

Harvington Parish Council

Harvington Neighbourhood Development Plan

Pre-submission version

Regulation 14 Statutory Consultation



16 Apr 2018

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Abbreviations

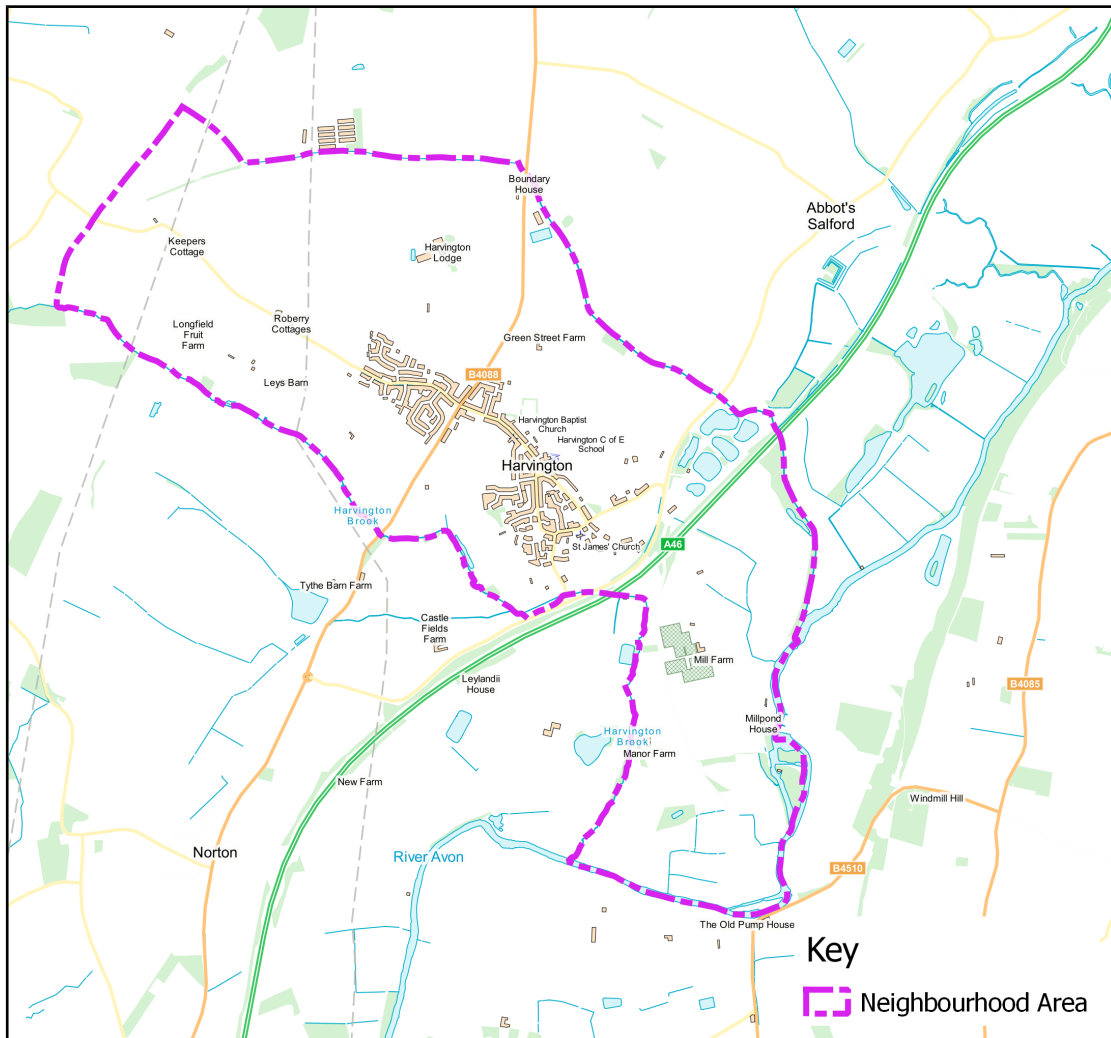
BMV	Best and most versatile (agricultural land)
CFS	Call for sites
C of E	Church of England
CA	Conservation area
CACA	Conservation area character appraisal (2015)
DB	Development boundary
ERJ	Evidence, reasoning and justification (companion document to NDP)
HNS	Housing needs survey (2016)
HSA	Housing stock analysis (2016)
LR-ECA	Lenches Ridge – environmental character area
LGS	Local green space
NPPF	National planning policy framework
NA	Neighbourhood area
NDP	Neighbourhood development plan
RS	Residents’ survey (2015)
SWDP	South Worcestershire development plan
VCA	Village character appraisal
VDS	Village design statement (2010)

1 Introduction

1.1 Planning Policy Context

- 1.1.1 Neighbourhood Planning is a central government initiative introduced by the Localism Act 2011 and recognised in the National Planning Policy Framework (NPPF) in March 2012. The aim of the legislation is to empower local communities to use the planning system to promote appropriate and sustainable development in their area. Neighbourhood Development Plans (NDPs) must be in general conformity with the strategic policies of the Development Plan and have regard to national policy and advice.
- 1.1.2 In 2010 Harvington Parish Council published its Harvington Parish Plan and Design Statement. These documents are a material planning consideration when considering planning applications in the village.
- 1.1.3 Harvington Parish Council determined in 2015 that the village would benefit from proceeding to the production of a full NDP, conforming to the above NPPF and associated procedures. A villager offered to form an independent, community-based Steering Group to undertake the necessary research, community consultation and document preparation. The resultant draft would be delivered to the Parish Council, who would manage their part of the completion, formal public consultation and submission processes. This offer was accepted and the constitution of the Steering Group was subsequently agreed (as recorded in chapter 2 of the ERJ document).
- 1.1.4 An important factor in the timing of this plan has been the availability of the South Worcestershire Development Plan (SWDP), which defines the planning context for Harvington. The SWDP was adopted in February 2016, enabling our Harvington-specific policies to be set in a strong district planning context.
- 1.1.5 Once made, this NDP will form part of the Development Plan at the local level alongside the adopted South Worcestershire Development Plan. It will be used to determine planning applications in accordance with Planning and Compulsory Purchase Act 2004 Section 38 (6) in that the determination of planning applications 'must be made in accordance with the Plan unless material considerations indicate otherwise'.
- 1.1.6 This NDP must be in general conformity with the strategic policies of the SWDP. The NDP plan period covers the period up to 2030. This period covers the same period as the SWDP.
- 1.1.7 The Neighbourhood Area covered by this NDP is the same as the Parish of Harvington, and is shown in map 1.

Map 1 - Neighbourhood Area



1.2 Plan period and revisions

- 1.2.1 The plan period will run concurrently with the South Worcestershire Development Plan until 2030. However, national and local planning policy is fluid and changes over time. Similarly the evidence base underpinning this NDP can and will change over time. The Parish Council therefore commits to regularly monitor changes in national and local policy and the way in which the NDP is implemented in planning decisions in the Neighbourhood Area. A review of the NDP will likely be necessary before 2030 to ensure that the policies contained within it are effective and up to date.

1.3 Structure of the NDP and related documents

- 1.3.1 This document comprises the NDP. The associated Evidence, Reasoning and Justification document¹ (**ERJ**) records the reasoning and justification for the policies and allocations contained in the policy. The ERJ document contains all the references and hyperlinks to the surveys and analysis providing the evidence base, as well as the planning context of this NDP.
- 1.3.2 Selected other documents are referenced directly from this NDP, because of their significance and frequency. These use the following abbreviations:
- NPPF** National Planning Policy Framework²
SWDP South Worcestershire Development Plan³
RS 2015 Harvington Residents' Survey⁴
HNS 2016 Housing Need Survey⁵
HSA 2016 Housing Stock Analysis⁶Developing the NDP
- 1.3.3 This NDP has been prepared by the community for the community. This document is the product of an intensive programme of consultation and community events. Each stage of the project has evolved from the needs and wants of the community.
- 1.3.4 The NDP activity has been led by an independent Steering Group with its own constitution and terms of reference. Details of the constitution and composition of the Steering Group are recorded in Section 2 of the ERJ document. The Steering Group formed five working groups, each responsible for a group of policies. The policy grouping in this NDP results from this working group focus.
- 1.3.5 Over 40 villagers volunteered to join the working groups or otherwise assist with the research for and preparation of the NDP.
- 1.3.6 The monthly Harvington News, published by the Parish Council and delivered to every dwelling in the parish, has been used to inform the community of the progress of the NDP and of forthcoming activity.
- 1.3.7 Information / consultation marquees were placed at all the annual village fetes, and full presentations were given at the Annual Parish Meetings.
- 1.3.1 In total, 18 community consultation / information activities were undertaken. Full details, with links to the presentations and photographs of the events are given in section 2 of the ERJ document, which also serves the role of the '**Consultation Statement**'.
- 1.3.1 The minutes of the Steering Group, and all associated documents, were published on the NDP web site <https://harvingtonplan.uk>

1 <https://harvingtonplan.uk/erj.pdf>

2 <https://www.gov.uk/guidance/national-planning-policy-framework>

3 <http://www.swdevelopmentplan.org/wp-content/uploads/2016/06/The-Adopted-SWDP-February-2016.pdf>

4 <https://harvingtonplan.uk/Surveys/Residents-2015/SurveyFullReport.pdf>

5 https://harvingtonplan.uk/Surveys/HousingNeed-2016/WRCC_Survey_Report.pdf

6 https://harvingtonplan.uk/Surveys/HousingNeed-2016/Ten_year_Housing_Analysis.pdf

- 1.3.2 In October 2015 a Residents' Survey (RS) was undertaken to determine residents' views on the current state of the village, on their desires for future facilities, and their views on the location and nature of future housing development. People were invited to complete it on-line if possible, with two village hall events for those unable to use the on-line survey. 240 on-line responses were received and 19 people came to the Village Hall.
- 1.3.3 In January 2016 all businesses operating in the village were invited to share their plans for the future (BS-2016), to raise any planning needs they had, and to tell us if they had (actual or potential) employees who were unable to find housing in the village.
- 1.3.4 In June 2016 a housing need survey (HNS) was commissioned by the Parish Council. Warwickshire Rural Community Council (an independent charity) created the survey design and received and analysed the (anonymous) results.
- 1.3.5 In January 2017 a Call for Sites (CFS-2017) was issued inviting suggestions from landowners or their representatives for sites for the development of 5 or more dwellings.
- 1.3.6 The evidence from the above community consultations is referenced in the policies below.
- 1.3.7 Steering Group members during the period of draft plan preparation were:
Clive Allen, John Colebrook, Maureen Hall, Leslie Hancock, Chris Haynes (chair), Kathy Haynes, John Langley, Chris Rushworth, Jill Smith and Tim Swift,
- 1.3.8 Volunteer members of the community working groups were:
Phil Bawn, William Burford, Jenny Cocks, Chris Davies, Jenny Grey, Alan Hurst, Andy Muirs, Joy and Julian Rawes, Ken Rowlands, Gary Tucker, Joyce White
- 1.3.9 The planning consultant was Neil Pearce of Avon Planning Services, Evesham

2 The Parish of Harvington

2.1 Topological and historical context

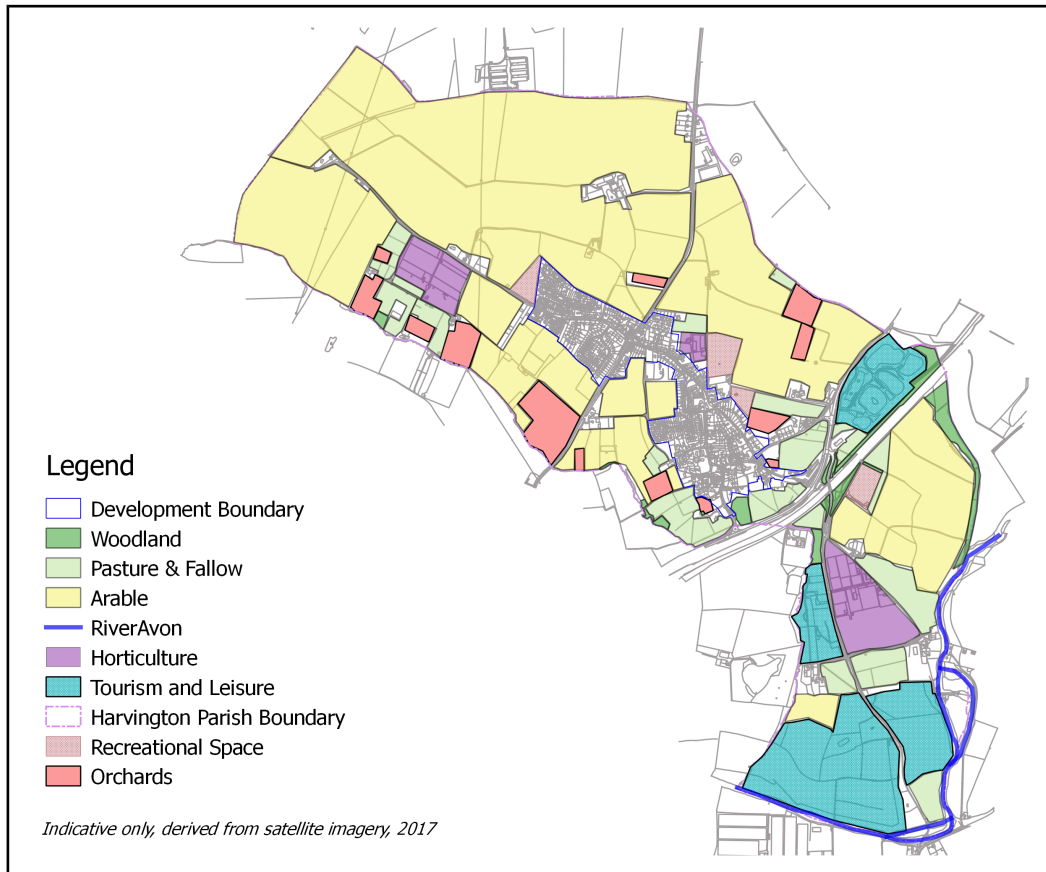
- 2.1.1 The village of Harvington sits on a small plateau between the Lenches hills and the River Avon, the Neighbourhood Area stretches from the slopes of the Lenches to the banks of the River Avon.
- 2.1.1 The Neighbourhood Area is bounded to the south-west by the Harvington Brook and north-east by an unnamed brook, which also forms part of the county boundary between Worcestershire and Warwickshire. The two brooks flow into the River Avon, which constitutes the south-eastern boundary of the NA.
- 2.1.2 It is close to the ancient Saltway track, originating in Droitwich Spa, descending to Harvington plateau from the high ridge terminating at Weethley and passing close to the Neighbourhood Area to cross the River Avon in the region of the Abbots Salford and Salford Priors.
- 2.1.3 The local names The Leys, Harvington Cross, Golden Cross and (nearby hamlet) Iron Cross are suggestive of pre-historic trading routes, as postulated by Alfred Watkins in the 1920s.⁷ The earliest archaeological traces in Harvington are of a Roman-British settlement, indicated by ditches, low-status pottery and red roofing tiles. One possible derivation of the name "Harvington" or "Herefordtun" is *"farmstead near the ford [suitable for the passage] of the [Roman?] army"*.
- 2.1.4 Once again village names are suggestive: the Anglo-Saxon designation of a "Street" often indicates the path of an earlier Roman road. The straight route formed by Harvington's Village Street and Green Street (passing the allotments) would seem to connect the crest of the plateau directly above the river crossing at Offenham (George Billington) Lock to the road running to the Roman fort at Alcester.
- 2.1.5 There has been a continuous settlement in Harvington since Saxon times. The first historic reference to Harvington (Heverton) is in an Anglo-Saxon charter of 709AD⁸. Around this time the village was given to the church in Worcester. This church ownership (which continued until Victorian times) has produced the modern planning benefit that, never having had a dominant local 'lord of the manor', the location and style of local building has developed and (mostly) survived in response to the evolving needs and desires of the ordinary villagers. In planning terms this vernacular heritage is a major attribute of the village – to be carried forward in this NDP.
- 2.1.6 The older parts of the village constitute a designated Conservation Area. The architectural heritage contained herein, and elsewhere in the village, is described in section 3 of the ERJ document.
- 2.1.7 Topologically, the Neighbourhood Area has three, distinct zones:
- The flood plain of the Harvington Brook and River Avon
 - The village settlement on the plateau,
 - Farms on the slopes rising towards The Lenches hills.

7 "The Old Straight Track" [Watkins, A, Abacus 1974](#)

8 "Aspects of Harvington's history" <http://www.harvington-history.org.uk>

2.1.8 Map 2 indicates the use of land outside the village development boundary⁹.

Map 2 - Land usage



2.1.9 The flood plain (see map 18) provides good alluvial soil for horticulture and the lakes at the foot of Crest Hill are used for recreational fishing. Other tourism / recreational needs are supported through the provision of two golf courses, a holiday caravan site and riverside fishing.

2.1.10 The farm land above the flood plain is mostly Grade 2 agricultural land, hosting both horticultural and arable farming businesses. Section 3.1 of the ERJ document references the Natural England maps showing the land grades, and that all the fields surrounding the village settlement have a high likelihood (>60%) of being Best and Most Versatile (BMV) land. BMV designation has a special significance in development site assessment, as discussed below.

2.1.11 Maps 3 and 4 show the public rights of way within the Neighbourhood Area.

2.1.12 The footpaths and other rights of way are highly regarded by residents, since they provide access to highly valued parts of the Neighbourhood Area.

