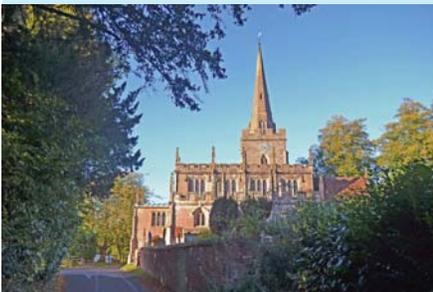
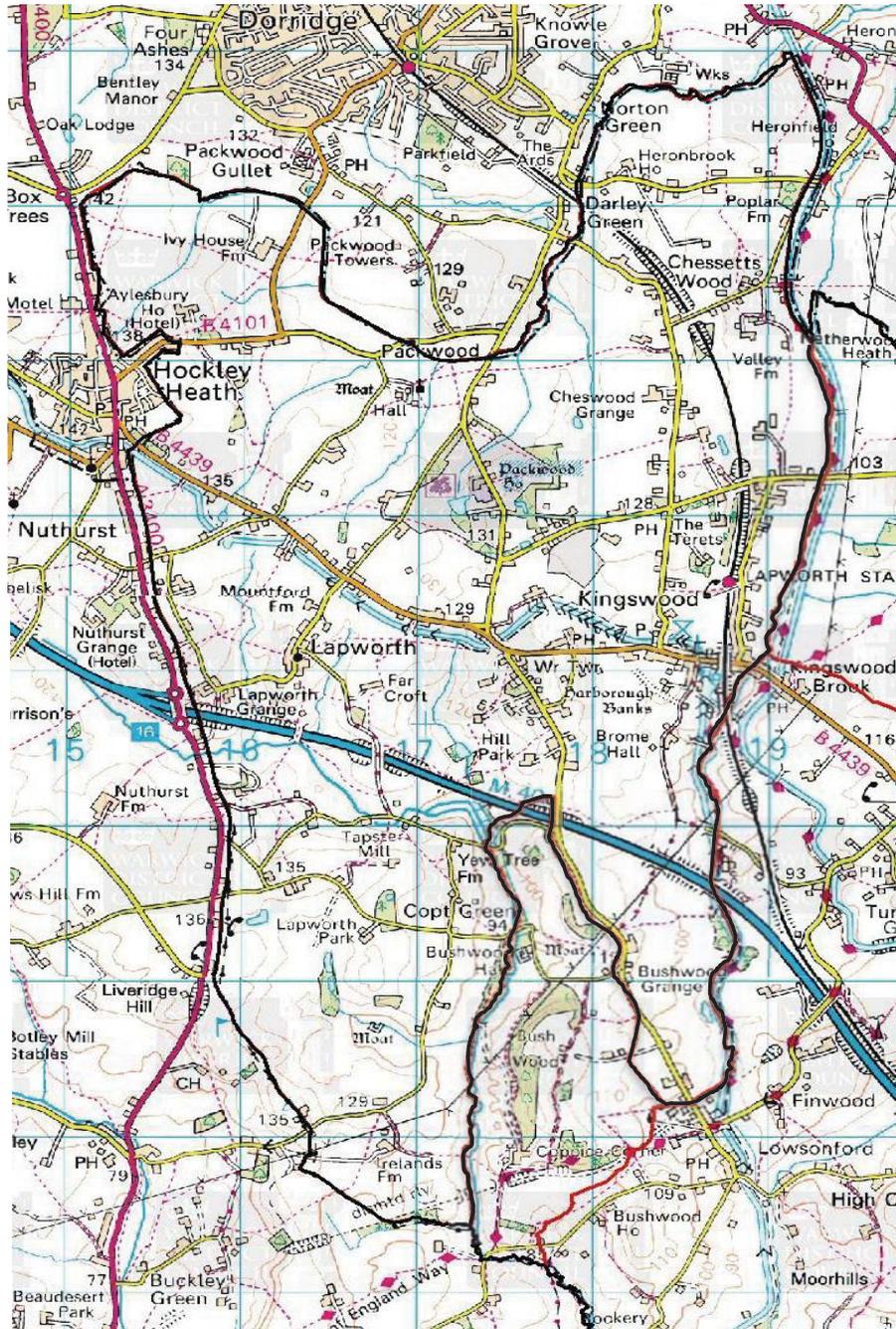


Lapworth Parish Plan 2014



Contents

Section	Pages
Summary	3
The Parish Plan	4-5
The Development of Lapworth	6
The Village Envelope and Kingswood	7
Communications	8-9
Road Safety	10-11
Education	12-13
Improving Community Services	14-16
Transport	17
Leisure and Recreation	18-19
Conservation and the Local Environment	20-21
Jobs and the Local Economy	22-23
Housing	24-27
Final Comments	28
Action Plan	29-32



Summary

People choose to live in Lapworth because they appreciate its rural nature. Above all else, they do not want to see this spoiled by inappropriate development. When asked to explain what this means to them, most residents recognise that communities need to develop and adapt in order to thrive but are at pains to emphasise that, in Lapworth, this must not mean fundamental or precipitate change.

Satisfaction with our community is demonstrated by residents' desire to see protection of many aspects of Lapworth life, including some especially valued features such as the countryside in and around the village, the canals and churches, and local buildings of historical interest. There are strong views about the quantity, type and pace of new housing development that should be permitted and a fear that excessive development will be forced on Lapworth by misguided edict from the District Council.

Notwithstanding this general satisfaction, there are some issues that residents would like to see addressed. Prominent amongst these are:

- Road safety, especially speeding traffic and the absence of footpaths on some roads heavily used by pedestrians;
- The lack of quality facilities for young people of all age groups;
- Poor infrastructure services, including broadband, mobile telephone reception, the absence of natural gas supply and mains sewerage in much of the Parish and an unreliable electricity supply;
- The paucity of public transport; and
- Expansion of the school to eliminate mixed-year classes.

The Parish Plan reports in detail on the views of residents and seeks to amalgamate these into a perspective that best represents the majority view. From this, it develops conclusions and suggested actions to further improve what is already a valued community environment.



The Parish Plan

Message from the Chairman of the Parish Council

I am delighted to welcome publication of this Parish Plan. It gives a voice to Lapworth residents at a time when the long term development of the Parish is under intense scrutiny and ensures that we have a strong voice in the debate.

The Plan confirms what many of us in the Parish already know; that it is a splendid place in which to live. This is not to say that further improvement cannot be achieved - and indeed there are some suggestions in the Plan to this end - but we do not want or need fundamental change.

On behalf of the Parish Council, I would like to sincerely thank the Steering Group for their efforts in bringing this Plan to fruition.

David Corney
Chairman – Lapworth Parish Council

Acknowledgements

The Steering Group would like to thank those residents and businesses in the Parish who completed and returned the Parish Plan surveys, all those who attended our various public meetings and open days, and those who commented on the draft Plan. Without your participation, we would not have been able to present the final Plan and actions as representing the consensus view of Lapworth residents.

Thanks are also due to Lapworth Parish Council, Warwick Rural West Community Forum and Warwick District Council, who have supported us with funding, and to John Glock and Bill Bailey, who have been our principal conduits for communication through the Parish website and Parish magazine respectively. Advice was also gratefully received from Graham Harrison and Nick Holmes, chairmen of the Hatton and Rowington Parish Plan steering groups. Finally,

the debt owed to Hatton for allowing us to use their Plan design is acknowledged with thanks.

As Chairman, I would like to acknowledge the support of past and present members of the Steering Group, namely Martyn Atkinson, Jonathan Child, David Clark, Charlotte Jay, Janet King, Arthur Prescott and David Wood. Without their enthusiastic participation, this Plan would not have been possible.

Deryk King
Chairman – Parish Plan Steering Group

Introduction

The Parish Plan is a broad-ranging strategy for the Lapworth community over the next 5-10 years. Although it encompasses new housing development, its conclusions in this respect are general rather than specific. These conclusions will, however, form an important fact base for the Neighbourhood Plan that Lapworth Parish Council has made application to develop.

The Parish Plan will serve as a clear expression of what Lapworth people and businesses think about their community, where they think it can be improved, and what they think should be preserved for future generations. These views have been fed into consultations on the formative Warwick District Council (WDC) Local Plan and also into Warwickshire County Council (WCC), which has responsibility for critical local infrastructure including education, childcare, fire services, roads, public transport and social services.

This is the second attempt by Lapworth to prepare a Parish Plan. A previous attempt some years ago failed for lack of support, but since then the landscape has changed. Of particular importance has been the Government's commitment to localism, encapsulated in its 2011 Localism Act. This gives people more opportunities, some statutory, to influence the way in which their communities develop.

Process

Following the decision by Lapworth Parish Council in spring of 2012 to embark on preparation of a Parish Plan, a Steering Group was recruited from local residents who attended an initial public meeting. With several changes along the way, this group has exercised stewardship of the planning process over the past 18 months.

The Steering Group resolved to proceed very carefully with collection and analysis of data to ensure that the Plan represented the considered views of the entire Parish rather than just those of a vocal minority. The process followed was in four stages:

Stage 1 in autumn 2012 was aimed at collecting broad views from residents. A flyer describing the purpose of the Plan was delivered to all residents, followed by a public meeting, then a "drop-in day" at which views on what residents felt to be important issues were collected. At the same time, Steering Group members gave presentations to various organisations, including the Elderberries, MOLES, Ladies Group, History Society, etc. At the end of this process, some 330 verbatim comments on issues and opportunities had been logged, and a high-level view of what concerned Lapworth residents had begun to emerge.

Stage 2 used all of this input to create two detailed surveys, one for 800 households and another for more than 20 local businesses. These were designed to look distinct from the junk mail that regularly lands on our doormats and were personally delivered to residents and businesses in March and April 2013 by some 30 volunteers.

In the event, 350 completed surveys were returned from residents, representing some 44% of households in the Parish. Six returns were from households on the periphery of Kingswood but in Rowington Parish. This high ratio of returns is judged to validate the survey



as fairly representing the views of the Parish as a whole. Six business surveys were returned, which is less representative.

Stage 3 involved the challenging task of analysing the survey data. With funding very limited, Steering Group members resolved to carry out the task themselves, involving the logging and analysis of over 50,000 pieces of data and writing a 33-page report on the results. The analysis was independently checked and verified by Fletcher Data Services Limited of Birmingham and published in September 2013.

Stage 4 involved further consultation with residents and other stakeholders in order to get their views on the survey results and what could be practically done to address the issues raised. This feedback was used to prepare a draft Parish Plan, which was used to gather final views prior to preparing the finished Plan.

The overall cost of preparing the Parish Plan was £2,500 and was funded by grants from Warwick Rural West Community Forum and Warwick District Council, and by various fund-raising activities and local donations. Principal costs were printing, postage and accommodation for meetings.



The Plan identifies the main features of Lapworth, highlights those things that are most important to residents and sets out some conclusions and suggestions as to how they can be addressed. The final section of the Plan sets out proposed actions on priority issues.

The Lapworth Community

Historical records describe what is still the ecclesiastical Parish of Lapworth. Unless otherwise stated, the Parish Plan relates to the *civil* Parish of Lapworth, which has a more northerly boundary, includes Packwood Hall and Church but excludes part of Bushwood in the south.

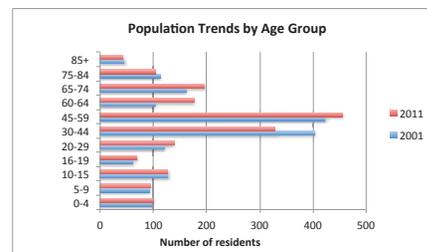


The civil Parish covers an area of 8 square miles (1,872 hectares), 11 miles to the southeast of Birmingham centre. Although rural in nature, the Parish has outstanding access to transport infrastructure, with Birmingham airport, the West Coast and Chiltern railway lines, the M40 and M42 motorways, and the Grand Union and Stratford-upon-Avon canals all within easy reach.

The Parish forms a roughly rectangular block four miles tall by two miles wide. Reflecting the location of shops and Lapworth railway station, around half of the resident population is concentrated in mixed housing at the eastern edge of the Parish in the area known as Kingswood. The remainder live spread throughout the Parish, where there is a significant presence of large properties standing in private grounds.

According to the 2011 Census, the population of Lapworth is 1,828 in 818 dwellings, increases of 5.2% and 7.6% respectively over the past ten years. Only 784 dwellings were occupied on Census day.

The median age of Lapworth residents is 46, two years older than the median age in 2001. There has been a significant reduction in the 30-44 age group, more than offset by an increase in the 45-64 age group. Other demographics show little change. If these trends continue, they will have significant implications for housing needs in the Parish.



The Lapworth median age of 46 compares with 38 for the whole of England. The difference is caused principally by a skew towards the 45-64 age group as opposed to the higher proportion of young adults for all England. Demographics for school age children up to the age of 15 and for those over the age of 70 are similar.

The population is unusually homogenous, with 94.8% being born in the UK (compared with 86% for the whole of England) and 93.6% classifying themselves as “White British” (79.8%). It is also unusually healthy, with just 2.3% of residents declaring themselves to be in bad or very bad health (5.5%) and only 4% having significant mobility problems (8.3%).

Many other demographic features of the Parish are significantly different from the England averages, and indicate that Lapworth is a relatively affluent and privileged enclave:

- 45.9% of Lapworth’s 784 occupied households are detached (22.4%);
- Only 8.5% of households are flats, apartments or maisonettes (21.2%);
- 80.5% of families are owner-occupiers (63.3%); about half are mortgage-free;

- Average ownership of motor vehicles is 1.9 per household (1.2);
- 5.9% have second homes (5.2%);
- 27.6% of over-16 year olds have a degree (17.4%);
- 19.4% of 16-74 year olds classify themselves as being in “higher managerial” jobs (10.4%); and
- Only 2.6% of economically active 16-74 year olds are unemployed (6.3%).

