

## Appendices

### *Acknowledgements*

The Parish Council would like to record thanks to

- Councillor **Ms T. Gilligan** who has overseen the project from its conception.
- **Mr E. Charlwood** for his work on the analysis of the returns

And to the other members the other members of the initial steering group

- District Councillor **Mr M. Argyle**
- **Mr R. Averis**
- **Mr R. Ockenden**
- Councillor **Mr R. Segar**
- Councillor **Mr C. Tucker**

The Parish Council would also like to thank all those parishioners and businesses who have contributed towards this plan.

### *Parish Council Website*

Copies of this report and full analysis of the survey results can be found on the Parish Council web site at

[http://www.sbush.eclipse.co.uk/pc/pc\\_menu.htm](http://www.sbush.eclipse.co.uk/pc/pc_menu.htm)

The site also contains a number of other documents associated with the plan including the 'Hot Topics' results and comments.

In an age of increasing concern about the environmental cost of our continued dependence on the motor car, and concern about rural isolation, there is an imperative to look at innovative schemes that get around the dilemma described.

The Parish Council will investigate other schemes.

# Transport

## *The Issues*

Bishampton and Throckmorton experience the dilemmas common to rural areas today. As the parish becomes increasingly “dormitory” in nature, use of public transport decreases, making it less and less viable. The provision is decreased, disadvantaging the non car-owner/drivers, who are often the most vulnerable of the community – the elderly, disabled, or the young.

Public transport provision comes to be seen as inadequate, further reducing its use, and so on.

The concerns expressed in the Hot Topic Questionnaire reflect this process: bemoaning in one way or another, the low level or lack of public transport services to the parishes.

One group of comments argued the need for improved services, pointing to the difficulties imposed in rural areas by lack of services: isolation for the elderly and young, disadvantage for non car owners/drivers in respect of work etc.

A second group of comments made specific suggestions for improvements, such as a bus to a local supermarket, a more frequent service to Pershore, or a cycle lane.

Other suggestions were for a bus shelter and an argument for the use of car park charges to subsidise rural public transport.

The Parish Plan survey also highlights the dilemma of public transport in rural areas, revealing the conflicting nature of respondents’ opinions and actions.

The majority of people considered the provision of public transport as inadequate or worse; only a quarter considered it adequate and very few had a good word to say for it! (No one in Throckmorton and only 3% in Bishampton rated provision as good.)

Around a quarter of respondents expressed some interest in using a daily bus for work, and almost half said they would consider using a bus for shopping, but only 11% of respondents reported actually using public transport locally in the last year, and, of those, half had made fewer than ten journeys.

## **Action**

There seems insufficient uptake of traditional public transport to justify approaching bus companies to increase their provision.

The Parish Council will inform bus companies of the findings of the survey in case adjustments to services would improve use.

It is questionable, though, whether frequency of use alone should be used to judge the need for provisions for this group. Richness of opportunity is a desirable goal in itself, for the nurturing and development of our young.

Families with children or young people were asked to indicate the likelihood of them using a range of amenities. Youth clubs, sports groups and the scouts or guides all attract strong interest. There was less interest for amateur dramatics, and bell ringing. However, Bishampton has a thriving and highly successful amateur dramatics company, the Bishampton Barnstormers, so that provision and promotion of drama activities for young people could be facilitated occasionally without having to start from scratch. A similar situation might be possible for bell ringing.

There was a small interest in a Sunday school: this again is an activity that is likely to be provided irrespective of low numbers.

### **Action**

**The improvement and maintenance of the play areas;**

*Action: Bishampton – the Villages Hall Committee, Parish Council, young people;*

*Throckmorton – Parish Council, young people, landowners*

*(Since the start of the Parish Plan, the Parish Council established a steering group together with members of the Villages Hall Management Committee to improve the amenity area at the Villages Hall in Bishampton and make it more attractive to older children. The steering group has consulted with parishioners, produced a plan for installing new equipment and obtained significant grants towards the project. The Parish Council has obtained planning approval from Wychavon District Council and work was completed in March 2006.)*

**The identification of a suitable site and development of a larger playing field.**

*Action: The Parish Council, young people. (It is hoped that the improved amenity area at the Villages Hall described above will make better provision for ball games).*

## Young People

### *The Issues*

Around 30% of the households that responded to the Parish Plan survey include one or more young people (less than 18 years of age).



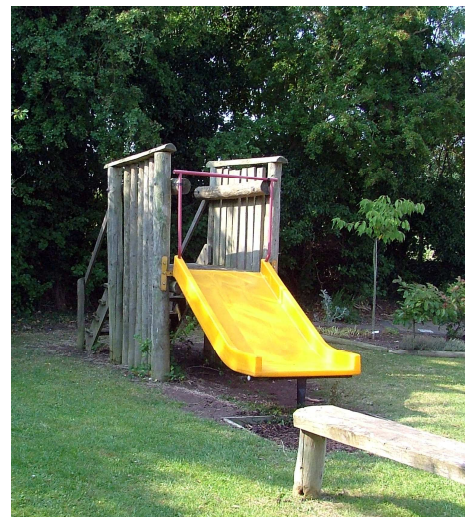
**Photo 8: Villages Hall Amenity Area at Bishampton**

There were a number of concerns expressed in the Hot Topic Questionnaire about the facilities and provisions for the young people of the parish:-

- Amenities for children and youth in the villages were viewed as insufficient.
- Comments included the desire to see improved children's play areas at both Throckmorton & Bishampton.
- The lack of provision for sports facilities where young people could play football, cricket and tennis, etc. was highlighted.
- There were a few concerns that the lack of provision for young people may lead to anti-social behaviour and vandalism, though there is little evidence for this.

The strong support evidenced in the survey for the development of the play areas and of a sports field amply confirms these views. Only 6% of Bishampton households would oppose such developments, and none in Throckmorton.