9 Compiled from 2017 satellite imagery and local knowledge

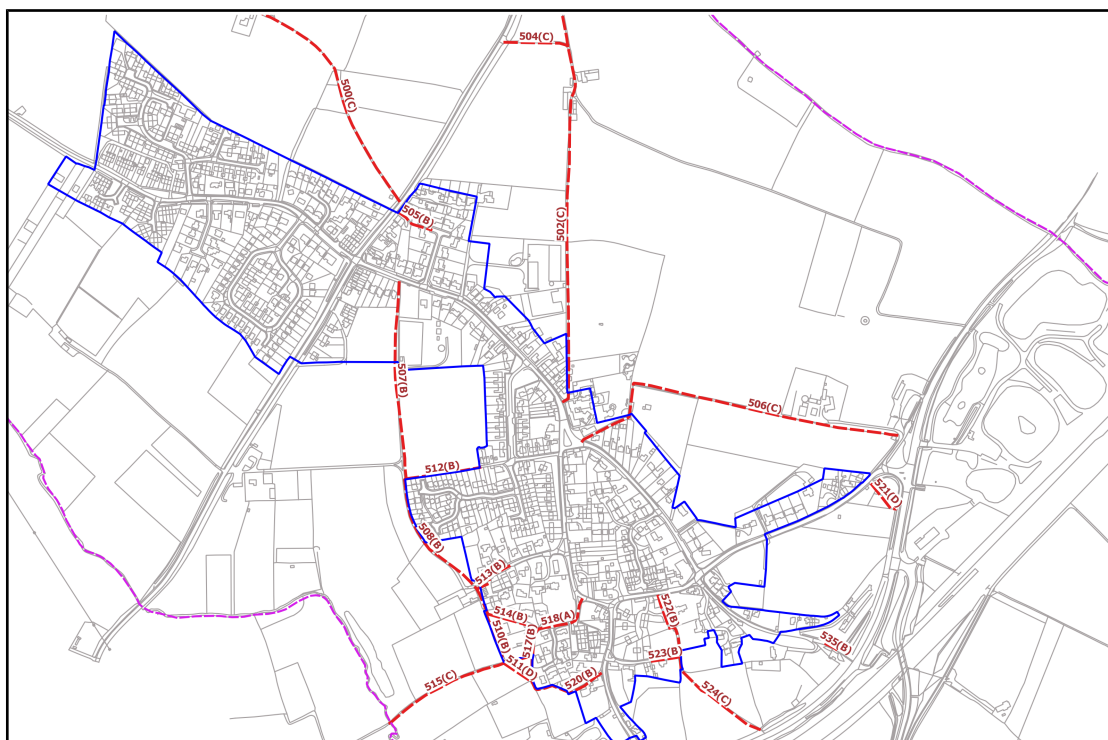
2.1.13 Being “attracted to the scenery and views” was an important factor in 53% of residents [choice to live in Harvington](https://harvingtonplan.uk/Surveys/Residents-2015/IndividualAnswers/Q1.html) ¹⁰(the most significant factor),

90% or more of respondents considered the [open spaces, scenery, views, trees and hedges](https://harvingtonplan.uk/Surveys/Residents-2015/IndividualAnswers/Q26.html) ¹¹to be important.

89% of residents value the [footpaths themselves](https://harvingtonplan.uk/Surveys/Residents-2015/IndividualAnswers/Q26.html) ¹²(the second most-valued feature).

99% of residents considered the [footpath network](https://harvingtonplan.uk/Surveys/Residents-2015/IndividualAnswers/Q26.html) ¹³ to be either very important or quite important to the village.

Map 3 - Public rights-of-way around the village centre



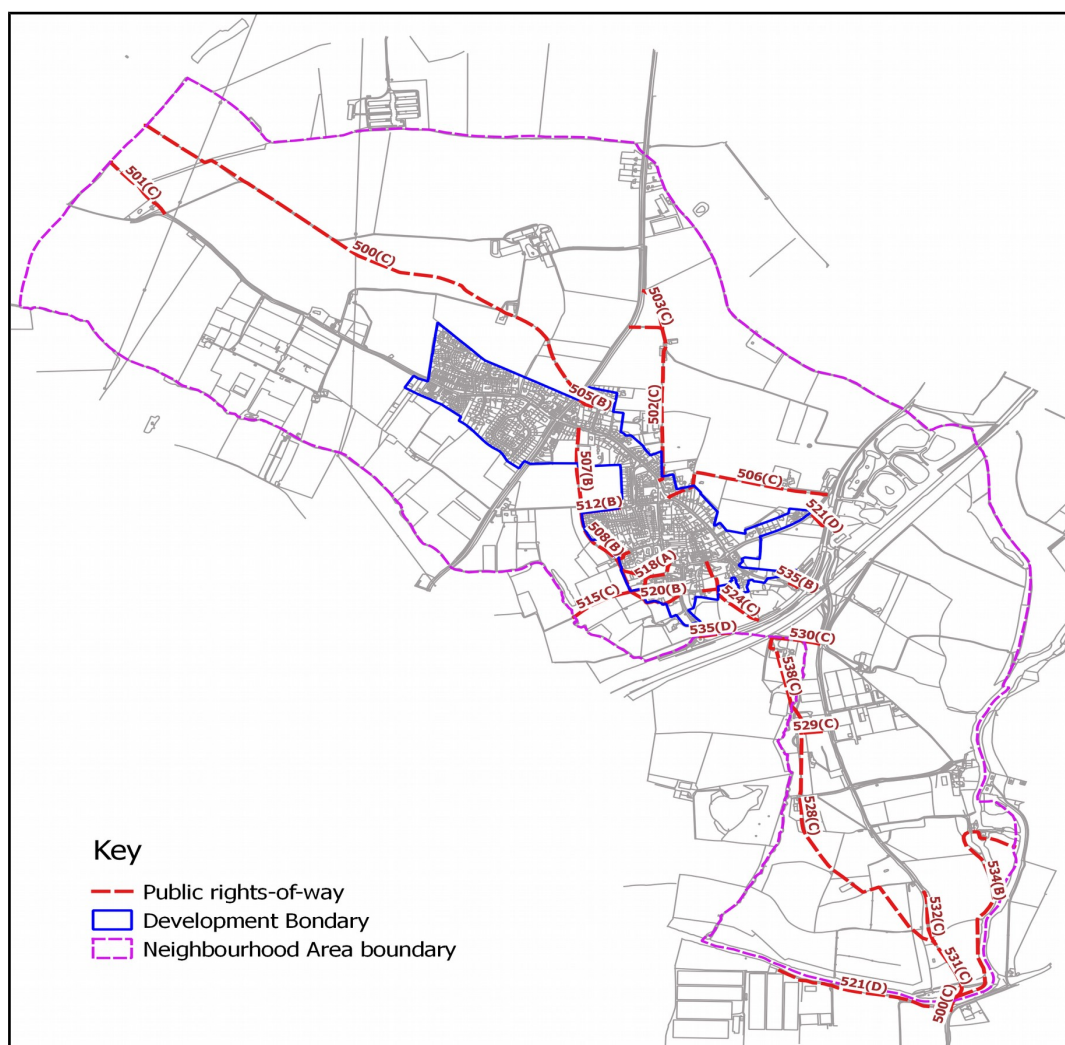
10 <https://harvingtonplan.uk/Surveys/Residents-2015/IndividualAnswers/Q1.html>

11 <https://harvingtonplan.uk/Surveys/Residents-2015/IndividualAnswers/Q26.html>

12 <https://harvingtonplan.uk/Surveys/Residents-2015/IndividualAnswers/Q26.html>

13 <https://harvingtonplan.uk/Surveys/Residents-2015/IndividualAnswers/Q26.html>

Map 4 - Public rights-of-way (outside development boundary)



2.1.14 The history and topology of the village are respected in this NDP in the following ways:

- Organic¹⁴ housing development is to take place in and around the existing plateau settlement;
- The flood plain will continue to be used for horticulture, sport, leisure & tourism where it does not conflict with the purposes of including land within the flood plain; and
- Farming around the village will continue to be respected, as it has been for at least the last 1000 years.

¹⁴ "Organic" within this NDP means making sustainable decisions which blend and balance the needs of people, businesses and the environment in a way which is mutually supportive amongst these. It recognises that external factors, needs and values may evolve during the NDP period.

2.2 Social context

- 2.2.1 The village currently has around 1750 residents in 764 dwellings¹⁵. ERJ section 3.2 shows that the tenure of the housing stock is as follows:

Type	Number	Percentage
Owner-occupied	552	72%
Socially-rented	146	19%
Privately-rented	66	9%

- 2.2.2 ERJ section 3.3 shows that 15% of dwellings have 1 or 2 bedrooms, 46% have 3 bedrooms and 39% have 4 or more.
- 2.2.3 Approximately 95% of the dwellings are within or adjacent to the village development boundary.
- 2.2.4 There are 8 dwellings on the flood plain and around 20 on the plateau - mostly in farms and around the former brick-yard.
- 2.2.5 The 2016 housing need survey (HNS) produced no requests for housing for people currently resident elsewhere who have a connection with the village. Similarly, local employers (in our 2016 [Business Survey¹⁶](#)) gave no examples of actual or potential employees seeking housing within the village. 35% of residents are aged 65 or more (RS). Only 8% are in the 25 – 34 age bracket – significantly fewer than the national (13.5%) or district (9.2%) profiles. (2011 census)
- 2.2.6 Only 5% of survey respondents were born within the parish.
- 2.2.7 In 2009 the BBC conducted a national search to find friendly villages. Harvington was found to be one of the most agreeable, friendly and neighbourly; it featured in a BBC documentary on the subject.

In the nearby town of Evesham, among those active in civic affairs, the village is often referred to as “The people’s republic of Harvington” - which indicates a positive image of social activism among Harvington residents.

2.3 Employment

- 2.3.1 The 2011 Census (for Harvington) recorded the following economic activity ratios:

Economic Activity	Percentage
Employed	64%
Retired	20%
Student	14%
Other Inactive	8%
Unemployed	2%

¹⁵ The 2011 census recorded 1680 residents. The May 2015 Wychavon DC Ward Profile (<http://goo.gl/Dm4psc>) recorded a 3.9% population growth for Norton & Harvington since the 2011 census, implying a Harvington population of 1746 in mid-2017. The dwelling count is taken from the distribution list of the Harvington Village News at mid 2017.

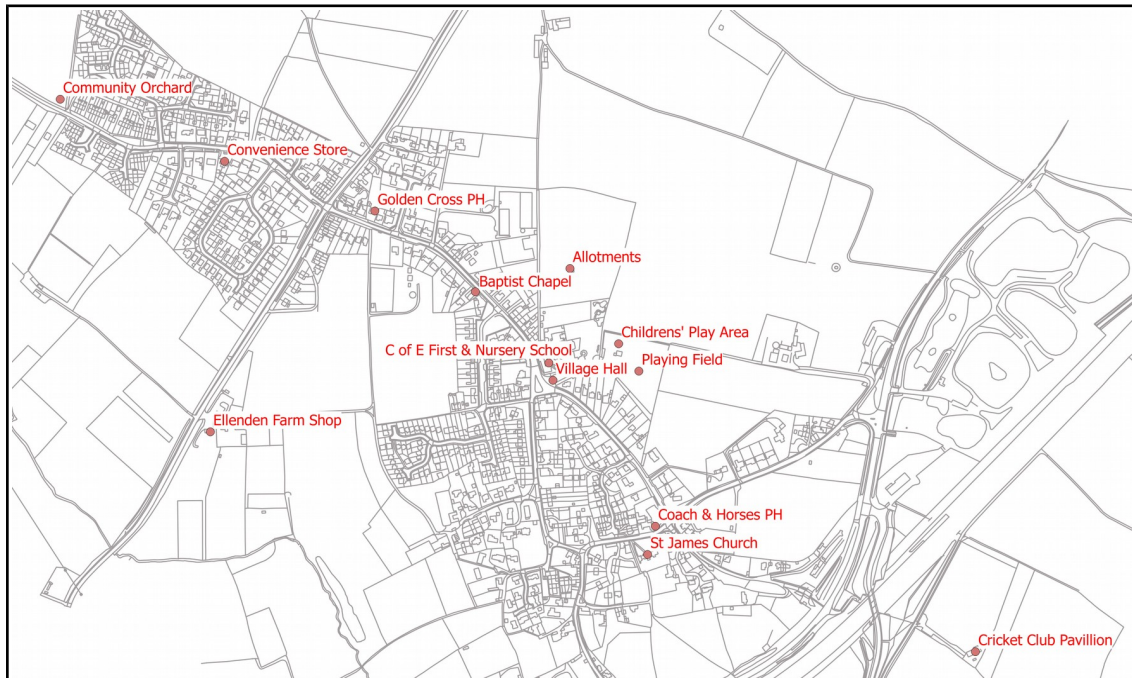
¹⁶ <https://harvingtonplan.uk/Surveys/Business-2016/BusinessSurvey2016.pdf>

- 2.3.2 51% of Residents Survey respondents have part-time or full-time employment outside the village. 75% of these travel 6 or more miles to work, 25% travel 25 miles or more. 95% of journeys to work are by car.
- 2.3.3 There are around 66 businesses in the Neighbourhood Area. However many of these are sole traders or family-based businesses.
- 2.3.4 The most significant employers are:
- The Church of England primary school and pre-school,
 - A nursery and pre-school, which meets in the village hall,
 - A tourist site offering holiday and static caravans, two golf courses, and coarse fishing,
 - An agricultural engineering firm,
 - Two public houses,
 - Farms, with one farm shop,
 - Village shop.
- 2.3.5 Analysis of the Residents' Survey and Business Survey indicate that, in 2016, there were less than 6 people who both resided in and were employed in the Neighbourhood Area.

2.4 Services and community facilities

- 2.4.1 The village is served by a bus from Stratford-upon-Avon to Evesham. It offers a half-hourly service during the day-time, but service termination early in the evening precludes its use by evening/ night-workers and for evening entertainment.
- 2.4.2 There are two places of worship in the village: a Church of England church and Baptist chapel. These, jointly, provide a youth activities club. The chapel is available for hire and is used regularly by local groups and classes.
- 2.4.3 The village hall is well used, with over 1000 booked hours per annum. In a typical term-time period (mid-April to mid-May 2018) there were 57 bookings in 30 days. During the day on weekdays it is used by a pre-school group. On most weekday evenings it is used for village clubs, societies and the Parish Council. On many weekends it is used for family parties or large village events. The volunteer trustees of the village hall charity also run a film club.
- 2.4.4 The cricket club, on the flood plain, hosts cricket and football. It has a sports pavilion, which is also used for family parties.
- 2.4.5 There are no medical services in the village. Most residents are registered with GP practices in Bidford-on-Avon or Evesham – both approximately 4 miles away.
- 2.4.6 Map 5 shows the location of the main village services and facilities.

Map 5 - Village services and facilities



Victorian school building



3 Vision and objectives

The following vision and objectives were distilled from the responses to the 2015 Residents' Survey and associated Village Hall consultations. They have been validated during the consultation process.

3.1 Vision

The vision states:

The Parish of Harvington is a vibrant and active place to live in and to visit, whose residents wish it to continue to grow organically and sustainably within its attractive and productive landscape.

3.2 Objectives

The 2015 residents' [survey](#) suggested specific objectives which this NDP should set out to meet. These objectives have been formulated by and tested in consultations with the community. They are:

Objective 1: Horticultural and agricultural sustainability

The NDP should protect and, if possible, enhance the extent and quality of the orchards, horticultural and agricultural land in the Neighbourhood Area, ensuring that local sustainable production of food, fruit and animal feed may continue.

Objective 2: Architectural heritage

The NDP should protect the setting and experience of the wide range of domestic architecture, which spans over 500 years, and encourage developers to contribute to this gallery of vernacular architecture by contributing excellent examples of modern architecture.

Objective 3: Housing growth

The NDP should sustain growth in new dwellings at the same rate as the previous 10 years.

Objective 4: Valued Landscapes

The NDP should ensure the preservation of the much-valued views of the surrounding open countryside and of the conservation area.

4 Policies

4.1 Development Boundary

Policy DB – Development Boundary

This policy designates the Harvington Development Boundary (DB). It is defined in Map 6.

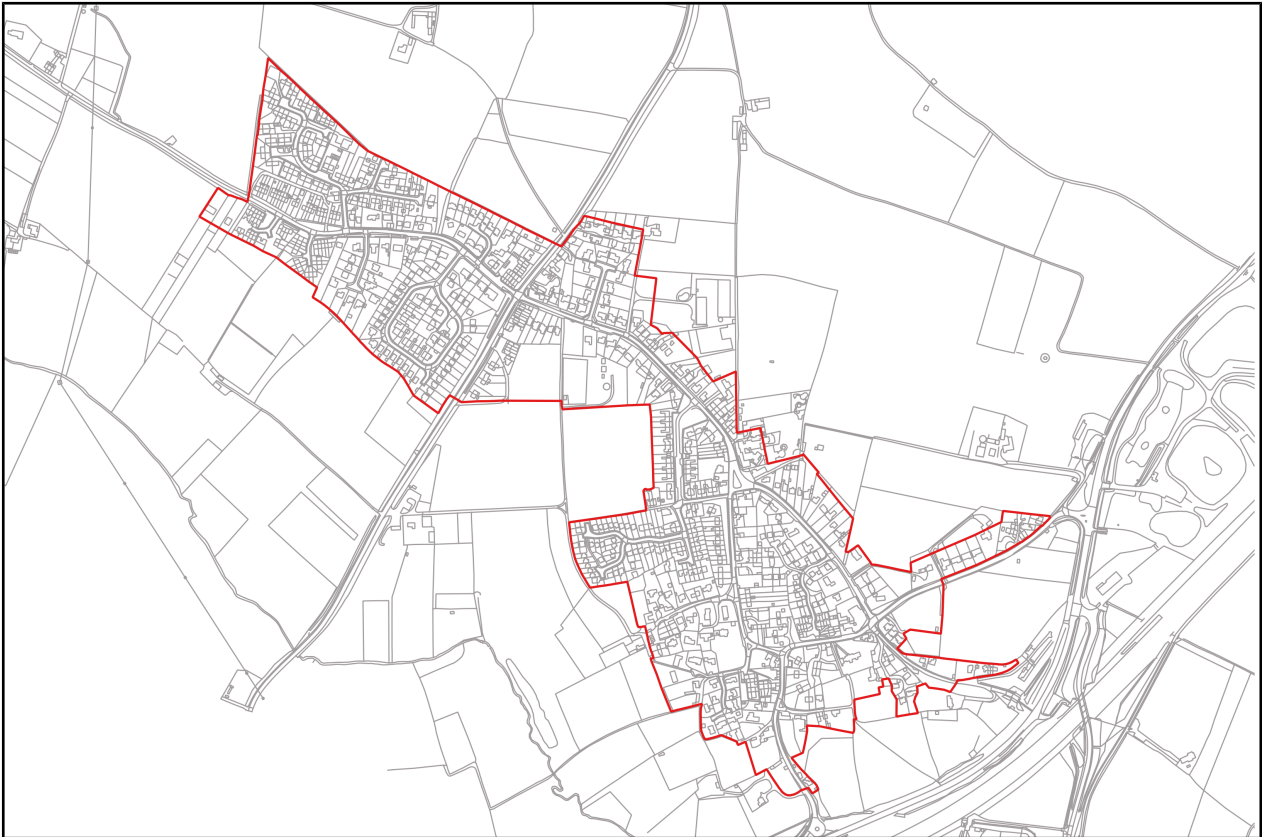
Residential and business developments are, in principal, supported within this Boundary.

Residential developments outside this boundary are limited to the following special circumstances, defined in NPPF Para 55:

- **Replacement of existing residential buildings (in accordance with SWDP18),**
- **Conversion of redundant farm buildings into residences,**
- **The essential needs for rural workers,**
- **Buildings of exceptional quality or innovative nature,**
- **Rural Exception housing (in accordance with SWDP16)**

Business developments outside the DB are supported by the Business and Tourism policies in this NDP.

Map 6 - Development boundary



A high resolution version of this boundary map is [available](#)¹⁷.