Lapworth possesses most of the staples of English village life – a primary school, two ancient churches, three pubs, a cricket ground, a post office and off licence, and a general store. However, these are spread throughout the Parish and there is no clearly identifiable village centre.

Other locally available services include the railway station, a surgery with two doctors and a dispensary, the Lees Chapel, two car repair shops, a timber yard, two hair salons, equestrian stables, gardening services, a hydroponics centre, a flooring tile outlet and a boatyard on the Stratford canal. There is a fine and very popular Tudor manor house and garden, Packwood House, owned by the National Trust, to the north of the Parish.



There is also, of course, widespread and diverse farming activity across the whole Parish. Other local business activity is restricted to a number of small service businesses, many of which are run from domestic premises.

The Development of Lapworth

Early History

The purpose of the Parish Plan is to address today's issues in Lapworth. However, an understanding of the history of the Parish is useful context when contemplating how it might develop in the future. Those whose appetite is whetted to know more could do no better than turn to Joy Woodall's "Portrait of Lapworth", published in 1986, from which much of this summary is gleaned.

For many centuries, Lapworth remained a heavily wooded and sparsely populated area under the control of various lords of the manor. The Domesday survey in 1086 recorded only three families living in the area, and only 120 acres of the 2,880-acre (ecclesiastical) Parish were under cultivation. Gradually, however, the population increased as more land was brought under cultivation, and by 1750 totalled some 330 people occupying 55 houses and 30 cottages. The population remained spread throughout the Parish, with the exception of a small enclave around St Mary's church.

The church of St Mary the Virgin stands at the western end of the Parish, away from the current concentration of residents in Kingswood. There has been a church on the site for at least 800 years, and the church has been constantly extended and restored, a process that continues to this day. St Giles church in Packwood also has an 800-year history. Both churches belong to the diocese of Birmingham.

Growth and Development

During the second half of the 18th century, the population of Lapworth began to increase once again and by 1800 had grown to around 575. The Parish remained wholly agricultural in nature and all who lived there either farmed or engaged in one of the trades that supported farming.

Around this time, however, forces were stirring that would change the nature of the Parish. By

1767, the Old Warwick Road had been "turnpiked" (ie turned into a better maintained toll road). New roads accompanied the enclosing of much of Kingswood Common in 1807 and several new houses followed, including Kingswood Grange.

The end of the 18th century saw two canal developments that would change the landscape of Lapworth. An Act was passed in 1793 authorising construction of what became the Stratford-upon-Avon canal. Although construction started relatively promptly at the northern end, with the canal reaching Hockley Heath by 1796, a series of financial problems meant that the canal did not finally reach Stratford until 1816. Meanwhile, the Birmingham Canal Company moved quickly to nip in the bud the threat to its business and won approval, also through a 1793 Act, to construct the Birmingham-Warwick canal as part of its route to London (now the Grand Union canal). The Birmingham-Warwick canal was completed in 1799 and in 1802 was connected with the Stratford-upon-Avon canal at Lapworth.



The increased commercial activity stimulated by the canals increased the population to around 660 by 1850. The main occupation in the Parish remained agriculture, but was increasingly supported by local manufacture of clothing, shoes, carpentry, malted barley, etc for the growing population as well as the crafts required to support the canal trade and local housing.

Modern Times

The mid-1800s saw a development that changed the face of Lapworth even more and created the village we know today. The first railway between London and Birmingham opened in 1838 and plans to extend the network and supersede the canals as the primary freight route followed. Kingswood station opened in 1855, for the first time opening up a fast transport route into Birmingham and making commuting possible. The station was subsequently re-named Lapworth in 1902.



The 1871 census showed an influx of wealthy businessmen into the Parish, preferring the rural environment to living in Birmingham, but the overall population remained relatively stable as local jobs were lost in the agricultural depression of the 1870s. However, from the turn of the 20th century, Lapworth's population began to increase rapidly as homes were built in proximity to the station, reaching 1,000 inhabitants around the time of the Second World War.

Since then, Lapworth has remained popular with commuters seeking a rural living environment, and a number of small housing developments in and around the Kingswood area have enabled the resident population to grow to over 1,800.



The Village Envelope and Kingswood

The village envelope of Lapworth is situated at the the eastern end of the Parish, forming a large part of the area known as Kingswood. Village envelopes are generally regarded by planning authorities as the area in which new housing development should preferentially take place, although strict planning regulations still apply. Along with the rest of the Parish, Lapworth's village envelope is "washed over" by green belt.

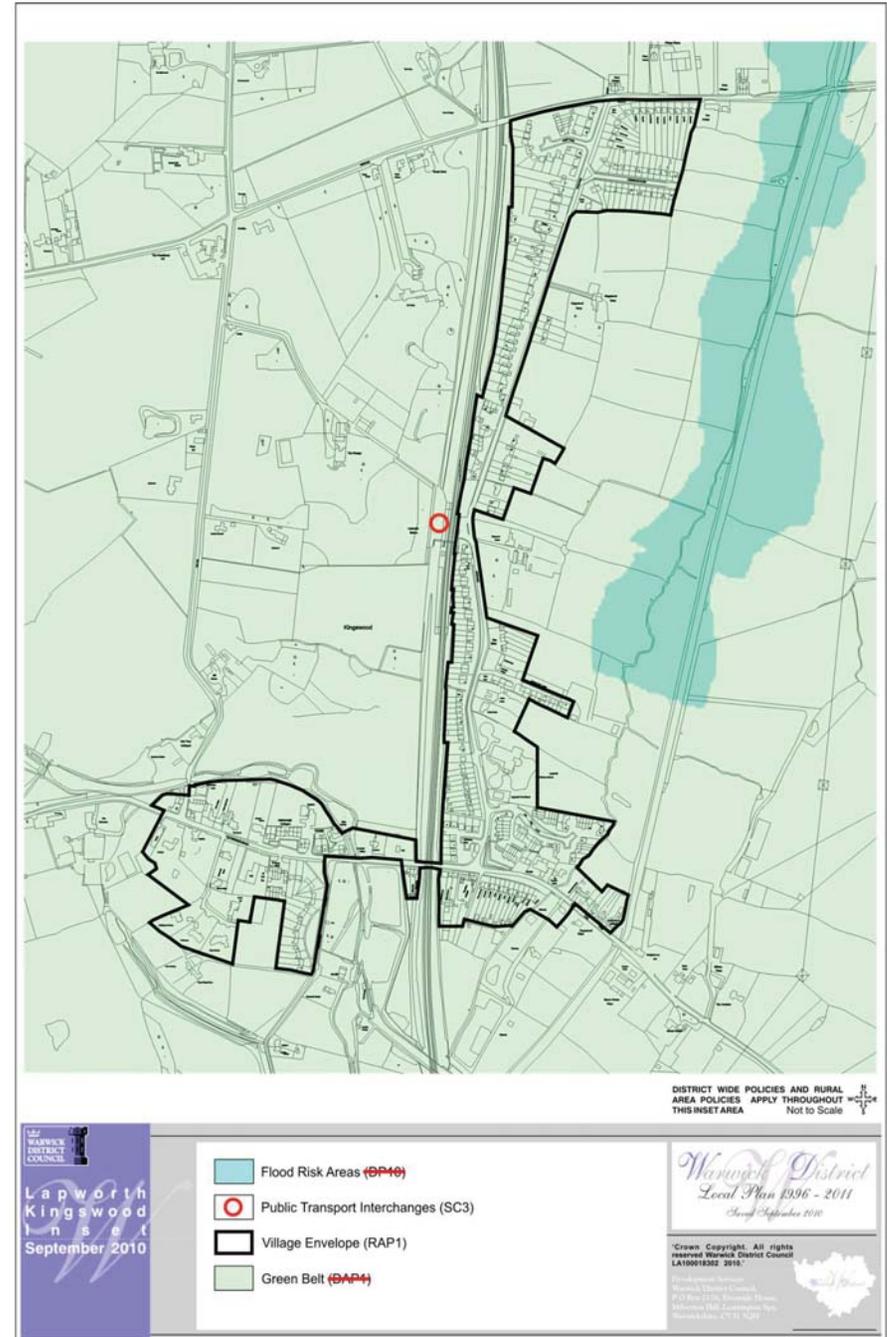
Around 40% of all households in the Parish are situated within the village envelope, as are three shops (general store, off licence/post office and tile shop), two hairdressers, garage, village hall, railway station, the primary school, pre-school and Lees Chapel. However, these facilities are quite dispersed within the envelope and there is little evidence of a true "village centre". There are also a small number of houses within the village envelope that actually sit within Rowington Parish; these were included in the survey.

There are around 50-60 additional homes on the periphery of the village envelope (in Mill Lane, Old Warwick Road, Rising Lane, etc) that are also regarded as being in Kingswood. In total, what we describe as Kingswood in this Plan accounts for almost exactly half of the dwellings in the Parish.

The remainder of the population of Lapworth lives in small, dispersed communities or single dwellings scattered throughout the Parish.

Where there are significant differences in views between residents living in Kingswood and elsewhere, these differences are highlighted. Where not, statistics are generally given for the Parish as a whole.

The overall response rate for the survey was 44% (350 responses out of the 792 dwellings in the Parish on the electoral register). 185 responses came from the Kingswood area (47% of households), with 165 responses (41%) from other parts of the Parish.



Communications

Background

Communications in Lapworth can be challenging. There is no local newspaper and no obvious village centre where a majority of residents regularly congregate. However, there is a widely read Parish magazine with a monthly circulation of more than 500, Chapel Life (a broadsheet produced by the Lees chapel) distributed free to most homes in Lapworth, a comprehensive website www.lapworth.info that is kept regularly up to date, several noticeboards spread throughout the Parish, active Church and Chapel congregations, an active school community and a large number of clubs and other organisations through which information can be channelled.

Communications have become a particular issue since the launch of the WDC Local Plan process. At various public meetings, residents complained that they had not been informed about the Local Plan by either the District or Parish Councils, even when in some cases it had been reasonably well publicised. Recognising this, the Parish Plan Steering Group resolved to use multiple channels, including regular updates on the website and in the Parish magazine, a Facebook page and a Twitter account. Importantly, a substantial log of email addresses was built up, so that direct communication with residents became possible.

The Lapworth Website

The Lapworth website www.lapworth.info has been steadily developed over the years and is now a comprehensive record of activities in the Parish. It is open to all organisations in the Parish to post notifications of forthcoming events and report on their activities, and is also a primary means of communication on Council activities, including the Parish Council and Parish Plan.

Disappointingly, only 105 survey respondents said they had visited the www.lapworth.info website, with 228 saying they had not and 17

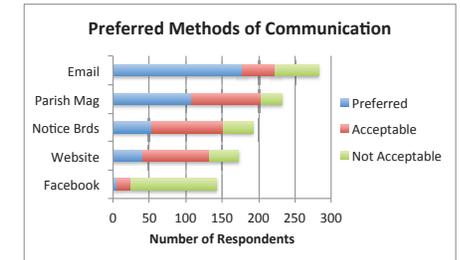
not saying one way or the other. Of those who had visited, 94% rated the ease of navigation as Excellent or Good and 89% rated the content as Excellent or Good. 99 respondents were aware that Parish Plan developments were covered on the website.



However, the low recall of the flyer telling residents about the Parish Plan, which was posted to every household in November 2012, is disappointing and made the Steering Group very cautious about incurring the significant expense of further direct mail communication.

Future Communication

When asked how they would like us to communicate in future about Parish Plan developments, residents gave the following responses:

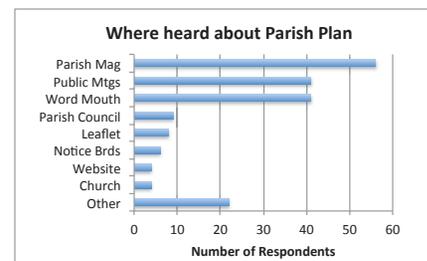


Email and the Parish magazine stand out as preferred methods of communication, and it is surprising how few favour the Parish website for this purpose. Over 200 residents have provided an email address and are now on a circulation list for regular communication. The high proportion saying that Facebook should not be used is interesting and, indeed, there have been no comments submitted to the Parish Plan Facebook page for over six months. The Twitter account was abandoned in early 2013 owing to similar lack of use.

On a more old-fashioned note, there are eight notice boards spread around the Parish, but these appear not to be as widely read as might be expected. Only 13% of residents read the notice boards frequently, although a further 54% read them occasionally.

Existing Knowledge

208 of the 350 respondents to the Parish Plan survey indicated that they were aware of the Parish Plan before receiving the survey; 138 replied that they were not. The Parish magazine, public meetings and word of mouth all played a part in promoting the Plan and indicate the importance of these communication channels.



Local Council Awareness

94 survey respondents said that they knew who their Parish Councillors were; the remaining 256 responded that they did not. However, 196 of these said they knew where to find information about the Parish Council.



275 respondents said they knew where to find information about Warwick District Council; 73 said they did not. However, the WDC website attracted much criticism for its complexity and the general difficulty of navigating around it.

118 respondents said they knew about the Local Plan; 230 indicated they did not. 144 indicated that they would know where to find information on the Local Plan, whilst 204 said they did not.

Conclusions and Suggestions

The large number of residents who did not know where to find information relating to the community was surprising. Given the large population of personal computers in the Parish, it seems reasonable to expect those residents not familiar with the Parish website to at least try using an internet search. In the continuing absence of a local free newspaper, Lapworth residents will need to employ a modicum of effort to keep abreast of Parish developments.

That said, there are a number of suggestions to improve communications in Lapworth, including:

- Asking residents who are on the Parish Plan email list whether it can continue in use for general Parish communications purposes. If so, then a monthly Parish update, referring readers to articles on the Parish website, could be considered.
- Website communication must have the potential to become a more powerful communications medium and opportunities to promote this channel more actively should be sought.
- In order to draw more people in the outer areas of the Parish into community affairs, a number of additional notice boards in relevant areas should be considered by the Parish Council. Boards in Kingswood could be relocated to positions outside the doctor's surgery and school as these are areas where many residents spend waiting time.
- Continued efforts should be made to widen circulation of the Parish magazine (taking into account sensitivities in the Packwood area, which has its own Parish magazine).
- Consideration could be given to finding a sponsor who might fund free distribution of the Parish magazine to all households,

although care would have to be exercised to maintain an acceptable ratio of content to advertising.

- The Solihull Village Life monthly magazine and Chapel Life are other "hard copy" communications media that could perhaps be better exploited.
- WDC should be made aware of residents' views on the difficulty of navigating its website and should consider regular updates on progress with the Local Plan written in layman's language.

Road Safety

Speeding

Apart from housing development, road safety is the single issue that concerns Lapworth residents more than any other. 81% of residents believe speeding traffic is a major problem, with only 14% saying it is not an issue. The only roads in the Parish with speed limits are Station Lane (30 mph) and the Old Warwick Road (40 mph except for the 30 mph area running from The Boot to the eastern Parish boundary). The remainder, including all the side roads running off the Old Warwick Road, retain the national speed limit of 60mph.

The majority of complaints about speeding concern the Old Warwick Road, Rising Lane, Station Lane, Chessetts Wood Road, Mill Lane and Wharf Lane, but there are also issues in Glasshouse Lane, Lapworth Street, Bakers Lane and Aylesbury Road. People living along or near these roads voiced the strongest opinions about speeding motorists.

Gritting



Lack of gritting of side roads in cold weather is a concern for 48% of residents, with the main problems seeming to be along Chessetts Wood Road and Mill Lane. It is recognised that priority has to be given to main roads, but anecdotal evidence from last winter is that few, if any, side roads were gritted until several days after heavy snowfall, and then only after strenuous complaints were made to the County Council. By the time the gritting lorries appeared, snow had turned to pack ice and roads had become extremely dangerous.

Flooding



Flooding is a common problem in the Parish during periods of heavy rainfall. It is a particular problem on the Old Warwick Road (above) and for those who live near the Lapworth Garage, where there is a long history of Kingswood Brook becoming overloaded, with the problem stretching upstream to unpopulated areas as shown on the map of the village envelope earlier. This map understates the risk at its southern end.

Flooding is also an issue on many of the country lanes, caused by a combination of farming land run-off and poor drainage.

Other Road Users

Horse riders, walkers and cyclists are all viewed as a road safety issue by up to 40% of residents. In the case of all three, comments are a mixture of concerns about the impact on other road users and concerns for the safety of those riding, walking or cycling. In the case of walkers the main issues are lack of footpaths and walkers not being sufficiently visible. In the case of cyclists some motorists complain about the difficulty of overtaking large groups, whilst others are more concerned about the safety of cyclists. For horse riders some complain about them riding two abreast but most are concerned about cars going too fast in country lanes. Whilst some respondents mention specific roads, it was apparent that concerns involve almost every road and lane across the Parish.

Parking

Parking is both a safety concern for residents and a matter of convenience for those who visit the village in their cars for shopping etc.



51% of respondents recorded parking issues as compromising safety in the Parish, but 38% did not think there was a problem. The parking hot spots are: at the garage/post office, where people complain about garage cars in the road obstructing through traffic (although it does slow traffic down in the 30 mph area); at and near the village shop making the junction of Old Warwick Road and Station Lane hazardous; around Lapworth School where parking is considered dangerous for both road users and parents with children; and at the end of Mill Lane by the tile shop, where parked cars obscure the view in both directions for those leaving Mill Lane to join the Old Warwick Road.

Those concerned with parking convenience cited the frequent congestion outside the village shop and insufficient parking in front of the hairdresser and post office. Parking on grass verges and the resulting unsightly damage was also commented on frequently. Lack of parking at the station, the Brome Hall Lane canal parking area and at the doctors' surgery is also said to be a problem at times by some.

When asked what action should be taken about parking, there is some reluctance to see provision of more parking facilities, with

support from only 40% of residents across the Parish. Within Kingswood, where most parking problems are experienced, the figure supporting more facilities rises to 51%.



The marked discrepancy in responses from those living in Kingswood is indicative of the fact that they live where parking is already felt to be a significant problem, ie by the school, Lees Chapel, railway station and village shops.

Many residents are of the view that more could be done to tackle inappropriate parking, for example yellow lines, although without additional off-street facilities it is difficult to see where the displaced vehicles would go.

Footpaths

Lack of footpaths on roads heavily used by pedestrians significantly heightens road safety risks. This is especially the case along Station Lane, where the lack of continuous footpaths puts schoolchildren and parents at risk and perhaps discourages some from walking to school with obvious consequences for traffic congestion. There are also parts of the Old Warwick Road with significant pedestrian use that do not have continuous footpaths.

Primary School Traffic Issues

A large number of residents, in answering survey questions on traffic issues, were critical of speeding, traffic congestion and parking in Station Lane around school opening and closing times. This ongoing problem, with little or no satisfactory off-street parking currently

available, is only likely to get worse as the school expands its number of pupils, especially if many of these are from locations outside the village (see Education section later).

Whilst it is recognised that dealing with many of these traffic problems is outwith the school's powers, it is nevertheless expected by residents to suggest or support measures to alleviate them.

Some progress has been made in recent years, with parents exhorted to try and avoid driving if possible and the introduction of a "walking bus" down Station Lane to the school. However, the combination of school run, local residents' traffic, commuters and lack of continuous footpaths makes Station Lane a dangerous environment for children and their parents.

Conclusions and Suggestions

With the high profile of road safety issues in the Parish, there is a wide spectrum of views about "what should be done" to deal with this.

Not all are practical when taken together, but principal suggestions are:

- Extend speed limits to cover the most heavily used roads in the Parish where 60 mph is an unsafe speed.
- Enforce those speed limits that currently exist.
- Install traffic calming measures and/or pedestrian crossings in the 30 mph area on the Old Warwick Road.
- Take steps (hedge trimming, traffic mirrors, etc) at dangerous junctions on the Old Warwick Road to enable better visibility for those joining of oncoming traffic.
- The school's Board of Governors and the Parish Council should adopt the mind-set that traffic issues in Station Lane must be addressed, and collaborate in determining how this should be done. Once a plan is agreed, this should be put forcefully to the responsible Councils as a village priority.
- Complete footpaths along those stretches of Parish roads extensively used by pedestrians, starting with Station Lane and parts of the Old Warwick Road.
- Discuss with the County Council how poor road surfaces, flooding and lack of gritting may be better dealt with.
- Consider options to provide off-street parking that would allow prohibition of on-street parking where it causes particular danger to road users and pedestrians.

Education

Introduction

Education is a subject close to the heart of many residents and the Parish Plan does not seek to intrude into what is often a close relationship between school, parent and child. Our attention has therefore focused on the wider interaction between education and the Parish and especially whether the Parish Plan can offer actions that would support local educational establishments.

Lapworth has a Church of England primary school located in Station Lane and a privately run Ofsted-regulated pre-school next door. The usual secondary school for Lapworth children is Henley-in-Arden school, although many pupils attend either Arden Academy in Knowle or one of the private schools available locally.

Pre-School Education



The pre-school opens five mornings per week and caters for 2-4 years olds in two classrooms – a toddler room and a pre-school room. Formal classes are supplemented by morning and lunch clubs to allow some flexibility in drop-off and collection times. The pre-school has a strong prospectus that clearly and comprehensively sets out the ethos and policies of the school.

There were 30 children aged 0-4 years in the families of survey respondents. All of these families bar one ranked the availability of pre-

school facilities in the village as “very important”. Two respondents without children in this age bracket expressed the same view. The school is currently advertising vacancies on its website for the toddler group.

Lapworth Primary School



The primary school currently has 137 pupils. In addition to those from Lapworth, significant numbers are drawn from neighbouring Parishes and more distant places such as Hatton, Henley and Leamington. The school has the equivalent of five full-time teachers and a number of teaching assistants under the leadership of Ms Colette Hatton, who was appointed Head Teacher in September 2011.

Government funding for the school is proportionate to the school roll and current numbers support five classrooms and five teachers in the school, which necessitates that some lessons are taught in shared-year classes. Shared classes are relatively common in small schools where the number of classrooms is fewer than seven, which is the number of year groups a primary school has to accommodate.

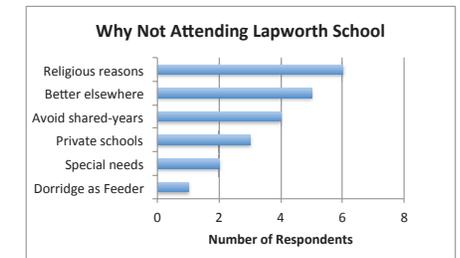
The school also has to manage fluctuating numbers of eligible local children. The Census indicated that in 2011 the numbers of children of each age from 0 to 11 years living in Lapworth varied from 13 to 33, with an average of 20. That the school is able to attract children from surrounding areas

enables it to better balance the numbers in each year.

The school received an overall “Good” Ofsted rating in its February 2012 review, with the same “Good” rating applied to all categories of measurement. The inspector’s report stated: “This is a good school. The new head teacher has made an excellent start, well supported by the deputy head teacher, staff and governing body. As a result, there has been a seamless transition which has not interrupted the good progress that the school has made in addressing identified weaknesses”.

From the 2011 Census, there are approximately 125-130 children of primary school age in Lapworth Parish, or around 7% of the total population of 1,828. Households that responded to the survey had 60 children of primary school age, again 7% of the 851 occupants. It is judged that survey respondents can be viewed as a representative sample of the Parish.

From the survey responses, 39 of the 60 children of respondents attend Lapworth primary school, equivalent to 65% of the eligible children in those households. The remaining 21 attend other schools for the following stated reasons:



Improvements to Lapworth School

Residents were asked how the school might be improved, and 34 respondents offered the following suggestions:



It should be noted that pre- and after-school care was introduced in July 2013, after the survey was completed.

A frequent theme from parents in the survey was dissatisfaction with shared-year classes although the school maintains that, by tailoring teaching to the individual pupil and ability groups, merging classes in this way has never affected pupils' attainment and progress. Nevertheless, the school would like to expand the number of classrooms and was recently awarded a government grant sufficient to build two new classrooms, which would allow separate classes for all seven years provided that ancillary facilities and additional teachers can be funded. Operational funding for schools follows the pupil, so Lapworth School will need to attract around 60 additional pupils to secure sufficient funding to pay for the two extra teachers.

WDC's housing proposals are relevant in this context. On the basis of current demographics, 100 new houses would imply around 17 additional children of primary school age, although in reality this figure could be higher if young families were the primary purchasers of new homes in the Parish.

Out of Hours Use of the School

A number of comments in various areas of the survey related to potential use of the school out of hours, either for recreation on school land or adult education in the school buildings.

The school is in fact keen to encourage after-hours use of the school facilities subject to appropriate contractual arrangements and reimbursement of incurred costs. Use of school land for recreational purposes is more complex as the land is owned by the County Council and there are issues around insurance cover.

Secondary Education

Lapworth lies in the catchment area for Henley-in-Arden School, 6.5 miles from the primary school. The January 2012 Ofsted report rated the school as "Satisfactory", with the following overview comments: "Henley-in-Arden is a satisfactory school. Attainment overall is in line with the national average at the end of Key Stage 4. The progress of different groups is satisfactory, with some indications of a gradual improvement, especially for boys and those with special educational needs and/or disabilities".

Some of the more academically gifted pupils from Lapworth primary school sit an "11+" examination for highly-competitive entry into one of the two grammar schools in Stratford-upon-Avon or that in Alcester, all of which are rated "Outstanding" by Ofsted.

Arden Academy in Knowle is a non-selective comprehensive school and lies just over 4 miles from the primary school. Like the Stratford grammar schools, it has an "Outstanding" rating from Ofsted and excellent GCSE results and, as such, is seen as a desirable option by some Lapworth parents. Arden takes a small number of pupils from Lapworth each year depending upon its available capacity after Solihull Borough pupils have been accommodated.

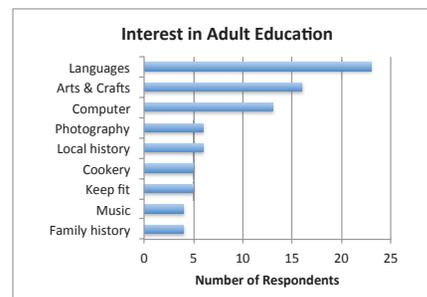
All of the Henley pupils use the school bus, but car transport is required for some journeys to Arden as train times between Lapworth and Dorridge are not always convenient. There is a daily school bus calling at Lapworth to the Stratford grammar schools.

As of the 27 March 2011 Census date, there were 122 children aged 11-17 living in the Parish, or around 6.7% of the overall population. Survey respondents had 53 children in the same age group, or 6.2% of the respondent population. Of these 53, however, only 38 were identified by respondents as attending secondary school, which seems a low proportion even allowing for some 11 year-olds still being in primary school and some 17 year-olds having left secondary school.

Only 12 (32%) of the 38 respondents' children attend Henley School, with a further four attending Arden School. The remaining 22 children attend a wide range of state and private secondary schools, with Solihull School (7) and the two Stratford grammar schools (5) being the most popular.

Adult Education

79 respondents expressed an interest in adult education on a large variety of 42 subjects. The chart below shows the most popular subjects which, when scaled up for likely interest amongst non-respondents, indicates that there could be critical mass for the most popular. Some subjects that were mentioned (local history, yoga, etc) are already available within or close by the Parish.



In terms of timing of adult education sessions, 30% of respondents preferred daytime, 40% preferred evenings and 30% were content with either.

Conclusions and Suggestions

The primary school is already dealing with two of the issues that were highlighted by the survey – provision of pre- and after-school care and reducing or removing the need to have shared-year classes. Regarding the latter, once the new accommodation is built, the school will need to either attract new pupils from outside the Parish, or repatriate existing resident children from outlying schools, or more probably both. This would undoubtedly be easier if funding could be found for at least one new teacher in the interim.

Suggestions are:

- The primary school should continue to encourage the wider community to consider how it can benefit from use of its facilities outside school hours.
- Use of the school grounds should be considered along with other options for provision of community recreational purposes (see Leisure & Recreation section).
- The school's governing body should be encouraged to find creative ways of interim funding of the additional teaching staff required for the new classrooms, as the school works on increasing its pupil population to the required levels.
- Whilst it is recognised that Arden Academy is fully subscribed currently, it will need to expand as the Solihull population grows and has recently consulted on a new accommodation block. As it expands it could offer Lapworth parents greater choice of secondary schools by allocating more places to pupils living in Lapworth Parish.
- There appear to be some reasonable opportunities for adult education and good facilities are available for such including the village hall, Old School and primary school. It is up to prospective teachers to recognise and grasp these opportunities.

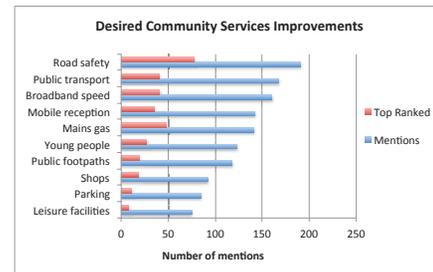
Improving Community Services

Introduction

Warwick District Council’s perspective on Lapworth is that it is very well-served with facilities for a community of its size. Although some of the Council’s claims are over-stated (eg with respect to the quality of public transport) it is clear that Lapworth is a privileged community with respect to many services. Residents are concerned, however, that the proposed housing developments might compromise the quality of existing facilities and want this taken into account when considering planning proposals. There is also felt to be an existing need to improve some facilities.

General Appraisal

The survey asked residents to nominate and rank four priorities out of 12 suggested options for improvement of community services in the Parish. They were also asked to suggest other preferences if not on this list. The number of respondents mentioning each option and the number ranking the option as their first priority are shown below:



In this category, road safety again heads the list of residents’ concerns. As well as being mentioned the most times, it is comfortably the top priority. Public transport is the second most mentioned issue and both are addressed elsewhere in this report. Poor broadband speeds and mobile phone reception are a constant irritation in the village, and mains gas supply was also ranked highly.

The survey went on to ask questions about specific areas that had been identified in the early consultations as important.

Healthcare

268 respondents said that their families used the doctors’ surgery in Lapworth and, of these, 261 said that appointments were readily available, a very high proportion of 97%.

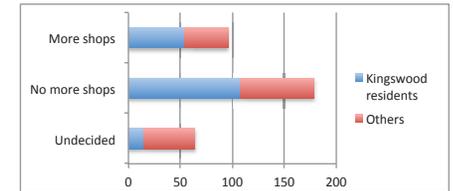


215 respondents could not suggest any improvements to the service provided by the surgery, whilst 32 felt that some improvements were possible. The majority of these (17) related to longer opening hours. Of the remainder, four suggested staggered holiday times for the doctors and three complained about waiting times. 82 respondents said their families did not use the doctors’ surgery in Lapworth.

Residents were also asked what other services would improve healthcare in the village. There were just 15 responses to this question with a wide variety of suggestions, including a dental practice, optician, chiropodist, physiotherapist and services for the elderly. The low response to this question suggests that residents are content to travel outside the village to secure these other services.

Shops

Residents were asked whether Lapworth needed more shops. Responses were mixed:



Those who wanted more shops cited competition, convenience and a better range of goods as principal reasons, as well as pleas for a wide range of specialist outlets that may not be economic for providers. The need for a small supermarket with adequate off-street parking was mentioned by several respondents.

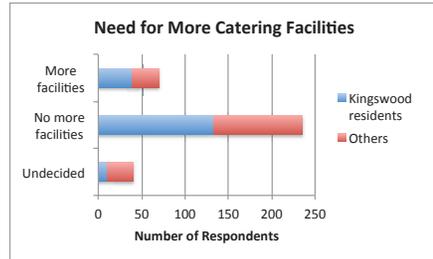


Those who did not want more shops were quite content to travel to Knowle, Hockley Heath, Solihull or Leamington for significant shopping, or to use the internet. There were several who mentioned the threat to the village environment if a plethora of new shops materialised. There was also a worry, slighter greater for Kingswood residents, that new shops would threaten the existence of existing facilities and we might end up with none. The proportion of “don’t knows” was relatively high.



Catering Facilities

Residents were asked whether Lapworth needed more catering facilities (ie restaurants, cafés, pubs, etc). Responses were:

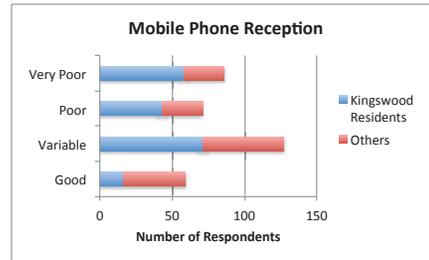


A large majority felt that no additional catering facilities were required in the village, citing the presence of three good pubs and café facilities at the two local National Trust properties. Those that did favour additional facilities were largely in favour of a café in the village, many suggesting one could be situated close by the canal system. There is in fact a small outlet at the Canal Shop close to the Boot Inn, but this was not mentioned by any respondent – a business opportunity perhaps?



Mobile Telephones

Complaints about mobile telephone reception in Lapworth are very common. Residents were asked to be more specific about their view of the quality of service and responded as follows:



44% of respondents appear to be unhappy with mobile phone coverage (rating it Poor or Very Poor), with a higher proportion of these living in Kingswood. Only 17% ranked their service as Good. The high proportion of Variable ratings may indicate the presence of blind spots in the village that could be addressed.

Providers can no doubt improve the service provided to customers in Lapworth, although this is likely to require the construction of additional masts, the siting of which will require careful consideration.



Broadband

305 respondents reported that they had at least one personal computing device in their household. All but two respondents had a broadband connection. The average number of devices per household is 2.8 in a range of 1 to 10.

Given this high proportion of users, it was surprising to learn that 65% of respondents did not know their broadband speed and 55%

were not aware of the initiative to bring faster broadband to Lapworth, despite publicity including a flyer delivered to every home in the Parish. Disappointingly, of the 143 respondents who were aware of the initiative, only 74 had completed the online survey.

The average broadband speed of those who knew this statistic was 12.7 MB/sec, although this figure was heavily influenced by four outliers (52, 112, 200, 550) that may not be accurate. Excluding these outliers, the average speed was 5.8 MB/sec in a range of 1-19 MB/sec.

The broadband issue is hopefully in the process of being resolved as approval has been given to an upgrade of the broadband facilities for the more populated parts of Lapworth, although at this stage pending further investigation it is not clear exactly where and when this will be done.

Mains Gas Supply

98% of Lapworth homes have central heating, but only 23% of systems are gas-fired, compared with 79% for the whole of England. This reflects the low coverage of the mains gas network in the Parish, requiring residents to heat their homes with more expensive oil, LPG, electricity or solid fuel.

40% of survey respondents said they would be interested in switching to mains gas supply and 34% of these ranked it as a top priority.

National Grid will consider extension of the mains gas network provided they are reimbursed for the cost, to which must be added the costs of boiler replacement for those who convert. Nevertheless it is recommended that this be investigated.

Electricity Supply Reliability

Although residents have many different electricity suppliers, all electricity in Lapworth is delivered through a distribution network owned by Western Power Distribution, now a

subsidiary of the US company Pennsylvania Power & Light. 47% of survey respondents complained about the reliability of electricity supply, with several power cuts each year. Although there is some evidence that WPD is aware of residents' dissatisfaction (eg the recent survey of tree branches overhanging power lines), there is more that needs to be done.

Mobile Library



Only 16 respondents said they used the mobile library regularly, with another 26 saying they used it sometimes. A large majority of residents have never used the service.

Mains Sewerage

Many residents on the perimeter of Kingswood and elsewhere in the Parish, who do not have access to mains sewerage, indicated this as a priority need, presumably to avoid the cost and inconvenience of individual sewage treatment facilities such as septic tanks and digestion units. Additional mains sewerage might also improve the quality of water in local streams and ditches where domestic facilities currently discharge.

However, in the era of private water and sewage companies, it is highly unlikely to be economic to fund a major extension of the sewerage network throughout the Parish. It may be possible, however, to link homes that are close to proposed housing developments to the associated new mains connections.

Law Enforcement

There were mixed views on the extent of police coverage in the Parish. Only 54 felt it was adequate, whilst 141 felt it was inadequate. 137 were unsure. That said, of the 109 respondents that had needed to call the police in the last three years, 77% were satisfied with the response.



Only 60 respondents (17%) were presently in a Neighbourhood Watch scheme. Of the 256 that said they were not, 153 said that they were interested in joining one, although only 25 of these said they would be prepared to take the initiative and start one.

Anti-Social Behaviour

70 respondents felt there was a problem with anti-social behaviour in Lapworth, with two-thirds of these living in Kingswood. 42 complaints related to Station Lane around the station car park and the "village green" opposite Lapworth Oaks, although a further seven respondents volunteered that the situation around the station had improved of late. A small number of complaints related to behaviour in the village hall grounds, around the shop, the canals and Brome Hall wood; others mentioned petty theft and vandalism generally.

Two complaints related to alleged drug dealing "in country lanes and the canal car park" and one related to teenage consumption of alcohol at the station.

Conclusions and Suggestions

It would be easy to set out a long "laundry list" of recommendations for improvement of community services. We have tried to avoid this by focusing on those issues that are felt important by the majority of residents, and on actions that have a reasonable chance of implementation. It is acknowledged that other issues viewed as important by smaller numbers of residents may be omitted, but this does not prevent individuals from lobbying the relevant authority to deal with them.

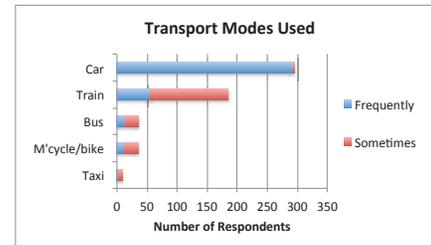
Principal suggestions are:

- Lobbying BT to accelerate the provision of fast broadband to Lapworth and extending the coverage of such to the maximum extent possible.
- Lobbying mobile telephone service providers to provide better and more reliable coverage in the Parish. Further analysis of survey results may provide information on where the problem is especially acute.
- National Grid should be asked to support a study of options for mains gas supply to those areas of the Parish where it is not currently available.
- The Parish Council should make a formal complaint to and engage with Western Power Distribution regarding the reliability of electricity supply in the Parish.
- Planning authorities should assess opportunities afforded by new housing development to extend mains sewerage to adjacent properties not currently served by the network.
- Residents who expressed an interest in starting up a Neighbourhood Watch group should be contacted with details of how this can be done.

Transport

Introduction

As might be expected, the predominant mode of transport for Lapworth people is the car, with 84% of survey respondents saying they and their family drive frequently. However, 24% of respondents considered public transport (especially the train) very important and a further 38% considered it quite important.



Buses

There are no daily bus services serving Lapworth and, when there are services, there is just one return journey in any one day.

There are single services that travel on specified days and are provided essentially for shopping trips. Current usage is low, with just 10% of respondents using buses frequently or sometimes. Well over half of respondents said they would or might use buses more if there were more destinations, they were more frequent, or they stopped closer to home. Extrapolating this to the entire Parish, there could be over 300 resident families who do not currently use buses in Lapworth, but who might be encouraged to do so if services were improved significantly.

Trains

Over half of residents use trains frequently or sometimes, with 57% of these users saying they would make additional use if more Chiltern Line trains stopped at Lapworth. The primary destinations for those using trains are Birmingham 46%, London 39%, Solihull 15% and Leamington 11%.



Chiltern Line services stopping at Lapworth have steadily reduced in recent years and the service out of Birmingham operated by London Midland, which used to turn round at Leamington Spa, now turns round at Dorridge. The consequence of these changes is that most people must now travel by car to Dorridge, Warwick Parkway or Birmingham International to catch a suitable train. In addition, booking arrangements can discourage travel from Lapworth with more expensive fares.

Junction 16 of the M40



Residents were asked whether they felt that access to junction 16 of the M40 should be opened up to traffic heading to or from the south. This would enable Lapworth traffic to avoid the trip through Rowington and Hatton and on the A46 link road. 59% of respondents were in favour and 35% against extending the junction, although serious consideration would have to be given to the unintended consequence of making Hockley Heath into a "rat run" between the M40 and M42.

Conclusions and Suggestions

Public transport serving Lapworth is poor and steadily deteriorating. The survey responses indicate that residents would use train and bus services more if they were increased in frequency and convenience. Whilst this survey evidence is probably not sufficient in itself to encourage train or bus operators to increase services, it does suggest that it might be worth carrying out a more detailed exercise to establish if a compelling case can be made for discussion with operators.

Suggestions are:

- Consultation with Chiltern and London Midland train operators and the various bus companies (A&M Group, Flexibus) would pay dividends by establishing what they would need to see before committing to improving services.
- Although it is unlikely that the Highways Agency could be persuaded to prioritise early funding for any changes to junction 16 on the M40, data from the survey could be sent to them to assist with long range planning.

Leisure and Recreation

Background

This part of the Parish Plan addresses opportunities for leisure and recreation in the Parish and whether they can be improved or extended.

142 respondents to the survey said that they used leisure facilities inside the Parish, with 185 saying they did not. 158 of the latter said they used facilities (often several) outside the Parish. The list of activities pursued outside the Parish but nevertheless within easy reach (Knowle, Solihull, Warwick, Leamington, etc) is long and demonstrates an extraordinary range of facilities on the doorstep. Most frequently mentioned were gyms, swimming, parks and countryside walks.

The propensity of residents to travel to nearby facilities suggests caution in trying to identify new facilities for the Parish, especially those involving significant up-front or running costs.

Residents were asked whether they thought that better leisure and recreational facilities were required in Lapworth, and how and where these could best be achieved. The dominant theme in responses was that facilities for children in the various age groups in Lapworth were poor to non-existent.

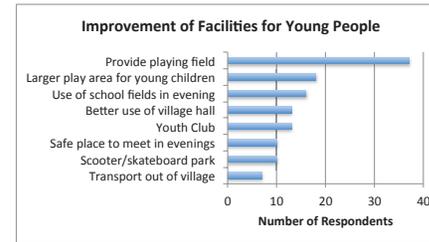
Facilities for Young People



A frequent complaint heard in the village is that there is “nothing for young people to do”. The small football field and play area adjacent to the village hall are viewed as inadequate

and to the casual observer usage does not appear to be especially high.

Residents were asked how facilities for young people could be improved. There was a wide variety of responses, the most frequent being:



Many of the most popular suggestions seem realistic and achievable given the potential availability of funding (eg Community Infrastructure Levy) connected with proposed housing developments. There was some recognition of the need for supervision if, for example, the school facilities were opened out of hours, which had to be funded. Some respondents suggesting a youth club may have been unaware that one closed recently.

The “village green” constructed with the Lapworth Oaks development was originally intended as an area where young people could congregate for recreational purposes. In the event, however, it proved inadequate for sports pursuits (eg football) and caused significant disturbance to residents and ball games are now banned on the site.

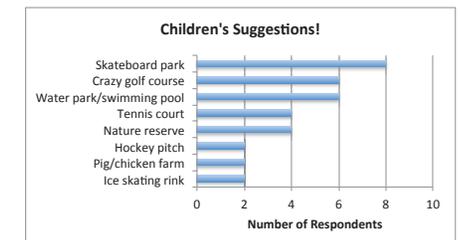


The Melson Memorial Park cricket ground is a facility with the potential for greater and more diverse use, but is remote from the main centres of population and can only be approached along the canal towpath, or along a stretch of the Old Warwick Road without footpaths.

More promisingly, the landlord of the Navigation Inn is considering creating a football field adjacent to the pub premises. Although a private enterprise, this could become an important community facility for young people given the closeness to the main centre of population and extensive parking facilities.



Children at one class in the primary school carried out a project in late 2012 to identify and sketch facilities that they would like to see in the village. Their suggestions were quite demanding, with little overlap with other survey responses.



Canals

Lapworth's canals are widely regarded as an iconic feature of the village, so we asked residents for their views. Only 18 respondents felt they were not at all important, against 311 who felt they were a valuable recreational resource. 196 respondents felt that the canals brought tourists and money into the village.



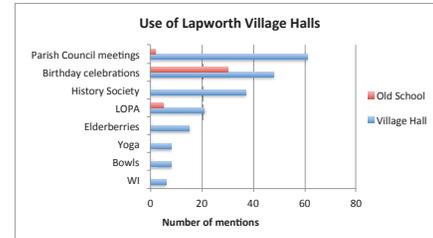
Five respondents actually lived on the canal and, of these, three had suggestions for improvements that would enhance their quality of life: better maintenance of locks and towpaths, better moorings and provision of wifi hotspots.

Use of Village Halls

There are two village hall facilities in Lapworth – the village hall in Kingswood and the Old School adjacent to St Mary's church. Each is well-equipped with a large hall, committee meeting rooms, a kitchen, toilets and off-street parking facilities.



Residents were asked what use they made of village halls and responded as follows:



Clearly, the village hall is extensively used for multiple activities. Despite the Old School being an excellent facility, it is less frequented and there would seem to be significant scope for greater utilisation. Its distance from the population centre in Kingswood (although less than two miles) is cited as one reason for lower use of the Old School, but surely should not be a significant impediment for a community with almost two cars per household.



Village Hall Improvements

Residents were asked what improvements or additional new uses they would like to see at the village hall. Although there were a large number of suggestions, there was no dominant theme. Some respondents recognised that the village hall was already quite intensively used and so could not easily accommodate many new activities. Some respondents said that the village hall would benefit from a face-lift (and a

few from re-building!) but without any suggestions on how this should be funded.

The Lees Chapel

Other than these two venues, The Lees Chapel in Station Lane has good facilities and many activities provided for the community.



Apart from the normal activities of a church such as two services most Sundays, prayer and study meetings, the chapel also provides Lion Cubs for pre-school children with an NHS Health Visitor attending on a monthly basis. Whizz Kids is run weekly for around 40 primary and junior school children and is followed by activities for teenagers.

Other activities include lunches for the elderly, cream teas on a Saturday afternoon, men's breakfasts, ladies' Link meetings, special meetings for those with learning difficulties from the Solihull area and a children's music group. The building is also used by Lapworth Brownies and Guides for their weekly activities.

Conclusions and Suggestions

The wide range of activities that take place in the village hall, Old School and Lees Chapel suggest that Lapworth is well-served with leisure facilities. Although there is an absence of larger developments such as a leisure centre, the availability of these in nearby towns undermines the case for major leisure projects in the village.

The exception is a pressing need for improved facilities for young people, and suggestions include:

- The children's playground adjacent to the village hall should be modernised and extended.
- Provision of a larger playing area (sports field/park) should be a priority request to developers seeking planning permission for new house construction.
- In the interim, the Parish Council should engage with the landlord of the Navigation Inn to establish whether his proposed football pitch could become a community facility.
- The primary school should continue to encourage use of its facilities out of school hours.
- Planning authorities should take account of the iconic position that canals hold in the minds of Lapworth residents when making decisions on housing development, so as not to impair the attractiveness of the amenity.

Conservation and the Local Environment

Introduction

The Parish is predominantly a rural community, which over the last 100 years has developed as an important commuter zone serving the surrounding towns and cities. Prior to this it was primarily agricultural with a limited number of residents and historical housing. Much of today's housing was built during the last century and many of the former farm cottages have been converted and extended to create larger family residences. These changes have resulted in its current affluent status.

The Canals

Lapworth's environment is heavily influenced and characterised by the existence of the canal network with its key junction at Kingswood Basin. Much canal traffic passes through the area during the warmer months of the year on its way to or from Stratford-upon-Avon and other destinations.



The canals are a magnet for wildlife, providing important corridors and habitats for migrating species, and should be protected at all costs. They also bring trade to the area for those businesses that benefit from passing traffic, in particular the public houses and shops.

Environmental Quality

The survey results indicate a general satisfaction that there has been little adverse change in Lapworth's environment in recent years, with a wish for this state of affairs to be maintained or improved. Concerns were

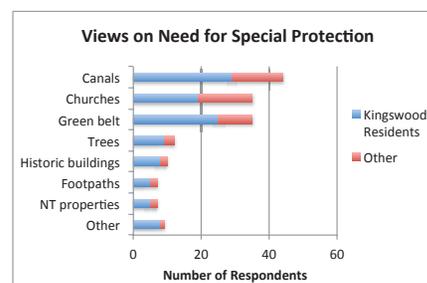
expressed about the impact potential changes detailed in the WDC Local Plan may have on the environment, and there is a strong desire that any impact is kept to a minimum.

Historical Aspects Requiring Protection

There are a number of historical aspects of Lapworth's environment that are felt to need protection.



Some of those highlighted already receive protection under Listed Building regulations but others require more active protection eg canals, churches, the countryside, fields, hedgerows, footpaths, grass verges etc.



If additional funding were to become available, residents expressed a strong desire to see it spent on maintenance of countryside walks, maintenance and extension of roadside footpaths and wildlife habitats.

Environmental Issues

The survey contained a number of questions relating to aspects of environmental protection, and key comments were as follows:

Litter

Whilst this is not felt to be a major problem, it is of some concern to 35% of residents, and much litter is still dropped by passing traffic, both road and canal, bringing untidiness to verges and hedgerows. There is probably little that can be done to alleviate this nuisance, as it is a cultural issue that wider authorities need to try and address. Whether there would be priority funds available for more frequent litter crews to collect such waste is questionable and, as such, it is likely to be down to the local community to deal with the problem itself. Around half of residents feel that more litter and dog bins would help, although there are quite a number in the village already.

Recycling

Generally, there is satisfaction with the WDC waste and recycling service with around 60% of waste claimed to be recycled by survey respondents. Building on this, there is a desire for the Council to continue widening the range of materials that can be recycled. A significant minority of residents felt that fortnightly refuse collections were too infrequent and pressed for reintroduction of a weekly service.



Street Lighting

It is accepted that this is primarily a rural area and so lighting to the standards of towns and cities is not required. The survey results show that 87% of those who have street lighting are generally satisfied with it, and that only 20% who don't have street lighting want it.

Noise

The area is affected by noise from a number of sources, eg local roads, railway line, motorway and aircraft. Generally there do not appear to be any major issues with noise, save for those who are very close to one of these sources registering concerns. There is some uncertainty about the impact of the Birmingham airport runway extension on flight patterns over or near to Lapworth, although study of the revised flight paths would seem to indicate that this should not be an issue.

Roads and Pathways

One of the major issues that does raise concern is the maintenance of roads and pathways, with many stressing a need for better attention to potholes, especially during the winter months.



Conclusions and Suggestions

Lapworth residents greatly appreciate the existing rural environment and want to see it preserved, almost at all costs. The canal network is recognised as a key facility for the area, bringing trade and providing migration routes and habitats for wildlife.

Generally there is satisfaction that the quality of the environment is being maintained, although dog fouling and litter were mentioned as issues by a significant minority of residents. Whilst there have been some limited occurrences of graffiti and vandalism, unlike elsewhere they do not seem to be a real problem in the village.

Some of the suggestions by residents for improvement are:

- Encourage better protection and management of hedges, trees and woodland in conjunction with landowners.
- Promote tree planting, using native species.
- Encourage people using public footpaths to report any blockages or unapproved diversions to the Parish Council. Seek improved access and signing where necessary.
- Look for ways of improving the condition of roadside verges and pavements and reducing inconsiderate parking on verges.
- Seek ways of quickly alerting WCC to dangerous potholes on Parish roads.
- Consider the provision of additional litter and dog waste bins in areas where they are not currently situated, with special consideration given to areas popular with walkers.
- Keep a watching brief on airport flight paths and associated noise following the Birmingham airport runway extension.

Jobs and the Local Economy

Background

Lapworth has only a limited number of businesses, the majority of which provide local services to the area and its surrounding rural communities.



Most of the businesses within the Parish are relatively small, each employing only a handful of staff. Little expansion is felt to be required to meet local needs, in part due to the proximity of Hockley Heath, Knowle and the larger centres of Solihull, Warwick, Leamington Spa, Coventry and Birmingham to which it is easy to commute by car.

Many of the local businesses are well established, although they face the same pressures that many businesses across the country face, with increased use of internet shopping and competition from the relentless expansion of supermarkets and out of town shopping centres.

Occupations & Incomes

The 2011 Census for Lapworth reveals that 1,364 Parish residents fall into the 16-74 year age group and that, of these, 998 are economically active split around 70% employed and 25% self-employed with the balance short-term unemployed or students.

Lapworth people are employed in a wide range of industrial and service activities with no dominant categories. However, it is notable that 26.6% of economically active residents

classify themselves as higher managerial, administrative and professional persons, against the average for all England of just 14.9%. A further 38.7% classify themselves as lower managerial, administrative and professional persons, against 29.9% across all England.



These figures are backed-up by the most recent (2007/8) Small Area Model-Based Income Estimates produced by the Office for National Statistics, which indicates that average salaries in this area of Warwickshire were in the upper decile at over £791 per week. These statistics confirm that Lapworth is an affluent area, but indicate clearly that most of this income is generated from outside the Parish, much of it from the service sector.

Unemployment

The Census states that only 2.6% of economically active 16-74 year olds are unemployed, which compares very favourably with the national average of 6.3%.

From the responses to the survey (and scaled up for the 56% of households that did not respond) it is indicated that 100+ local jobs could be sought for residents over the next five years. It is not clear how many of these would be desired within the Parish area, but clearly if no major expansion in employment provision is anticipated these jobs will continue to have to be found outside the Parish. More housing as envisaged in the Local Plan will result in still

more commuting to neighbouring towns and cities.

Sustainability

As this is a rural area there are not substantial numbers of businesses within the Parish and only a handful are in retail. This not only results in the need for the majority of residents to travel out of the Parish for their normal weekly supplies of food and essentials, but also for their employment. The need to travel by car is further exacerbated by poor public transport provision, especially as recent timetabling changes for Lapworth station – with fewer trains stopping – require residents to travel more often from the larger stations at Dorridge and Warwick Parkway. The issues around transport are covered elsewhere in this Plan but as there is unlikely to be substantial growth in employment provision within the Parish the opportunities for a more sustainable solution are limited.

Journey to work is felt to be one of the areas where Lapworth could make progress towards more sustainable solutions. The propensity of residents to commute by car is driven by poor public transport and, even when trains are used, they almost always involve a car journey to one of the larger stations. The train operators using the Birmingham to London line especially should be actively encouraged to find solutions that better meet the needs of the community.

Future Development

It is clear from the results of the survey that Lapworth is not thought of by its residents as a location that will provide substantial employment growth in the future. Excluding farms, there are currently around 22 non-domestic businesses within the Parish and there is no expectation (nor appetite) for this to increase substantially. Residents are much more concerned with the impact that major expansion would have on the rural environment than on the local jobs it would bring.



However, there is support for reasonable expansion of existing businesses within the Parish, although 50% of residents wish to see this expansion restricted to businesses that are of a rural nature. The expectation is that business growth should come from agriculture, leisure and tourism (especially exploitation of the attractions of the canals) and community services.

Only 8% of residents support any encroachment of businesses into the green belt, and so the focus for any expansion should be directed towards the expansion or conversion of existing property, or the development of brownfield sites.

Business Responses

A cut-down business version of the survey questionnaire was sent to Lapworth businesses and six responses were received. Those that did respond were single outlet businesses that employ around 45 staff in total. The concerns highlighted by these responses generally mirrored those from residents, mentioning such issues as poor broadband speeds and mobile phone reception, reliability of electricity supplies, parking issues and poor transport links.



Generally, however, there was recognition that Lapworth is a rural location and as such cannot be expected to support a large expansion of business facilities. That said, some would like

to see fewer planning restrictions and constraints to allow reasonable expansion and others voiced concerns over the level of support they get from local residents, who appear to prefer internet shopping or the big supermarket chains. Residents should be encouraged to support their local facilities or risk their loss.

One respondent expressed the view that too much residential expansion could result in more retail competition, which could affect the viability of their current operations and result in a key loss to the village community. Another respondent gave the contrary view that more housing would boost their business.



Conclusions and Suggestions

It is generally accepted that Lapworth is not an important employment area, with the majority of the working population commuting out of the Parish for their work. It is nevertheless appropriate to consider how additional employment opportunities for local people could be created, provided this can be done without compromising the rural nature of the community.

For those who commute outside the Parish to work in neighbouring towns and cities, options that avoid car use are currently inconvenient, time-consuming or more expensive and it would only be through significant expansion of public transport that this could change to a more sustainable system.

Suggestions are as follows:

- Reasonable expansion of existing businesses should be supported and encouraged to create additional employment opportunities, but the rural nature of the area must be protected.
- Any new development should as a priority be via refurbishment of existing buildings or redevelopment of existing brownfield sites.
- The services essential for modern business – fast internet service and good mobile telephone reception – require significant improvement.
- The support of local businesses by residents should be actively encouraged, otherwise the Parish risks their loss.
- Train operators using the Birmingham to London line should be encouraged to find solutions that better meet the needs of the community and their need to commute to work.

Housing

Introduction

How Lapworth develops its housing stock is the major issue concerning residents today. The principal supervisory authority for planning is Warwick District Council, which has to incorporate proposals for Lapworth into its Local Plan, which in turn sets out the drivers for housing needs and how these should be accommodated across the whole District.

WDC is in the process of producing a new Local Plan for the period 2011-2029. The draft entitled Revised Development Strategy (published in June 2013) classified Lapworth and four other villages as a Primary Service Village earmarked for 100-150 new dwellings.

Three formal representations were made opposing the June plan: by the Parish Council, by the Kingswood Residents' Group and by the Parish Plan Steering Group, the latter based upon responses to the survey carried out in March and April 2013.



Following further consultation and assessment of potential construction sites, new proposals were put forward by WDC in November 2013 for just 62 houses spread over seven sites in the Kingswood area (35 of which are actually in Rowington Parish) plus 20 on the Aylesbury House site near Hockley Heath. The reasons for the reduction in proposed housing were cited as "high landscape and ecology values along the canal and river corridor together with site access and flooding issues on a number of sites". It was also conceded that



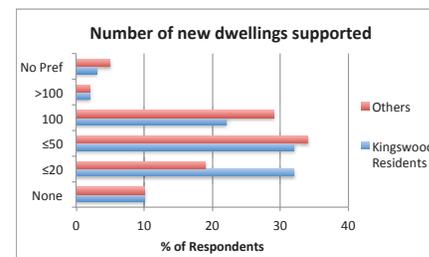
the upper end of the original proposals were "likely to be excessive for this settlement". In the event, the new proposals still represent a 16% increase in housing stock in Kingswood. The new proposals are shown in detail opposite and are subject to a consultation period ending 20 January 2014.

New Housing Provision

In the survey, residents were asked for their views on the WDC proposals for new housing in Lapworth. Where relevant and where there is a significant distinction, responses from households within Kingswood and from those outside are stated separately in order to test differences in opinion between those likely to be more directly affected by new development and those who will feel more remote from the threat.

It should be noted that the survey pre-dated both the June and November proposals from WDC and were based on plans at the time for 100 new homes, most or all of which were expected to be in Kingswood.

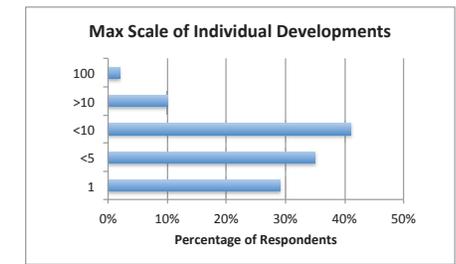
Residents were first asked to choose from a number of options how many new dwellings would be appropriate for Lapworth over the 18 year Local Plan period.



Whilst at least 86% of respondents accept the need for some new housing development in Lapworth, almost 70% oppose building any more than 50 homes between now and 2029. 10% of respondents oppose any construction whatsoever, 26% of respondents support no

more than 20 new homes and a further 33% no more than 50 new homes. Residents in Kingswood generally want to see fewer new homes than those living elsewhere in the Parish.

Further insights were provided by responses about the number of dwellings that should be permitted in any development. Some residents made multiple selections and so the results are stated in terms of the percentage of respondents that supported each scale of development, with the total adding up to more than 100%.

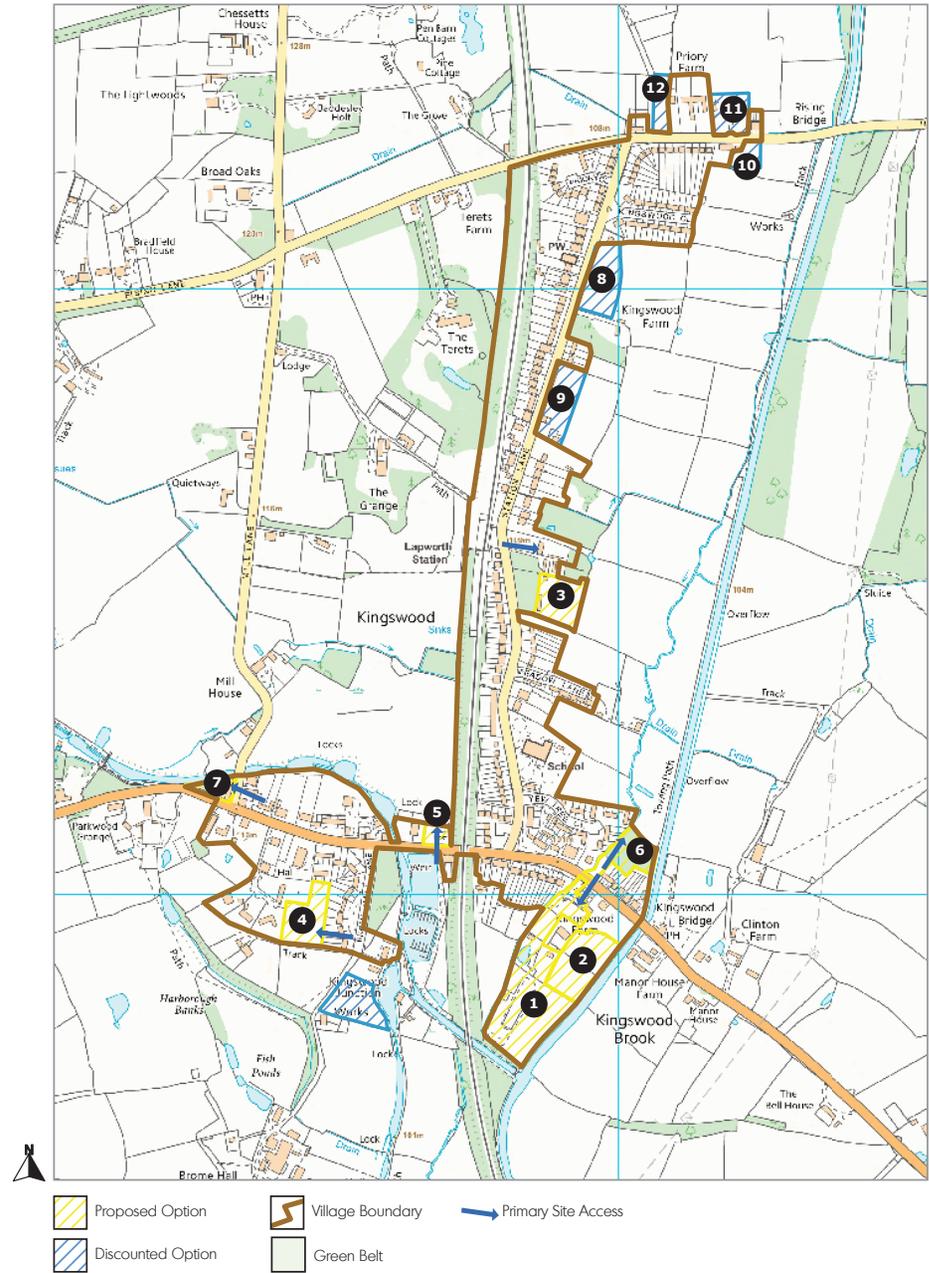


Only 12% of respondents support individual developments of more than ten dwellings, indicating a strong aversion to any form of large or even medium sized estate-type construction. This is supported by comments from many residents who have attended Parish Plan and Local Plan consultation meetings, where the overwhelming sentiment is to protect the village from large-scale developments.

The survey did not address the pace of new development, but it is noted that the Revised Development Strategy suggests that development in Lapworth will take place over the whole 18-year period of the new Local Plan ("Plan Phases 1, 2 & 3"). Developers on the other hand are likely to want to build much more quickly. Residents strongly oppose mass building of new homes in the early years of the Plan and clarification on phasing is sought from WDC.

10 Kingswood

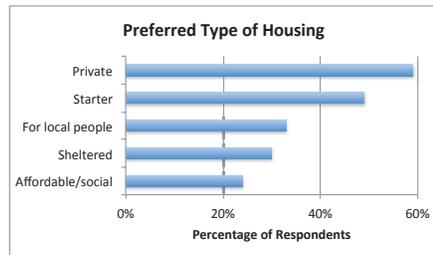
Background Information	This Green Belt village is located about 4.9 miles from Knowle and towards the west of the District. Census information indicates it consists of 381 dwellings and a population of 842. The village has a good range of service and facilities, including a primary school, early years' nursery, village hall, shops and post office, doctors' surgery, railway station and place of worship. The village has developed incrementally over the years and is constrained physically by the railway and canal corridors.
Demographic and Household Headlines	Two Lower Level Super Output Area statistical datasets cover the Kingswood settlement (one north and one south). The settlement is also split between two parish councils – Lapworth and Rowington. Some key headlines for the most northern data-set: substantial growth in 60-74 year olds (up from 189 to 306), from 2001 to 2011. Very high levels of owner occupied homes – 81.8% compared to district average of 66.6%. Biggest occupational growth is in the professional grouping and high levels of detached dwellings compared to the district average (52.6% compared to 24.3%). Data for the southern statistical area shows similar trends but less amplified.
Key Housing Issues	There has been reasonably strong opposition to development in Kingswood, with some individuals suggesting a more dispersed strategy to growth across the parish. The village is constrained physically by major railway and canal infrastructure and in terms of housing character contains a fairly eclectic mix of styles and properties, reflective of an incremental approach to housing growth over the years. Both Parish Councils which cover this area have been involved in a number of discussions about housing options. This has partially led to the development of a portfolio of smaller development sites. Research on site access, landscape impact and habitat sensitivity has also restricted development options in this settlement. There are also concerns over flooding in some of the village and further work will be required on addressing this issue. A local Housing Needs Survey (Lapworth) identified a requirement for 6 homes (rent x4, shared ownership x1, owner x1). Housing requirements and issues are also covered in the recent Parish Plan research for Lapworth. Rowington PC has also been active in discussing housing requirements and option sites with parishioners.
Sites Review	There has been substantial development interest in Kingswood and 18 development sites have been identified. Of these sites, 5 were discounted at a fairly early stage in the process, due to distance from settlement, loss of facilities and lack of landowner interest in one case. Of the remaining 13 sites, 6 have been discounted and 7 have remained as Preferred Options. The recently discounted sites are: 8) land south of Kingswood Close – substantial impact on tree frontage and landscape impact; 9) Station Lane Opposite Gowen Bank - substantial impact on tree frontage and landscape impact; 10) Land to the south of Rising Lane – insufficient vehicle access and landscape impact; 11) Priory Farm – frequent localised flooding; 12) Swallowfield Stud - frequent localised flooding; 13) Land off Brome Hall Lane – distance from settlement and high landscape value / connections to potential Local Wildlife Site. The Preferred Options selected provide a portfolio of lower impact sites.
Preferred Option (s)	<p>The Preferred Options are:</p> <ol style="list-style-type: none"> 1) Meadow House – 1.43 developable area with a reduced capacity for 20 dwellings. Site will need to be subject to detailed hydrology modelling. 2) Kingswood Farm – 0.54 ha developable area – with a reduced capacity of 10 dwellings due to the nearby listed building. 3) Land south of the Staples – 0.37 ha developable area – reduced capacity of 6 dwellings due to insufficient highways access. 4) Rear of Brome Hall Lane – 0.38ha developable area – 11 unit site capacity. 5) East of Lensana – 0.15 ha development area – previously used site - 5 dwelling capacity 6) Land to the rear of Kingswood Cottages – 0.24 developable area – capacity for 5 dwellings – will need to be subject to detailed hydrology mapping. 7) Land to the west of Mill Lane – 0.13 ha – brownfield site - approximate capacity for 5 dwellings. <p>All sites will require a focus upon quality design, site screening and the provision of a suitable mix of housing.</p> <p>Detailed site assessment information is included in Appendix 5 to this report.</p>
Indicative Settlement Boundary	The plan also outlines an indicative new settlement boundary for inseting Kingswood Village within the Green Belt. The boundary is quite elongated given the built form of the area. It also includes the railway line. Early comments and views are welcomed on the indicative inset boundary ahead of further detailed discussions with the Parish Council and other bodies.



Other concerns are whether the new homes “quota” includes so-called “windfall” housing (ie individual proposals that will be submitted through the regular planning process) and WDC’s policy that 40% of all new dwellings should be affordable (ie social) housing.

Type and Style of New Housing

The next set of questions related to the type of dwellings that should be prioritised in Lapworth. There was little distinction between answers from residents inside and outside the village envelope, so results are stated below on a whole Parish basis. Again, multiple responses were allowed.



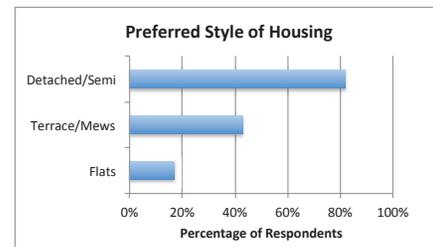
A consistent theme from meetings with residents is that any development should not threaten the value of property in the village, although this is not a consideration that planning authorities are permitted to take into account. Perhaps recognising this, almost 60% of respondents would give priority to construction of private homes that can be sold on the open market. However, there is also recognition that high prices relative to surrounding areas are a problem for young and less advantaged local people, and so there is also significant support for starter homes and homes for people with local roots.

Priority for sheltered housing, especially for Lapworth’s older residents, enjoys support from 30% of respondents. 24% of returned surveys support some form of affordable/ social housing. However, residents who attended public meetings strongly opposed the

potential imposition on Lapworth of WDC’s benchmark that 40% of all new-build housing in the District should be of this type. Evidence from public meetings suggests that Lapworth is widely felt to be an inappropriate location for large-scale development of affordable housing given the paucity of local jobs and poor public transport links.



The style of housing favoured by residents is consistent with the above, with overwhelming support (82% of responses) for preservation of the detached and semi-detached styles that currently account for the majority (77%) of housing in the village. There was also support for construction of more modestly priced housing, with 43% of respondents supporting some terraced or mews-style housing and 17% flats or maisonettes.



Location of New Housing

The location of new housing development is perhaps the most contentious issue in the village.

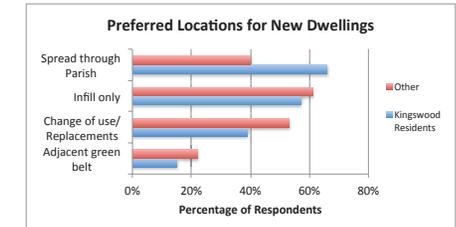
The Revised Development Strategy published in June began to clarify the Council’s intentions in this respect. Firstly, there is a clear statement that “the development of isolated, individual or groups of dwellings which are detached from or peripheral to the main villages should be avoided”. Moreover, “rural housing projects.....should be located within or on the edge of established settlements” and “where villages are currently washed over by green belt, new village envelopes will be established to enable development to take place”.

The limited space for infill development within the Lapworth (Kingswood) village envelope presents a significant challenge, even to WDC’s revised target of 62 new homes. The Council has therefore proposed that the village envelope is re-drawn to incorporate the proposed development sites and, importantly, that the envelope itself is considered an “inset” into green belt rather than being “washed over” by green belt as is currently the case. This would imply a slightly less restrictive planning policy environment within the envelope. It is clearly critical that the new village envelope is drawn very tightly to avoid unwitting creation of additional development sites.

It should also be noted that the proposed development sites *exclude* land to the east of Station Lane held by developers for many years. Proposed housing construction on this land has been strongly and successfully opposed by residents for over 40 years and it is likely that this battle will need to be fought again in the future.

In the survey, residents were asked where 100 new dwellings might be accommodated. 59% of respondents support only infilling spaces

that are already developed, and 54% support spreading development throughout the Parish. This slight contradiction perhaps revolves around residents’ interpretation of infill.



Perhaps unsurprisingly, Kingswood residents are marginally less supportive of infill and more supportive of spreading development.

The significant support for change of use and replacement housing is something that may not have been given sufficient prominence to date and should be followed up in further consultation and with the Parish and District Councils.

Residents were also asked “where should new houses not be built”. 113 (32%) respondents said unprompted that no development on green belt land should be allowed, and there was some overlap between this group and the 23 respondents who wanted open land to be preserved for farming and/or wildlife habitat. 42 Kingswood residents specifically opposed development of the fields to the east side of Station Lane, with an emphasis on the traffic congestion, road safety issues and loss of visual amenity that this would cause. Ten respondents mentioned existing flooding problems and asked that these not be exacerbated, and a further six argued for protection of the canals by not allowing adjacent development.

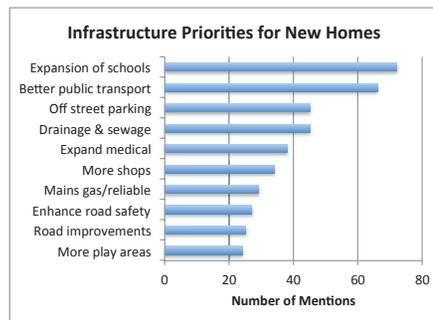
The final question on housing location asked whether residents should be given more latitude to build on their land.

8% of respondents did not answer this question and a further 13% said they didn't know. Views from those who did were polarised according to area. 42% of Kingswood residents feel that building on one's own land should be prohibited, whereas only 29% of residents outside Kingswood feel the same way (perhaps indicating the availability or otherwise of "back garden" land in each area). Put another way, 36% of Kingswood residents would allow building on one's own land (half of these only for family use), whereas 50% of those outside would do so (two-fifths of these for family use).

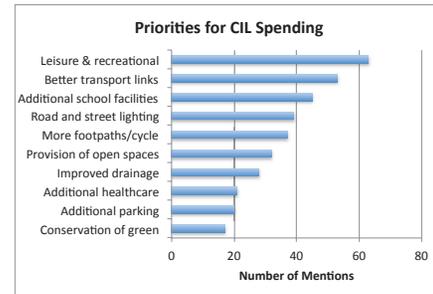
New Facilities and Infrastructure

The remaining survey questions on housing related to the new infrastructure and/or facilities that would be required to support 100 new homes in the village if these were to be built. The first question asked generally what improvements should be prioritised and elicited a wide range of answers. Some of these reflect existing concerns with infrastructure that are brought out in other sections of the Plan. Others are associated with facilities that are currently regarded as adequate, but which might be stretched if 100+ new homes were built.

Answers are tabulated below as the number of respondents expressing concerns (unprompted) about each of the categories.



Another question asked more specifically for three priorities (unprompted) where the District and Parish Councils should direct any funding obtained from developers through the new Community Infrastructure Levy (CIL). The top ten categories are listed below together with the number of resident mentions.



Responses to the two questions were broadly consistent, although a number of different priorities were emphasised. In particular, much more focus on leisure and recreational facilities, especially for young people, is evident. There is also significantly more interest in the general environment with many references to parks, green spaces and rural facilities.

There were also a number of suggested priorities that did not make the top ten, but were nevertheless mentioned several times. These included village hall improvements, better broadband service, social services (especially for the elderly) and measures such as traffic calming to improve road safety.

Conclusions and Suggestions

New housing development will always be an emotive issue for those affected but has wider ramifications, for example the need of Lapworth primary school to attract more pupils to allow use of the recently-funded new classrooms (see Education section) and the positive impact a growing population might have on local businesses. In addition, WDC's proposals for the scale of new build are not

out of kilter with past experience; for example, the 2011 Census recorded 58 new dwellings in the ten-year period since the previous Census.

What concerns Lapworth residents is the perceived threat that development will:

- be concentrated in one area (Kingswood);
- be focused in a small number of large developments;
- include an inappropriately large proportion of affordable (social) housing; and
- take place in the near term rather than over the whole 2011-2029 Plan period.

The suggested approach is to accept the latest WDC proposals as a basis for discussion, but to insist that what is finally delivered is proportionate and chimes with the past practice that has delivered the community that residents enjoy today. Experience tells us that sympathetically phased and designed developments should deliver the number of new dwellings that should satisfy WDC in a way that Lapworth residents will find acceptable.

Specifically, in the next round of consultation, it is proposed that Lapworth should:

- seek a commitment from WDC that new housing will be constructed in a phased manner over the entire period 2011-2029;
- secure agreement that WDC and the Parish Council will work towards delivering these aims by supporting plans for new dwellings that meet local needs (including more elderly and single-person households) and are in sympathy with the current environment in the village;
- whilst recognising that not all the new dwellings can be accommodated within the existing village envelope, aim insofar as possible to minimise the use of green belt land for construction;
- give more consideration to opportunities for required housing through modification or change of use of existing buildings;

- argue that planning applications already in the planning process and future opportunities for windfall development should be taken into account in setting the new dwellings quota;
- argue for a very tightly drawn revised village envelope that does not unwittingly enable additional development to that proposed; and
- argue for a lower affordable housing quota (than 40%) and that people with local roots should have priority access.

In addition to the above, it is important that the opportunities to protect and improve local facilities afforded by new housing development are exploited as laid out in this Plan. Specifically:

- Current and projected traffic problems (dangerous junctions, speeding and parking) must be addressed as part of the planning approval process.
- Existing community facilities (eg the doctors' surgery) must not be overwhelmed by over-expansion of the village.
- Priority areas for CIL spending, especially improved facilities for young people, should be discussed and agreed by the Parish Council prior to the Local Plan being finalised.
- Resolution of existing flooding and drainage issues should be a pre-condition of any adjacent planning approval.

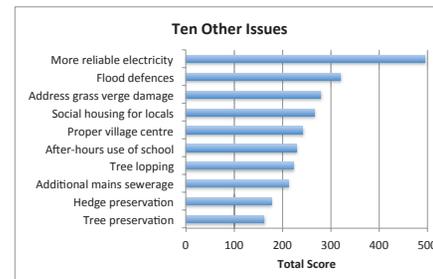
It is also judged that these proposals will have a far greater chance of satisfactory implementation if the Parish Council commences preparation of the Neighbourhood Plan for which application has been made.

These recommendations are fully aligned with the thrust of the Localism Act, which favours decision-making by local communities over centralised planning by officials in Local Authorities.

Final Comments

Other Issues

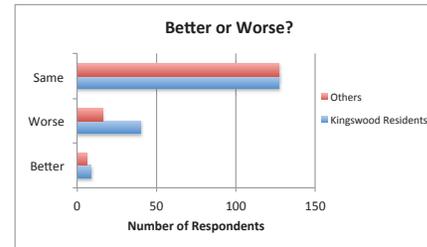
Prior to issue of the survey, the Parish Plan Steering Group consulted with residents through a number of public meetings. Most of the issues raised in these forums were the subject of specific questions in the survey, but a final “catch all” question asked residents to rank their four most important issues from a list of 18 options put forward. By scoring these responses (four points for the first down to one point for the fourth most important) a ranking of significant “other issues” was obtained. The ten highest scored issues are shown below:



All of these issues have already been covered, perhaps with the exception of the lack of a village centre in Lapworth. Whilst there is no obvious solution to this situation (apart from mass demolition and reconstruction!), the planning authorities and Parish Council should take note when considering infrastructure and facilities for new housing.

Better or Worse?

Towards the end of the survey residents were asked to say whether, overall, they thought that Lapworth had become a better or worse place to live. A clear majority (78%) responded that, overall, it is staying about the same, but amongst the others more thought it is getting worse than getting better. Kingswood respondents were generally more pessimistic on this score.



Respondents were asked to explain their answer and, of those commenting negatively, concerns were expressed as follows:



These comments are consistent with those recorded in earlier sections of the Plan.

Community “Feel”

Residents were also asked whether they felt part of the Lapworth community. Somewhat surprisingly, 30% of Kingswood respondents elected not to answer this question. Of those who did, 106 (82%) volunteered that they did feel part of the community, against just 23 who said they did not (some because they “don’t want to be”).

Elsewhere in the Parish, views were more evenly split. 104 respondents (63%) offered an opinion, with 53 saying they did feel part of the community and 51 saying they did not. Many of the latter reside on the fringes of the Parish (Wharf Lane, Spring Lane, Aylesbury Road and Bakers Lane having the highest number of “No” answers) and feel more part of adjacent communities including Lowsonford, Hockley Heath and Knowle. Residents along the whole length of the Old Warwick Road and in areas adjacent to

Kingswood such as Chessetts Wood Road generally felt more part of the community.

A few felt that the village was not welcoming to residents who did not live in Kingswood and others felt that the lack of an identifiable village centre to which they might be naturally drawn was a significant impediment.

It could be argued that willingness to respond to the Parish Plan survey is also indicative of the extent to which residents feel part of the community. However, results were somewhat inconsistent, with Rising Lane, Station Lane, Kingswood Close, Chessetts Wood Road and Mill Lane well above average for returns, but Lapworth Oaks, Brome Hall Lane, Yew Tree Close and the Packwood and Aylesbury Road areas well below.

WDC consulted in September 2013 on a study of Parish boundaries it is carrying out as part of a Community Governance Review, to which the Parish Council responded that it was not seeking any changes. Whilst it is quite likely that many of the residents living on the fringes of the Parish do not have this issue as “front of mind”, it should be noted that there are a number of individual residents who feel strongly that boundaries should be altered to include (or in some cases exclude) them from the Parish.

The Last Word

Many respondents used the Final Comments section to reiterate views expressed in earlier sections of the survey, which was useful as it added colour to the strength of feelings held on certain issues. There was an overall thrust to many comments, which might be summarised as follows:

“Lapworth is a pleasant, rural community in which to live. Inappropriate development must not be allowed to change our village environment into that of a small town.”



The Action Plan

LPC = Lapworth Parish Council
WDC = Warwick District Council

WCC = Warwickshire County Council
PPSG = Parish Plan Steering Group

Priority Rankings: A = Priority , for action as early as possible in 2014; B = Important , to be completed in 2014/15; C = Desired , to be completed when resources/funds allow; O = Ongoing			
Issue	Proposed Action	Responsibility	Priority
Follow-Up			
It is important that the Action Plan is followed up	<ul style="list-style-type: none"> The Parish Council should set up a sub-committee, reporting quarterly, to supervise implementation of the Action Plan and the full Council should conduct a detailed review annually The Plan should be reviewed after five years for its ongoing relevance and refreshed as necessary 	• LPC	O
		• LPC	O
Communications			
Residents complain about lack of information on community developments, especially the Local Plan	<ul style="list-style-type: none"> Promote the Parish website as the primary means of communication in the village Consider a monthly newsletter drawn from website inputs Test residents' appetite for an email circulation list for communications, eg the newsletter Continue efforts to widen the Parish magazine circulation Consider seeking sponsorship to enable free distribution of the Parish magazine to all households Consider relocating existing or adding additional notice boards to where there is significant footfall 	<ul style="list-style-type: none"> LPC LPC/John Glock PPSG Rector Rector LPC 	O B B O B C
The WDC website is complicated and difficult to navigate	<ul style="list-style-type: none"> Request WDC to publish "plain English" bulletins on Local Plan developments on the WDC and Parish websites 	• LPC/Les Caborn	A
Road Safety			
The 30 mph speed limit on the Old Warwick Road is not enforced and speeding in the area is endemic	<ul style="list-style-type: none"> Actively seek to control speeds in the 30 mph zone, either through enforcement or preventative measures such as traffic calming Consider a zebra crossing near to the village hall and/or the junction with Station Lane 	• LPC/WCC/Police	A
		• LPC	B
The derestriction signs on leaving speed limited roads encourage excessive speeds on side roads	<ul style="list-style-type: none"> Consider whether additional speed limits are necessary on the more heavily used and visibility-impaired side roads 	• LPC/WCC	B
Already dangerous junctions on the Old Warwick Road are exacerbated by parked traffic and overgrown hedgerows	<ul style="list-style-type: none"> Conduct safety audit of road junctions, focusing on the visibility of oncoming traffic Require landowners to trim back obstructive hedgerows Prohibit parking where it obstructs traffic visibility Install traffic mirrors at junctions where no other solution exists 	• LPC	A
		• LPC/Landowners	O
		• LPC	B
		• LPC/WCC	B
Poor road surfaces, lack of gritting on heavily used side roads in winter, and flooding during heavy rain all pose safety risks to traffic	<ul style="list-style-type: none"> Urge WCC to extend gritting to those side roads that are more heavily used by traffic Seek discussions with the Environment Agency about mitigation of the frequent flooding on Parish roads Establish a "hot line" for residents to notify WCC of dangerous road conditions, eg potholes, ice, etc 	• WCC	A
		• WCC	O
		• WCC	B
Lack of continuous footpaths on Station Lane/Old Warwick Road pose a significant danger to pedestrians	<ul style="list-style-type: none"> Establish programme to complete footpaths along these roads over the next two years 	• LPC	B

The Action Plan

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Issue	Proposed Action	Responsibility	Priority
Dangers to children and parents in Station Lane are posed during the school run by speeding traffic, congestion and irresponsible parking	<ul style="list-style-type: none"> The school's governing body and Parish Council should collaborate to seek solutions to this problem Implement the best and most practicable solution as a Parish priority during 2014 Contingent upon the above, consider a 20 mph speed limit for the relevant stretch of Station Lane during school run periods 	<ul style="list-style-type: none"> LPC/Gov Body LPC/Gov Body LPC/WCC 	<p>A</p> <p>A</p> <p>B</p>
Lack of off-road parking in the Kingswood area causes vehicle users to park on main roads, obstructing traffic, causing nuisance to residents and danger to pedestrians	<ul style="list-style-type: none"> Establish once and for all whether off-road parking solutions exist that would reduce or eliminate parking in "hot spots" Consider parking restrictions in the most dangerous locations, provided that realistic alternative options are available to those needing to access village facilities 	<ul style="list-style-type: none"> LPC/WDC Planning LPC 	<p>A</p> <p>A</p>
Education			
The primary school is already addressing the main issues that residents raised (pre- and after-school care and shared-year classes)	<ul style="list-style-type: none"> The school's governing body and PTA should identify if there is any assistance the community can offer to help attract additional pupils for the new classrooms 	<ul style="list-style-type: none"> Gov Body/PTA 	<p>O</p>
Residents' children would benefit from having additional choice of state secondary schools	<ul style="list-style-type: none"> In order to give parents greater choice of secondary schools, Solihull Education Authority should be asked to allocate more Arden Academy places to pupils living in Lapworth as the school expands. 	<ul style="list-style-type: none"> LPC/(WCC?) 	<p>O</p>
There is significant interest in the community in adult classes for languages, arts and crafts and computer skills	<ul style="list-style-type: none"> Publicise the opportunity to prospective teachers 	<ul style="list-style-type: none"> PPSG 	<p>B</p>
Improving Community Services			
Residents do not always support their local shops, which may put their continued survival at risk	<ul style="list-style-type: none"> Encourage residents to frequent local shops more regularly 	<ul style="list-style-type: none"> LPC 	<p>O</p>
Broadband speeds in the Parish are poor and inadequate for the purposes of both residents and businesses, and connections are frequently interrupted in some areas	<ul style="list-style-type: none"> Continue to support the Coventry, Solihull and Warwickshire fast broadband initiative Ensure that Lapworth lobbies hard for early adoption 	<ul style="list-style-type: none"> LPC/Clive H LPC/Clive H 	<p>A</p> <p>A</p>
Mobile telephone reception is patchy in many areas of the Parish	<ul style="list-style-type: none"> Seek improvements with service providers, ensuring that any additional masts are sensitively positioned 	<ul style="list-style-type: none"> LPC 	<p>A</p>
According to the 2011 Census, mains gas supply is only available to 23% of Parish households	<ul style="list-style-type: none"> Conduct a study of the likely economics of extending the gas network and switching residents from other forms of heating If feasibility is indicated in principle, conduct a detailed survey of relevant households to establish whether critical mass for change is likely 	<ul style="list-style-type: none"> Deryk King LPC 	<p>B</p> <p>B</p>
Electricity supply suffers several interruptions each year	<ul style="list-style-type: none"> Continue to reinforce to WPD the need to deal more urgently with this unsatisfactory situation. 	<ul style="list-style-type: none"> LPC 	<p>A</p>

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Issue	Proposed Action	Responsibility	Priority
Only 17% of households are currently in a Neighbourhood Watch scheme	<ul style="list-style-type: none"> Cross-reference the 25 survey respondents who indicated an interest in setting up a Neighbourhood Watch scheme with need and contact them with details on how to set up a scheme 	<ul style="list-style-type: none"> PPSG 	B
Transport			
Public transport is poor and has deteriorated in recent years, encouraging high levels of car ownership and use	<ul style="list-style-type: none"> Engage with train and bus companies to establish what additional passenger traffic would be required for them to provide additional services to and from Lapworth 	<ul style="list-style-type: none"> LPC 	B
Leisure and Recreation			
The existing children's playground near the village hall is outdated and seemingly has poor usage	<ul style="list-style-type: none"> Make the playground into a more attractive environment for parents and children and update it with modern equipment 	<ul style="list-style-type: none"> LPC 	C
There is strong demand for better park/playing field facilities for young people	<ul style="list-style-type: none"> Evaluate options for creating, maintaining and supervising a park facility, including use of the school playing fields or land, shared use of the Navigation Inn's planned football pitch or a bespoke facility adjacent to development land in Kingswood Channel funding from the Community Infrastructure Levy into this use as a priority 	<ul style="list-style-type: none"> LPC 	A
		<ul style="list-style-type: none"> LPC 	O
Lapworth canals are highly valued by residents as an iconic feature of the Parish	<ul style="list-style-type: none"> Require planning authorities not to approve any scheme that threatens the recreational, ecological or visual amenity that the canals provide 	<ul style="list-style-type: none"> LPC/WDC 	O
Conservation and the Local Environment			
The social fabric of Lapworth suffers by the village not having an identifiable centre	<ul style="list-style-type: none"> The Parish Council should remain alert for any opportunity to create additional communal spaces in the main centre of population in Kingswood 	<ul style="list-style-type: none"> LPC 	O
Residents value the rural nature of their community highly, but some believe it is deteriorating and many believe that WDC's housing proposals threaten the Parish's way of life	<ul style="list-style-type: none"> See over for actions relating to housing development Consider ways to prevent unsightly damage to grass verges in the Parish Increase the emphasis on landscaping (including tree planting) when considering planning applications Encourage the community to take more responsibility for preservation and improvement of their environment, eg litter cleaning days Consider entering a UK competition such as Best Kept Village to encourage residents to take more pride in their village's appearance 	<ul style="list-style-type: none"> LPC LPC LPC/WDC 	B O O
		<ul style="list-style-type: none"> LPC 	B
There have been instances of "overnight" clearances of trees and hedgerows prior to planning applications	<ul style="list-style-type: none"> When land is identified for potential development, enforcement officers should if possible anticipate and prevent opportunistic clearances Create a hotline for reporting urgent environmental or conservation issues 	<ul style="list-style-type: none"> LPC/WDC 	O
		<ul style="list-style-type: none"> LPC/WDC 	B
Litter and dog waste remain issues in some areas	<ul style="list-style-type: none"> Provide additional litter and dog waste bins in areas popular with walkers 	<ul style="list-style-type: none"> LPC 	C
There is some concern that the Birmingham Airport runway extension might detrimentally affect Lapworth	<ul style="list-style-type: none"> Keep a watching brief on aircraft noise after the runway extension is commissioned 	<ul style="list-style-type: none"> LPC 	O

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Issue	Proposed Action	Responsibility	Priority
Jobs and the Local Economy			
Residents do not object to proposals to increase local employment opportunities, so long as they are not to the detriment of the Parish's rural environment	<ul style="list-style-type: none"> Encourage creation of new employment opportunities, focusing on activities that are consistent with a rural environment Prioritise use of brownfield sites and refurbishment of existing facilities for business expansion 	<ul style="list-style-type: none"> LPC/WDC LPC/WDC 	<ul style="list-style-type: none"> O O
Broadband speeds and mobile telephone reception are not up to standard for modern business	<ul style="list-style-type: none"> See actions under Improving Community Services above 		
Housing			
WDC's proposals for housing development in Lapworth are viewed by a large majority of residents as excessive and too concentrated in the Kingswood area	<ul style="list-style-type: none"> The three "lobby groups" (LPC, PPSG and Kingswood Residents' Group) should always try and present a united, coordinated front on Local Plan issues Residents should not oppose all development, but should accept the need for some growth and focus their energies on making it proportionate and in keeping with the character of the Parish Re-examine options for change of use or modification of existing buildings Proceed immediately with development of a Neighbourhood Plan to ensure that the community has statutory powers to influence development and receives a larger share (25%) of any CIL payments 	<ul style="list-style-type: none"> LPC to coordinate Lobby groups LPC/WDC LPC 	<ul style="list-style-type: none"> O O O A
Residents are concerned that building outside the parameters of the new Local Plan, once these are agreed, will increase housing numbers even further	<ul style="list-style-type: none"> Include houses that are already in the planning process but are not yet built in the Local Plan housing "quota" for Lapworth Obtain clarity from WDC what the guidelines will be for "windfall" development in excess of the quota Seek assurances from WDC that planning applications with increased housing density will be refused 	<ul style="list-style-type: none"> WDC LPC WDC 	<ul style="list-style-type: none"> A A A
Residents are concerned that development will be concentrated in the early years of the Local Plan period, faster than the ability of the community to adapt	<ul style="list-style-type: none"> Press for development to be phased evenly over the entire Local Plan period (2011-2029) rather than all being built in the early years 	<ul style="list-style-type: none"> Lobby groups 	<ul style="list-style-type: none"> A
Residents are concerned that housing development will put a strain on some community facilities (eg the surgery) although it is recognised that others (eg the primary school, shops, pubs, etc) will benefit	<ul style="list-style-type: none"> The impact of new homes on the surgery and dispensary should be assessed CIL payments should be directed towards investments that are consistent with residents' priorities, in particular facilities for young people 	<ul style="list-style-type: none"> LPC/Surgery LPC 	<ul style="list-style-type: none"> B O
Residents believe that WDC's guidelines for 40% affordable housing is excessive for villages such as Lapworth	<ul style="list-style-type: none"> Negotiate a lower benchmark for affordable housing in Lapworth with WDC Reserve a significant proportion of affordable housing for people with local roots, especially the more vulnerable and elderly residents and young families 	<ul style="list-style-type: none"> LPC LPC/WDC 	<ul style="list-style-type: none"> A O
New housing and an increased population will exacerbate existing road safety problems (speeding, congestion, parking, flooding, etc)	<ul style="list-style-type: none"> Pay greater attention than in the past to road traffic issues when considering planning applications Require existing flooding problems to be dealt with as a condition of granting planning permission on adjacent sites (eg by Kingswood Brook) Seek to extend the mains sewerage network adjacent to any new development 	<ul style="list-style-type: none"> LPC/WDC LPC/WDC LPC/WDC 	<ul style="list-style-type: none"> O O O