to be within 25.0 metres of the edge of carriageway. There is an existing Public Right of Way (PROW SD78) which runs along the eastern side of the field boundary. It is recommended that you check the current status of this route with the Countys Rights of Way team prior to proceeding any further with the consideration of a site layout for development.

One concern with the location of the site was the lack of footway provision for residents. There are existing properties fronting/accessed from the Stratford Road however the lack of a footway will potentially socially exclude some residents from the main village services.

Site B

7th November 2017

Site B – Site off the Stratford Road (north-west of village centre)

The site is situated on the north-western outskirts of the village, to the south of the Stratford Road. The site frontage straddles the change in speed limit from 30mph to 50mph. As with site A, previous speed survey data (albeit this was taken 2009 and 2012) indicated approach speeds in the region of 40mph. However, the Highway Authority would probably recommend in view of the date of the data new surveys are undertaken to verify the approach speed of vehicles and establish the level of visibility splay required. If these indicate approach speeds are still in the region of 40mph or below, then the required visibility could potentially be attained. However, given the topography of the site, it is unlikely a suitable access could be formed without significant cut into the site. As previously with Site A, there is also the concern with respect to the location of the site and the lack of safe pedestrian access (footway). Whilst it is acknowledged that there are existing

properties fronting/accessed from the Stratford Road, the lack of a footway will potentially socially exclude some residents from the main village services.

Site C

7th November 2017

.Site C – Site off the Stratford Road (north-west of village centre)

The site is situated on the north-western outskirts of the village, to the north of the Stratford Road. The frontage is within the 30mph speed limit although from observations, speeds may be higher. As previously stated, this would need to be verified through a speed survey. The extent of the site frontage with the public highway is limited which has an impact on visibility. Visibility is restricted by the adjacent boundary hedges with a very narrow verge margin. The alignment of the carriageway also reduces the available visibility of approaching vehicles from the frontage in an easterly direction. These issues together with the proximity of the adjacent properties to the site makes it extremely unlikely a suitable access could be provided at this location.

22nd February 2018

Further to our telephone conversation earlier this week, you raised a question with respect to the existing fieldgate/agricultural access to site C. Whilst there is an existing agricultural access into the field, the view of the Highway Authority at the time of the site inspection was that the presence of this access is an historic one.

The Highway Authority have to consider the potential intensification in the use of the access that would occur as a consequence of development. As previously stated within our pre-application advice, the location of this site has very poor visibility due to the alignment of the Stratford Road carriageway and the limited frontage of the site to the public highway. The existence of a gate and agricultural access is not necessarily sufficient to support development where the required highway standards cannot be attained and this has the potential to prejudice highway safety. In addition to this is the concern with respect to pedestrian movements that a residential development will generate, lack of safe provision for these vulnerable road users to access the services within the village. All these matters have to be taken into consideration when assessing a site.

I trust this provides the clarification you requested.

Site D

7th November 2017

Site D – Site off the Stratford Road (north of the village centre)

The site is situated to the north of the village centre and Stratford Road, extending across and opposite to the junction of the Goldicote Road with the Stratford Road. It is within the 30mph limit although from observations on site, speeds were considered to be higher and would therefore need to be verified through a speed survey. The site is bounded by a frontage hedge with an existing fieldgate access and adjacent Public Right of Way (PRoW) towards the western boundary. The horizontal alignment of the highway in a westerly direction and alignment in both planes (horizontal and vertical) in an easterly direction reduce the available visibility. This would impact significantly on the existing boundary hedge. The levels on site could dictate the location of any access to the site as, from the site inspection, these appear to steepen significantly across the site frontage in an easterly direction. The optimum position in terms of levels would appear to be the western boundary however there would generally be concerns with any proposed access due to the alignment of the highway and impact on the boundary hedge.

Sites E1 & E2

10th October 2016

3. Sites from the Redhill Road

Redhill Road is an unclassified road with a bifurcated junction with the C72 Wellesbourne Road. Redhill Road is for the most part only single width with a passing bay within the first 40.0 metres and some further opportunity for passing within existing access points/field-gates. Two sites have been identified for comment, the potential development of these sites being limited to one or two units.

a) The first site was assessed during the site meeting and lies to the west of the Redhill Road. There was a noticeable level distance between the carriageway and internal ground levels. This would potentially impact on the access gradient which in turn may impact on the require visibility unless the adjacent banks were graded back. However the visibility available from this access appeared to be reduced by the vertical alignment of the carriageway in a southerly direction. Additionally to attain this would require the significant removal of the existing hedgerow and trees due to their proximity to the edge of carriageway.

b)The second site was to the east of Redhill Road and assessed during a subsequent site inspection. Again, there appeared to be level differences between the site and carriageway which will impact on the gradient of the access (no greater than 1:12) and potentially on visibility. With respect to visibility the adjacent hedgerow would need to be cut back/removed in order to attain the necessary visibility splays (2.4 metre 'x' distance with 43.0 metre 'y' distances). Again, the site is remote from the village centre with no safe provision for pedestrians.

Site F

7th November 2017

Site F – Site off the Stratford Road (north-east of the village)

This site is accessed via an existing access junction with the Stratford Road. The existing access junction is at an angle to the public highway requiring drivers to look over their shoulders in order to access the highway in a south-westerly direction before re-entering the carriageway. The intersection of the access to the public highway is also steep with visibility further restricted by adjacent vegetation/embankment. As with the previous sites, a speed survey would be necessary to establish approach speeds in terms of visibility splays. However the Highway Authority would have concerns with respect to any intensification in the use of this access due to difficult with visibility and alignment, and consider adequate improvement would be difficult to attain.

Site G

7th November 2017

Site G - Site off the Stratford Road (north-east of the village)

This site is accessed with the Stratford Road via an existing fieldgate access which has a slight set back to enable vehicles to partially pull off the highway. The site is situated to the south of the Stratford Road on the outside of a bend within the 30mph limit. Visibility was not overly restricted although a speed survey would be necessary to establish the approach speed of vehicles. There is an existing footway, albeit 1.0 metre (approx.) in width which currently terminates before the site. The Highway Authority would seek the extension and improvement of the footway to provide pedestrian access towards the village centre.

Site H1 & H2

7th November 2017

Site H1 and H2 (off the Goldicote Road)

From the site inspection, these sites appeared to have no frontage access with the Goldicote Road other than via an existing private access (Home Farm). The geometry of the existing access could be improved to provide a suitable access. However, due to the proximity of an adjacent building to the south of the access and boundary hedge together with the vertical alignment of the carriageway to the north, this could impact on the ability to attain suitable visibility splays (43.0 metre 'y' distance from a 2.4 metre 'x' distance set back).