Explanation

1. The development boundary (also known as a village boundary, a settlement boundary or a built-up area boundary) separates the developed core of the village from the surrounding countryside.
2. The policies within this NDP support and encourage residential development within the boundary, employing a designated development site and small-scale infilling & replacement.
3. The policies resist most residential development outside the boundary.
4. This development boundary includes the existing built form of the village and has been expanded to encompass the following:
 - The development site for 9 houses designated in the SWDP, which has the benefit of planning permission;
 - The proposed development site designated in this NDP; and
 - 24 social housing dwellings completed since the last boundary revision.

17 <https://harvingtonplan.uk/plan/DevelopmentBoundary.png>

4.2 Environment and Heritage

- 4.2.1 This group of policies is concerned with the protection and enhancement of the environmental heritage – natural, farmed and built – within the Neighbourhood Area.
- 4.2.2 The entire Neighbourhood Area falls within the **Lenches Ridge Environmental Character Area** (ERJ 3.1), defined as part of the Worcestershire Green Infrastructure policies. Policies within this NDP have had full regard to the relevant landscape and biodiversity priorities defined for this Character Area.
- 4.2.3 If it were not for the church spire, Harvington would probably be almost invisible in the landscape from whichever direction it is approached. The visual charm of the village therefore, depends heavily on three things:
- the sense of arrival created by the actual road approaches to the village (not all of which rise to this challenge);
 - the small changes in relationships between buildings and the spaces around them as people move through the village; and
 - the extensive views of the surrounding countryside which can be seen from many points bordering the village.
- 4.2.4 All of these elements need to be considered and respected by those who intend to build, extend or develop properties in the village.
- 4.2.5 Policies in this group contribute to the achievement of three of the four NDP Objectives (section 3 above). These objectives are:
- Horticultural and agricultural sustainability;
 - Architectural heritage: and
 - Valued Landscapes.

River Avon at Harvington Lock



Policy EH1 – Green Infrastructure

A - Agricultural and Horticultural Land

The use of agricultural, horticultural or orchard land should only be considered for housing or business development if:

- a) The need cannot be met through infilling within the development boundary; and**
- b) All brownfield sites have been considered; and**
- c) The development is necessary to supply the specific local housing or business resources required to meet targets defined in this NDP or the strategic policies of the SWDP**

B – Open Spaces

Development will be expected to contribute towards the improvement of existing, or provision of new public open space and recreation facilities.

Proposals should safeguard and enhance the natural and historic environment, protect priority species and enhance habitats and sites of special biodiversity interest.

C - Trees and Hedges

Development must take into account the importance of veteran and mature trees and ancient hedgerows. Development which adversely affects such trees or hedgerows will not be supported unless there is a net gain in tree and hedge planting.

Appendix C to this NDP lists the trees on public land and on highway verges in 2017. When considering physical access or visibility splays for a development site every effort should be made to avoid any need to remove or modify these trees.

Every possible effort should be made to preserve both the individual trees and the overall integrity of the Millennium Oak Avenue trees on either side of Evesham Road – see Map 7.

The 43 verge-side Elm trees in Leys Road, identified in Appendix C, which have been planted to evaluate candidate local replacement species, are to receive special care and protection.

Any plan involving the removal of the linear tree-and-hedge wind-breaks shown in Map 8 will be resisted if there is active horticultural or agricultural activity within the immediate vicinity.

D – Preservation of arboreal genetic heritage

Any fruit or nut trees present in a proposed development site must be assessed for genetic rarity by an expert designated by Worcestershire County Council Ecology Services and, if rare, adequate steps taken to preserve their genetic heritage; off-site propagation of seeds or cuttings by a horticultural heritage organization constituting an adequate step.

E - Wildlife and Biodiversity

Where the removal or trimming of old orchards and hedgerows are involved in a proposed development, appropriate surveys should be carried out and submitted at the application stage and in all cases prior to determination. Such surveys should include detailed and adequate mitigation measures where an impact is identified.

Provision should be made for wildlife corridors within developments by preserving existing hedgerows, where possible.

All new green spaces within development sites must connect to hedgerows or other wildlife pathways adjacent to the site to facilitate free movement of wildlife.

F – Public Rights of Way

The existing footpath network within the Neighbourhood Area should be preserved and enhanced wherever possible. Any development which adversely affects footpaths, or the amenity of the users of those footpaths, will not be supported.

Further footpaths should be incorporated, where appropriate, into new developments and should demonstrate how that scheme connects with the existing network.

Care should be taken to ensure that:

- Access to footpaths is maintained, including stiles, bridges and steps;
- They are made visible and signposted; and
- Those paths that are not yet recognised are recorded as public rights of way.

Map 7 - Millennium Oak Avenue

Environment and Heritage

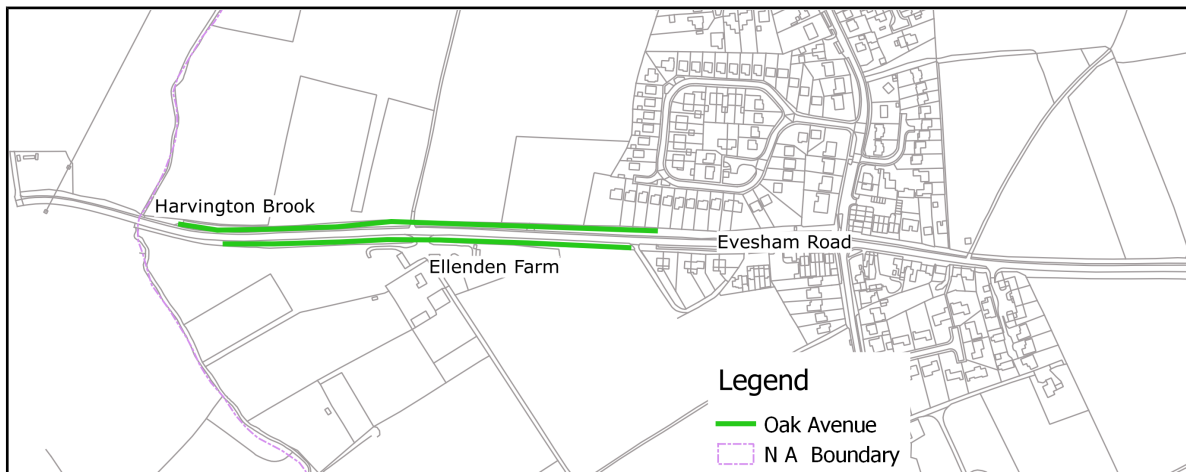
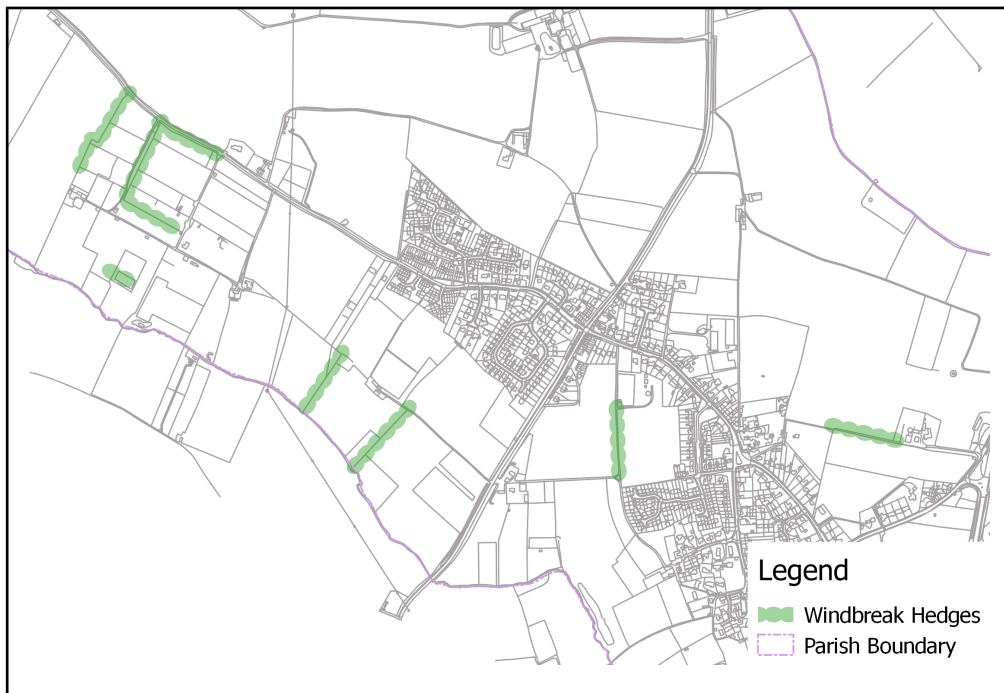


Photo 1 - Millennium Oak Avenue



Map 8 - Protected windbreak hedgerows



Explanation

1. Section 3.1 of the ERJ references the designated land grades and BMV status of this land.
2. It also references the landscape and biodiversity priorities which are applicable due to the Area falling within the Lenches Ridge Environmental Character Area (forming part of the Worcestershire Green Infrastructure Framework).
3. Section 4 of the ERJ contains the full justification for the protection of agricultural, horticultural and orchard land.
4. Agricultural and horticultural land within the Neighbourhood Area is a valuable asset for the fruit and food it produces and also for its amenity and historical value. All of this land within the Neighbourhood Area is either:
 - Grade 1 or 2 (Best and Most Versatile) agricultural land or
 - Within the immediate flood zone of the River Avon or on higher ground approaching the Lenches Ridge skyline, and therefore subject to the landscape priorities of the Lenches Ridge Environmental Character Area.
5. The orchards in the Neighbourhood Area are a particular feature of the local area, and are additionally to be protected for the potential genetic diversity represented by their varied range of long-established fruit and nut trees.
6. This policy provides the maximum possible protection for these fragile assets, recognising their commercial, aesthetic and genetic values and constraining their loss for development purposes.

Environment and Heritage

7. Fruit and nut trees have been a particular feature of the area of the Vale of Evesham in and around Harvington. They form an essential component of the food production assets of the region. It is likely that there are species surviving within the Neighbourhood Area which are sufficiently rare to be of national genetic significance. This is why the policy requires an inspection and possible off-site preservation activity. This preservation activity will typically involve the taking of cuttings and their propagation by experts such as Pershore College or the Vale Landscape Heritage Trust. This policy does not inhibit the subsequent clearance of the development site.
8. Trees and hedgerows are an essential feature of the landscape in and round Harvington and provide shelter for many forms of wildlife. Compensatory planting is required to support overall long-term bio-diversity.
9. The Evesham Road Millennium Oak Avenue trees were planted by community groups as a heritage investment for the future. It extends for around 450m. along Evesham Road, as shown in map 7 and photo 1. Oaks are valued in orchard areas since they provide a good habitat for a wide range of pollinators. Developments which would require felling of any of these trees to provide highway access or adequate visibility splays are to be resisted.
10. The countryside around Harvington, like many parts of the UK, suffered badly from the loss of Elm trees due to Dutch Elm disease in the 1970s and 1980s. This loss removed habitats for many local flora and fauna, as well as causing a drastic change in the landscape. A local horticultural expert Dr. Hugh Nunn (who also initiated the Millennium Oak Avenue project) arranged for the planting of many different species of Elm, with careful recording of species type and origin, as a long-term proving exercise to determine which disease-resistant strains will best thrive in Harvington's verges and hedgerows. The intention is to undertake extensive re-planting once successful species have been identified.
11. Linear wind brakes, mostly composed of conifers with hedge infilling, are a feature of the local horticultural landscape and serve the practical purpose of protecting down-wind fields and orchards. They protect blossom, shelter pollinators and reduce soil erosion. Since they provide a necessary economic 'service' beyond the immediately-adjacent fields, they need to remain so long as they serve an agricultural / horticultural purpose within the vicinity.
12. The rural setting and ambience of the Neighbourhood Area are a contributing factor to its wide biodiversity. The old orchards in particular provide safe habitats for many creatures, include protected species, and any development of these areas should have specific regard to the biological diversity found within them. Hence the requirement for a wildlife survey.

Policy EH2 - Local Green Spaces

This NDP designates the following areas of Local Green Space (LGS), as defined on map 9, at the following locations:

GS1	Jubilee Community Orchard
GS2	Leys Road
GS3	Orchard Place
GS4	Ragley Road verge
GS5	Village Green
GS6	Allotments
GS7	Playing Field
GS8	The Common
GS9	Glebe Cottages verge
GS10	The Steps
GS11	Cricket Club
GS12	Cemetery

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

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

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

Appendix A defines the locations and areas of these Local Green Spaces.

Explanation

1. In accordance with paragraphs 76-78 of the Framework, local communities are encouraged to include new and robustly justified Local Green Spaces within their neighbourhood plans, where this designation does not prevent identified development needs being met.
2. Local Green Space which is of particular importance to local communities, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife will be designated for special protection.
3. Local policy for managing development within a Local Green Space should be consistent with policy for Green Belts.
4. Each Local Green Space is defined, described and assessed in detail in the [LGS Site Assessments](https://harvingtonplan.uk/plan/LocalGreenSpace-SiteAssessments.pdf)¹⁸. Local Green Spaces

18 <https://harvingtonplan.uk/plan/LocalGreenSpace-SiteAssessments.pdf>

Map 9 - Local Green Spaces



Policy EH3 - Responding to Local Character

All new development should have regard to local character ensuring that new buildings and modifications to existing ones have sympathetic regard to their immediate setting and to the character of that part of the village.

The Village Character Appraisal (Appendix A) assesses the character of all streets (outside the Conservation Area) to identify their significance to the built heritage of the village so that careful consideration may be given to the impact of new development on built heritage. New development should demonstrate how it:

- a) Protects the important historic buildings within the village;**
- b) Ensures that they are not in danger of severe and damaging alteration; and**
- c) Ensures that the environment in which they sit is not compromised.**

Explanation

1. Harvington is fortunate in retaining a number of traditional timber-framed houses, and other important historic buildings, including Victorian and Edwardian structures. Their existence both enhances the village, and makes it worth protecting.
2. The conservation area has its own Character Appraisal, produced by Wychavon District Council.
3. The conservation status of this part of the village provides protection under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).
4. This policy places an additional requirement to pay careful attention to the built heritage of the village *outside* the conservation area.
5. It invokes the Harvington Village Character Appraisal, which records the character of streets which are within the development boundary, yet outside the conservation area.

Policy EH4 – Setting of Conservation Area ‘holloway’

This policy identifies a three-part protection zone, shown on Map 10, which is of particular importance to the setting of the Harvington Conservation Area (CA).

This zone is part of the skyline of the Anchor Lane holloway.

These three areas (1, 2 & 3 in Map 10) are immediately adjacent to the upper edge of the holloway slope, yet outside the CA.

Any development or public utility installation within these three areas which would be visible from any part of the Anchor Lane public highway will be resisted.

Map 10 - Conservation Area – Protected zone

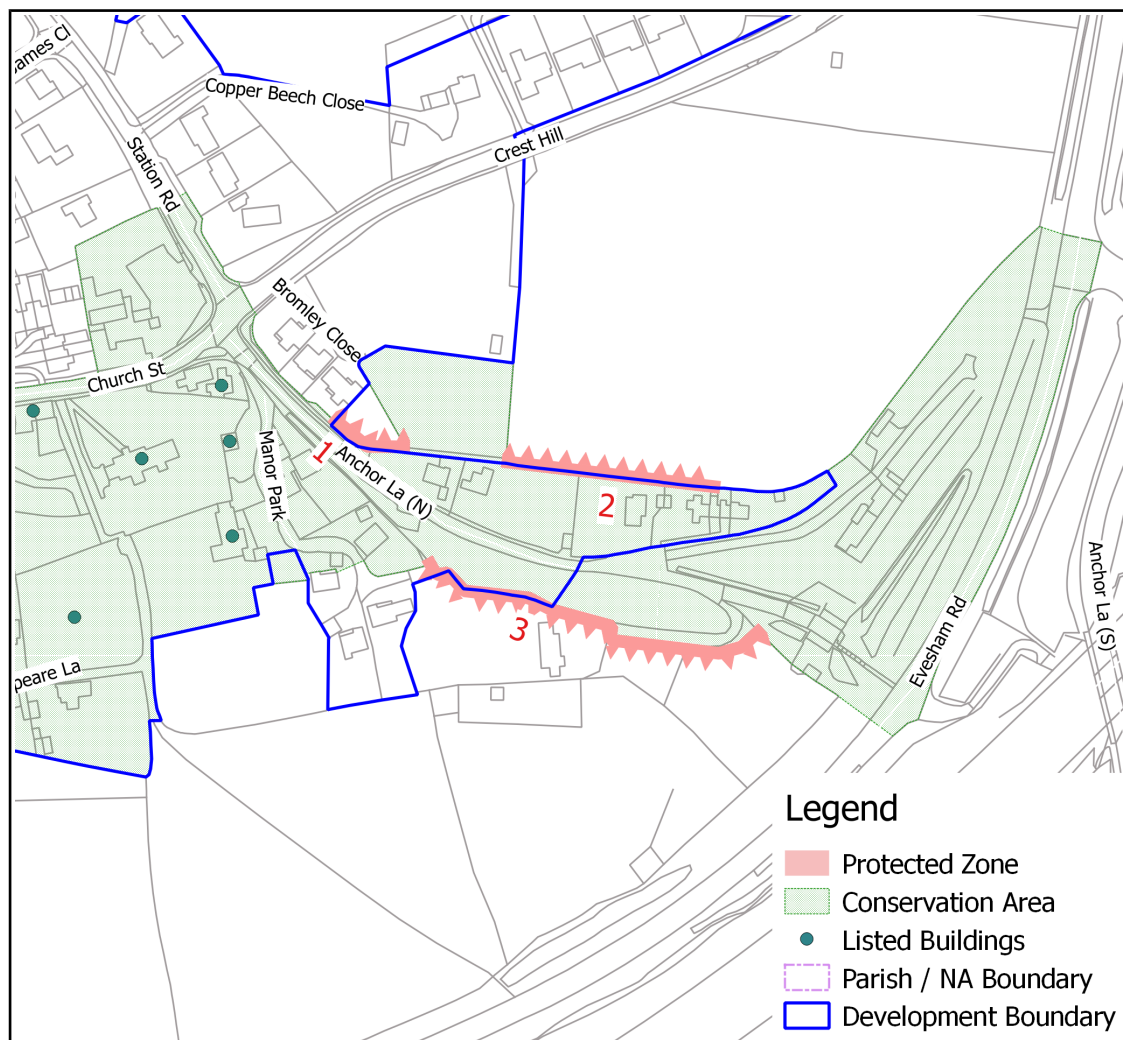


Photo 2 - Skyline of Anchor Lane holloway



Explanation

1. The Harvington Conservation Area (CA) encompasses the older part of the village, and is protected by the powers exercised by Historic England. The Anchor Lane holloway falls within the the CA, and thus benefits from the protection of these powers.
2. NPPF 126 requires the planning process to " *identify and assess the particular significance of any heritage asset*" and then to " *take this assessment into account ... to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal*"
3. Historic England guidance on the setting of heritage assets requires the assessment of the impact of all planning decisions near a CA on the setting of that CA.
4. In particular, the Historic England [guide](#) to "The Setting of Heritage Assets"¹⁹ declares that " *Development management policies might include policies on ... protection of important views and vistas*"
5. The ERJ records how the three-step appraisal process recommended by English Heritage has been followed in respect to the protection of this 'holloway' heritage asset.

¹⁹ <https://content.historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/heag180-gpa3-setting-heritage-assets.pdf/>

Environment and Heritage

6. The assessment concluded that any visual intrusion into the skyline which might be visible from any part of the Anchor Lane holloway would seriously detract from the character and enjoyment of this heritage asset.
7. Visual intrusions would result from developments or utility installations placed in land either side of the holloway and sited too close to the edge of the holloway.
8. Some of this land adjacent to the holloway is within the CA itself; any proposals related to this land would receive the special attention required of any development with a CA.
9. This NDP policy relates to the land immediately adjacent to the edge of the holloway, yet not itself within the CA. There are three such areas – marked 1, 2 & 3 in Map 9.
10. Because the protection of the skyline from a holloway is an unusual requirement - one requiring specific local knowledge of the topology of the CA and an appreciation of the particularly-negative impact of a visual intrusion on the skyline of a holloway - it is appropriate to include a specific planning policy relating to the setting of this part of the Harvington CA.

Policy EH5 – Valued Landscapes

The Neighbourhood Area contains views which are valued by residents and are characteristic of the village heritage and its setting.

The inbound and outbound views are indicated in the following maps:

Map 11 – Inbound and outbound views 1 – 8 around the village centre

Map 12 – Panoramic view of village when descending from Atch Lench

The specific locations and extents of these valued landscapes are defined in Table 1.

Proposals which have an adverse impact on these valued landscapes will not be supported.

Within the designated outbound view zones (1-4, 7-9) developments should:

- a) Have roof-lines below the horizon and**
- a) Not obscure the view of any building within the Conservation Area when viewed from any point along the designated view base-line, shown as an extended jagged blue line in these maps.**

Explanation

1. The value placed on views by residents is recorded in the ERJ.
2. All of the viewpoints are on designated public footpaths or the public highway.
3. The outbound views cover wide areas of mostly agricultural and horticultural land. This policy permits the development of individual barns and similar agricultural installations, but requires them to be positioned so as to minimise the impact on the view.
4. Table 1:
 - Identifies the viewpoints,
 - describes the views,
 - Estimates the distance to the horizon.
5. The value placed on views by residents is recorded in the ERJ.
6. All of the viewpoints are on designated public footpaths or the public highway.
7. The outbound views cover wide areas of mostly agricultural and horticultural land. This policy permits the development of individual barns and similar agricultural installations, but requires them to be positioned so as to minimise the impact on the view.

Table 1 - Valued Landscape Views

	Viewpoint	View	Miles
V1	Evesham Road, S. of Mandeville Cotts.	<p>Across Ellenden fields, looking down valley to Avon flood plain. Cleeve Prior, The Littletons with the Cotswolds escarpment on the horizon.</p> <p>This view provides a fine overview of the character of the Vale of Evesham. In the foreground are the arable and asparagus fields of Ellenden Farm, with is Farm Shop at which local produce is sold. Further down the valley of the Harvington Brook can be seen apple orchards, with a wind-break line of poplar trees (in the adjacent Parish or Norton.</p> <p>In the middle distance is the SSSI of Windmill Hill, whilst on the horizon is the tree-lined top of the Cotswold escarpment.</p> <p>This view is from the man road between Alcester and Evesham. It also forms part of the Blossom Trail, to which tourists are attracted each spring, bringing valued spending to Harvington and other local businesses.</p>	7
V2	'T' junction of paths 507(B) & 512(B) beyond Hughes Lane, for 195 metres northwards along 507(B) towards the Golden Cross PH	<p>Ellenden fields, orchards & distant views of The Lenches & Malvern Hills.</p> <p>This is one of the most popular views in the village. Within just a short walk of the village green and of the largest housing estate is revealed an extensive panorama of the Vale of Evesham. From the asparagus field in the near-ground the eye is drawn onwards over orchards and arable fields to the distant views of the Malvern Hills, on the far side of the Severn River.</p> <p>It is believed locally that this is the landscape which JRR Tolkien had in mind when creating the Shire – homeland of the Hobbits; he used to stay with his aunt, who had a farm within this landscape.</p>	14

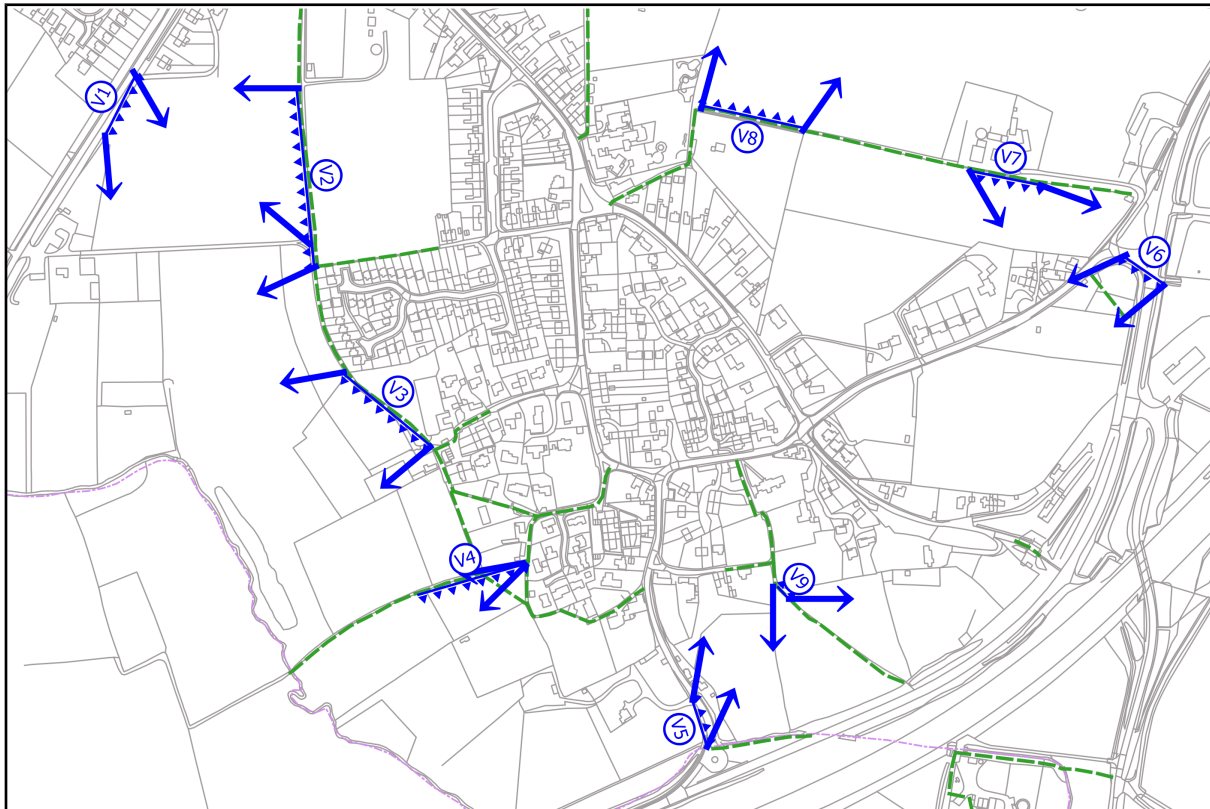
Environment and Heritage

V3	Path 508(B) behind The Grange	<p>Distant views of The Lenches & Malvern Hills.</p> <p>This path runs directly adjacent to Harvington's largest asparagus field, permitting a close-up appreciation of this quintessentially-local, world-renowned, crop.</p>	14
V4	Path 515(C) at end of Finch Lane	<p>Bridge crossing the Harvington Brook at "Monkey Island" and orchards beyond.</p> <p>This is a popular route to the neighbouring Parish of Norton & Lenchwick, passing through lush apple orchards – which are best viewed from this designated viewpoint.</p>	1
V5	Entry to Stratford Road	<p>Listed cottages, orchard and Church steeple.</p> <p>This is the most visually-significant entry point to the Conservation Area of the village and establishes its character. The view of the unique green steeple reinforces this as a welcoming village with a long tradition.</p>	½
V6	Road from Salford Priors and footpath 521(D)	<p>Church steeple.</p> <p>This is the entry point to the village from the East; most long-distance travellers arrive here, having left the A46 near Bidford. The open fields to the fore, with the floodlit green church steeple rising above, emphasises this comfortable transition from open countryside to rural village.</p>	½
V7	Crest of hill on footpath 506(C) at western boundary of "The Common"	<p>Windmill Hill SSSI²⁰ on the far bank of the River Avon, and onwards to the Cotswold escarpment.</p> <p>This offers the best and most accessible view over the lower parts of Harvington, in the the flood plain of the River Avon.</p>	7

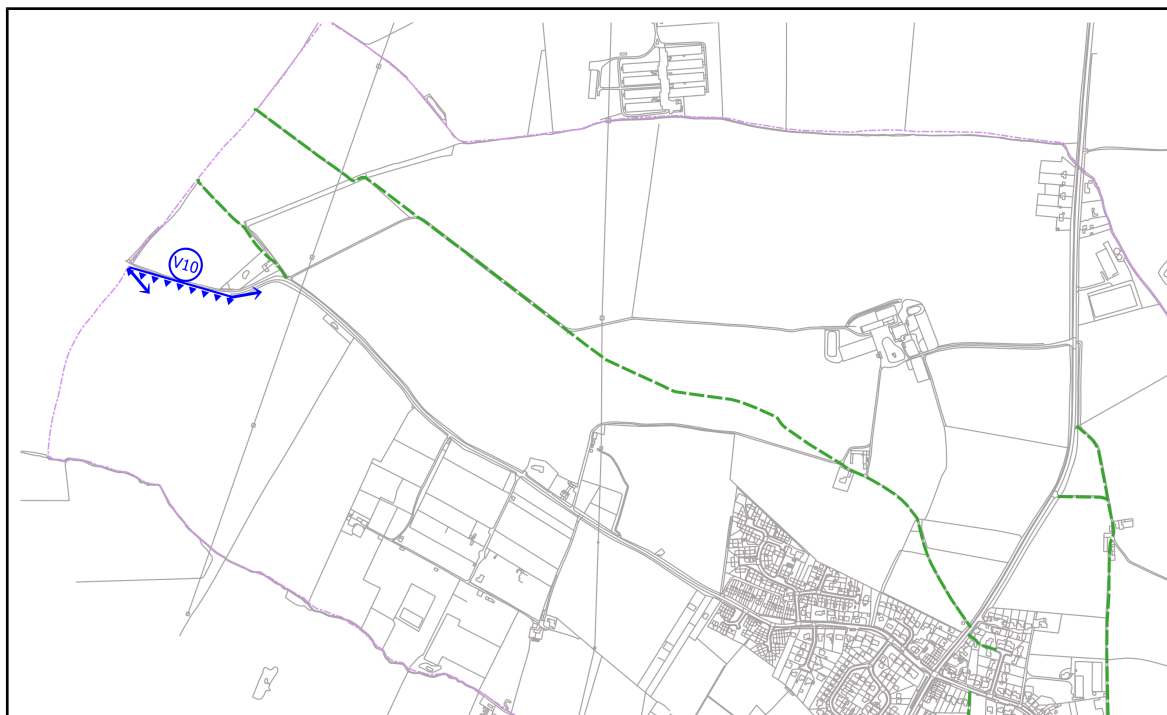
Environment and Heritage

V8	Playing field and footpath 506(C)	<p>Fields towards Ragley Hall, with Forest of Arden on horizon.</p> <p>The distant trees form part of the Forest of Arden an extensive tract of woodland to the north of Stratford-upon-Avon.</p> <p>Closer than the forest boundary can be seen the estates of Ragley Hall. This viewpoint affords excellent night-time views of the lavish firework displays often staged there.</p>	2
V9	South of Church, at crest of open field on 524(C)	<p>Open views looking west to south across the Avon flood plain and onwards to Windmill Hill SSSI.</p> <p>This viewpoint provides a different perspective of the southern slopes of the plateau on which the village stands.</p>	2
V10	Leys Road - descending from Atch Lench	<p>View of entire north-west of village, with church steeple, with Meon Hill, Forest of Arden & Cotswolds on horizon.</p> <p>This provides the quintessential panoramic view of the village – it is the view shown on the front cover of this NDP.</p> <p>This view is much cherished by villagers descending from The Lenches hills.</p>	10

Map 11 - Protected Views - around village centre



Map 12 - Panoramic view of village descending from Atch Lench



Policy EH6 - Flooding

All development must take into account the existing flood plain of the River Avon, the Harvington Brook, the water table of the relevant site and the free flow of surface water and groundwater to the receiving river, stream, brook or other water body.

Development should not result in an unacceptable risk to the quality of the receiving river, stream, brook or other water body, nor transfer the risk of increased flooding of the receiving water body.

All new developments should use permeable drives and hard standing wherever practical to allow the on-site absorption of rain water rather than permitting 'run off' which can lead to flooding.

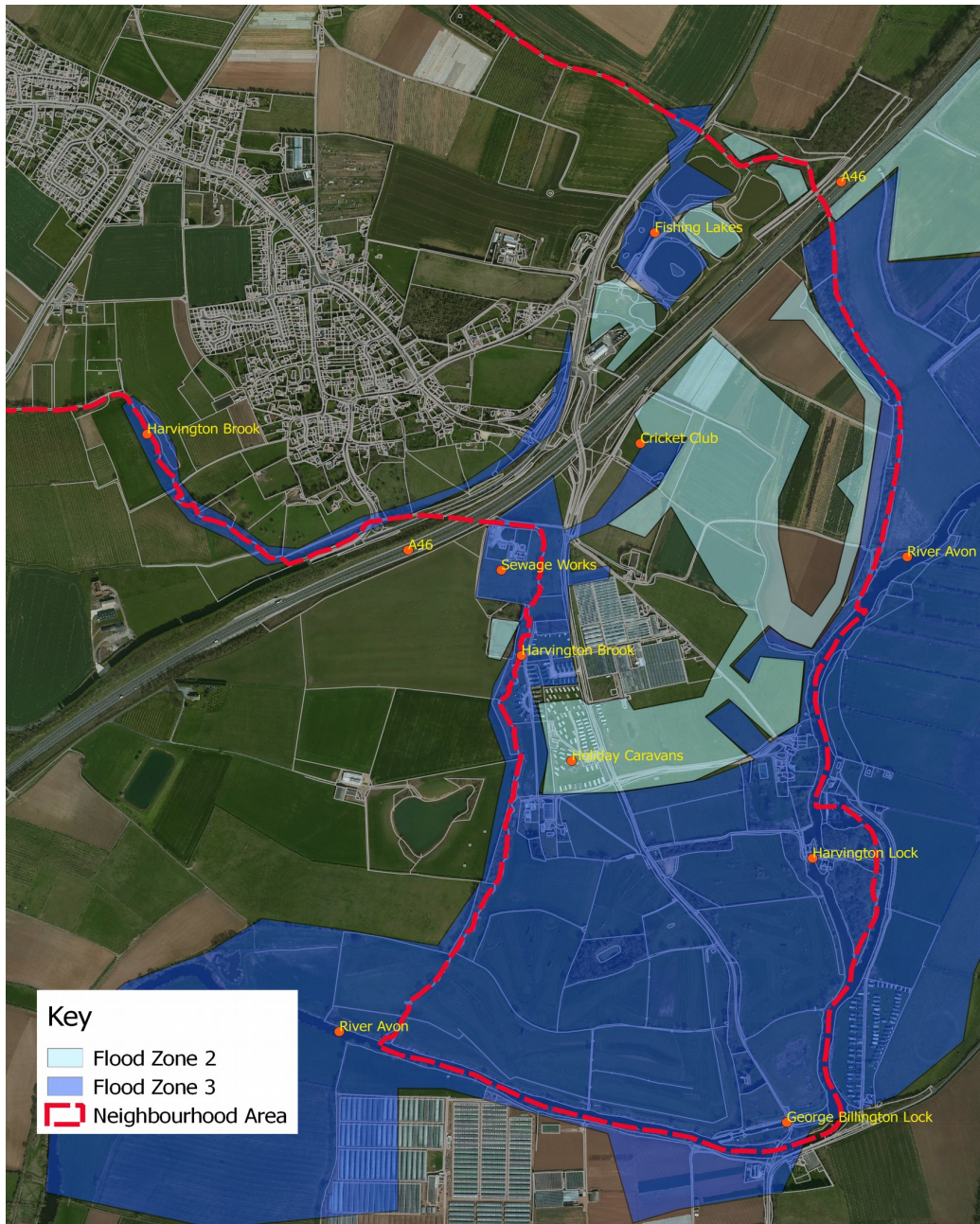
Explanation

1. There are three potential sources of flooding within the Neighbourhood Area:
 - Run-off from sloping fields and allotments,
 - Overflow of the Harvington Brook – particularly south of the A46,
 - Overflow of the River Avon.

2. Map 13, derived from HMG's flood planning site²¹, shows, in blue, the Level 1 flood risk areas within the northern part of the NA flood plain.

Note: this map is indicative of zones at 2017. HMG's flood planning site is to be consulted for up-to-date, site-specific data.

Map 13 - Flood risk areas



3. The Harvington Brook (to the east of Anchor Lane and south of Stratford Road) constitutes its own flood source, independent of the River Avon, either side of the A46 and extending into horticultural land to the east of Anchor Lane.

21 <https://flood-map-for-planning.service.gov.uk/>

Environment and Heritage

4. There has been a significant increase in flooding in the village in the last 15 years.
5. This has been attributed to changes in agricultural practices and to climatic change resulting in short, intense rain storms as south-westerly rain clouds from the Bristol Channel cool as they are forced upwards by the Lenches Ridges and the Harvington plateau.
6. In 2007 there was extensive flooding in the village, which affected roads, dwellings and village facilities as illustrated in photos 3 and 4.

Photo 3 - The junction of Leys Road and Blakenhurst during the 2007 floods



Photo 4 - Village Hall flooding - 2007



7. Run-off from the fields north-west of Leys Road has been intentionally buffered by the creation of the Millennium Community Orchard. Run-off from other fields is not yet buffered.
8. Most of the collected surface water north of the A46 (other than that gathered by highway culverts) is fed into the Harvington Brook.
9. The Harvington Brook passes under the A46 and then runs alongside prime horticultural land; it presents its own flood risk to these commercial premises. Great care must be taken in the design of surface water disposal schemes north of the A46 to ensure that discharge into the Harvington Brook will not contribute to downstream flooding.
10. Modern intensive agricultural practices can result in increased run-off of surface soil and of fertilizers, herbicides, and insecticides²². These chemicals can cause down-stream problems (even if conforming to statutory limits) when later concentrated in sediment. Care must be taken that new developments (particularly in farms or on former farmland) cannot intensify these threats to water quality. Where safe, it is desirable that fields be ploughed along the contours, to retain rain water and attenuate run-off.