Of households including children or young people, the vast majority used the play areas (92%). Other village activities were less frequently used, Amateur Dramatics, with 18% being the second most popular.



**Photo 9: Play equipment at Bishampton**

thirds of Bishampton residents would oppose such a development. In Throckmorton, residents were almost evenly divided between those who would support such a development, those neutral and those who would oppose it.

What the residents of Bishampton and Throckmorton seem to be saying is:

1. There is no support for development outside village boundaries; Throckmorton residents might support an affordable housing development outside the boundary, but not enthusiastically.
2. There is no majority support for any further housing development inside village boundaries, though opposition in Throckmorton is not as strong as in Bishampton.
3. In the event that in real life development cannot be frozen both groups:-
  - definitely do not want any more large, executive dwellings;
  - are moderately well disposed to small family homes, Throckmorton more so;
  - are slightly less, but still well disposed to affordable housing;
  - are ill disposed (Bishampton ) or on the fence (Throckmorton) in respect of social housing.

### ***Action***

These views will form the 'strategic intent' at Parish level.

*Action: The Parish Council will take these views into account when commenting on Planning Applications.*

*Investigation of possible sites suitable for affordable housing: Parish Council, District Council Social Housing Office.*

opinions being fairly evenly divided between those for and those against. Whereas in Throckmorton views did not change much; there being a marginal switch from opposed to neutral. This is possibly because Throckmorton does not have a defined planning boundary in the same way as Bishampton.

### *Type of Development*

The survey asked households to indicate the strength of their support or opposition to different kinds of housing development. Households could indicate ‘strong support’, ‘support.’, ‘no strong feeling either way’, ‘opposition’ or ‘strong opposition’. In Table 4, the categories of ‘strong support’ and ‘support’ have been combined, as have those of ‘strong opposition’ and ‘opposition’ to give three categories: Support, Neutral and Oppose. The figures are given separately for Bishampton and Throckmorton, as there were differences which it would be important to clarify and take into account in any future discussion about possible developments.

	Bishampton			Throckmorton		
	% Support	% Neutral	% Oppose	% Support	% Neutral	% Oppose
Large scale Executive style houses	8	9	83	15	17	67
Small scale family homes	56	14	29	69	18	13
Affordable ‘starter’ homes	55	16	31	62	20	17
Housing association /social housing	25	25	50	40	29	31

**Table 4: Preferences for types of housing in the parishes**

A clear and substantial majority in both parishes were opposed to the building of further large ‘executive style’ houses (About 80% in Bishampton and nearly 70% in Throckmorton).

There was a small majority in Bishampton who would support small scale family homes, (56%) and a slightly larger one in favour in Throckmorton (67%).

In Bishampton a small majority of households who would support low cost, starter type housing development (53%, with 15% neutral) whilst, in contrast, 62% of Throckmorton households would support such a development, with only 17% outright opposed.

Half of Bishampton respondents would oppose a social housing/housing association type development; Throckmorton respondents divide more evenly, 40% would support, 28% neutral and 31% would oppose.

Finally, people were asked to rank their support for the development of affordable housing, if the only possible location was outside village boundaries. Almost two

# Housing

## *The Issues*

Since 1930, two small developments of council housing have been built in Throckmorton most of which are now privately owned. After the airbase in Throckmorton was closed, the officers' quarters were sold for private occupation and the area of the officers' mess was developed as further private housing and a rest home for the elderly. Redundant farmhouses and buildings have been developed as private housing.

Over the same period two small developments of council housing were also built in Bishampton most of which are also now privately owned. Little extra development took place until mains drainage became available in the 1960's when four small housing estates were built (Church End, Abberton Road, Moat Farm Lane and Babylon Lane with Stanton Fields). Since 1980 further estate development has taken place in the village at Nightingale Farm, Green Leys, Dorrells Orchard along with other infill housing projects.

Housing was the fourth largest 'Hot Topic': about 12% of the total comments and these can be broken down as follows:-

- The largest group of comments, over half, drew attention to the need for low cost housing/starter homes for the first time buyer. There was concern about how young people could remain in the villages without such availability, though no mention was made of housing for rent.
- Some comments called for the provision of social housing.
- There was concern about the perceived unbalanced nature of new developments, focussing on executive style houses. Some suggestions favoured setting a 'percentage mix' or a price bracket restriction on future planning consents.
- A number of the comments simply stated the view that the villages were large enough and were against further 'back building'.

The parish plan survey sought to clarify and test these opinions further.

## *Housing development*

Parishioners were asked to indicate the strength of their support for further housing development, irrespective of the village boundaries. In Bishampton there was a sizeable majority opposed to any further development (about 60%), whereas in Throckmorton opposition was less strong (about 35%) with opinion more evenly divided between support, opposition and neutrality.

However, when households were asked for their views on housing development *confined* within village boundaries, Bishampton residents were less opposed,



In many respects the landfill site and its operation are viewed benignly by Bishampton and Throckmorton residents. Anecdotally, there is some evidence that the early landscaping is seen as pleasing and beneficial to the parishes. Also contributions from the Landfill Tax Credits have significantly helped and are continuing to improve local facilities.

The Hill and Moor Landfill liaison group brings together operators, local parish and district councillors and residents from the parishes that 'host' the landfill site to discuss operating issues which are important to the communities. This meets quarterly, and considers, amongst other issues, reports of smell, increase in flies etc. Since the parish survey was carried out, the operators have improved their operation for spraying against flies and this would seem to have had a quite beneficial outcome.

### ***Action***

Regular liaison about the operation of the landfill site to ensure prompt recognition and response to problems will continue.

*Action: Parish Council, the Hill and Moor Landfill liaison group.*

## The Landfill Site

### *The Issues*

The landfill site lies to the south and east of the airfield. Most of the landfill site falls within the neighbouring parish of Hill and Moor, but a small area to the north east lies within Throckmorton parish.

It was initially operated by the District Council but is now operated on behalf of them by a private concern, and has expanded considerably. It is a key main waste disposal and material recycling facility for the county and beyond.

The site is run on modern lines with a strong emphasis on recycling and methane is harnessed to generate electricity for the national grid.

In the 'Hot Topic' questionnaire, around 7% of the comments concerned the Landfill Site. It is also the third most important issue for Throckmorton and Tilesford households; not surprisingly given its proximity to Throckmorton.

Concerns included issues of the ongoing management and monitoring of the tip, ensuring contractors clean up, restricting hours of opening, suggesting that reducing fees might lead to less fly-tipping, etc.

The second largest group of comments were about the future of the tip. There was general anxiety about its development. Better screening was suggested; as was maintaining vigilance about expansion and support for landscaping. At the parish consultation meetings there was general support about the plan to landscape the site progressively as it is filled, with development of areas of wetland for wildlife.

The Parish Plan survey sought to establish the degree of nuisance to parishioners generated by the landfill site and its operation. As far as noise and nuisance resulting from birds (seagulls) and vermin were concerned, most households reported only slight or no nuisance. Throckmorton households that reported problems with noise and vermin, whilst still a minority, were a sizeable minority (27% and 29% respectively).

There have been frequent complaints about flies, blamed on the landfill operation. This has been investigated on more than one occasion and the offending flies found not to originate from the landfill. Nevertheless, the majority of households complained of some, moderate or severe nuisance associated with flies.

As for vehicle movements, smell and appearance, and wind blown rubbish, respondent households were pretty evenly divided between those complaining of some degree of nuisance and those reporting none or only minor occurrences. Throckmorton residents did show a clear majority finding the vehicle movements, and to a lesser extent, wind blown rubbish, a nuisance.

6. The maintenance of footpaths and bridleways to ensure safe and easy access.

*Action: Rights of Way Action Group, Parish Council and landowners. (Since this survey was conducted there has been a significant improvement in the crop clearance of public footpaths by local farmers.)*

7. The perception of Police presence.

*Action: Parish Council in consultation with the police.*

## ***Footpaths and Bridleways***

Overall, respondents were satisfied with the state of local public footpaths and bridleways. The majority of Bishampton residents considered signs, access and clearance of footpaths and bridleways as adequate or better. Throckmorton residents were less satisfied, though still, on balance, judging signage and access as adequate. However, almost half deemed the clearance of footpaths as poor or worse, reflecting the practice of some landowners who do not keep footpaths clear.

## ***Crime and Police Presence***

Around 70% of households reported feeling unsupported by the presence of police; 65% of Bishampton households reported some degree of concern about crime, whilst only 40% of Throckmorton households did.

## ***Action***

The survey revealed the importance paid to local amenities and services as well as some of the problems or shortcomings experienced by residents.

The Parish Council supports a range of local groups with grants and other support. It will continue to do this.

1. The survey revealed the importance attached to Bishampton village shop, further research and development are needed to ensure continued viability.

*Action: Parishioners, with the support of the Parish Council.*

2. Throckmorton parish room has reached the end of its life, and replacement is necessary. It is much missed.

*Action: Throckmorton Charity with support from and in liaison with, the Parish Council will support a project to replace the parish room. (Since the start of the Parish Plan, the Throckmorton Charity has achieved much progress with this, making successful approaches to Severn Waste and DEFRA, for funding for a new parish room.)*

3. The survey indicated that a significant proportion of the parish would like to see some form of local medical services. Research is required to identify the nature of what is wanted, and the level and viability of the potential uptake.

*Action: The Parish Council, local health and voluntary organisations.*

4. Repair, maintenance and improvement of storm drains.

*Action: Parish Council, and District Council*

5. Although there was general satisfaction with the electricity services, there is a possible problem with power 'outages', which requires monitoring.

*Action: The Parish Council co-ordinating; local residents*

	Frequent Use			Regular Use			Any Use		
		(B)	(T)		(B)	(T)		(B)	(T)
<b>Shop</b>	<b>69</b>	(82)	(20)	<b>87</b>	(96)	(58)	<b>94</b>	(100)	(76)
<b>Hall</b>	<b>29</b>	(33)	(15)	<b>66</b>	(68)	(56)	<b>87</b>	(90)	(72)
<b>Pub</b>	<b>17</b>	(20)	(19)	<b>56</b>	(62)	(42)	<b>78</b>	(85)	(61)
<b>Church</b>	<b>13</b>	(12)	(15)	<b>39</b>	(38)	(39)	<b>73</b>	(73)	(69)
<b>Play areas</b>	<b>21</b>	(24)	(9)	<b>33</b>	(37)	(18)	<b>45</b>	(51)	(24)
<b>Hairdressers</b>	<b>16</b>	(16)	(15)	<b>25</b>	(25)	(24)	<b>27</b>	(34)	(28)
<b>Classes</b>	<b>3</b>	(4)	(2)	<b>14</b>	(11)	(7)	<b>29</b>	(28)	(19)

**Table 3: Percentage of households making use of village amenities**

The shop, village halls, and pub, are used regularly but, of course, viability does not just depend on the percentage of households using a service. In small rural communities such as Bishampton and Throckmorton, even two-thirds of household making frequent of a service may not ensure viability, much as it indicates how valued the service is.

The survey also asked people to indicate the order of importance they attached to the different amenities. The order of priority households gave corresponded to their actual use of services.

So while the survey confirms some fears about the viability of some local amenities, those that residents consider more important, and by inference more necessary to sustaining village life, do attract the greater use.

### ***Main Services***

The survey also asked people to indicate the degree to which they felt satisfied with the provision and maintenance of the main services – water, electricity, telecommunications, sewerage and storm drains.

With the exception of storm drainage, the majority of households considered the services adequate or better.

Bishampton has had a recurring problem with flooding in Main Street and Broad Lane. Not surprisingly this was reflected in the majority of households considering that the storm drains were poor or worse. Throckmorton residents, whilst less complimentary than for the other services, on the whole considered the state of the storm drains adequate or better.

Built around 1900 the Parish Room in Throckmorton was given by Throckmorton parish to the Scout Association in the 1970's who used it until the 1980's. Since then it has been rented from them by the Parish Council. The Throckmorton Charity has recently purchased the room from the Scout Association. Since the building is beyond economic repair, and in line with strong local feeling, the charity is hoping to demolish the building and replace it with a new parish room incorporating a small car park.



**Photo 7: Throckmorton Parish Room**

There is a play area in Throckmorton leased to the Parish Council by a local landowner for a peppercorn rent but it has no equipment.

The play area in Bishampton, located at the Villages Hall, is equipped with basic swings and a slide for very young children.

Households were asked to indicate how often they used the facilities in the villages, choosing between '*never*', '*rarely*,' '*sometimes*', '*frequently*' and '*very frequently*'.

The results perhaps reflect the difficulties facing many rural communities. While the majority of responding households reported rarely or never using one or two amenities, the survey clearly indicates that local people do use local services. Combining all frequencies of use (i.e. adding up *very frequent*, *frequent*, *sometimes* and *rarely* to give a measure of any use) over two thirds of households reported use of the shop, village hall, pub and church, and even the less used facilities were used by between a quarter and a half of households. Indeed, every household from Bishampton who replied reported using the shop.

Table 3 illustrates the percentage of households using village amenities with Bishampton and Throckmorton figures in the shaded columns. The left hand block indicates the percentage of households who made frequent use of the amenity. The second block records the percentage that made regular use of the amenity (derived by adding those who answered *very frequently*, *frequently* or *sometimes*). The final column is the overall percentage of households who made any use whatsoever of the amenity (i.e. any household which did not tick the *never* option)

## Village Life

In the 'Hot Topics' Questionnaire, the second largest group of comments was that concerning various aspects of 'Village Life'.

The comments covered quite a broad range of issues:-

- There was concern about the changing nature of the villages. As is common throughout the country the villages are becoming increasingly 'dormitory' in nature with more and more residents commuting to work. This has consequences for the viability of some local services and amenities and some of the comments reflected concerns about the long term future of these such as the shop, pub and church. These were seen as vital to sustaining village life.
- Some respondents suggested the need for improved amenities to help the elderly and less mobile, in particular with visits to shops, and health services. Linked to this was the question of whether a limited health service could be provided locally such as a doctor's surgery or clinic at the Villages Hall.
- There were some suggestions for additional amenities – sporting facilities and the possibility of local educational classes.
- Comments suggested that waste and re-cycling collections were considered to be very good but the types of material collected for re-cycling needs to be increased to include materials such as glass. (*This has since taken place in Bishampton but not in Throckmorton*).
- The Parish Room at Throckmorton was mentioned as in a bad state of repair and in need of replacement.
- Some villagers are concerned about the level of police presence in the parish.

The Parish Plan survey aimed to probe the views of parishioners about these issues, and to measure their importance to respondents.

## Amenities



**Photo 6: Bishampton Post Office**

The pub, shop and hairdressers are all in Bishampton as is the Villages Hall, which has recently undergone major refurbishment. Whilst the Villages Hall serves Bishampton, Abberton and Throckmorton most Throckmorton respondents tend to view, the now dilapidated, Throckmorton Parish Room as their "village hall".

## **Action**

The maintenance of the roads is outside the remit of the Parish Council, and is the responsibility of the Highways Agency, part of Worcestershire County Council. The results of the parish survey make road maintenance and traffic control a Parish Plan guideline. Specifically the following actions:

1. Maintaining and increasing the pressure on the Highways Agency regarding the upkeep of the roads. Conveying to Highways Agency the strength of opinion demonstrated in the Parish Plan about the state of the roads.

*Action: Parish Council, local District and County Councillors to keep in the attention of the County Council.*

2. The improvement of strategic roads in poor weather conditions.

*Action: Parish Council will liaise with the County Council.*

3. Increased monitoring and reporting of poor road condition.

*Action: Parish Council and residents.*

4. Increased control of illegal parking, speeding and the movement of large vehicles through the villages.

*Action: The Parish Council in liaison with the Police.*

5. The reduction in the volume of HGV traffic particularly in Throckmorton village and Long Lane which are badly affected.

*Action: Liaison with local businesses. Some have, in the past, been very cooperative in re-directing their drivers to more suitable routes.*

*The Parish Council will continue to explore ways of reducing the impact on affected households and has supported the development of the George Lane link in respect of the ECON11 proposal but has opposed it joining up with Long Lane.*



The Parish Plan survey asked respondents to comment in more detail on these issues.

- 90% of people said the state of the roads is unacceptable or poor, whilst over 75% thought that winter maintenance was poor or worse. Over 50% say the state of the pavements is poor or unacceptable.
- More than 70% of people said they would like stronger measures to control speeding on the roads. In Bishampton there was strong support for stricter controls on illegal parking – over 70%. Not surprisingly this was not the case in Throckmorton where opinion was fairly evenly divided between those in favour and those neutral, probably because there are no shops or amenities to cause significant parking congestion.
- Overall, about 50% of people were worried about HGVs using the lanes: in Throckmorton this concern was greater.
- In Bishampton, less than 40% were concerned at the overall levels of traffic in contrast to Throckmorton, where 60% were concerned.

At the consultation meetings about the Wychavon District’s Local Plan, people had been asked to indicate their support or otherwise for construction of the George Lane link. One hundred percent of respondents wanted a link road to the landfill site. There was disagreement, however, as to whether it should extend further than that, and if so by how much. The table below shows the distribution of views as to how far the link road should extend. As can be seen the majority wanted the link to extend as far as the science park, should that be developed, but go no further. However, there were also views, that it should not go that far, and on the other hand, that it should go even further and be extended as far as Long Lane.

		<i>Percentage of respondents</i>
Not be built		0
Should a new road from the Wyre Piddle Bypass be built, and if so how far should it extend?	Only to the Landfill Site but no further	28
	Only to the <i>ECON11</i> Development but no further	55
	All the way to Long Lane	16

**Table 2: Results of consultation meetings about the link road**

## Roads

### *The Issues*

All the roads in Bishampton and Throckmorton are class 'C'. Most of the lanes are in poor repair with a patchwork of potholes and worn out surfaces: particularly sections of Hill Furze Road, running between Bishampton and Fladbury Hill; and most of Long Lane and Throckmorton Road. The County Council admits a history of underinvestment in country roads. The roads authority says budgets have now been increased but many say it is too little, too late.



**Photo 5: Deteriorating road surfaces**

The issues of the airfield development, landfill site and HGV's on local roads are linked. The lorries going to and from the various businesses on the airfield contribute significantly to a disproportionate number of HGVs on the local lanes, particularly through Long Lane and Throckmorton, but also coming through Bishampton. A proposal has existed since the construction of the Wyre Piddle by-pass for an access road to be constructed linking the by-pass to the landfill site via George Lane in Wyre Piddle.

In the initial 'Hot Topics' Questionnaire the state of the roads attracted the third highest number of comments; almost entirely complaints.

People were very dissatisfied with the state of repair of the local roads. Surfaces have deteriorated considerably over the last few years due to lack of effective repair and the situation is exacerbated by increasing HGV movements.

Respondents were concerned about speeding traffic in the villages both from private cars and HGV movements. Some called for traffic calming measures in the villages.

Some respondents wanted to see more restrictions on HGV movements on local roads.

Respondents commented on the lack of gritting of roads in icy conditions. There is widespread grumbling, irritation and sometimes outright anger over the state of the roads.

- There would be very strong support for the idea of a conservation area/nature reserve.
- There is moderate support for some kind of sporting venue or facility, but Throckmorton residents are much less in favour of this idea.
- Interestingly, the idea of an expanded Science park does not find strong support. Overall residents are fairly evenly divided between support, opposition and being neutral, though taking Throckmorton residents alone, there is a tendency towards support.

The airfield's future use represents the most exciting challenge for both parishes.

### *Action*

The Parish Council will continue to support the Wychavon District Council's Local Plan strategy for the airfield. If this changes, or there are future development proposals made, the Parish Council will reflect the views given here in any consultation with the District Council and neighbouring parishes.

In the event of different proposals the Parish Council would, in any case, seek to establish the views of the parishioners in each village and other local stakeholders.

The main concern of residents in Bishampton and Throckmorton, is the fear of how this site may be developed. Having been used as a foot and mouth burial site in 2001 for 500,000 animals; proposed for an asylum seekers centre in 2002, and suggested by a consortium of owners for a new settlement of around 7,000 homes, it is not surprising that the future of the airfield is the issue ranked as most important overall.

Opinions are divided about the desired development of the site. Some would like to see the whole of the site developed, partly so that planned development would prevent undesirable unplanned development. The majority oppose this, preferring the development to remain confined to the core section.

These views were tested at the open consultation meetings held in 2004 as described above. Parishioners were invited to place a signature against the following proposal:-

		Signatures
Do you agree with Wychavon District Council's <i>ECON11</i> proposals for Throckmorton Airfield?	Agree	35
	Disagree	0

**Table 1: Level of support at parish meetings for the *ECON11* proposals**

As can be seen, there was uniform agreement with the local plan proposals, which are for the core (*ECON11*) of the site only, to be developed as a low density, high-tech. science park. This would be subject to a new link road to the Wyre Piddle by-pass.

At the present time, the area of the airfield surrounding the *ECON11* proposal, is classified as agricultural land and is not designated for development in the Wychavon District Local Plan. However, since some parishioners expressed worries about the long term future of the airfield, and others had volunteered what they thought would be suitable developments, the steering group decided to test opinion about a range of hypothetical developments. This was in order to provide planners with guidance should other proposals emerge at some point in the future.

People were asked to register the strength of their agreement or disagreement for a range of hypothetical possibilities.

- There was very strong opposition, with little variation between Bishampton and Throckmorton, to large scale industrial expansion, to a retail park, or to a holiday caravan park.
- There was strong opposition to housing developments on the airfield, though this was somewhat less marked in Throckmorton respondents. There was moderate opposition to the idea of a wind farm, though this again was less marked in Throckmorton.

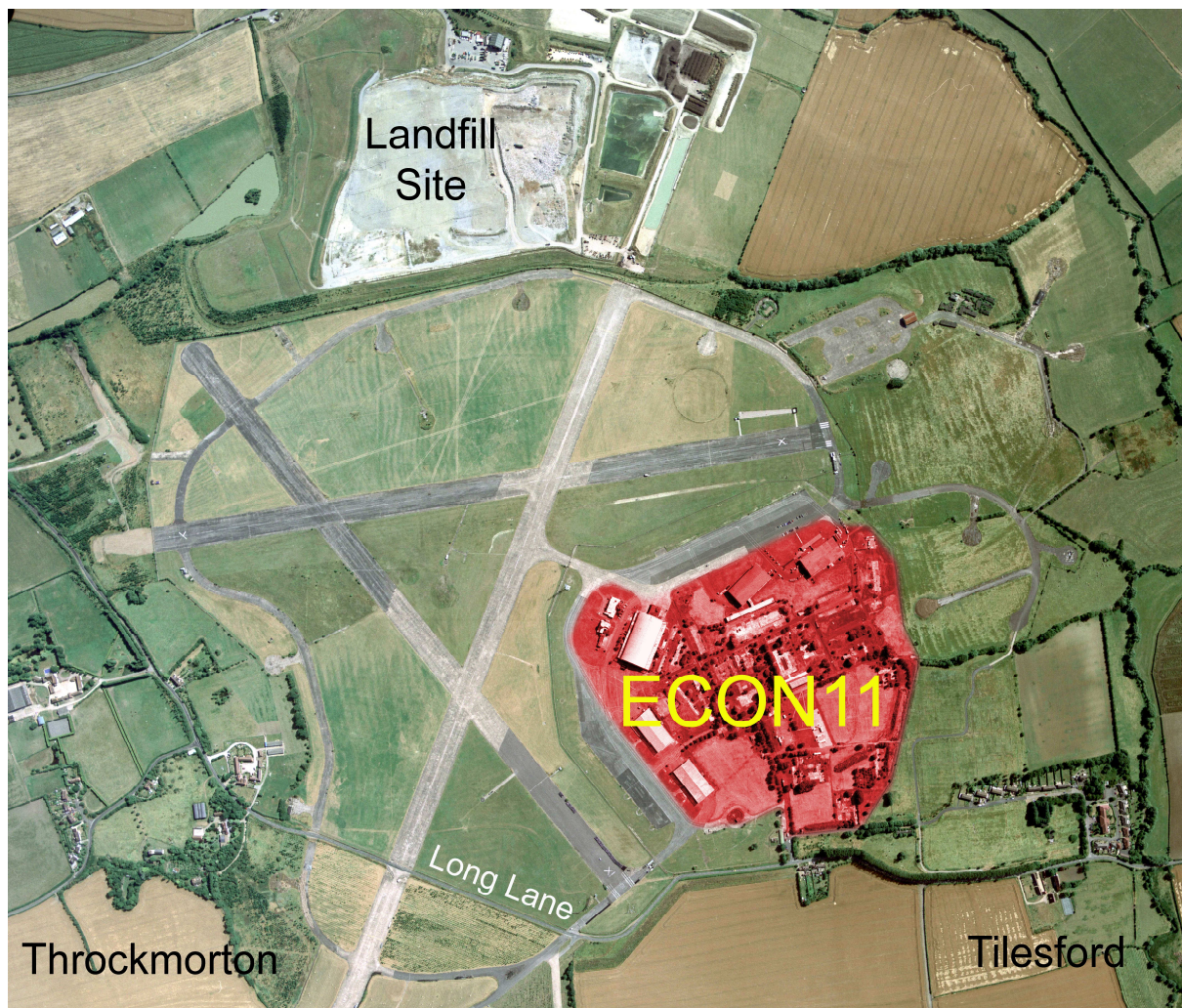
## The Airfield

### *The Issues*

To the west of Throckmorton village is the hamlet of Tilesford. Between the two, the landscape is dominated by the disused airbase which served as a working airfield until 1978. Contentious development of the airfield has occurred since then.

At the south end, an extensive landfill site serves the county's needs for household and domestic waste disposal and recycling. At the northern end, there are two intensive commercial concerns: a battery chicken factory and a road haulage depot.

The site extends to over 160 acres. The Wychavon Local District Plan proposes that the core 23 hectares is developed as a Science Park whilst the perimeter remains open countryside. (see under *ECON11* planning proposal of the Wychavon Local District Plan)



**Photo 4: Throckmorton Airfield showing proposed *ECON11* development**

## **The Parish Plan**

The issues of most concern to parishioners, as indicated in the 'Hot Topics' Questionnaire, were also those ranked as most important in the survey. (The topic '*Village Life*' is covered by survey items under '*Amenities*' and '*Crime*'). However, there were some clear differences between the two parishes in this.

Not surprisingly, given the location of the airfield and the landfill site, Throckmorton and Tilesford Park residents viewed the airfield, state of the roads and the landfill site as their most pressing concerns.

Bishampton residents on the other hand, viewed the state of the roads as of slightly more concern than the airfield, and placed amenities as their third most important issue. Aside from a church, a primitive parish room and an unequipped playing field, other village facilities are all located in Bishampton.

### **The first public consultation meetings**

In view of an imminent public inquiry into Wychavon District Council's Local Plan we held some initial consultation meetings that focused specifically on the issues where the Local Plan made proposals for areas/issues emerging in the Parish Plan, namely the airfield, landfill site and roads.

Meetings were held in both Bishampton and Throckmorton. All parishioners were notified of the meetings by advertisements and circulars to every household. The results of the 'Hot Topics' survey regarding the airfield and the landfill site were displayed, with 'pockets' near each for people to add their comments. A map of the airfield, with the *ECON 11 zone* marked on it together with an aerial photograph were displayed, to make clear which section of the airfield was under discussion. Parish Councillors and members of the Parish Plan Steering Group were present to answer questions.

Parishioners were invited to register their agreement or disagreement with statements about the airfield, proposed new road to support *ECON11*, and the future of the landfill site. They were asked to indicate the level of support or opposition to the District Council's proposals as set out in the Local Plan. Full details of the consultations and copy of the report sent to Wychavon District Council can be viewed on the Parish Council web site.

### **The Annual Parish Meetings**

Results from all the issues in the 'Hot Topics' Questionnaire were presented at the 2004 annual parish meetings of both Bishampton and Throckmorton – Bishampton and Throckmorton hold separate annual meetings.

### **The Parish Plan Survey**

A questionnaire was constructed covering the nine 'hot topics' with questions derived from the themes contained in each topic, where possible retaining some of the original wording of peoples' comments. This was distributed to every household in the parishes, with a stamped addressed envelope for return. A response of 61% was achieved being roughly the same for both parishes.

The results were analysed and this analysis presented at the 2005 annual parish meetings of each village. All results have been posted on the Parish Council website (*see appendix*).

## ***Developing the Parish Plan***

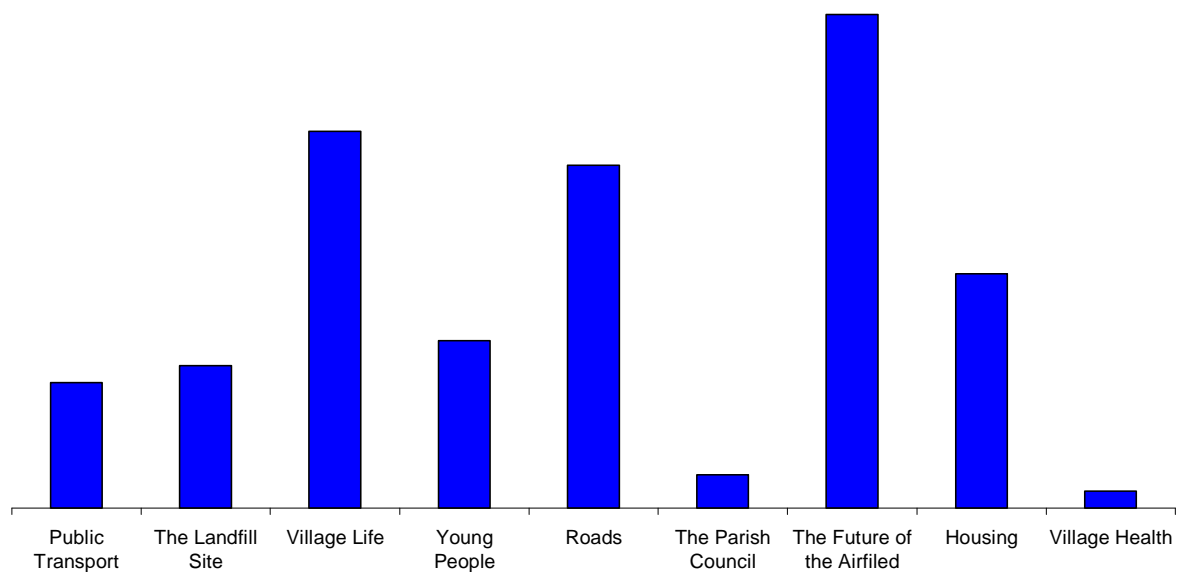
The Parish Plan is intended to operate at the most local level of the planning system, expressing the views and strategic intent of the parish, the first tier of local government. As such it sets out guidelines for the Parish Council's decisions and initiatives and provides an action plan for the whole community.

Development of the Bishampton and Throckmorton Parish Plan began in 2002, with the coming together of the Parish Plan Steering Group consisting of Parish Councillors and residents of the parishes and open to any to attend.

## **The 'Hot Topics' Questionnaire**

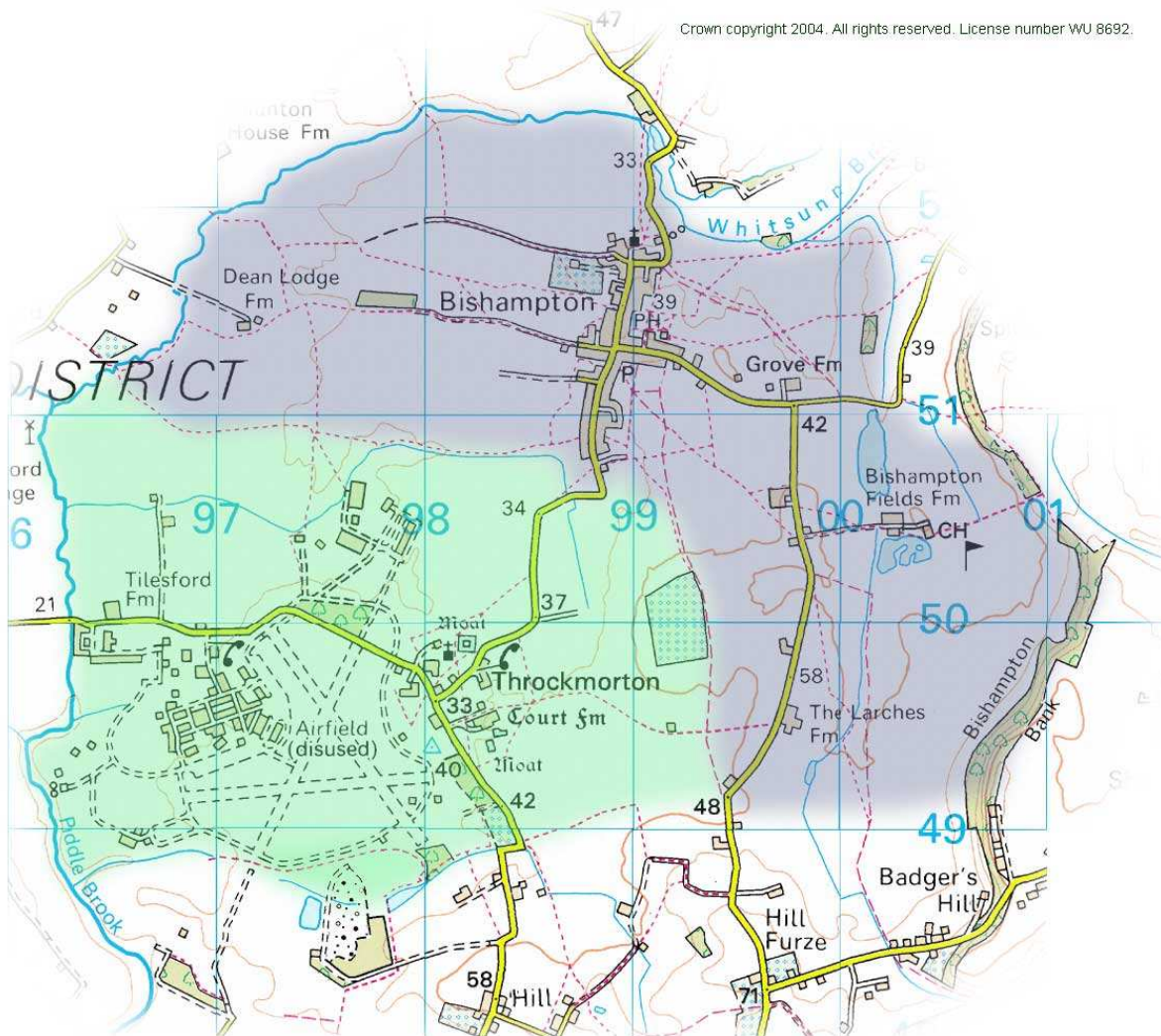
The first step was the 'Hot Topics' Questionnaire, which asked respondents simply to list their top three (or more) issues in relation to living in Bishampton and Throckmorton. In order to maximise returns, questionnaires were delivered in person to one in four households and followed up by repeat calls until returned. This achieved a 100% response rate of 88 households. In addition all parishioners were invited to send in their 'Hot Topics' through the local newsletter.

Analysis of the survey results are shown in the diagram below. Nine main areas of interest/concern were identified in this way, with the future of the airfield generating most comments and being mentioned by 67% of the respondent households. (*More details of the 'Hot Topics' analysis can be found on the Parish Council web site - see appendix*)



**Figure 2: Most significant issues in the 'Hot Topics' return**





**Figure 1: Bishampton & Throckmorton Parishes**

The remains of Throckmorton village, along with a dozen newer houses still clusters around the chapel. The airfield cuts the village in half, separating its original centre from the few remaining houses to the west. Also to the west is the hamlet of Tilesford Park, formed of houses first built as accommodation for air force personnel, and now augmented by bungalows for the elderly and a residential rest home. Throckmorton today consists of about 80 households.

The old airfield site now comprises a central area: 'ECON 11' in the Local District Plan. This houses high-tech electronic research, and some other small scale manufacturing. The outer area to the west and southwest is owned by DEFRA and is agricultural land.

Bishampton would appear to have slumbered in the arms of history, faring more peacefully than its neighbour, Throckmorton. During the reformation and Elizabethan eras, various scions of the Throckmorton family were famously, or infamously, near the political centre stage. And since 1934 Throckmorton has been the site of significant development and upheaval, which continues to the present day!

Throckmorton is a much smaller village, originally clustered around the 13<sup>th</sup> century chapel, and the moated manor house of the Throckmorton family. The moat still exists, surrounding the now buried remains of the manor house, which is today a designated ancient monument. However, settlement in the area begins much earlier.



**Photo 3: Throckmorton Chapelry**

During the excavation of the foot and mouth burial pits, (see below) archaeologists discovered Iron Age, Bronze Age and Roman remains. These discoveries, the subject of a “Time Team” television episode, reveal that the site, which was to become Throckmorton Airfield, was once home to an Iron Age settlement built on an earlier Bronze Age one, and became later a Roman farmstead.

Between 1934 and 1939 a grass airfield was created, south of Long Lane. The Worcestershire Flying School was developed for flying Tiger Moths. However, it was closed soon after the start of World War 2 when the airfield was requisitioned for an RAF bomber base, creating one of the longest runways in the country. Constructing this meant a large part of the village was literally raised to the ground.

In February 1941 the Luftwaffe attacked the airfield three times. Between April 1941 and March 1944 the base was used for training Canadian crews and between March 1944 and 1948 No. 1 Ferry Unit, collecting and delivering all types of aircraft, used the base. From then it was used once again as a flying school, and from 1957 it was a Royal Signals Radar Establishment Flying Unit used by many different radar test-bed aircraft. It closed as an airbase in 1978, the only reminder of its history the remnants of runways, and one of the few remaining wartime control towers in the UK, which is now a listed building.

The national foot-and-mouth outbreak in 2001 brought new action to the airfield. It became a disposal site for the carcasses of slaughtered cattle and sheep. A refuse landfill site was created to the south of the airfield, in the 1960s, and will continue in use until about 2020.

## Introduction

### *Bishampton & Throckmorton Parishes*

The parishes of Bishampton and Throckmorton lie to the north east of the historic market town of Pershore. The Parish Council of Bishampton and Throckmorton represents both villages and the hamlet of Tilesford within Throckmorton parish.



**Photo 1: Bishampton Village Sign**

Bishampton appears in the Domesday Book as Bisantune, meaning the bishop's *hamtum* or "main manor". Historically the area was heavily wooded; indeed just to the north of the district were royal hunting forests at Feckenham.

Once land clearance had taken place, employment in the parishes became reliant on agriculture that was well served by country lanes connecting the neighbouring villages. However, with advances in farm machinery, few now gain their employment directly from the land though developments in technology have ensured a large economic tie to agriculture and horticulture. Presently, employment is found in the neighbouring towns of Pershore, Evesham, Worcester, Redditch as well as further afield. The current advances in information technology have encouraged some residents to become individual consultants/service providers relying upon the internet for much of their business. Thus the parishes have become significantly 'dormitory' and the effects on the transport infrastructure have become highly significant.

Once land clearance had taken place, employment in the parishes

Today, Bishampton, the larger of the two villages, is made up of about 300 households. The village includes a church, pub, local Post Office with stores and a hairdresser. The village is also home to a prize-winning herd of Aberdeen Angus cattle. The "Villages Hall", which has recently undergone a significant refurbishment, is shared with the neighbouring villages and settlements of Throckmorton and Abberton; the latter falling within a different Parish Council boundary.



**Photo 2: Bishampton Village**

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***Bishampton & Throckmorton  
Parish Plan***

***May 2006***