Site I

7th November 2018

Site I (off Manor Lane)

The site is situated off the end of the turning head of Manor Lane. Manor Lane is a small cul-de-sac with a carriageway of approximately 5.4 metres and a narrow footway to the northern side of approximately 1.1 metres. At the time of the site inspection there was an element of on street parking although most of the properties accessed off Manor Lane appeared to have some element of off-street parking provision. The site has an existing fieldgate access immediately adjacent to a PROW with two private drives either side. In assessing access from this location, potential conflict with the adjacent drives and PROW would need to be given careful consideration to ensure there is adequate inter-visibility. Additionally, although not necessarily a highway matter, the impact of a potential access upon two existing mature trees would need to be examined.

Site J

7th November 2017

Site J (off Goldicote Road, south-west of the village centre)

Situated to the north of the Goldicote Road, although the frontage of the site is within the 30mph, there are some concerns that the approach speed of vehicles in a westerly direction is higher than the posted speed limit. Previous speed survey data indicated that approach speeds were in the region of 40mph which would require visibility splays with a 'y' distance of 90.0 metres to be provided from a 2.4 metre 'x' distance. However, as with the speed data for the Stratford Road, the current data was undertaken in 2009. The Highway Authority would therefore recommend the undertaking of a new survey. With the slight bend in the alignment of the road it may not be possible to secure the necessary visibility splay in a south-westerly direction.

If visibility could be attained, the Goldicote Road could benefit from further speed reducing features to address the issue of speed into the village. There would also be the issue of providing pedestrian access into the village of Loxley. There is an existing footway to the north of the Goldicote Road which extends up to the access to the recreation area. This would require to be extended towards the site to provide a continuous pedestrian link into the village and local services.

Site K

7th November 2017

Site K (off the Goldicote Road)

The frontage of the site is located between properties Springfield House and Glebe. The site is bounded by a dense frontage hedge with a narrow footway extending across the frontage of the site. The proximity of the adjacent properties could make it difficult to attain

the necessary visibility difficult as these cannot extend over third party land. Visibility splays with a 43.0 metre 'y' distances from a 2.4 metre 'x' distance would be required. It was further noted from the plan of the sites received and the site inspection that there could potentially be difficulties securing the standard of access internally (dependant on the number of units under consideration) due to a pinch point.

Site L

10th October 2016

Site off Barracks Green (affordable housing)

The potential for an extension to the existing Barracks Green was assessed during the site meeting. The difficulty with this is that no clear provision has been made to extend from the existing access road which ends in a rear parking court. The width between the properties would potentially provide a two way route however would not make provision for pedestrian and would impact on the current parking provision.

Site M

7th November 2017

Site M (off Goldicote Road)

There appears to be no direct frontage access to this site, other than via the private drive, Loxley Fields. This is a small private cul-de-sac serving 3 units with an access into the rear field (Site M). A concern with access to further development from this point would firstly be the limited width of the existing access between the adjacent properties. Secondly, as a private drive, the maximum houses that could be served is generally in the region of 6, which would include the existing units. This site does adjoin Site N which was previously considered and which, subject to an appropriate access being possible, could offer an internal point of access into site M.

Site N

10th October 2016

4. Additional site off the Goldicote Road (opposite Home Farm)

An additional site was assessed during the subsequent site inspection opposite Home Farm. Again, there were significant level differences between the site and carriageway which would require to be regarded to attain a suitable gradient into the site and ensure that the adjacent banks did not impact on visibility. Visibility was good in a southerly direction along the Goldicote Road however the vertical alignment of the carriageway drops away in a northerly direction although potentially the required level of visibility could be attained (43.0 metre 'y' distance from a 2.4 metre 'x' distance set back)

Site Matrix

This Matrix evolved throughout the Site Assessment process.

Loxley Neighbourhood Development Plan - Site Assessment Matrix - July 2017 (amended November 2017)								
	Status of Land (greenfield/brownfield)	Highway Safety (access/visibility splays/traffic speeds)	Topography (flat/undulating/steep slopes)	Impact on Landscape Setting (landscape character assessment)	Flooding and Drainage (EA Flood Zone/known surface water problems)	Accessibility to Local Services (footpaths/street lighting)	Impact on Natural Heritage (trees/hedgerows/habitats)	Impact on Heritage Assets (conservation area/listed building/scheduled ancient monument)
Site A	The site is classed as greenfield because agricultural uses are not classed as brownfield. However, the land is not the best and most versatile agricultural land.	Access would need to be gained from Stratford 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 30mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed. HA Comments - there is a potential to provide a suitable vehicular access to serve a small development, concern with the location of the site was the lack of footway provision for residents.	The site is relatively flat with no significant constraints with regard to topography.	The site is reasonably well contained being enclosed to the west with a strong tree belt and adjacent to existing built form to the east but is exposed to the north from wider views. Existing hedgerow boundaries would provide screening of development which can be supplemented with new landscaping to the north. The site is well related to the built form of the village and could be seen as a continuation in the linear settlement pattern along this section of Stratford Road.	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding and has a 'very low' risk of surface water (pluvial) flooding. The site appears well drained.	The site is approximately 580m from the village school via a route which is only in part via a pavement. It would also require crossing the Stratford Road and walking up a steep hill by the village green.	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 around the periphery of the site increases the biodiversity value of the site.	The site is in close proximity to listed buildings at Pedder's Way Farm but is unlikely to adversely affect the setting of these important heritage assets.
Site B	The site is classed as greenfield because agricultural uses are not classed as brownfield. However, the land is not the best and most versatile agricultural land.	Access would need to be gained from Stratford Road where the site has road frontage. There is reasonable visibility to the east but limited visibility to the west due to the sharp bend in the road. Access would be within the existing 60mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed. HA Comments - it is unlikely a suitable access could be formed without significant cut into the site, there is also the concern with respect to the location of the site and the lack of safe pedestrian access.	The site is challenged by topography. The site slopes steeply to the south from the road making the site elevated and prominent from the north.	Due to the topography of the site and the arbitrary nature of the site boundaries, it is not well contained. The upper slopes would be exposed from wider views due to limited existing screening. Additional landscaping could assist in mitigating the impact of any development on the landscape but would not screen it from wider views due to the elevated nature of the site. The site relates to the built form of the village and could be seen as a continuation in the linear settlement pattern along this section of Stratford Road. The site is located in the Special Landscape Area as defined in the Core Strategy.	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding and has a 'very low' risk of surface water (pluvial) flooding. The site appears well drained.	The site is approximately 600m from the village school via a route which is only in part via a pavement. It would also require walking along the Stratford Road and up a steep hill by the village green.	The site contains a number of mature and semi mature trees, scrubland and grassland. Consequently, the site has a potentially high ecological value with potential habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status. The presence of hedgerows around the periphery of the site increases the biodiversity value of the site.	Development is not likely to adversely affect the setting of any heritage asset.

	Status of Land (greenfield/brownfield)	Highway Safety (access/visibility splays/traffic speeds)	Topography (flat/undulating/steep slopes)	Impact on Landscape Setting (landscape character assessment)	Flooding and Drainage (EA Flood Zone/known surface water problems)	Accessibility to Local Services (footpaths/street lighting)	Impact on Natural Heritage (trees/hedgerows/habitats)	Impact on Heritage Assets (conservation area/listed building/scheduled ancient monument)
Site C	The site is classed as greenfield because agricultural uses are not classed as brownfield. However, the land is not the best and most versatile agricultural land.	Access would need to be gained from Stratford 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 30mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed. HA Comments - Visibility is restricted by the adjacent boundary hedges, The alignment of the carriageway also reduces the available visibility of approaching vehicles from the frontage in an easterly direction, it is extremely unlikely a suitable access could be provided at this location.	The site is relatively flat with no significant constraints with regard to topography.	The site is reasonably well contained being enclosed to the east and west with existing properties. The existing roadside hedgerow could be retained, subject to visibility splays being unaffected and a new hedgerow along the arbitrary northern boundary could provide adequate screening of the development. The site is well related to the built form of the village and could be seen as a continuation in the linear settlement pattern along this section of Stratford Road.	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding and has a 'very low' risk of surface water (pluvial) flooding. The site appears well drained.	The site is approximately 455m from the village school via a route which is only in part via a pavement. It would also require crossing the Stratford Road and walking up a steep hill by the village green.	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 a roadside hedge and trees within the site increases the biodiversity value of the site.	The site is in close proximity to listed buildings at Pedder's Way Farm but is unlikely to adversely affect the setting of these important heritage assets.
Site D	The majority of the site is greenfield and undeveloped at present. However, a small part consists of residential garden which is classed as brownfield land.	Access would need to be gained from Stratford 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 30mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed. HA Comments - there would generally be concerns with any proposed access due to the alignment of the highway and impact on the boundary hedge.	The site slopes gently to the north but is generally unchallenged by topography.	The site is reasonably well contained being enclosed to the south by a mature and dense tree and hedge belt. It abuts a residential property to the east but is very exposed to the north where there is no screening.	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding and has a 'very low' risk of surface water (pluvial) flooding. The site appears well drained.	The site is approximately 360m from the village school via a route which requires the crossing of Stratford Road and walk up the steep hill by the village green but the route is via pavements.	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 a significant roadside tree and hedge belt within the site increases the biodiversity value of the site.	The site is in close proximity to The Church of St Nicholas which is a nationally significant Grade I listed building. Any development of this site is likely to have an impact on the setting of this important heritage asset.

	Status of Land (greenfield/brownfield)	Highway Safety (access/visibility splays/traffic speeds)	Topography (flat/undulating/steep slopes)	Impact on Landscape Setting (landscape character assessment)	Flooding and Drainage (EA Flood Zone/known surface water problems)	Accessibility to Local Services (footpaths/street lighting)	Impact on Natural Heritage (trees/hedgerows/habitats)	Impact on Heritage Assets (conservation area/listed building/scheduled ancient monument)
Site E1 & E2	Site E1 is classed as greenfield because agricultural uses are not classed as brownfield. However, the land is not the best and most versatile agricultural land. Site E2 is greenfield and undeveloped at present.	Access would need to be gained from the unnamed single track road where both sites have road frontage. There is limited visibility in both directions at this point due to the width of the road and presence of road side hedges and banks. Access would be within the existing 60mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed. HA Comments - noticeable level distance between carriageway and internal ground levels, impact on the access gradient, impact on the required visibility unless the adjacent banks were graded back, visibility available from this access reduced by the vertical alignment of the carriageway in a southerly direction, significant removal of the existing hedgerow and trees.	The road is, in parts, sunken which means that both sites slope towards the road but generally they are unchallenged by topography.	Neither site is particularly well contained in the landscape. Plot 1 is located to the rear of an open residential garden and plot 2 is exposed on all sides being part of an open agricultural field, albeit one which is currently fallow and overgrown. Both plots would be slightly elevated from the road and therefore visually prominent from the public domain. Site E2 is located in the Special Landscape Area as defined in the Core Strategy.	Both sites fall within Flood Zone 1 (low risk) of river (fluvial) flooding and both have a 'low' and 'medium' risk of surface water (pluvial) flooding	The site is approximately 620m from the village school. A significant proportion of this route does not contain pavements and requires walking along the busy Stratford Road and up the steep hill by the village green.	Residential garden and fallow agricultural land often have a high ecological value due to potential habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status. The presence of a trees and hedges within and around the site increases the biodiversity value of the site.	The sites are in very close proximity to The Old Rectory which is a Grade II listed building. Any development of these sites is likely to have a significant impact on the setting of this important heritage asset.
Site F	The site is greenfield and undeveloped at present. The land is not the best and most versatile agricultural land.	Access would need to be gained from the unnamed single gravel track. There is very restricted visibility in both directions at this point due to the alignment of the road and the presence of hedgerows and banks. Access would be within the existing 30mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back is likely to be needed (some of which may be in separate ownership). HA Comments - concerns with respect to any intensification in the use of this access due to difficult with visibility and alignment, and consider adequate improvement would be difficult to attain.	The site is unchallenged by topography.	The site is not well contained within the landscape. Once cleared of trees the site would be exposed to the surrounding open land. New landscaping in and around the site could provide some assimilation of the development into the village and surrounding countryside. However, the site is not well related to the existing built form of the village and with the exception of the two adjoining residential properties would be quite isolated from the rest of the village. The site is located in the Special Landscape Area as defined in the Core Strategy	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding and has a 'very low' risk of surface water (pluvial) flooding. The site appears well drained.	The site is approximately 545m from the village school. A proportion of this route does not contain pavements and requires walking along the busy Stratford Road and up the steep hill by the village green.	Being heavily wooded with scrubland the site has a high ecological value due to potential habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status. The loss of the trees would be detrimental to the ecological value of the site.	The site is in close proximity to the Grade II listed Old Rectory but is unlikely to adversely affect the setting of this important heritage asset due to limited inter-visibility.

	Status of Land (greenfield/brownfield)	Highway Safety (access/visibility splays/traffic speeds)	Topography (flat/undulating/steep slopes)	Impact on Landscape Setting (landscape character assessment)	Flooding and Drainage (EA Flood Zone/known surface water problems)	Accessibility to Local Services (footpaths/street lighting)	Impact on Natural Heritage (trees/hedgerows/habitats)	Impact on Heritage Assets (conservation area/listed building/scheduled ancient monument)
Site G	The site is greenfield and undeveloped at present. The land is not the best and most versatile agricultural land.	Access would need to be gained from Stratford Road where the site has road frontage and an existing access. Visibility in both directions at this point is very poor due to the gradient and alignment of the road. Access would be within the existing 30mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed. HA Comments - situated on the outside of a bend within the 30mph limit. Visibility was not overly restricted although a speed survey would be necessary to establish the approach speed of vehicles.	The site slopes gently from east to west but is generally unchallenged by topography.	The site is reasonably well contained being generally enclosed to the east, west and south by existing trees and hedges. However, the site is comparatively more exposed to the north where it fronts the road. The site is not well related to the built form of the village due to the large amount of open land which surrounds the site. However, due to the location of residential properties to the south, a modest development of 3-4 dwellings could be seen as limited infilling within the existing settlement pattern. The site is located in the Special Landscape Area as defined in the Core Strategy.	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding. However, the western portion of the site has a 'high' and 'low' risk of surface water (pluvial) flooding	The site is approximately 425m from the village school via a route which requires the crossing of Goldicote Road and walk up the steep hill by the village green but the route is via pavements.	Being productive grazing 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 trees and hedges around the perimeter of the site increases the biodiversity value of the site.	The site is in close proximity to The Church of St Nicholas which is a nationally significant Grade I listed building. However, any development of this site is unlikely to have a significant impact on the setting of this important heritage asset due to limited inter-visibility.

Site H	The site is greenfield and undeveloped at present. The land is not the best and most versatile agricultural land.	Providing a suitable access to this site presents the biggest challenge to its development. Access from the pub car park is unlikely to be acceptable due to extremely poor visibility. Access from the private track to Home Farm is narrow and likely to be unsuitable for any further increase in traffic. There may be an opportunity to create an alternative access onto Hill Top through the acquisition and demolition of an existing dwelling but there are considerable uncertainties about this. Access would be within the existing 30mph limit. Traffic speeds would need to be measured to ascertain the required visibility. HA Comments - The geometry of the existing access could be improved to provide a suitable access, proximity of an adjacent building to the south of the access and boundary hedge together with the vertical alignment of the carriageway to the north may impact on the ability to attain suitable visibility splays.	The site is unchallenged by topography.	The site is well contained being enclosed on all sides by existing residential development. Due to the surrounding development, there are limited views of the site from outside its confines. The site is well related to the built form of the village. However, any development of the site would introduce a new pattern of development deviating away from the generally linear settlement pattern. The site is located in the Special Landscape Area as defined in the Core Strategy.	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding. However, a large part of the site has a 'medium' and 'low' risk of surface water (pluvial) flooding.	The site is centrally located within the heart of the village and is therefore easily accessible to the village school, pub and bus stops.	Being relatively unproductive agricultural/grazing land the site has moderate ecological value but has potential habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status. The presence of trees and hedges around the periphery of the site increases the biodiversity value of the site.	Development is not likely to adversely affect the setting of any heritage asset.
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	Status of Land (greenfield/brownfield)	Highway Safety (access/visibility splays/traffic speeds)	Topography (flat/undulating/steep slopes)	Impact on Landscape Setting (landscape character assessment)	Flooding and Drainage (EA Flood Zone/known surface water problems)	Accessibility to Local Services (footpaths/street lighting)	Impact on Natural Heritage (trees/hedgerows/habitats)	Impact on Heritage Assets (conservation area/listed building/scheduled ancient monument)
Site I	The site is greenfield and undeveloped at present. The land is not the best and most versatile agricultural land.	Access to the site from the end of Manor Lane appears to be deliverable. There is good visibility exiting Manor Lane onto the Goldicote Road. Access would be within the existing 30mph limit. HA Comments - potential conflict with the adjacent drives and PROW would need to be given careful consideration to ensure there is adequate inter-visibility.	The site is unchallenged by topography.	The site is not well contained due to its exposure to open land to the north and east. However, a continuation of the linear form of development along Manor Lane with 2-3 additional dwellings would have limited impact on the open countryside and immediate landscape. The southwestern part of the site is well related to the built form of the village. The site is located in the Special Landscape Area as defined in the Core Strategy.	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding. However, the pond has a 'low' risk of surface water (pluvial) flooding.	The site is centrally located within the heart of the village and is therefore easily accessible to the village school, pub and bus stops. The site is approximately 135m from the school.	Whilst the site is unproductive agricultural/grazing land, due to the presence of the pond and a variety of trees in and around the site, it has a high ecological value with potential habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status. The presence of a large pond and trees and hedges around the periphery of the site significantly increases the biodiversity value of the site.	Development is not likely to adversely affect the setting of any heritage asset.
Site J	The site is greenfield and undeveloped at present. The land is not the best and most versatile agricultural land.	Access would need to be gained from Goldicote 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 30mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed. HA Comments - concerns that the approach speed of vehicles in a westerly direction is higher than the posted speed limit, with the slight bend in the alignment of the road it may not be possible to secure the necessary visibility splay in a south-westerly direction.	The site rises gently to the north but is unchallenged by topography.	The site is not particularly well contained but there is some feeling of enclosure due to the vegetation on the southern and eastern boundaries. The site is not adjacent to the existing built form due to the undeveloped recreational ground which lies immediately to the east of the site. Existing hedgerow boundaries could be improved and would provide some screening of development. Significant new landscaping along the western and northern boundaries would be needed in order to assimilate any development into the countryside. The site is located in the Special Landscape Area as defined in the Core Strategy.	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding. The northern boundary of the site has a 'low' and 'high' risk of flooding. The remainder of the site has a 'very low' risk of surface water (pluvial) flooding.	The site is approximately 215m from the village school via a route which is almost entirely via a pavement. It would not require the crossing of Goldicote Road or Main Street.	Being grazing 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 around the periphery of the site increases the biodiversity value of the site.	Development is not likely to adversely affect the setting of any heritage asset.

	Status of Land (greenfield/brownfield)	Highway Safety (access/visibility splays/traffic speeds)	Topography (flat/undulating/steep slopes)	Impact on Landscape Setting (landscape character assessment)	Flooding and Drainage (EA Flood Zone/known surface water problems)	Accessibility to Local Services (footpaths/street lighting)	Impact on Natural Heritage (trees/hedgerows/habitats)	Impact on Heritage Assets (conservation area/listed building/scheduled ancient monument)
Site K	The site is greenfield and undeveloped at present. However, the land is not the best and most versatile agricultural land.	There is an existing access from Goldicote Road where the site has road frontage. There is adequate visibility in the southern direction. However, the Highway Authority raised concerns about the amount of visibility to certain access users in the northern direction when considering a planning application on the site in 2016. This would need to be resolved if development were to be accepted on this site. Access would be within the existing 30mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed. HA Comments - The proximity of the adjacent properties could make it difficult to attain the necessary visibility difficult as these cannot extend over third party land.	The site rises gently to the northwest but is unchallenged by topography.	The site is very well contained having residential properties on three sides. This creates a feeling of enclosure. The site is more exposed to the boundary with the recreation ground which lies immediately to the southwest of the site. However, existing hedgerow boundaries with additional planting would provide adequate screening of any development on the site. The site is located in the Special Landscape Area as defined in the Core Strategy.	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding. The southern part of the site has a 'low' and 'medium' risk of flooding. The remainder of the site has a 'very low' risk of surface water (pluvial) flooding.	The site is approximately 110m from the village school via a route which is entirely via a pavement. It would not require the crossing of Goldicote Road or Main Street.	Being grazing 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 around the periphery of the site increases the biodiversity value of the site.	Development is not likely to adversely affect the setting of any heritage asset.

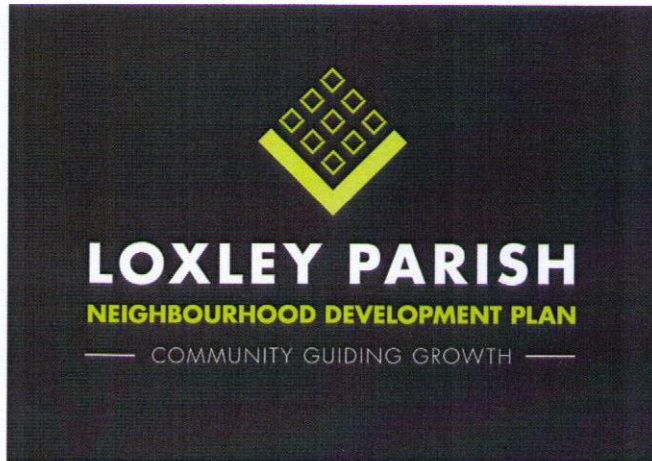
Site L	The site is classed as greenfield because agricultural uses are not classed as brownfield. However, the land is not the best and most versatile agricultural land.	Access would need to be obtained from Barracks Green cul-de-sac which is accessed off Goldicote Road. It is not clear how access would be routed through Barracks Green due to the position of dwellings and car parking areas. This would need to be resolved if development were to be accepted on this site. Access would be within the existing 30mph limit. HA Comments - no clear provision has been made to extend from the existing access road which ends in a rear parking court where width between the properties would potentially provide a two way route however would not make provision for pedestrian and would impact on the current parking provision.	The site rises gently to the northwest but is unchallenged by topography.	The site is not well contained having exposed boundaries on three sides. New hedgerow and tree planting along exposed boundaries will be necessary to screen and soften any development on the site from the surrounding countryside. The site is located in the Special Landscape Area as defined in the Core Strategy.	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding and with the exception of the pond has a 'very low' risk of surface water (pluvial) flooding	The site is approximately 180m from the village school. Whilst Barracks Green does not have any pavements, it is a quiet cul-de-sac. The remainder of the route to the school is via a pavement. It would not require the crossing of Goldicote Road or Main Street.	Agricultural/grazing land generally has low ecological value but the site has an area of scrubland with a pond which has high ecological value due to its potential habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status.	Development is not likely to adversely affect the setting of any heritage asset.
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	Status of Land (greenfield/brownfield)	Highway Safety (access/visibility splays/traffic speeds)	Topography (flat/undulating/steep slopes)	Impact on Landscape Setting (landscape character assessment)	Flooding and Drainage (EA Flood Zone/known surface water problems)	Accessibility to Local Services (footpaths/street lighting)	Impact on Natural Heritage (trees/hedgerows/habitats)	Impact on Heritage Assets (conservation area/listed building/scheduled ancient monument)
Site M	The site is classed as greenfield because agricultural uses are not classed as brownfield. However, the land is not the best and most versatile agricultural land.	Access would need to be obtained through Loxley Fields or from Hill Top via Site N. It is unclear whether third party land would be needed for either access arrangements. There is reasonably good visibility in both directions at this point due to the alignment of the road. Access would be within the existing 30mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed. HA Comments - concerned with access to further development from this point would firstly be the limited width of the existing access between the adjacent properties, secondly, as a private drive, the maximum houses that could be served is generally in the region of 6.	The site rises to the west but is unchallenged by topography.	The site is not well contained having open boundaries to the north and west. There is existing residential development to the south and along most of the eastern boundary. New hedgerow and tree planting along exposed boundaries will be necessary to screen and soften any development on the site from the surrounding countryside. The site is located in the Special Landscape Area as defined in the Core Strategy.	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding and has a 'very low' risk of surface water (pluvial) flooding	The site is approximately 272m from the village school utilising Site N and would be connected with pavements. It would not require the crossing of Goldicote Road or Main Street.	Agricultural/grazing land generally has low ecological value but has potential habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status.	Development is not likely to adversely affect the setting of any heritage asset.
Site N	The site is classed as greenfield because agricultural uses are not classed as brownfield. However, the land is not the best and most versatile agricultural land.	Access would need to be obtained from Hill Top. There is reasonably good visibility in both directions at this point due to the alignment of the road. Access would be within the existing 30mph limit. Traffic speeds would need to be measured to ascertain the required visibility and frontage hedge/tree cut back may be needed. HA Comments - there is a potential to provide a suitable access to serve a small development. The verge margin is relatively wide therefore the impact on the adjacent hedgerow and vegetation would be limited.	The site rises to the west but is unchallenged by topography.	The site is well contained having existing residential development to the south, north and east. The western boundary is exposed to the open countryside so new hedgerow and tree planting along this boundary will be necessary to screen and soften any development on the site from the surrounding countryside. The site is located in the Special Landscape Area as defined in the Core Strategy.	The site falls within Flood Zone 1 (low risk) of river (fluvial) flooding and has a 'very low' risk of surface water	The site is approximately 182m from the village school and is connected with pavements. It would not require the crossing of Goldicote Road or Main Street.	Agricultural/grazing land generally has low ecological value but has potential habitat support for small mammals, birds, insects and invertebrates, some of which may have conservation status.	Development is not likely to adversely affect the setting of any heritage asset.

KEY	Likely to be a significant issue
	Likely to be an issue which can be resolved
	Not likely to be an issue

Public Consultation Events

Publicity & Posters



Thank you...