22 <http://adlib.everysite.co.uk/adlib/defra/content.aspx?doc=155712&id=155841>

4.3 Local Facilities & Leisure

- 4.3.1 Policies in this group contribute to the implementation of the following aspects of the Plan's Vision (3.1.1), that Harvington should:
- 4.3.2 Be a vibrant and attractive place to live in and visit,
- 4.3.3 Continue to grow organically and sustainably.
- 4.3.4 These policies also enable the growth in village facilities to meet Objective 3:
- Sustain the growth in dwellings

Policy LFL1 - Village Facilities

Any application for the redevelopment of any of the facilities listed below, or for a change of use of any of their premises or grounds, will only be supported if it will improve the facility, provide an equivalent alternative or if the operation of the facility is no longer viable.

- **Harvington Village Hall**
- **Harvington Playing Field**
- **Children' Play area (on Playing Field)**
- **Community Orchard**
- **St James' Church**
- **Baptist Chapel**
- **Cricket Club Pavilion**
- **Harvington C of E First and Nursery School (see also LFL -3 and -4)**
- **Allotments**
- **Convenience Store, Leys Road**
- **Coach and Horses Public House**
- **Golden Cross Public House**
- **Ellenden Farm Shop**

Explanation

1. Map 5 shows the location of these facilities.
2. These facilities provide essential social, recreational, spiritual and community resources; the well-being of residents would be negatively affected by their loss.
3. The community facilities are well-used. The three highest-ranked in the RS were:

Facility used in previous 12 months	Percentage of respondents
Village Hall	81%
Playing Field	50%
St James Church (for worship)	43%

Local Facilities & Leisure

4. The four most-used commercial facilities were:

Facility used in previous 12 months	Percentage of respondents
Harvington Post Office*	96%
Ellenden Farm Shop	94%
Harvington Convenience Store	90%
Coach and Horses pub	72%

* The Post Office has since been closed

5. The village is also served by a number of valued mobile services, including:

- Mobile post office
- Mobile library
- Mobile fish-and-chip van ("Star Chip Enterprise")

Policy LFL2 - Expansion of First and Nursery School

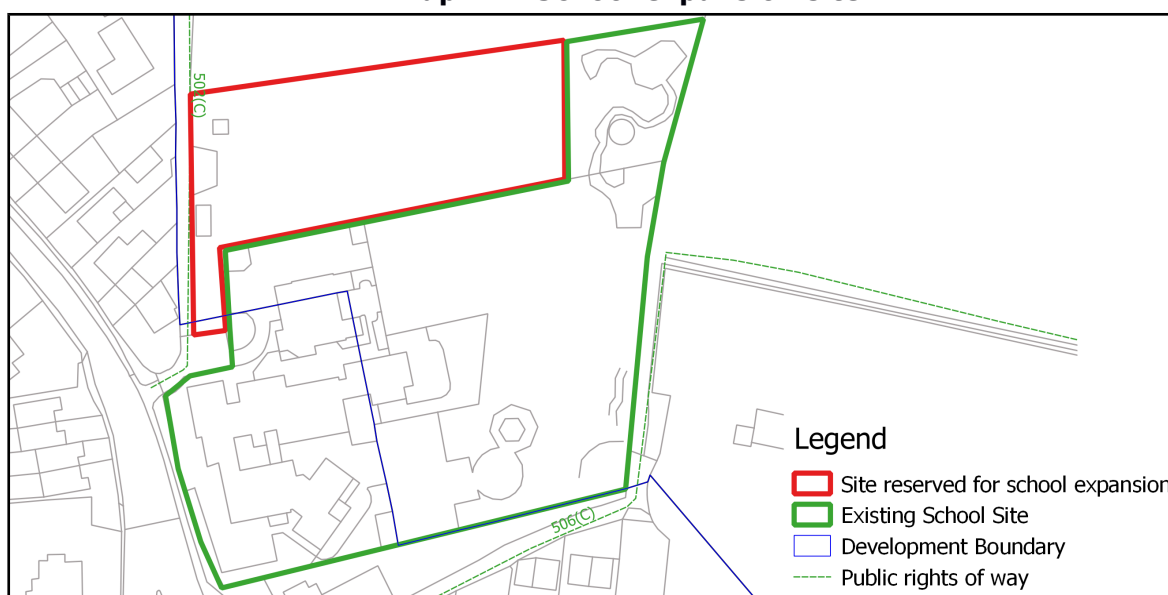
Land to the north of the existing school is reserved for the future expansion and improvement of Harvington C of E First and Nursery School.

Development on this site will only be supported for education purposes.

The site will only be released during the plan period for education use if it can be demonstrated through the submission of evidence that there is an identified need for its release.

The reserved land is shown in map 14.

Map 14 - School expansion site



Explanation

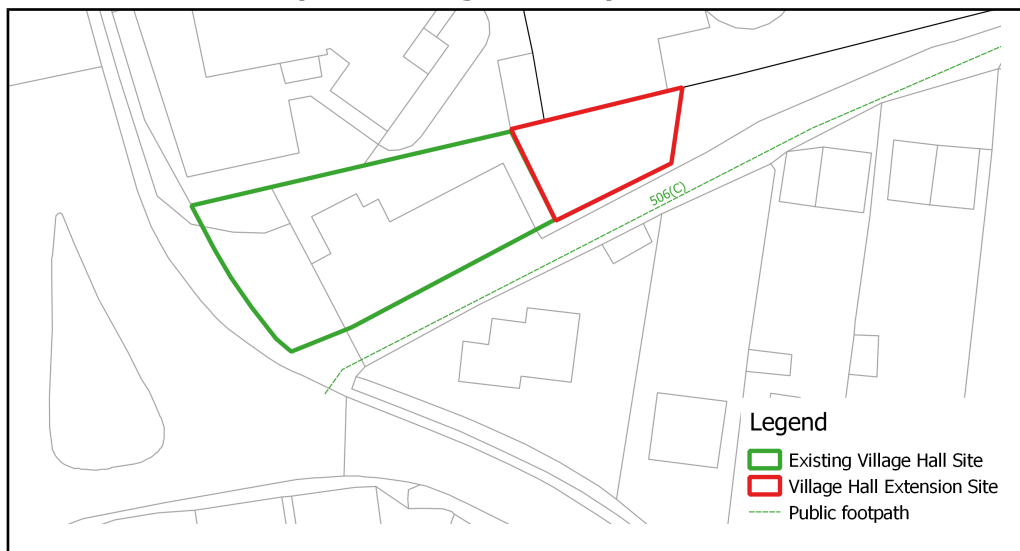
1. 23% of respondents to the RS had children attending this school; its catchment area includes the neighbouring village of Norton. 83% of RS respondents requiring child care facilities use the facilities provided by this school
2. The quality of the local schools was an important factor in deciding to live in Harvington for 25% of RS respondents.
3. It may be assumed that the increase in housing required in this NDP will result in a corresponding increase in demand for places at this school.
4. The school governors and head teacher have requested this reservation (EJR Appendix B).
5. The reserved land is the western part of an allotment strip. The north-eastern part of this strip has already been absorbed into the school grounds.
6. The expansion site enables expansion of the school buildings and/or play areas, as and when they may be required in the future.

Policy LFL3 – Expansion of the Village Hall

An area to the rear of the village hall is allocated for future expansion of the village hall facilities including for recreational use

Proposals will need to demonstrate that they do not cause any adverse impact on the amenity of neighbouring properties.

Map 15 - Village hall expansion site



Explanation

1. There is an immediate need for the use of this area as additional secure play space for the 'Harvey Bears' infants and pre-school organization.
2. The space will also be available for village events, such as fetes and sales.
3. There is no known owner of this area, and no registration on the UK Land Registry database therefore permanent buildings and structures should be avoided.

4.4 Business and Tourism

- 4.4.1 These policies support the continued growth of Harvington.
- 4.4.2 They contribute to the following aspects of the NDP's Vision that Harvington should:
 - Be a vibrant and active place to live in and to visit,
 - Continue to grow organically and sustainably
- 4.4.3 They contribute to Objective 1 – Horticultural and agricultural sustainability – in that they provide for farm diversification and recognize the close link between some aspects of the agricultural and tourism businesses (such as farm shops and fishing lakes).
- 4.4.4 They also contribute to Objective 3 – Housing growth – in that they actively promote home-based working, which provides the economic basis for many residents to be able to live and work in the village.

Recreational fishing in Harvington



Policy BT1 – Employment sites

The expansion of existing employment sites within the Neighbourhood Area will be supported where it has been demonstrated that intensified use of the existing site is not viable or practicable in meeting the needs of the business.

Proposals for change of use of existing employment sites would need to demonstrate that the site has been actively marketed for employment use for a minimum of 12 months and that there is clear evidence the site is no longer viable as an employment site.

Proposals for new small-scale business²³ sites will be supported provided that: The number of employees will not exceed the 'micro-entity' limit of 10; and

- **The proposals do not prejudice the integrity, security and tranquillity of residents within the Neighbourhood Area; and**
- **Adequate off-street parking is provided for employees and visitors; and**
- **The proposals are of a size, scale and form that is in keeping with the size, scale and form and rural character of its surroundings.**

Explanation

1. This policy enables the expansion of existing business sites where that expansion is necessary to provide additional employment opportunities and the reasonable expansion of that business.
2. It also ensures that existing employment sites can only be converted to other uses where there has been a sincere, sustained attempt to find other means of providing employment at that site.
3. New business sites for small-scale businesses are also to be supported in principle on suitable locations.

²³ A Micro-entity is defined in the 2006 Companies Act (2013 amendment), as having no more than 10 employees. See <https://www.legislation.gov.uk/ukdsi/2013/9780111105207>

Policy BT2 – Village Retail and Service Outlets

Permission for new retail premises of classes A1, A2, A3 or A4 will be supported in appropriate locations

The creation or expansion of garages, , farm shops, garden centres and similar rural enterprises will be supported where they enhance the viability and/or expansion of an existing local business.

Explanation

1. The provision of new and expanded existing retail facilities helps preserve the vitality of the village community and provides the infrastructure growth which compliments residential growth.
2. The scale and character of retail and service outlets needs to remain appropriate to this rural setting and to the market needs of this and adjacent villages; a large chain outlet branded and sized to serve a regional market would not be appropriate.
3. Retail outlets which are adjuncts to local agricultural or horticultural businesses are welcomed, since these help assure viability of these local businesses.

Policy BT3 – Farm Diversification

Proposals to diversify farm businesses for employment, tourism and recreation uses will be supported providing:

- **The proposed new use does not detract from or prejudice the existing agricultural undertakings or its future operation,**
- **The scale of activities associated with the proposed development is appropriate to the rural character of the Neighbourhood Area, and**
- **Where possible existing buildings are used to reduce the need for additional development.**

Explanation

1. Local farms are an essential part of the economy of Harvington and also play a key role in managing the local environment and landscape, which is highly valued by residents.
2. It is recognised by this NDP that farms and horticultural businesses need the freedom to expand their activities up and down their value chains; these value chain enhancements often requiring new or modified premises.
3. This policy supports this freedom, provided that an agricultural / horticultural business remains at its core.

Policy BT4 – Live / work buildings

Live/work buildings will be permitted within the Development Boundary or as a component of a farm diversification application conforming to Policy BT3.

Preference will be given to the conversion of existing buildings rather than new build for live/work units²⁴.

Live/work units will only be permitted if:

- **The proportion of area allocated to work does not exceed 50% of the total interior area; and**
- **Externally-visible signs or notices associated with the business do not exceed 0.25 square metres in area; and**
- **The work does not give rise to excessive noise, smells or fumes detectable outside the property.**

Explanation

1. Live / work units are buildings which combine living accommodation with a work area, such as a shop or workshops.
2. This policy constrains the size of the work area in relation to the living accommodation, and also limits other aspects of the operation, so that the unit has predominantly a residential character and offers no inconvenience to residential neighbours.
3. It should be noted that this policy applies to buildings which have a dedicated work area, often accessible to customers and business visitors. This policy places no constraint on home-based working, where the work takes place in residential rooms.

²⁴ Live/work units are units of living accommodation, which are specifically designed to accommodate work facilities for residents.

Policy BT5 - Tourism

Proposals which promote tourism within the Neighbourhood Area will be supported subject to the following criteria being met:

- A) The development is compatible with the rural character of the Neighbourhood Area and does notadequate adversely affect the amenity of neighbouring properties; and**
- B) The development conserves the character of the historic environment; and**
- C) The development does not adversely affect the natural environment; and**
- D) The development provides a safe and suitable access and where the volume of traffic associated with the proposed development is appropriate to the location of the site.**

Proposals for new tourism-related buildings outside the development boundary should:

- E) Contribute ancillary facilities to an existing tourist business establishment; or**
- F) Re-use redundant rural buildings.**

Explanation

1. Historically, the River Avon from Bidford-on-Avon to Evesham has provided a tourist / holiday destination for many from the West Midlands. Harvington played its role in this, especially in the days when there was a steam railway link from Birmingham to the village.
2. Extensive tourist activity continues – mostly based on the flood plain of the River Avon, with golf, river-side and lake-fishing being popular activities.
3. Visitor accommodation is mostly provided by static caravans.
4. Harvington also lies on the 'Blossom Trail' - a route for cyclists, cars and coaches which guides spring-time tourists past the Vale of Evesham's blossom-filled orchards. There are opportunities to offer blossom-related retail services to such tourists as they pass through the village.
5. This policy is intended to support and promote tourism businesses in the village which are compatible with the 'spirit' and setting of the village.

Policy BT6 – Static and Touring Holiday Caravans, Chalets and Camp-sites

Proposals for new or extended sites for static and touring caravans, chalets and log-type cabins will be supported where:-

- A) The development is not at risk of flooding and does not exacerbate the risk of flooding; and**
- B) The site is not visually obtrusive and is well screened from important vantage points; and**
- C) Its size and scale is in keeping with the overall scale of the village and does not dominate the settled community; and**
- D) Vehicle traffic generated from the development can be safely accommodated on the local highway network and has a safe and suitable means of access; and**
- E) The site has adequate foul drainage, fresh water supply and utilities; and**
- F) An appropriate condition is secured to prevent the permanent occupation of the site for residential purposes.**

Explanation

1. SWDP policy 36-A prohibits new and extended sites in the Environment Agency's flood zones 2 or 3 – which encompass around 75% of Harvington south of the A46.
2. Policy BT6 supports any desired expansion of Harvington's residential and tourism business, within the constraints applied by the SWDP. Such expansion may be required if flooding of the flood plain should become more frequent.

4.5 Travel

- 4.5.1 There is little that a NDP can do to change the intensity and flows of motorised transport in and around the Neighbourhood Area.
- 4.5.2 It can, however, mitigate the impact of increasing numbers of private vehicles needing to be parked within the village, by appropriate land-use based policies to prevent the adverse effects of inadequate off-road parking facilities.
- 4.5.3 The UK government has announced that the majority of new cars and vans should be electric by 2040²⁵. Whilst this is to be welcomed from a sustainability point of view, the need for vehicle re-charging points close to people's homes generates challenges for areas within Harvington where residents are dependent on on-road parking.
- 4.5.4 This NDP also encourages and supports increased provision of safe cycle routes. These encourage both local residents to use alternatives to motorised transport, and provide the opportunity for enhanced tourist experiences involving walking and cycling within the Neighbourhood Area.
- 4.5.5 These policies are an *essential* contribution to the NDP's Vision that Harvington should continue to grow organically and sustainably.

It will be noted that Policy IH3 of this NDP makes appropriate and proportionate provision for the residential storage and use of cycles and for the provision of adequate off-road parking in new developments.

25 [UK plan for tackling roadside nitrogen dioxide concentrations](https://www.gov.uk/government/news/uk-plan-for-tackling-roadside-nitrogen-dioxide-concentrations) [goo.gl/CHTvXv](https://www.gov.uk/government/news/uk-plan-for-tackling-roadside-nitrogen-dioxide-concentrations)

Policy T1 – Sustainable management of private transport

The loss of existing off-road communal parking areas, such as those shown in Maps 16 and 17, will be resisted unless it can be proven that there is no long-term potential need for off-road parking or that there is adequate off-road provision in the vicinity to meet current and future needs.

All new dwellings must have electric car charging facilities in order to facilitate the transition to sustainable private transport. The installation of charging points outside community facilities such as the village hall, shop and pubs will also be supported.

Community Project: Electric Vehicle Recharge Points

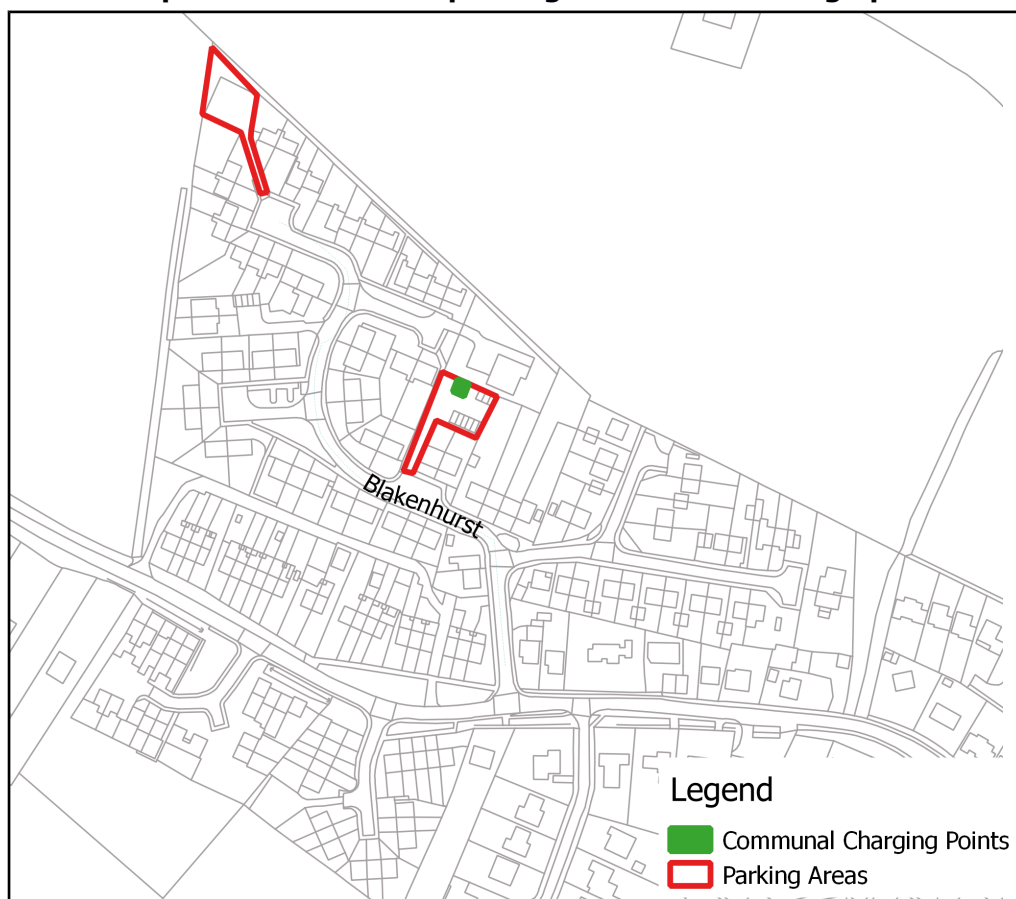
There are many dwellings within Harvington which do not have on-site parking; many are set back from the road with pavements and wide verges between the property boundary and public highway. A proposed Community Project is to install electric car recharge points at suitable points in the village - when the local need is clear and the economics are viable.

In addition to the community facility locations listed in Policy T1, two potentially appropriate locations have been identified:

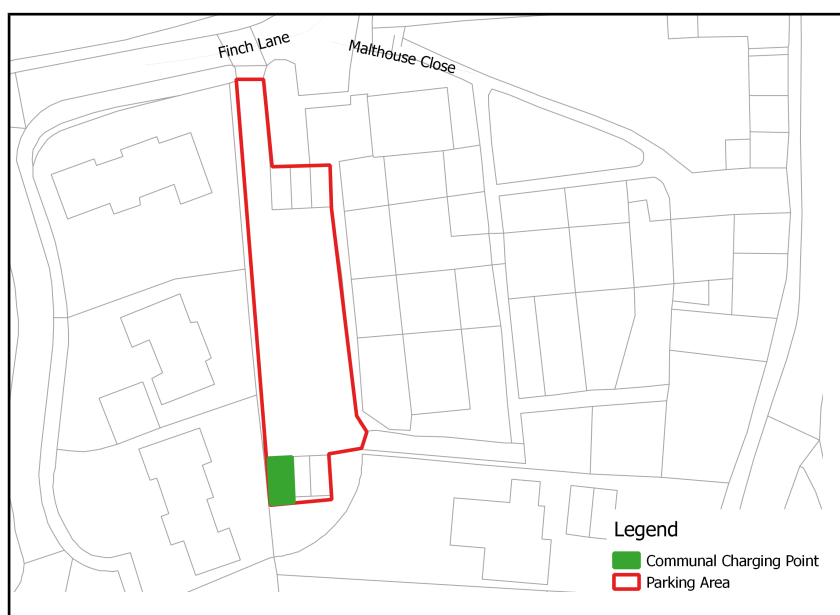
- Blakenhurst parking area
- Malthouse Close

These locations are shown in green in Maps 16 and 17.

Map 16 - Blakenhurst parking areas and recharge points



Map 17 - Malthouse Close parking area and recharge point



Explanation

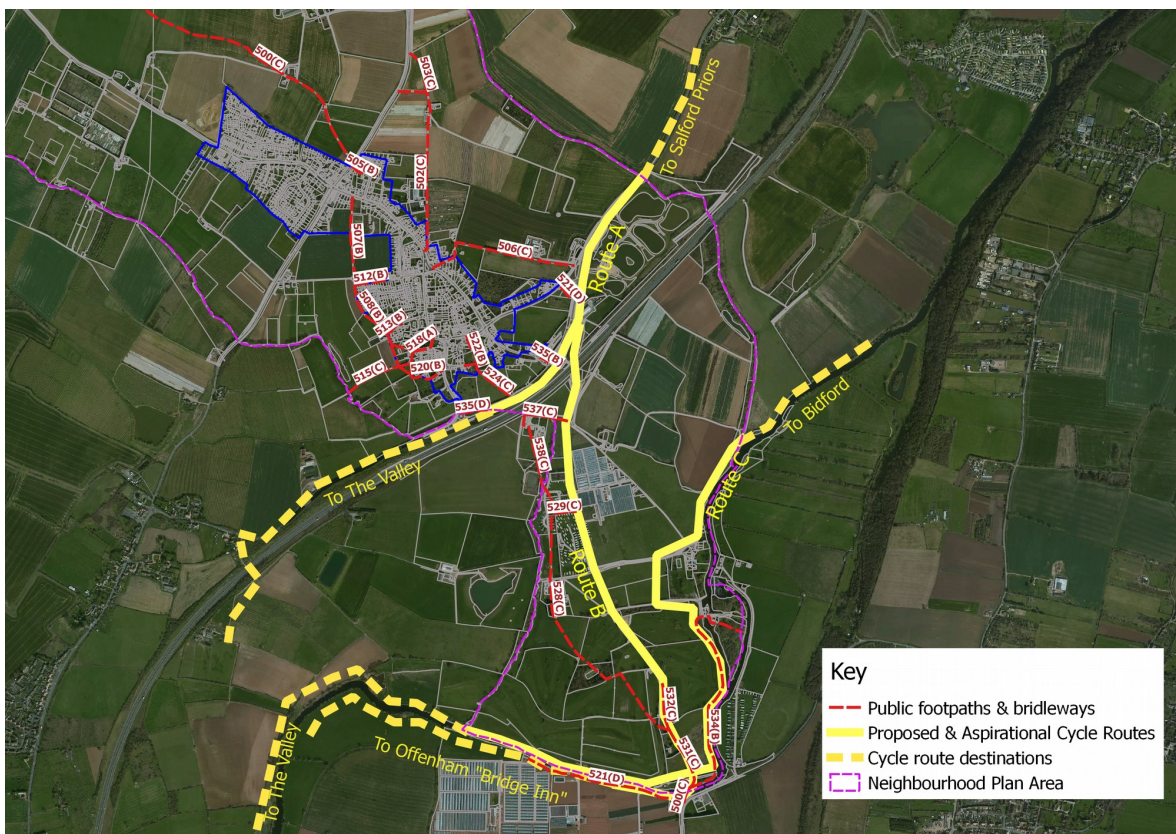
- 1 A NDP can do little to affect the growth in the number of vehicles associated with dwellings in the village.
- 2 It can, however, specify land usage policies to help manage the impact of vehicle growth on the village – especially the number of vehicles needing to be parked on the public highway.
- 3 On-road parking is especially prevalent where residents do not have the opportunity to park vehicles within their own property. In Harvington, this is especially acute in the Leys Road / Blakenhurst area and at Malthouse Close.
- 4 This policy seeks to protect the existing parking / garage facilities such as those in Blakenhurst and Malthouse Close , so as to retain as much off-road parking as possible where it is most needed.
- 5 2017 Government Policy is to require most new vehicles to be powered by electricity²⁶ by 2040. These vehicles will need to be re-charged at or near people's homes. It is not possible to run cables across public footpaths and verges, so those people who cannot park cars within their own premises will need a charging facility.
- 6 The community project requests two vehicle charging sites to be reserved for communal re-charging. A two-car site is required in the Blakenhurst parking area shown in map 16, and a one-car charging site is required in the Malthouse Close parking area (map 17).
- 7 The exact locations of these re-charge facilities within the two parking areas are not specified; they may be re-located (within the designated parking areas) to suit installation requirements.
- 8 These charging points are to be available for general public use, not restricted to those with parking rights in these parking areas.

26 [UK plan for tackling roadside nitrogen dioxide concentrations](https://www.gov.uk/government/news/uk-plan-for-tackling-roadside-nitrogen-dioxide-concentrations) [goo.gl/CHTvXv](https://www.gov.uk/government/news/uk-plan-for-tackling-roadside-nitrogen-dioxide-concentrations)

Policy T2 – Provision for Cycleways

The routes designated on map 18 are proposed for the up-grading of existing roads, footpaths and trackways to cycleways – joining with planned or aspirational cycleways alongside the River Avon and from The Valley, Evesham to Salford Priors Road, Norton. Planning decisions which would adversely affect these current or future routes will be resisted.

Map 18 - Potential and aspirational cycle routes



Explanation

1. These proposed cycle-ways would form part of three major local cycle routes:

Route A: From The Valley, Evesham, via the 'Cattle Bridge' across the A46 at Norton, then on / alongside the existing public highway through Harvington and onwards to Salford Priors,

Route B: From The 'Bridge Inn' Offenham, along the south bank of the Avon to the ford at Offenham Lock (just before the "Fish and Anchor" inn), crossing the ford into Harvington, then following Anchor Lane South northwards to join route A.

Route C: From The Valley, staying as close as possible to the north bank of the Avon, through Harvington parish and onwards to Bidford.

2. Within the Parish of Harvington, around 70% of these routes follow public highways or existing public rights-of-way.
3. **The Community Project** below proposes a foot / cycle bridge over the Offenham Lock ford.

Community Project: River Avon Foot + Cycle crossing

The project is to install a bridge or enhanced ford at the River Avon weir, adjacent to the George Billington lock. The crossing would serve the public footpath which already traverses the river at that point, and would also be used by bicycles.

The project would re-instate the footpath as a viable pedestrian passage between Harvington and Offenham and would also provide a vital link in cycle route B, described in Policy T2.

The project will also involve securing the necessary permissions for cycles to traverse public footpaths 500(C), 531(C) and 532(C).

Project Explanation

1. At this point in the River Avon the water flow is divided into two:
 - The navigation path is through the George Billington lock.
 - The remainder of the flow passes the other side of an island, dropping level at a weir.
2. The George Billington lock is already crossed by a bridge capable of carrying vehicles.

3. It should be possible for the ford across the River Avon weir at Offenham Lock (which was passable by vehicle in the 1960s) to be renovated and elevated so as to provide a footpath and cycle way between Anchor Lane, Harvington and the B4510 in Offenham, adjacent to the Fish and Anchor inn.
4. It is suggested that, as a minimum condition, the ford need only be 'dry' and passable during normal river flow conditions; the structure should withstand flood conditions, but not offer safe passage at those times.
5. Alternatively a bridge across the weir could be employed.

Map 19 - George Billington Lock - existing public rights-of-way



6. This cycleway would require the re-classification of the current public footpath at the southern end of Anchor Lane to permit cycles and the consent of the Avon Navigation Trust to the use of their existing bridge over the George Billington (Offenham) lock.
7. The proposed crossing will have no adverse impact on the navigation of the river since all craft pass through the lock, which is already bridged.

Photo 5 - Bridge over navigation at George Billington lock (public footpath)



Photo 6 - Site of former ford



Map 20 - George Billington Lock - public rights-of-way to be upgraded



4.6 Infrastructure and Housing

4.6.1 This policy group deals with the development of new housing and associated sustainable infrastructure.

4.6.2 Housing and infrastructure developments must conform to the NDP's vision that Harvington should:

...continue to grow organically and sustainably.

4.6.3 These policies contribute to the attainment of the following NDP objectives:

- **Horticultural and agricultural sustainability:**

The NDP should protect ... the extent and quality of the orchards, horticultural and agricultural land in the parish, ensuring that local sustainable production of food, fruit and animal feed may continue.

- **Housing growth:**

The NDP should sustain the growth in dwellings at the same rate as the last 10 years.

- **Architectural heritage:**

.. encourage developers to contribute to [the] gallery of vernacular architecture by contributing excellent examples of modern architecture

4.6.4 A particular challenge for rural villages is the continuing growth in the number of private motorised vehicles per household. This appears to be a combination of:

- The higher proportion of adults desiring their own transport,
- The increasing tendency for homes to be homes to extended families, wherein adult children – unable to afford their own homes – are still living with their parents.

4.6.5 The evidence from our 2015 Residents Survey showed that 51% of adult residents work outside the village. 87% of these residents use cars to travel to work which, in 79% of these cases, is more than 5 miles from Harvington. There is little prospect of encouragement to use public or non-motorised transport resulting in any significant reduction in the demand for motor vehicles to be parked in or near people's properties.

4.6.6 Nevertheless obstacles and hindrances to the use of cycle transport can be minimised, especially for residents of flats, apartments, maisonettes and small houses: carrying bikes up stairs and / or having to park them in domestic hallways or rooms are distinct hindrances, which can be avoided with targeted policies.

4.6.7 There is particular emphasis in these policies on:

- a) Mandating adequate off-road parking,
- b) Maximizing the opportunity for those wishing to use cycles to do so, by ensuring that all have secure, safe, home cycle storage facilities

4.6.8 'Sustainability' is a core concept in the NPPF. Policies in this section provide for contributions to meaningful, appropriate, village-level sustainability by the provision of renewable energy sources.

Part of the Hughes Close estate



Policy IH1 – Housing Growth

This NDP supports the provision of around 40 additional dwellings during the life-time of this NDP.

This growth will be achieved principally through a housing allocation (see Policy IH4) and natural windfall development²⁷ .

Explanation

1. In 2015 the size of the village was 741 dwellings. Between then and December 2017 an additional 12 dwellings had been built or have received planning permission (including 9 in the site designated in the SWDP).
2. In the 2015 Residents Survey villagers asked that the village continue to grow at the same rate as in the previous 10 years.
3. This consideration results in this growth target of 40 additional dwellings, 35 of which are to be at a designated site, the remainder through windfall developments.
4. The detailed calculations recording the baseline dwelling count and justifying this growth target are recorded in ERJ section 3.5.

27 See NPPF Glossary : Windfall sites <http://goo.gl/FtVcvs>

Policy IH2 – Housing Mix

Where developments of more than 10 residential units are proposed:

- A) At least 10% of the units should comprise bungalow style accommodation,**
- B) At least 10% of the units should comprise 2 bedroom starter homes.**

Explanation

1. Policy SWDP14 requires the housing mix in developments of five or more units to be informed by the local NDP. This policy is the manifestation of that requirement.
2. The Housing Need Survey and the derived Housing Stock analysis, described in section 3.2 of the ERJ document, show that the housing mix occupied by housing survey respondents in 2017 was:

Number of bedrooms	1 or 2	3	4 or more	Total
2016 stock	44	131	109	284
Percentage	15%	46%	39%	100%

3. That Housing Stock analysis demonstrated that:
 - There is no evidence of any need for additional housing in Harvington for people currently elsewhere who have a connection to the village,
 - The housing market is fluid, with 26% of households expecting to move out of Harvington in the next 10 years and 16% expecting to move within Harvington,
 - There are, in total, around 400 3- and 4-bedroom houses in the village. Over the 10 years around 40% of these (160) are expected to become free for people from outside the village to move in to. There is no market shortage of these houses,
 - There is likely to be a need for roughly double the number of 2 bedroom bungalows (up from 38 to 74) to meet the down-sizing need of existing villagers; 30% of these should support assisted living.
4. This policy therefore includes a requirement for bungalow-style accommodation to increase the village stock of this form of housing to meet the proven needs of elderly 'downsizers'. This is in accordance with the intent of policy SWDP20.
5. The study of village demographics showed that single people and couples under 30 years of age are under-represented in the village. This policy encourages the provision of 'starter' dwellings more likely to be affordable to this demographic.
6. The overall site mix can meet 'affordable housing' and market needs.

Policy IH3 – Parking provision

All new flats, apartments or maisonettes must provide a cycle storage unit assigned to that dwelling, with capacity for at least one bicycle for each bedroom.

The cycle storage unit assigned to each dwelling is to be in or immediately adjacent to the property, fully-enclosed, secure and at ground-level.

All new houses must provide at least one parking space for each bedroom.

Car parking spaces must either be within the grounds of the related property, or in a nearby assigned parking area or garage block and must be specifically assigned to the property.

Explanation

- 1 This policy ensures that those not living in houses have a secure place in which bicycles, push-chairs etc. may be stored at ground level.
- 3 The car-parking provision minimises the need for on-street parking, avoiding street clutter and the obstruction of emergency vehicles.
- 4 This policy will require a larger surface area for greater-capacity houses; this will raise the per-dwelling cost of the land. This is intentional: to weight the economics of the housing mix towards smaller dwellings – which supports our plan policy.
- 5 This policy also has the deliberate effect of decreasing the housing density in developments containing larger houses. This obviates the need for a policy explicitly requiring housing densities to match the character of the developments.

Policy IH4 – Sustainable development

Housing density should be assessed on a site by site basis in light of the context and character of the surroundings. It should be no greater than the density of existing estates of a comparable housing mix within the village.

All residential and business developments will be expected to:

- a) maintain the open aspects of roads and grass verges. The grass verges, where they currently exist, should not be removed to provide parking bays,**
- b) be designed to the highest possible sustainable standards in order to minimise carbon emissions, minimise energy consumption, pollution, flood risk and to increase the proportion of renewable energy,**
- c) consider use of innovative, sustainable architectural approaches – these approaches will be encouraged,**
- d) complement the character of the immediate surrounding area, as defined in policy EH3.**
- e) Have a scale, character and composition which responds to surrounding buildings and the distinctive features or qualities that contribute to the visual and heritage interest of the village, frontages, streets and landscape quality of the local area.**
- f) Not adversely affect the view (from all public highways and spaces) of the church and its unusual spire.**

Business sites of more than 1000 square meters, and residential sites for 10 or more units should examine the potential to use renewable heating from local geothermal and river sources.

Explanation

1. This policy addresses three specific aspects of sustainability:
 - Ensuring housing density is not excessive, thus “*creating a high quality built environment*” (NPPF)
 - Protecting the local street-scene and in-village green infrastructure from the pressures to accommodate private transport,
 - Ensuring that the opportunity for locally-sourced energy-efficient low-carbon heating through heat networks is examined.

2. The housing densities in the larger estates in the village are:

Location	Dwellings	Density /Ha
Ragley Road	24	18
Hawkes Piece	10	19
Orchard Close	75	23
St James Close	44	32
Hughes Close	73	34
Groves Close	24	49

3. Policy IH3 – Parking Provision has the effect of relating the achievable housing density to the styles of the properties within a development.
4. Harvington has a rich history of vernacular domestic architecture – from Tudor times onwards – with excellent examples from most distinct styles of domestic architecture. Section (c) of his policy encourages architects, designing for a suitable site, to offer a superb example of modern architecture and use of materials that is worthy of taking its place in Harvington’s *‘gallery of domestic architectural styles through the ages’*.
5. SWDP27 requires proposals for larger developments to consider heat networks. Because there is the potential to supply heat from two renewable sources *within* the Neighbourhood Area (offering the potential to supply heat at a significantly lower cost than most heat network sources), this policy requires medium-sized developments to examine the viability of using these local sources.
6. The two, specifically-local, potential renewable heat sources are:
- Geothermal heat from the heat reservoir that has been shown to exist at an accessible depth in the Worcester basin²⁸,
 - Heat extracted from the River Avon (see Policy IH6).
7. The SWDP27 definition of ‘larger’ sites is 10,000 square meters or 100 or more dwellings. To ensure that potential to use these local renewable heat sources is taken fully into account, this policy has adopted a lower site size threshold.

28 https://harvingtonplan.uk/Documents/Worcestershire_Heat_Mapping.pdf

Policy IH5 – Designated development site

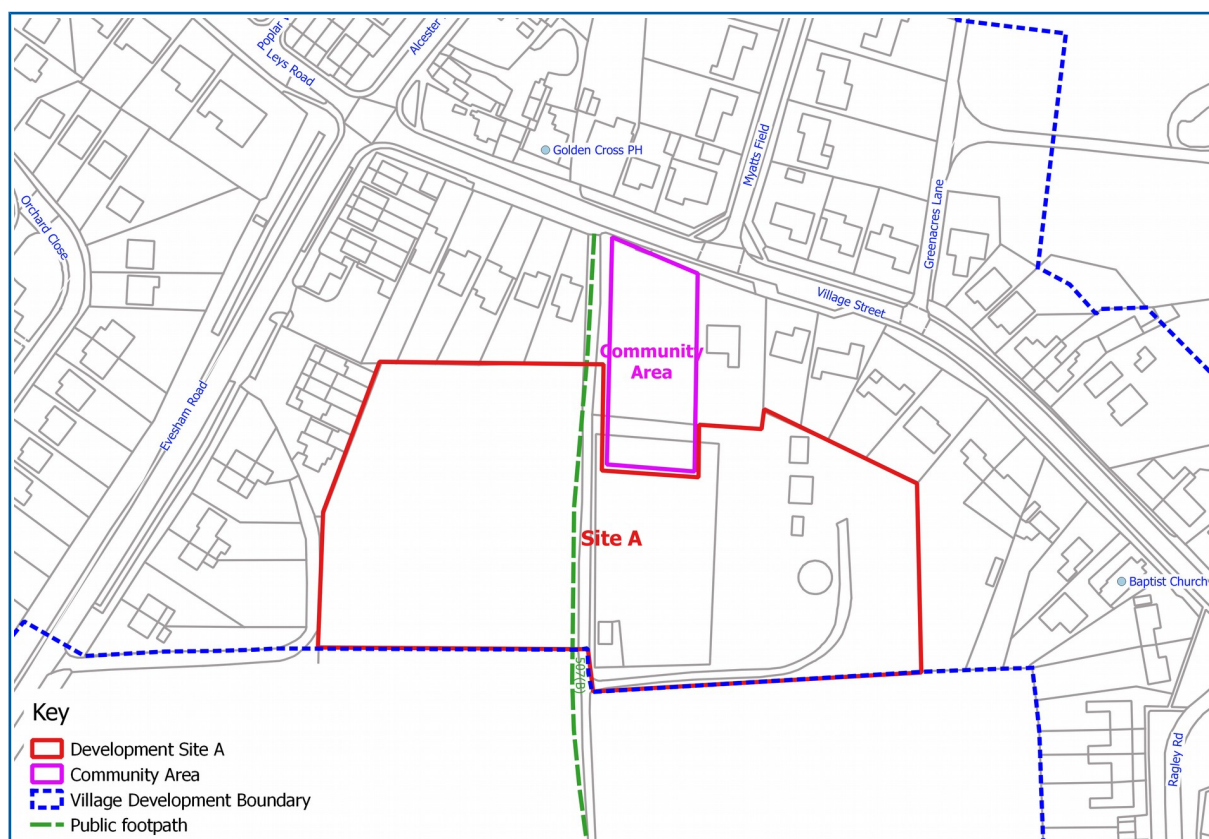
This policy designates Land off Village Street for a mixed use development comprising around 35 dwellings and community uses.

The area designated for community use should include a future community building with associated vehicular access and parking facilities.

Map 21 shows the site designated for this development, whilst Map 22 shows an aerial photograph of the same site.

Vehicular access to the site and community area is to be from Village Street.

Map 21 - Designated development site



Map 22 - Designated development site – aerial photograph



Explanation

1. This site has been selected following community consultations and a rigorous search process, which is fully documented in the Evidence, Reasoning and Justification document supporting this NDP. It is referred to as Site A in these assessments.
2. The combined site & community space area has been offered by the site owners.
3. The required access roadway from Village Street, probably following the line of the existing public footpath, has not been shown on these maps but is included in this policy.
4. The area of the development site is calculated to be sufficient to support the development of around 35 new residential units including a proportion of affordable housing conforming to all the relevant policies in this NDP.
5. The community area has the following positive attributes:
 - Central location in the village,
 - Frontage directly on Village Street,
 - Public transport bus stops nearby,
 - Footpath access from southern parts of the Village,
 - Access and in-site space for parking,
 - Flat, dry site, capable of being used for outdoor activities
 - Potential for a new community building, should the need arise during the life of the NDP

Policy IH6 – River Energy

Installations utilising the River Avon as an energy source (such as water-source heat-exchangers or water turbines) will be supported providing:

- A) The installation is either on the island at Harvington Lock -within the Neighbourhood Area, or within 20m of the river bank;**
- B) There is unobstructed river-side passage either between the river and the equipment or to the rear of the equipment (regardless of whether or not there is any existing footpath or track at that location);**
- C) The development does not give rise to unacceptable levels of noise; and**
- D) The use and enjoyment of the adjacent parts of the river-bank for angling and other leisure pursuits is not adversely affected.**

The restoration and incorporation of the ruins of Harvington Mill at Harvington Lock as part of a river energy project are encouraged.

Explanation

6. The River Avon is a potential local source of carbon-neutral renewable, energy for Harvington in one of two forms:
 - Electricity, generated by a water turbine, as used at Fladbury²⁹ and Pershore³⁰, Heat, extracted by a heat exchanger³¹ and piped to local heat users in the form of a Heat Network. The intent of this policy is to encourage consideration of one or more schemes using this natural, local renewable energy source, whilst not obstructing current or potential future river-side movement (see, for example, Aspiration 6.7 on a potential river-side cycle between Evesham and Bidford)
7. Heat can be piped efficiently for a few kilometres; residences, horticultural businesses and the holiday caravan installations south of the A46 would be within range of such a heat network.
8. A water turbine would need to be installed where there is a significant fall in water level, such as found at the weir at the island by Harvington Lock.
9. A heat exchanger could be installed at any river-side point, although installation near a weir might produce a more efficient installation.

29 http://www.british-hydro.org/installations/f/fladbury_mill.html

30 <https://www.renewablesfirst.co.uk/project-blog/pershore-hydro-scheme-commissioned/>

31 <http://www.uk-exchangers.com/water/>

Infrastructure and Housing

10. The size of the installation will need to have regard to minimising the impact on the river-side landscape but at the same time being sufficient for a heat exchanger of up to 200KW capacity.
11. Noise levels will need to have regard to minimising any nuisance.

Water flow around the Harvington Mill island



Harvington Mill



Policy IH7 – Solar Energy farms

Sites for ground-mounted solar arrays will be supported in principle providing:

- A) The panels do not exceed 3m height from existing ground levels;**
- B) The entire installation conforms to Policy EH5 on the non-obscuration of valued landscapes; and**
- A) The surface below the panels is left 'green' and capable of restoration to agricultural / horticultural purposes.**

Explanation

1. Local renewable energy production is encouraged in this NDP.
2. Solar array installations can be installed in ways which permit below-panel grazing by sheep; other combined uses of sites are possible. As much of the below-panel and surrounding land should be retained in an actively-fertile state.
3. To prevent the long-term loss of any land for food-producing purposes, solar panel installations are required to be removed once they are no longer operational and the land restored to its former condition and use. For example: pillars supporting the panels should be embedded in such a way that they could easily be withdrawn when the installation is decommissioned.

5 Aspirations

The two aspirational community projects:

- **Electric vehicle charging points**
- **New River Avon crossing**

are described in the Community Project boxes above.

This section lists further aspirations, which can be pursued by the community.

5.1 Ragley Road to be included in Conservation Area

- 5.1.1 Ragley Road is a superb example of post-war social housing, with houses built to standards which anticipated the [Parker Morris standards](#)³². The development is also enhanced by wide, tree-lined verges between the footpath and the road.
- 5.1.2 Subsequent modifications and extensions have been undertaken sympathetically.
- 5.1.3 It is believed that this road is an ideal candidate for inclusion in the Conservation Area when it is next reviewed.
- 5.1.4 If it should be necessary to provide additional parking bays, these should be constructed in such a way that all verge-sited trees are protected.

5.2 Millennium Oak Avenue Tree Preservation Orders

- 5.2.1 It is highly desirable that Tree Preservation Orders be obtained to protect the Millennium Oak Avenue in Evesham Road.

5.3 Stabilisation or repair of historic buildings

- 5.3.1 Buildings of particular historic importance, such as the Medieval Dovecote and the Harvington Mill, should be stabilised and restored where possible.
- 5.3.2 Developments which include these buildings in a sustainable way are to be encouraged.
- 5.3.3 There should be an exploration of ways in which the owners of these properties might be assisted with the costs of these restorative activities.

5.4 Foot-ways

(Foot ways include footpaths, bridle ways, byways and tracks.)

- 5.4.1 The existing footpath network within the Neighbourhood Area should be retained and enhanced wherever possible. Any development which adversely affects footpaths, or the amenity of the users of those footpaths, will not be supported.
- 5.4.2 A specific aspiration is to connect the northern boundary of the Community Orchard (Local Green Space 1) to the public footpath network at footpath 500(C).
- 5.4.3 Where appropriate, new development should demonstrate how it connects with the existing network. Care should be taken to ensure that:

32 https://en.wikipedia.org/wiki/Parker_Morris_Committee

- Access to footpaths is maintained, including stiles, bridges and steps,
- They are made visible and signposted,
- Those paths that are not yet formally recognised are recorded as public rights of way.

5.5 Rambling and Cycleways

- 5.5.1 Support should be given to Wychavon District Council, Cycle Evesham Vale and Sustrans to promote the construction and maintenance of dedicated rambling and cycleways interconnecting Harvington to adjacent towns and villages.

5.6 Public Transport

- 5.6.1 Efforts should be made to promote the use of public transport with improvements to the existing bus services, with later buses to allow evening leisure and education to be enjoyed without the use of the private motor car or taxis. Public transport should be extended to interconnect with other adjacent towns such as Alcester, Redditch and Worcester.

5.7 Large-scale civil engineering – traffic management

- 5.7.1 It is requested that authority given to any civil engineering, minerals extraction or similar activities generating traffic transporting soil, gravel, etc., inside or within 10 miles of the Neighbourhood Area, should impose a restriction that this traffic may not pass through Village Street, Leys Road or the Conservation Area.

5.8 Local Wildlife Spaces

- 5.8.1 There should be a dialogue initiated with Wychavon District Council and the Worcestershire Wildlife Trust as to the suitability of the Orchard to the rear of The Laurels, Stratford Road and the Old Orchard to the north of Crest Hill and the east of Station Road for designation as (non-statutory) Local Wildlife Spaces.

Appendices

[Appendix A – Location of Local Green Spaces](#)

GS1 - Jubilee Community Orchard

Site Address: Leys Road

Area (Approx. Ha): 1.63

Location map



GS2 – Leys Road

Site Address: Next to Orchard View, Leys Road

Area (Approx. Ha): 0.1

Location map



GS3 – Orchard Place

Site Address: Opposite 13 Orchard Close

Area (Approx. Ha): 0.026

Location map



GS4 – Ragley Road verge

Site Address: In front of 22 Ragley Road

Area (Approx. Ha): 0.14

Location map

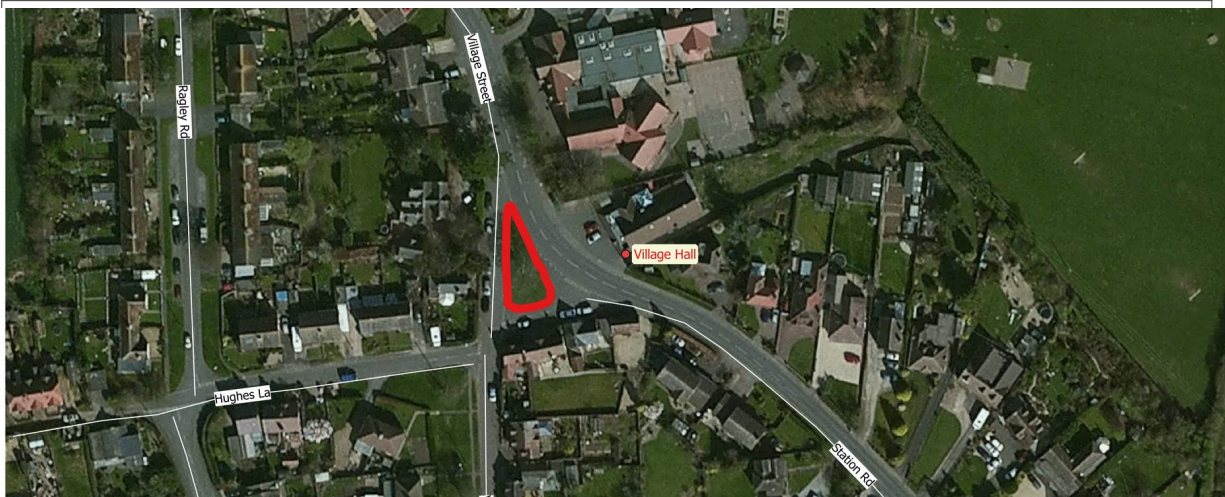


GS5 – Village Green

Site Address: Opposite the Village Hall, in Village Street

Area (Approx. Ha): 0.02

Location map



GS6 - Allotments

Site Address: Off Village Street, beyond the First School

Area (Approx. Ha): 2.64

Location map



GS7 – Playing Field

Site Address: To rear of Village Hall, off Village Street

Area (Approx. Ha): 0.91

Location map



GS8 – The Common

Site Address: Adjacent to Playing Field, off Village Street

Area (Approx. Ha): 1.84

Location map



GS9 – Glebe Cottages verge

Site Address: Verge in front of 1 – 12 Glebe Cottages,
Hughes Lane and Village Street

Area (Approx. Ha): 0.12

Location map



GS10 – The Steps

Site Address: Rear of The Steps, Village Street

Area (Approx. Ha): 0.05

Location map



GS11 - Cricket Club

Site Address: Off Anchor Lane (South)

Area (Approx. Ha): 1.85

Location map



GS12 - Cemetery

Site Address: Shakespeare Lane

Area (Approx. Ha): 0.2

Location map



Appendix B – Village Character Appraisal

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B1. Purpose

Village Character Appraisals (VCA) can serve a number of purposes to assist planning decisions and the management of a village.

Harvington

- has a [Village Parish Plan](#) and Village Design Statement (VDS) (2010)³³
- has a [Conservation Area Character Appraisal](#) (CACA) (2015)³⁴
- falls within the [Lenches Ridge Environmental Character Area](#) (LR-ECA)³⁵.

Policy **IH2** states that :

“Proposals for business and residential developments must complement the character of the immediate surrounding area, as defined in policy EH3. “

The scale, character and composition of a development should respond to surrounding buildings and the distinctive features or qualities that contribute to the visual and heritage interest of the village, frontages, streets and landscape quality of the local area.

The Plan prevents new residential development taking place outside the Development Boundary (DB) (other than in exceptional circumstances).

The primary purpose of this VCA is to provide the reference base for the IH2 / IH3 appraisal of plans for developments or extensions:

- Within the Development Boundary yet
- Outside the Conservation Area.

The reasoning is that:

- Developments within the Conservation Area should be assessed against the CACA, which is specific to that area,

33 https://harvingtonplan.uk/parishPlan/Parish_Plan_&_VDS.pdf

34 <https://goo.gl/8Zu9qd>

35 <https://goo.gl/fi7tQ1>

- Developments outside the DB and within the [Lenches Ridge Environmental Character Area](#) (mostly on higher ground to either side of Leys Road) should be assessed for compatibility with the LR-ECA

Additionally, all developments should be compatible with the VDS.

This NDP takes precedence over the earlier Parish Plan and Village Design Statement as a higher order plan when used to assess planning applications in the Neighbourhood Area

B2. Appraisal Process

This Character Appraisal was developed in parallel with the Harvington Neighbourhood Development Plan (the Plan) and was subjected to public consultation at the same time as the Plan.

A team of community volunteers received training in recording the historic built environment in 2016. They, and further volunteers, toured the entire village in 2017, recording street-scenes and taking photographs.

The entire archive of 30 street assessment records, together with 400+ photographs of the village as a whole, is available on the Plan web site³⁶.

The body of this document uses these volunteer records to generate street-by-street character assessments, with associated photographs.

As will become apparent, there are no groupings of streets which share a character; every street in Harvington has a distinct character, mostly conditioned by its period of development and whether it was built for private or social ownership.

This appraisal is thus structured to provide character appraisals of individual streets.

³⁶ <https://harvingtonplan.uk>

B3. Appraisal Boundary

Fig 1: . Character Appraisal Boundary shows – shaded in red - the parts of Harvington to which this Character Appraisal applies.

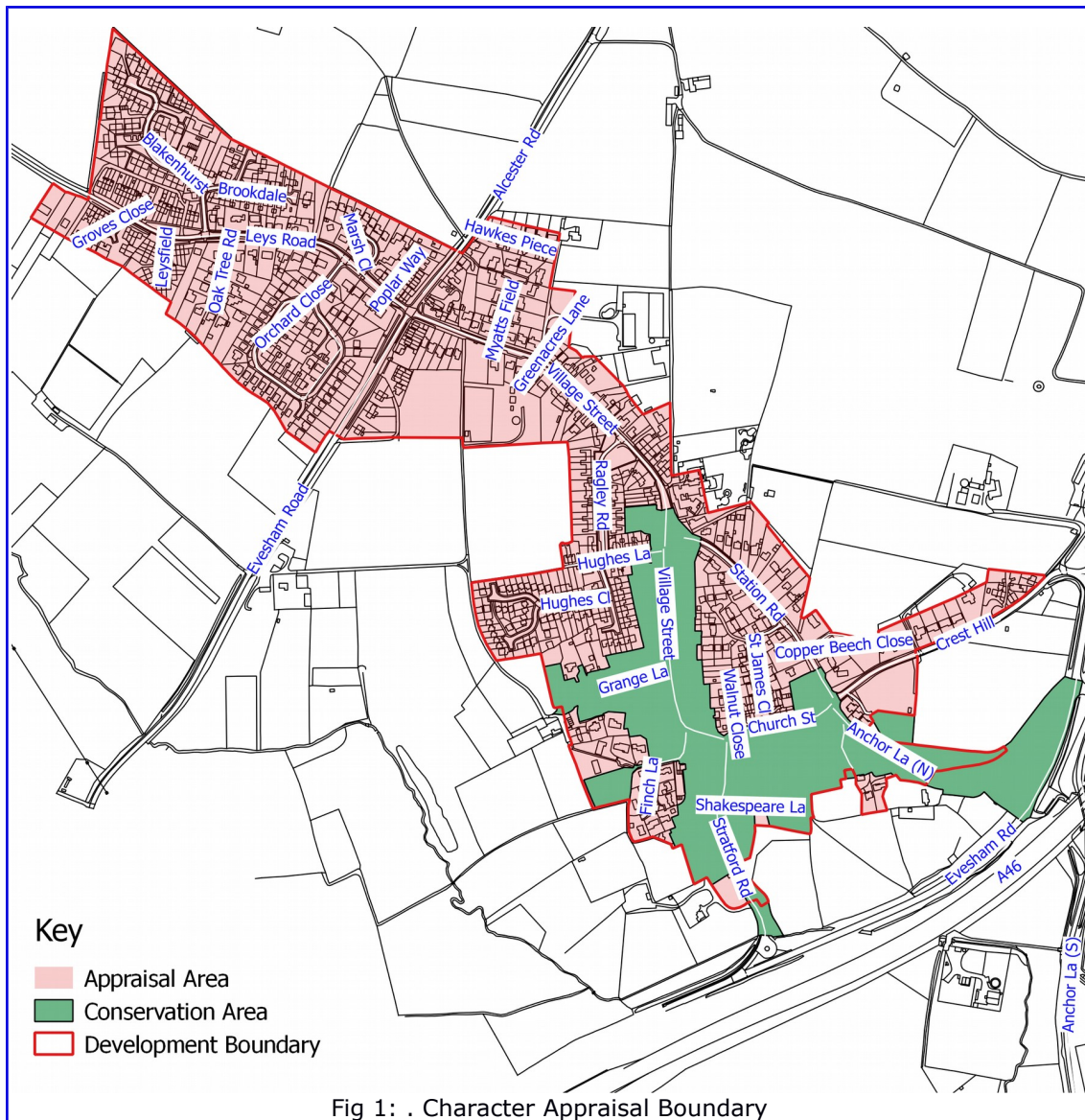


Fig 1: . Character Appraisal Boundary

As explained in Section B1, the scope of this appraisal is those parts of the village which are within the development boundary, yet not within the Conservation Area.

The following streets are within the Conservation Area, so not included in this Character Appraisal:

- Anchor Lane (North)
- Church Street
- Shakespeare Lane
- Stratford Road
- Grange Lane (including Rectory Close)
- Southern half of Village Street
- Parts of Finch Lane (including Malthouse Close)

No assessment has been recorded of the ‘-Close’ offshoot developments consisting of less than 5 properties.

B4. Street history

It is not appropriate to record the broad history of Harvington in this document, it is addressed elsewhere:

- The Neighbourhood Development Plan, section 2, summarizes the history of the Parish,
- The 2010 Parish Plan and Village Design Statement contains further details³⁷ and
- There is an excellent on-line history and compendium of folk-memory³⁸, compiled by a local resident.

The emphasis here is on the influence of village history on the current character of Harvington’s streets.

37 https://harvingtonplan.uk/parishPlan/Parish_Plan_&_VDS.pdf

38 <http://www.harvington-history.org.uk/>

Pre-history

Analysis of place-names and the alignment of various features in the landscape suggest that there may have been two pre-historic tracks crossing in what is now the Parish of Harvington:

- One track passing from Church Lench, along the line of Leys Road and the northern part of Village Street, passing close to the church before descending to the flood plain, fording the River Avon near Harvington lock, and passing through the cleft between Cleeve and Windmill hills, onwards through Honeybourne to ascend the Cotswold Escarpment and onward to the Rollright Stones,
- The other starting at the crest of Bredon Hill (above the village of Elmley Castle), passing through Ragley Hall and onwards to meet the Birmingham Plateau north of Alcester.

The paths of the two tracks cross on the hill-side behind Whistlewinds in Leys Road; the apparent crossing-point marked by an ancient Oak tree.

The line of this second track appears to have been adopted as the north-western boundary of the Parish.

Research undertaken in the 1930s (referenced in section 2.1 of the NDP) suggested that these pre-historic communication paths were called Ley tracks.

Other local place names support this conjecture. It seems likely that the plural Harvington street name 'Leys Road' represents a continuity of village knowledge of these two tracks since pre-history.

Roman settlement and road

Archaeological evidence suggests that there was a Romano-British settlement in Leys Road.; Romano-British remains were found at the site of Groves Close. It appears there could have been a Roman road from the southern end of Village Street, along the public footpath at the site of the allotments – known as 'Green Street' - and onwards to the Roman fortress town of Alcester. 'Street' was the name applied by the Anglo-Saxons to tracks they understood to have been Roman in origin, so the use of the term 'street' in Village Street and Green Street is suggestive of this Anglo-Saxon knowledge.

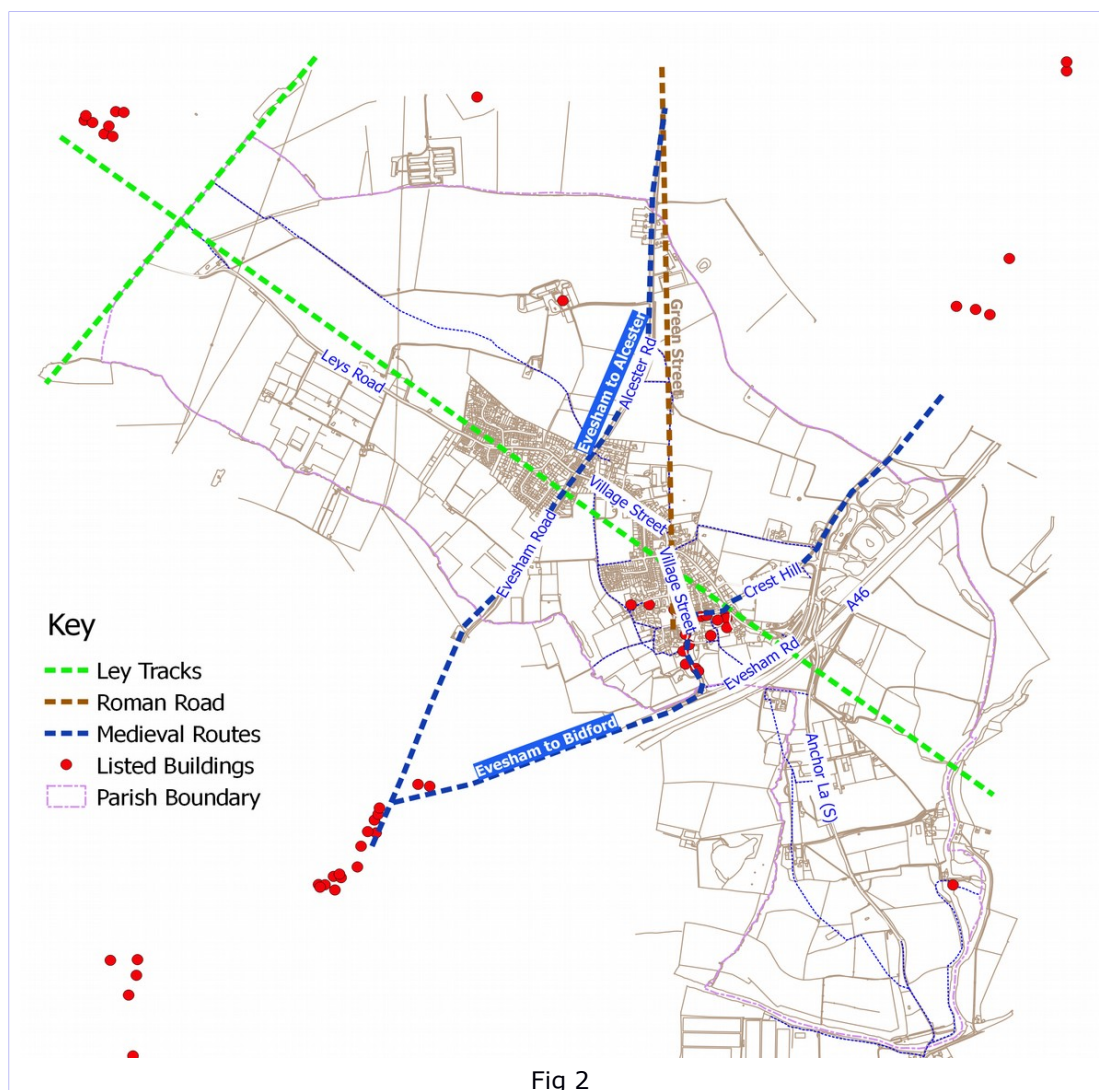
Medieval through-routes

Two additional early district routes need to be considered to understand the origins of the settlement pattern of Harvington:

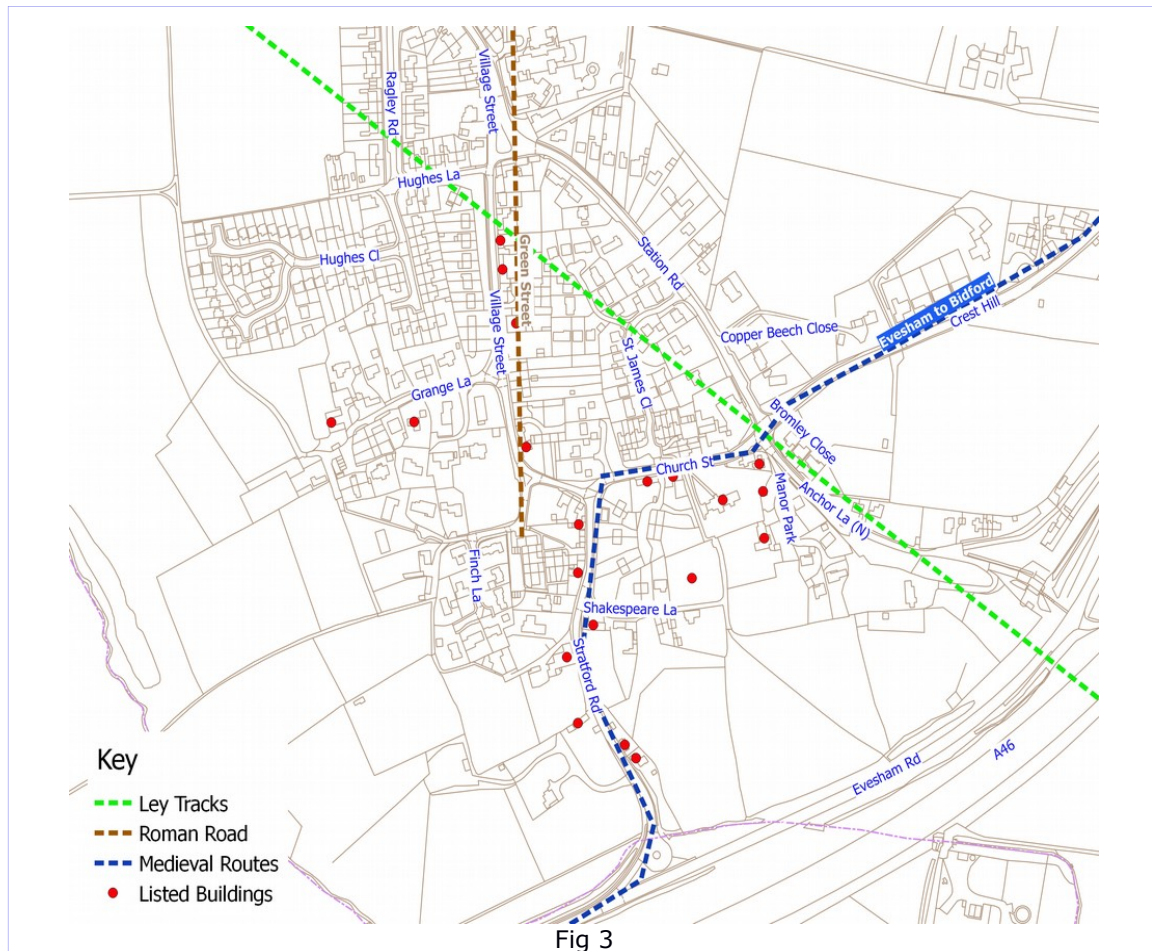
1. The road from Evesham to Alcester,
2. The route, north of the River Avon and its flood plain, from Evesham to Bidford and onwards to Stratford-on-Avon.

B5. Origins of the settlement pattern

The first map (Fig 2) shows these early routes, together with all the listed buildings, for Harvington and its immediate surrounds.



The next map (Fig 3) indicates the origins of the village centre – the listed buildings are focussed around the triangle formed by the conjectured route of the Ley track, Green Street and the route from Evesham to Bidford.



B6. Origins of the village structure

It would appear that the resulting medieval structure of Harvington consisted of two settlement clusters:

1. Harvington village – settled around the 'T' formed by Stratford Road, the southern part of Village Street and Church street,
2. Harvington Cross – clustered around the cross-roads at which Leys Road and Village Street (north) meet the Evesham to Alcester road.

The structure of the early Harvington village is clearly visible from the remaining listed buildings, whereas Harvington Cross would seem to have been composed of clusters of buildings which responded to the passing trade opportunities; no historically-significant buildings survive.

The composition of the village in 1838 is indicated by the Tithe Map (Fig 4),



Fig 4: Tithe Map

which shows that the medieval settlement pattern had survived until then.

There was a significant change in the ownership of much of Harvington in 1870: 30 properties and parcels of land were sold to private individuals by the Church authorities³⁹. This would appear to have unleashed a period of residential property growth.

39 Legal document in possession of CLF & KM Haynes

There is thus a clear sequence to the growth of the village structure which conditions the characters of today's streets:

1. Medieval buildings in Stratford Road, Church Street and Village Street (south), augmented in Tudor, Jacobean and Georgian times by individual town houses,
2. A cluster of relatively-short-lived buildings around Harvington Cross,
3. Victorian 'ribbon' development along Village Street and Crest Hill,
4. Post WWII social housing developments alongside Village Street and at the far end of Leys Road,
5. Individual owner-occupied houses along Station Road and Village Street (north) – eventually forming one continuous settlement,
6. Developer-designed estates, for owner-occupation, in side-roads off Village Street, Leys Road and Station Road

B7. Street Appraisals

1) Leys Road

Leys Road provides one of the most scenic entrances to the village.

Descending from The Lenches, approaching the entrance to the village, there are views across open fields on either side of the road towards the Cotswold and Cleeve Hills.

Near the Community Orchard entrance point (Fig 5), there is a distinctive change, where Leys Road enters an avenue of trees, and hedges, framing an interesting view as the gradient falls, anticipating the formal entrance (Fig 6) to the village.

On entry to the village there are houses on both sides, originally designed as social housing. Those on the north side are blocks of terraced houses,; built as Council houses but now a mixture of privately owned & Housing Association residential properties. The houses are set well back from the road, behind front gardens and high hedges (Fig 7). There is a private road serving parking to the rear of the houses. There is a wide grass verge, running from the front gardens to the kerb, reaching its broadest at the junction with Blakenhurst road junction.

Beyond Blakenhurst is a mixture of modern detached properties and bungalows interspersed with post-war, or older, housing, most with front gardens (Fig 8). There is a garage building (now closed) and the village Convenience Store, set back from the road with parking in front (Fig 9).

There are kerbed footpaths to either side, with areas of grass verges, together with a deep ditch to the south of



Fig 5



Fig 6



Fig 7



Fig 8

the road, important in reducing the risk in flooding of Leys Road properties.

On the opposite side of the road to the Convenience Store, heading towards the Golden Cross public house, is an open green space (Fig 10), which runs back to the agricultural land to the rear, regularly used as an (unofficial) through-footpath for dog walkers etc. joining up with the public footpath 500C to the north of Leys Road.

The ditch, taking rainwater from the agricultural land to the north of Leys Road runs down the edge of this open area into a culvert, which then flows under the road to join with the drainage ditch running down the southern side of much of Leys Road (Fig 11). This ditch is an essential component of the flood prevention infrastructure of the Leys Road area, and eventually discharges into the Harvington Brook beyond Ellenden Farm.



Fig 9



Fig 10



Fig 11

2) Blakenhurst

The entrance to the Blakenhurst estate is via a steep road off Leys Road. The road has kerbed footpaths, each side of the road, with a junction to Brookdale near the brow of the hill (Fig 12).

After the junction, Blakenhurst broadens out with wide verges, kerbed footpaths, and landscaping throughout the estate (Fig 13), and Cul-de-Sacs off the through-road. Many maturing mixed variety of trees enhance the broad verges throughout the estate.

The housing is a mix of 1960's/1970's built semi-detached houses, with front gardens, and terraced blocks of houses with verges to the front, grouped at the north end of the estate, with a telephone exchange at the farthest point.

The remaining properties, occupying a large portion of the site, are bungalows for elderly residents (Fig 14). The estate backs onto open agricultural land.

This is a mature, well maintained, attractive estate, with mixed housing well spaced to give a very pleasant aspect, with glimpses of open land between the houses. Broad verges and mature trees throughout the estate enhance the street scene. Many of the properties in the estate enjoy uninterrupted views across open agricultural land.



Fig 12



Fig 13



Fig 14

3) Brookdale

The entrance to the estate is a junction, via a steep road, off Blakenhurst road. The road has kerbed footpaths, either side of the road

The estate is a c.1970/80s Cul-de-Sac, of private residential houses with front gardens (Fig 15). The estate is mature and well-maintained. Some houses back onto open agricultural land



Fig 15

4) Groves Close

This is a social housing estate built c.2005. It consists of mixed terraced housing (24 houses and flats) , backing onto open agricultural land to the rear. Some properties are well set back from the road, - with their 'back' gardens next to the road, while others provide little frontage (Fig 16).

The estate as a whole is well screened from Leys Road, contributing to the gentle transition from open countryside to village.

There are kerbed footpaths on each side of the road . All properties are well-co-ordinated, having been built at the same time. The density is 49 dwellings per hectare – Harvington's highest density.



Fig 16

5) Leysfield

The estate was built in 1960/70s. All properties are bungalows, well set back from the road, with private front gardens (Fig 17), backing onto open agricultural land to the rear. Having been built as a single project, all properties are well co-ordinated.

There are kerbed footpaths on each side of the road.



Fig 17

6) Oak Tree Road

This well-co-ordinated estate consists of detached bungalows built in 1950s with large gardens set back from the road, backing onto open agricultural land to the rear (Fig 18).

There are kerbed footpaths on each side of the road.

Mature trees grow throughout the estate, with a specimen oak tree in the garden at the entrance to the estate (Fig 19).



Fig 18



Fig 19

7) The Rowans and Marsh Close

The side-roads contain larger, individually-styled houses (Fig 20).

Houses in The Rowans have neat front gardens with adequate on-site parking, separated by hedges.

Marsh Close (which is an off-shoot of The Rowans), has more of a 'courtyard' feeling (Fig 21), with houses opening directly onto a tarmacked area.



Fig 20



Fig 21

8) Orchard Place

Orchard Place is the largest estate in Harvington, containing 75 dwellings. Build in the 1960s / 70s, it has a comfortable density of 23 dwellings per Hectare. