



LANGLEY COMMUNITY PLAN

May 2012

amended 28 May 2013

INTRODUCTION

The Localism Bill, introduced to Parliament on 13 December 2010, was given Royal Assent on 15 November 2011, becoming the Localism Act, which resulted in the establishment of the National Planning Policy Framework in March 2012. The Act allows communities to have a say in the planning policy of their locality. This is achieved through a Community Plan, which is adopted by the District Council and incorporated into the Council's planning policies.

In the autumn of 2011, Langley Parish Council agreed that accordingly, a Plan should be prepared. To facilitate this, in January 2012, a questionnaire (formulated by the Parish Council and approved by the local District Councillor) was distributed to each household.

Questionnaires were distributed to all 66 households, and the Parish Council is most appreciative to everyone who took the time and trouble to complete and return them.

Of the 66, three households were unable to complete, for reasons beyond their control. Of the 63 remaining, 61 were returned - a creditable 97% response, reflecting the views of 133 adults (and some of the 25 under 18s), and one which demonstrates residents' strength of feeling.

OBJECTIVE

The objective of this plan is to inform the future decisions of Langley Parish Council, Stratford upon Avon District Council and Warwickshire County Council, where those decisions may have an impact upon the services and amenities available to the residents of Langley, or upon the development of the environment (built or natural) of Langley, or upon development that might affect the residents of Langley or its surrounding area.

The questionnaire was designed to enable the development of a plan which reflected the views of as many Langley parishioners as possible, and to focus on:

- ◆ The profile of the Village and its residents
- ◆ The Village now, in terms of amenities, infrastructure and environment, and
- ◆ The Village in the future, and how it might look and improve.

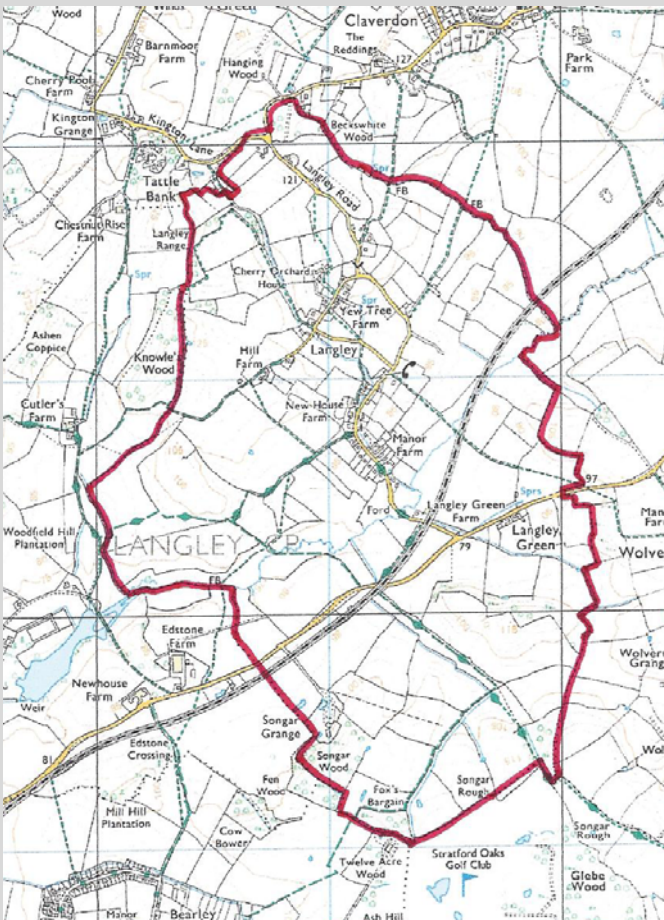
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*Langley at leisure -
the annual village barbeque*



THE PARISH



Langley is located approximately six miles to the north of Stratford upon Avon town centre. The parishes bordering Langley are

- ◆ Bearley
- ◆ Claverdon
- ◆ Norton Lindsey
- ◆ Wolverton, and
- ◆ Wootton Wawen

The Village was mentioned in the Domesday Book as 'Longlei', which is understood to be Saxon for "a long woodland clearing".