...for completing the village questionnaire and for giving us your feedback. We had an excellent response!

Survey Feedback Meeting:
7pm, Monday 11th July at The Fox

There will be an opportunity to take home a copy of the results and to ask questions raised by them.

Can we contact you by email?

It would save us valuable costs and distribution time. Please email us at loxleyndp@gmail.com so we can add you to our circulation list.

**The NDP affects all residents of Loxley.
Thank you for being involved!**

loxleyvillage.com

It's only a draft!

It's important that we get the details of the Plan right and we need to know what you think so far.

Please join us at either:

Open Meeting

Monday, 30th January
6 to 9pm
at The Fox Pub

Drop in Day

Saturday, 4th February
Any time between 11am and 3pm
at Loxley School. The children will be displaying a village project they have been working on.

If you have any questions in the meantime,
please email us at loxleyparishchair@gmail.com

We look
forward to
seeing you
there!

5.



LOXLEY PARISH

NEIGHBOURHOOD DEVELOPMENT PLAN

— COMMUNITY GUIDING GROWTH —

The Story So Far...

LOXLEY PARISH NDP

What we've done to date

1
STAGE

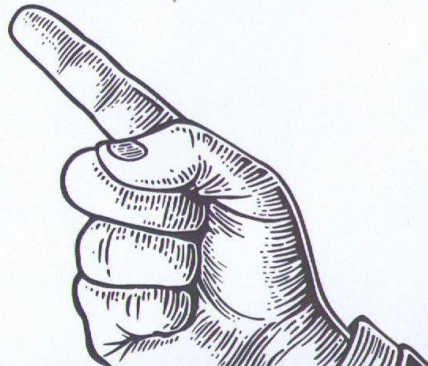
We registered that we are working on a Plan with Stratford District Council

2
STAGE

We issued a questionnaire to everyone who lives in Loxley asking for your thoughts about life in the village. We then held a meeting sharing the results on 11th July 2016.

3
STAGE

We are here!
Preparing the First Draft of the Plan



First Draft of the Plan

Based on what you told us, we have been working on two key areas:

POLICIES

These are the most important part of our NDP. In the event of any future planning applications, these have the important purpose of safeguarding the aspects of Loxley that residents have said they value the most.

Most of these policies reinforce and build on the content of the Loxley Village Design Statement which was adopted by the parish back in 2006. They set out:

- what sort of development will be acceptable in Loxley
- where any future development could take place

The Four Key Policy Areas

1. Protecting and preserving the countryside and environment in and around Loxley and especially any green spaces.
2. Setting housing policies which preserve the historic, rural and 'special' character of the village. These also describe the conditions for the scale, type and siting of any future development as well as guidelines for the reuse of existing buildings.
3. Community policies that ensure that any future development has a positive impact on our existing community facilities or, better still, help the community to set up new facilities in response to local needs.
4. A traffic policy that ensures that any new development must help make the current traffic situation better, not worse, particularly with regard to traffic volume, speed and parking.

IDENTIFYING POTENTIAL DEVELOPMENT SITES

We have been looking at a map of the Parish and identifying spaces where building might be viable, then set it against the following criteria:

1. Its location – i.e. is it infill or on the edge of the village? Is it backfill?
 2. Its suitability – i.e. is access good? Will it impact on the village landscape? Might it flood?
 3. Its availability – would the landowner be interested in developing or selling the land?
- We then discussed any potential sites with Karen Watkins from Warwickshire Highways Department.

We've combined these results with comments and wishes expressed by you in our questionnaire and identified 5 potential sites with the potential for 10 housing units.



Village Update Meeting

Wednesday, 29th November 2017
Two sessions: 6-7.30pm or 7.30-9pm

OR

Saturday, 2nd December 2017
10.30am-12pm

at Loxley Primary School

Please join us at any one of three informal meetings so we can tell you about the progress we have made since our last consultation event. It's your chance to ask questions, and to feedback your comments on:

- * **The Draft Policies for the future of the village**
- * **The sites identified for potential new development**
- * **Proposed green spaces to preserve for the village**

Your input and feedback is essential for the success of the NDP before the formal 6 week consultation we will carry out in 2018 when we have the completed draft plan.

For any further information, email loxleyvillage@btinternet.com
Thank you and we look forward to seeing you at one of the sessions.

The Neighbourhood Development Plan Steering Group

loxleyvillage.com

Public Meetings 29th November & 2nd December 2017

Presentation of Draft Policies

Housing

Policy H1 - Village Boundary

The built up area of Loxley is defined by the Village Boundary as outlined on Figure 2. New housing development within the Village Boundary will be supported in principle provided they:

- a) are in keeping with the character of the area and local landscape setting; and
- b) are proportionate in scale to adjacent buildings and the wider street scene.

All areas outside of the Village Boundary are classed as countryside. New housing in the countryside will be limited to dwellings for rural workers, replacement dwellings and new dwellings in accordance with Policy H2.

Policy H2 - Local Housing Needs

Affordable housing development will be permitted on small sites beyond, but reasonably adjacent to, the Village Boundary of Loxley where the following is demonstrated:

- a) There is a proven and as yet unmet local need, having regard to the latest Housing Needs Survey;
- b) No other suitable and available sites exist within the Village Boundary of Loxley; and
- c) Secure arrangements exist to ensure the housing will remain affordable and available to meet the continuing needs of local people.

Where viability for 100% affordable housing provision cannot be achieved, an element of market housing may be included within a rural exception scheme, to provide sufficient cross-subsidy to facilitate the delivery of affordable homes. In such cases, land owners will be required to provide additional supporting evidence in the form of an open book development appraisal for the proposal containing inputs assessed and verified by a chartered surveyor.

Policy H3 - Design and Character

The scale, density, massing, height, landscape design, layout and materials of all development proposals, including alterations to existing buildings, will be required to sustain and enhance the distinctive character of Loxley village and its countryside setting.

Development proposals must comply fully with the following guiding principles taken from the previous Loxley Village Design Statement:

- a) be compatible with the distinctive character of the area, respecting the local settlement pattern which is predominantly ribbon, building styles and materials whilst taking a positive approach to innovative, contemporary designs that are sensitive to their setting;**
- b) the inappropriate erosion of space between and behind buildings will be resisted in order to preserve the open aspect of the village and retain links with the countryside beyond;**
- c) retain existing open green spaces within Loxley where they make an important contribution to the character and local distinctiveness of the area;**
- d) be of a density and scale that is in keeping with the character of the surrounding development and landscape;**
- e) conserve or enhance heritage assets including listed buildings and their settings;**
- f) protect, or enhance landscape and biodiversity by incorporating landscaping consistent with Warwickshire Landscape Guidelines;**
- g) conserve and not obstruct the enjoyment of views to and from higher slopes or skylines, or sweeping views across the landscape;**
- h) have regard to the impact on tranquility, including dark skies; and**
- i) not increase the likelihood of surface water flooding within the village or exacerbate foul drainage capacity problems; and be preceded by an appropriate archaeological survey to ascertain the implications of development on below ground heritage assets.**

Development that does not positively contribute to local character will be resisted.

Policy H4 - Re-use of Buildings

The conversion of redundant buildings built of traditional materials or of historical or architectural merit to housing, permanent business space or residential tourist accommodation will be supported provided development:

- a) does not have an unacceptable impact on the visual and landscape amenity of the area;**
- b) does not have an unacceptable impact on neighbours amenity;**
- c) does not cause harm to nature conservation interests;**
- d) benefits from a safe and convenient access to the site or a satisfactory access can be created; and**
- e) ancillary and/or outbuildings and boundary treatments are in keeping with the character and setting of the original building.**

Policy H5 - Replacement Dwellings

Proposals for replacement dwellings must respect the character and appearance of the locality. Particular importance is placed on sensitive sites such as those within the conservation area or affecting the setting of listed buildings.

All proposals for replacement dwellings must:

- a) Not be disproportionately larger, in volume, than the existing dwelling;
- b) Include suitable facilities for garaging, garden maintenance and domestic storage;
- c) Be on a similar footprint as the existing dwelling unless for site planning reasons an alternative footprint is necessary or beneficial;
- d) Be of an appropriate scale so as not to be too dominant or adversely affect the amenity of neighbouring uses;
- e) Demonstrate that protected species will not be harmed as a result of the proposals.

This policy will only apply to lawful dwellings and does not apply to caravans or mobile homes.

Natural Environment

Policy NE1 - Special Landscape Area

All development must conserve or enhance the high landscape quality of the Special Landscape Area which includes the majority of the village to the south of the Stratford / Wellesbourne Road.

Proposals which would have a harmful effect on the distinctive character and appearance of the Special Landscape Area will be resisted unless sufficient mitigation measures are put in place.

Policy NE2 - Biodiversity

Where appropriate, all development should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity wherever possible.

Existing ecological networks should be retained and new ecological habitats and networks will be encouraged.

Measures to improve landscape quality, scenic beauty and tranquility and to reduce light pollution will be encouraged.

Policy NE3 - Trees and Hedgerows

Development should retain and protect existing trees and hedgerows which are important for their historic, visual or biodiversity value unless the need for, and the benefits of, the development in that location clearly outweigh any loss.

Where it is not possible or feasible to retain such trees or hedgerows, in these circumstances replacement trees or hedgerows of an equivalent or better standard will be required in an appropriate location on the site.

Where necessary, all new development should incorporate the planting of appropriate native trees and hedges in their plans.

Local Community

Policy LC1 - Community and Recreational Facilities

Development that results in the unnecessary change of use or loss of a community facility, as listed below, will be resisted unless it can be clearly demonstrated that the use of the building and ancillary land is no longer viable or that the use can be satisfactorily relocated for the ongoing benefit of the local community:

- a) Loxley Primary School
- b) St Nicholas's Church
- c) The Fox Public House

Proposals to improve the viability of an established community use of the buildings and ancillary land by way of its extension or partial redevelopment will be supported, provided the design of the scheme and the resulting increase in use are appropriate in design terms and will not harm the amenities of adjoining residential properties.

Policy LC2 - Local Green Space

This Plan designates the following areas of Local Green Space at the following locations:

- 1) Recreation Ground
- 2) Village Green
- 3) Pub Field
- 4) Cemetery

The above designations include a range of existing formal sports and recreational spaces along with informal areas of play and open space.

Development that would harm the openness or special character of a Local Green Space or its significance and value to the local community will not be permitted unless there are very special circumstances which outweigh the harm to the Local Green Space.

Where appropriate, CIL funds will be used to enhance these designations to ensure a suitable quantum and quality of recreational and amenity space is available for the Neighbourhood Area.

Policy LC3 - Encouraging the Use of Public Routes

The Neighbourhood Area has a wealth of public routes which should be protected, enhanced and positively utilised, where possible, in all new development. New development must demonstrate how walking and cycling opportunities have been prioritised.

Proposals which either adversely affect existing walking and cycling routes or fail to encourage appropriate new walking and cycling opportunities will not be supported.

Traffic and Transport

Policy TT1 - Local Parking Standard

All new development must include adequate and safe provision for off-road parking and accessing arrangements.

Dwellings will be expected to provide one space per bedroom. Additionally, dwellings must provide secure storage space for cycles.

In the absence of any adopted standards from Warwickshire County Council, the parking provision for non-residential developments will be considered on their own merits.

New developments should not undermine existing pedestrian and cycle routes into the village centre and to the village school.

Existing on-street parking problems must not be exacerbated by the development. In recognition of existing on-street parking problems in the village, any proposals which seek to increase the opportunity for off-road parking in or adjacent to the village centre will be supported.

New developments, where appropriate, should take any available opportunities to provide new, or enhance existing, accessible and safe pedestrian and cycle routes from the development to the village centre and schools.

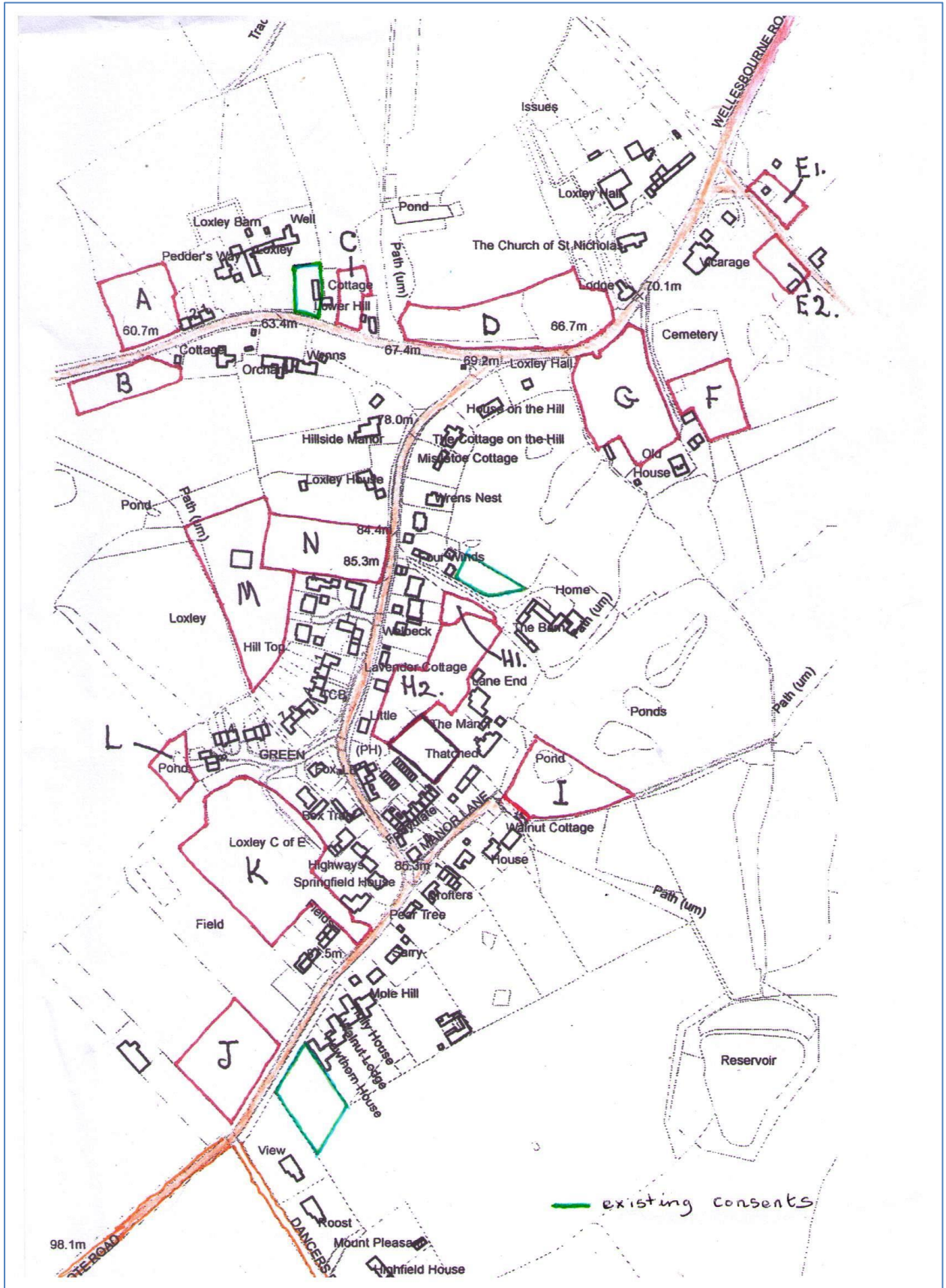
Policy TT2 - Highway Safety

All new development will be expected to demonstrate that:

- a) the safety of all road users will not be compromised;
- b) there will be no demonstrable adverse impact on the capacity and operation of the local highway network; and
- c) there is safe access to and from the development with appropriate visibility at any road junctions.

Proposals which fail to demonstrate the above will be resisted.

Map of All Potential Development Sites Identified 2016



The Steering Group recommended Sites A, H1, I, J & N to the Public Meetings

Loxley NDP Consultation Feedback Form

Many thanks for your attendance at this Village Update Meeting. Your comments and feedback are an important part of the NDP process.

This form should be completed and left in the boxes provided.

Please complete this feedback form before you leave today.

Name:
Address:
Email address:

Which consultation event did you attend? [please tick]
<input type="checkbox"/> 6.00 pm, Wednesday 29th November 2017
<input type="checkbox"/> 7.30 pm, Wednesday 29th November 2017
<input type="checkbox"/> 10.30 am, Saturday 2nd December 2017

Question 1: Do you agree with the policies that are being recommended? Yes/No
Comment?

Question 2: Do you agree with the sites that are being recommended? Yes/No
Comment?

Question 3: Do you agree with the green spaces that are being recommended? Yes/No
Comment?

Question 4: Do you have any other comments? Please continue on reverse if you need more space.
--

Thank you for completing this feedback form.

Summary of Feedback, Responses and Analysis

Loxley Neighbourhood Development Plan

Summary of feedback from December 2017 presentations

	Policies	Sites	Green spaces
Agree	32	17	33
Agree with comment			
Object to inclusion of Site H1		1	
Object to inclusion of Site I		5	
Object to inclusion of Site N		1	7
Disagree with reason			
Object to inclusion of Site H1		2	
Object to inclusion of Site I		3	
Object to inclusion of Site I and J		1	
Object to inclusion of Site N		2	8
Disagree	3	3	2
Total questionnaires received	35	35	35

34 feedback forms were returned. One contained the responses from 2 people so has been counted twice making a total of 35 responses. One had no name but has been included.

1. Do you agree with the policies that are being recommended?

Yes: 30 No: 3 Yes/No: 2

Comments

2 comments that the policies are in keeping with previous consultations
 1 query about the inclusion of The Fox as a community asset because 'it is not used'
 1 comment against the village boundary being extended at both ends of the village
 1 comment, 'what policies?'

2. Do you agree with the sites that are being recommended?

Yes: 21 No: 11 Yes/No: 3

Comments

Comments on Specific Sites:

12 replies agreed without comment on the sites being recommended
 Site I - 8 concerns regarding access especially because of parked cars in Manor Road. Also because of dangerous road junction at top of Manor Road
 Site H1 - 3 concerns over narrow access, already existing planning permission opposite and potential flooding
 Site N - 2 concerns over its inclusion (plus 1 concern if the whole field)
 Site A - 1 concern over lack of footpath access, distance from centre of village, impact on views of those driving into the village, 1 query about why potential development had been restricted
 Site J - 1 concern over risk of flooding, 1 concern over lack of footpath access, distance from centre of village, impact on views of those driving into the village
 Site K - 1 request for it to be included, 1 question over why excluded, 2 strongly opposed to it being included

General Comments:

2 comments about the impact on the volume of traffic through the village and the need for this to be addressed

1 comment that the process of site selection had been objective

1 comment that the process of site selection was not impartial

3. Do you agree with the green spaces that are being recommended?

Yes: 32 No: 3 Yes/No: 0

Comments

4 suggestions Site K should be added

2 comments that H (the pub field) is not used and therefore should not be included.

1 suggestion site G should be added

1 suggestion that I should be added

4. Do you have any other comments?

5 expressions of gratitude for the work being done by the NDP Steering Group

2 comments that there had been insufficient time to consider all the information

1 request to know more about replacement buildings

1 request for more affordable homes

1 request that all new development should be linear and follow the line of the road

1 request for a site for additional car parking in the village

1 request for improved public transport and broadband

After analysing these responses, the Steering Group withdrew their recommendation of Site I.

Subsequently, the Parish Council added Site K to the list of Recommended Sites.

The Names of the Recommended Sites were changes as follows:

Site A	remained	Site A
Site H1	became	Site C
Site J	became	Site E
Site K	became	Site D
Site N	became	Site B