The Parish of Langley, with the boundary shown in red

The residences of Langley are, for the most part, distributed along the principally north/south Ford Lane and Spring Lane, which run from Claverdon down to the east/west road connecting the A3400 Stratford/Henley road to Norton Lindsey and Warwick. The lanes are extremely windy and steep in parts, with a ford at the southern end; sporadic flooding occurs to either side of this from time to time. Further, the Parish is bisected by the railway line connecting Bearley and Claverdon stations. Green Belt farmland makes up the remainder of the Parish. It is believed that a couple of houses can be traced back to the time of Shakespeare.



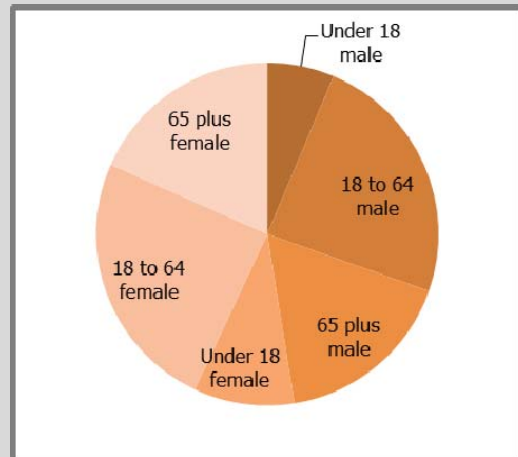
VILLAGE PROFILE

POPULATION

Langley is comprised of 66 households. Of the total respondents:

- ◆ 35% were over 65
- ◆ 49% were between 18 and 64, and
- ◆ 16% were under 18

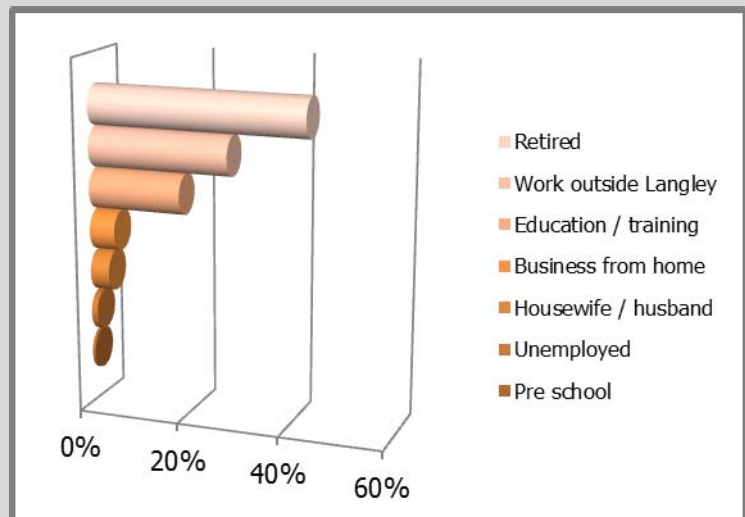
97% of houses are owner occupied.



OCCUPATIONS

Whilst over a third of respondents were aged over 65, with regard to occupations:

- ◆ 43% were retired
- ◆ 28% working outside Langley
- ◆ 18% in education / training
- ◆ 5% working from home
- ◆ 4% housewife / husband
- ◆ 1% seeking work
- ◆ 1% pre school



TRANSPORT

Car ownership is not unexpectedly, high, based on the fact that there are just two bus services per week, with an average of two cars per household.

A range of views were expressed regarding the use of public transport, but it was generally acknowledged that any kind of frequent service for the Village, particularly in relation to work / education commuting purposes would be uneconomic for the potential numbers involved.

SECURITY

The vast majority of households were extremely supportive of the Neighbourhood Watch scheme. There has been a relatively low incidence of crime in recent years, with just five households having been affected by burglary / vehicle crime in five years, (half of whom said they were satisfied with the police response). Notwithstanding, the general feeling was that precautions might be strengthened further, although opinions were equally divided on the issue of CCTV cameras; half of residents would welcome them but half felt that they would detract from the Village's rural nature.

LIFE IN LANGLEY

A small village, with minimal amenities - just the church and village hall - may not be for everyone. However, the response indicated that residents like it that way, and it is generally why they came to live here.



By way of illustrating this, a few of the comments from the responses to the questionnaire:



St Mary's Church: the Epiphany Window - recently mentioned in the "Da Vinci Code"

"Life in Langley is good"

"We find Langley neighbours very helpful and like Langley as it is – please leave Langley alone!"

"The current level of services and amenities and restrictions on development were the appeal of the village. If this were to change we would look to move out."

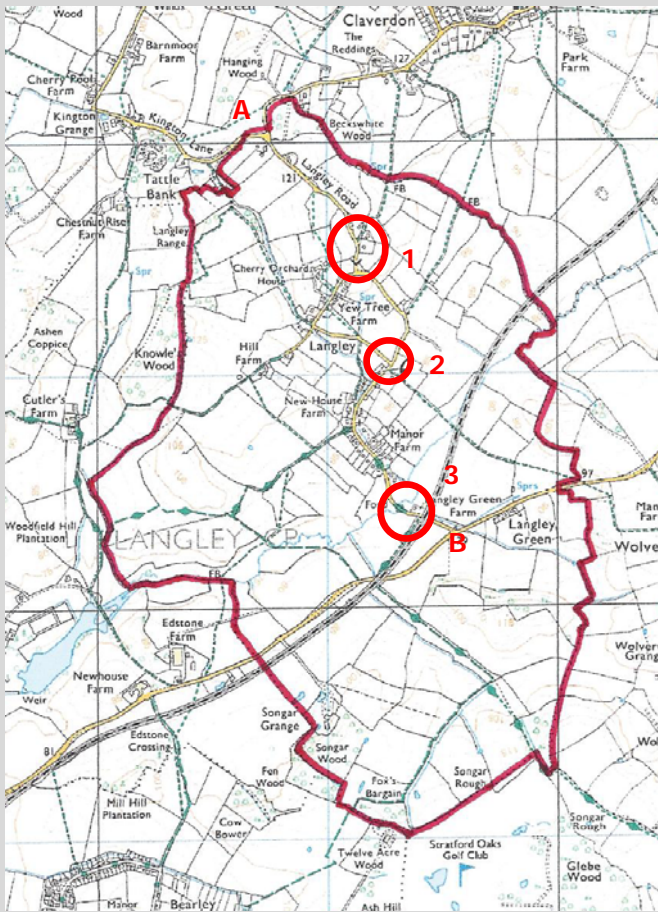
"Langley is a lovely, unspoilt village with friendly neighbours who make an effort to look after each other. Let's keep Langley lovely!"

"The semi-rural nature of Langley contributes to its charm – we wouldn't want to lose that!"

"The beauty of Langley should be preserved as such."



ROADS AND INFRASTRUCTURE



A major concern to residents relates to the speed of vehicles and particularly large vehicles travelling through the village, and the apparent use of Ford Lane as a “rat run”.

This can be particularly problematical at specific danger areas:

- 1 The sharp bends and steep hill between Harrow House and past the White House,
- 2 The blind exit from Spring Lane, and
- 3 The bends and narrow road outside Silk Motors and the Ford.

The 30mph speed limit is often not adhered to, and in any event this is considered too high by a number of residents, who feel that 20mph would be more appropriate with regard to the danger areas above, but would need enforcement. Further, the stretch between Claverdon and towards the lower end of Spring Lane is, surprisingly, derestricted.

The village has just two entry/exit points, at ‘A’ and ‘B’ on the map. A number of suggestions were made regarding improved ‘slowing’ signage and possibly other devices at these points. It was also suggested that consideration could be given to the introduction of security cameras at these points, as a further deterrent to would-be criminals.

OTHER CONCERNS AND SUGGESTIONS

Potholes: Remedial works required. Also, ‘self created’ passing places do not have properly made up surfaces, resulting in ruts.

Verges: Being destroyed by speeding and careless drivers (although only 4% of respondents wanted kerbs).

Road cleaning: It was felt that roads, drains and verges should be better cleaned and maintained by the local authority.

Improved visibility: Trimming of hedges and cutting back of trees to improve visibility.

Bicycle races: It was suggested that pre-notification could assist in planning farm vehicle movements.

Footpaths / Bridle paths: Most respondents were appreciative of the network of footpaths and bridle paths surrounding the Village, but expressed the view that they should be properly maintained.



THE FORD

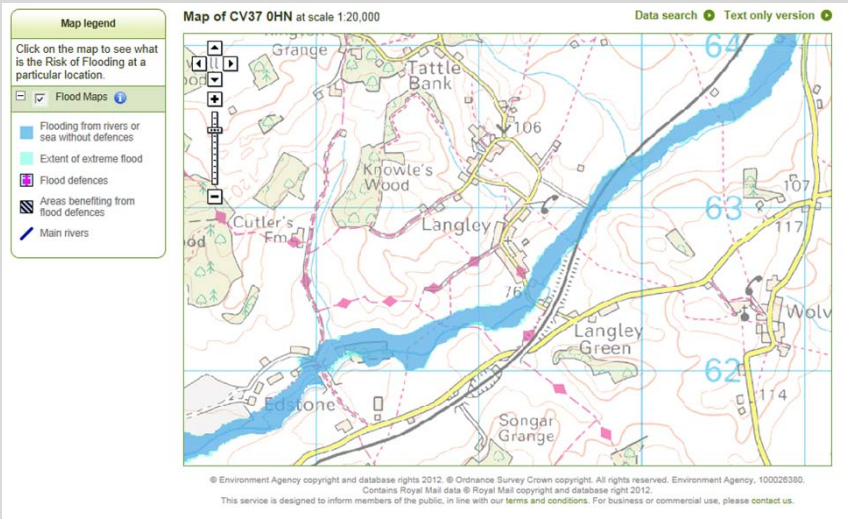
Respondents' comments acknowledged that the tendency to flood had substantially reduced since the downstream side was cleared, even allowing for the fact that there had been reduced rainfall in more recent times. Only a small percentage thought that a bridge should be considered, but a number were of the view that signage needed to be improved. Most considered that ongoing clearance was necessary to maintain the improved performance.

The Ford was highlighted as one of the danger spots within the Village, and it was suggested that consideration should perhaps be given to a degree of widening, adjustment or other physical or visual device to improve traffic safety.

It was also suggested that the area in general could be visually improved and made more of a feature of the Village.

FLOOD PLAIN

The map indicates the area of risk of flooding, but this is just part of the story. There are a couple of smaller streams which converge with the ford, and at times of serious flooding the area of flood can extend further up into the village and also under the railway bridge.



SERVICES

The vast majority of respondents were happy with local services, with the exception of mobile telephone reception which most people advised was dreadful; however, most did not wish to have a mast to alleviate the problem. On that basis, it would appear that patience is required whilst satellite phone technology is developed further.

A lesser number were also concerned regarding broadband speed, although it is acknowledged that this is being addressed at District level, and a high speed service is anticipated by 2014/2015.

With regard to services in the future, a quarter of respondents would like to have mains sewerage, and a third mains gas - although 93% would not be happy with the development potential that these might bring.

ENVIRONMENT AND COUNTRYSIDE

The majority of respondents are keen to preserve the countryside within and outside the Village as it is.

Their major concern related to the infringement of the Green Belt, and it was felt that government proposals could be a very real threat to one of our most important assets in the Village - the countryside.

A fifth of respondents were concerned about each of the following: traffic noise, low flying aircraft and high hedges. Less than 6% had concerns about the Hunt, bonfires, shooting, and wild, farm and domestic animals, and although problems with bird scarers were a similar small percentage they seemed to raise a disproportionate amount of hackles.



COMMUNITY

With regard to community projects such as stream clearing, footpath clearing, and nature conservancy, two thirds of respondents have expressed their willingness to become involved

However, it was also stated that such projects should not affect the responsibilities of the local authority in respect of properly maintaining the verges, ditches and lanes.

THE VILLAGE HALL is currently used for a range of community activities, and comment was made that thanks to various committees, it is used more now than at any time in the last 20 years. Notwithstanding, there were a range of suggestions for additional uses by the community.



DEVELOPMENT CONSIDERATIONS

THE GREEN BELT

The possibility of the District Council proposing to take the Village's existing 'built up' area inside the Village out of the Green Belt for easier planning permission was unpopular with three quarters of respondents, with around one fifth being in favour and the remainder unsure. It is understood that this is no longer to be pursued.

The need for stricter planning controls in the Green Belt 'buffer zone' between villages was endorsed by three fifths, with the vast majority of the rest opting for the current status quo.

The provision of a gypsy/traveller site within the village was opposed by 98% of respondents; lack of infrastructure is a major factor in this respect.

DEVELOPMENT VIABILITY

A number of people made the point that development of any size would require major infrastructure investment, in new roads, mains drainage, mains gas and public transport – totally disproportionate to the number of houses which might be squeezed in. Further, even if this were financially possible, the existing road and railway constraints and general topography would make this extremely challenging physically.

Towards half of respondents were against any development in Langley, with just 5% favouring development, and the remainder unsure.

Questions related to the following categories of residential development, and responses are set out accordingly:

- ◆ Local homes for local people: 13% were in favour, with 41% against and 46% undecided. Some scepticism was expressed as to how such a system could work.
- ◆ Starter homes: 6% were in favour, with 69% against and 24% undecided.
- ◆ Retirement homes: 8% were in favour, with 73% against and 19% undecided.
- ◆ Sub-division of large properties: 6% were in favour, with 55% against and 40% undecided.
- ◆ Infill: 9% were in favour, with 62% against and 30% undecided.
- ◆ Minor extensions (as now): 61% were in favour, with 2% against and 37% undecided.

In summary, 46% wanted no development in the village, 49% were unsure, and just 5% were in favour.

Objections to development were also raised in respect of increased traffic generation and noise.

IMPROVEMENTS

Notwithstanding the views on development, several suggestions were made regarding improvements in the Village. These related to the creation of a public space between Silk Motors and the Ford (which could also assist in traffic calming in this area), and possibly the eastern end of Spring Lane - both currently viewed as danger areas.



SUMMARY OF VIEWS EXPRESSED IN RESPONSE TO QUESTIONNAIRE

Respondents' main concerns appear to be speed of traffic through the Village particularly at danger spots, condition of the lanes, and possible infringement of the Green Belt.

Unsurprisingly, fear of crime appears to be greater than actual experience of it.

The Village's lack of infrastructure and amenities and its location - no mains drainage, no mains gas, poor mobile phone signal, no employment opportunities, no regular public transport, no school, no shop, no pub, no street lights, narrow lanes, a ford at one end and a steep hill at the other, and a constraining railway running through it - indicate that further housing development is impractical and not wanted by the majority of the residents.

Despite these apparent drawbacks to 21st century living, there is an underlying affection for the Village and for those who live in it.



CONCLUSIONS

The Parish Council has drawn heavily upon the views of residents as expressed in the responses to the questionnaire in formulating this Plan. Councillors have had regard to their own experience and knowledge of Langley. Councillors have also had regard to the challenges and issues facing the District and County Councils, knowledge of which is derived in particular from briefings given by the local District and County Councillors, both of whom regularly attend and speak at Parish Council meetings.

The Plan was put in draft before the annual open meeting of the Parish Council that was held in Langley on 30th April 2012. The draft had been available to residents in advance, and comments expressed upon it both in advance and at the meeting were taken into account before the plan was finalised. The Parish Council believes this Plan to be the result of an effective and widespread consultation process.

THE CONCLUSIONS ARE AS FOLLOWS:

- 1 There is strong and widespread support for tight controls on development in the Parish, both within the built up area of the Village and outside that area in the Parish.
- 2 This is despite that fact that there are obvious disadvantages in living somewhere as comparatively remote and undeveloped as Langley. For example and in particular; Langley lacks mains sewerage, mains gas, an effective public transport service, effective mobile telephone network, and facilities such as pub, shop, and school. The overwhelming view of residents is that we would rather manage without these if they would bring unwelcome and inappropriate development in their wake.
- 3 The strength of this view is further highlighted by the fact that there are many residents in Langley whose children are of an age where they might be expected to want now or in the near future to establish their own homes in the Village. Despite this, there appears to be no desire or need for housing development to cater for this.
- 4 The Parish Council further believes that the physical geography and services of Langley indicate that further housing development cannot be justified or sustained. A single minor road produces just one point of entrance/exit at each end of the Village, with the potential for closure of one of these at flood times. A hill at the northern edge, road at the southern edge, and a railway bisecting it, restrict the Village. Current levels of services, which appear unlikely to increase, would not support a significantly larger population.

The Plan therefore supports the continuation of strict control of development, particularly housing development.

The Parish Council has identified a number of areas where work should be done to improve the amenities of the Village. The details of these proposals do not form part of this Plan, as a number of them are of a minor or short term nature, and their inclusion might detract from the longer term view that this Plan aims to take. The Parish Council intends to be active in reviewing and acting upon these proposals. They are covered in the following broad areas, namely:

- ◆ **Improve security**
- ◆ **Roads**
 - ◇ Speed limits and safety aspects
 - ◇ Condition and maintenance
 - ◇ Footpath and bridleway maintenance
 - ◇ Local authority responsibilities
- ◆ **The Ford**
 - ◇ Improvements
 - ◇ Maintenance
 - ◇ Signage
 - ◇ Amenity development
- ◆ **Green Belt**
 - ◇ Use this plan to ensure only appropriate development
- ◆ **Village Hall**
 - ◇ Review thoughts on additional uses, as a way of promoting a vibrant community
- ◆ **Improvements**
 - ◇ Consideration of further enhancements

LANGLEY VILLAGE SURVEY 2012 - SUMMARY

1.1 HOUSEHOLD PROFILE	Male	Female	Male	Female					TOTALS				
	Under 18	10	15	6%	9%								
	18 to 64	38	39	24%	25%								
	65 plus	27	29	17%	18%				158				
1.2 OCCUPATIONS	Pre school	Education / training	Housewife / husband	Business from home	Work outside Langley	Unemployed	Retired						
	1	29	6	8	44	2	68		158				
	1%	18%	4%	5%	28%	1%	43%						
1.3 TRANSPORT	Cars owned	Cars regularly used											
	148	135											
Use of public transport if improved:	WORK - YES			WORK - NO									
	Local	Mid	Long	Local	Mid	Long							
	5	6	7	56	55	54							
	SHOPPING - YES			SHOPPING - NO									
	Local	Mid	Long	Local	Mid	Long							
	26	23	15	35	38	46							
	LEISURE - YES			LEISURE - NO									
	Local	Mid	Long	Local	Mid	Long							
	20	22	21	40	38	39							
	1.4 SECURITY				1 very supportive	2	3 not concerned		1 very supportive	2	3 not concerned		
		Neighbourhood Watch	50	9	0	59	85%	15%	0%				
		Communal security	28	11	19	58	48%	19%	33%				
			Yes	No			Yes	No					
	Would you be prepared to have a communal camera on your property?	30	29	59	51%	49%							
	Langley household burglary victim in last 5 years?	7	54	61	11%	89%							
	Vehicle related crime victim in Langley in last 5 years?	4	57	61	7%	93%							
	Victim of local violent crime in last 5 years?	1	60	61	2%	98%							
	If yes to any, satisfied with police response?	7	6	13	54%	46%							
	TOTALS		49	206	255		19%	81%					
2.1 ROADS	Level of concern regarding:	1 very concerned	2	3 not an issue		1 very concerned	2	3 not an issue					
	High speed of vehicles	74	48	17	139	53%	35%	12%					
	Size & number of large commercial vehicles	36	52	51	139	26%	37%	37%					
	Lack of street lighting	6	12	121	139	4%	9%	87%					
	Lack of road names	4	19	116	139	3%	14%	83%					
	State of road cleaning	21	39	79	139	15%	28%	57%					
	Lack of roadside kerbs	6	23	110	139	4%	17%	79%					
	State of roadside verges	24	47	68	139	17%	34%	49%					
	Litter	25	33	81	139	18%	24%	58%					
	Footpaths	12	40	87	139	9%	29%	63%					
	Danger areas within the village	27	41	71	139	19%	29%	51%					
	TOTALS	235	354	801	1390	17%	25%	58%					
	If answered 1 or 2, how content with current management of the matter:	1 very content	2 fairly content	3 not at all content		1 very content	2 fairly content	3 not at all content					
	High speed of vehicles	10	54	55	119	8%	45%	46%					
	Size & number of large commercial vehicles	5	55	25	85	6%	65%	29%					
	Lack of street lighting	2	8	5	15	13%	53%	33%					
	Lack of road names	0	12	8	20	0%	60%	40%					
	State of road cleaning	3	35	19	57	5%	61%	33%					
	Lack of roadside kerbs	0	18	8	26	0%	69%	31%					
	State of roadside verges	7	41	20	68	10%	60%	29%					
	Litter	6	37	12	55	11%	67%	22%					
	Footpaths	8	39	3	50	16%	78%	6%					
	Danger areas within the village	3	49	13	65	5%	75%	20%					
	TOTALS	44	348	168	560	8%	62%	30%					
2.2 SERVICES	Views relating to quality of general services:	1 dreadful	2 no particular view	3 good		1 dreadful	2 no particular view	3 good					
	Refuse collection	0	21	108	129	0%	16%	84%					
	Recycling collection	2	21	110	133	2%	16%	83%					
	Electricity	2	27	102	131	2%	21%	78%					
	Telephone - landline	8	32	92	132	6%	24%	70%					
	*Telephone - mobile	88	29	14	131	67%	22%	11%					
	Broadband speed	64	47	15	126	51%	37%	12%					
	Post office	10	81	31	122	8%	66%	25%					
	Mail delivery	7	48	76	131	5%	37%	58%					
	Healthcare (GP & dental)	6	33	93	132	5%	25%	70%					
	Hospitals	3	62	66	131	2%	47%	50%					
	Police	10	88	33	131	8%	67%	25%					
	Fire	4	89	36	129	3%	69%	28%					
	Ambulance	4	86	39	129	3%	67%	30%					
	Mobile library	3	83	44	130	2%	64%	34%					
	TOTALS	211	747	859	1817	12%	41%	47%					
			Yes	No			Yes	No					
	*If 1, would you be prepared to have a mast in the village?		14	69	83		17%	83%					

LANGLEY VILLAGE SURVEY 2012 - SUMMARY

2.3	THE FORD	Views regarding suggestions relating to the ford:	1 strongly in favour	2	3 strongly oppose				
		Provide bridge	10	35	83	128	8%	27%	65%
		Improve approach & depth signage	37	67	24	128	29%	52%	19%
		Ongoing stream clearance	100	29	1	130	77%	22%	1%
		TOTALS	147	131	108	386	38%	34%	28%
2.4	ENVIRONMENT & COUNTRYSIDE	Level of concern regarding:	1 very concerned	2	3 not an issue		1 very concerned	2	3 not an issue
		Infringement of Green Belt	89	20	23	132	67%	15%	17%
		Traffic noise	23	42	67	132	17%	32%	51%
		Low flying aircraft	22	32	78	132	17%	24%	59%
		Bonfires	4	13	115	132	3%	10%	87%
		High hedges	27	35	70	132	20%	27%	53%
		The Hunt	7	17	108	132	5%	13%	82%
		Shooting	8	18	106	132	6%	14%	80%
		Wild animals	6	16	110	132	5%	12%	83%
		Farm animals	0	7	125	132	0%	5%	95%
		Domestic pets	3	13	116	132	2%	10%	88%
		Bird scarers	9	14	109	132	7%	11%	83%
		TOTALS	198	227	1027	1452	14%	16%	71%
		If answered 1 or 2, how content with current management of the matter:	1 very content	2 fairly content	3 not at all content		1 very content	2 fairly content	3 not at all content
		Infringement of Green Belt	39	57	13	109	36%	52%	12%
		Traffic noise	12	49	6	67	18%	73%	9%
		Low flying aircraft	6	33	12	51	12%	65%	24%
		Bonfires	3	12	2	17	18%	71%	12%
		High hedges	3	41	18	62	5%	66%	29%
		The Hunt	1	17	5	23	4%	74%	22%
		Shooting	2	21	2	25	8%	84%	8%
		Wild animals	2	15	4	21	10%	71%	19%
		Farm animals	0	7	0	7	0%	100%	0%
		Domestic pets	2	12	2	16	13%	75%	13%
		Bird scarers	0	17	5	22	0%	77%	23%
		TOTALS	70	281	69	420	17%	67%	16%
2.5	COMMUNITY	Prepared to assist in community projects such as:		Yes	No			Yes	No
		Footpath clearing		81	46	127		64%	36%
		Stream clearing		83	44	127		65%	35%
		Nature conservancy		87	42	129		67%	33%
		TOTALS		251	132	383		66%	34%
3.1	MAINS SERVICES			Yes	No			Yes	No
		Would you like to see mains sewerage in Langley?		34	99	133		26%	74%
		Would you like to see mains gase in Langley?		46	85	131		35%	65%
		Would you be happy with the development potential that each of the above might bring?		9	121	130		7%	93%
		Would you like to see cable television in Langley?		28	105	133		21%	79%
		TOTALS		117	410	527		22%	78%
3.2	HOUSING DEVELOPMENT		1 strongly in favour	2	3 strongly oppose		1 strongly in favour	2	3 strongly oppose
		Local choice: homes only for local people	15	55	49	119	13%	46%	41%
		Starter homes	8	30	86	124	6%	24%	69%
		Retirement homes	10	23	91	124	8%	19%	73%
		Sub-division of large properties	7	49	68	124	6%	40%	55%
		Infill	11	37	77	125	9%	30%	62%
		Minor extensions to existing properties (as now)	78	47	3	128	61%	37%	2%
		No development	55	59	6	120	46%	49%	5%
		TOTALS	184	300	380	864	21%	35%	44%
3.3	GREEN BELT LAND - NEW DISTRICT COUNCIL POLICY								
		Treat built up area differently (easier planning controls)			25				19%
		Built up area and farmland treated the same (as now)			99				75%
		Don't know			8				6%
					132				
3.4	GREEN BELT BUFFER ZONE								
		Flexible approach maintained (as now)			54				41%
		No development in buffer zone (stricter control)			77				58%
		Don't know			1				1%
					132				
3.5	GYPSY / TRAVELLER SITES								
		Be in favour			1				1%
		Be opposed			128				98%
		Don't know			2				2%
					131				

It is proposed that this Plan be reviewed by the Parish Council at five yearly intervals

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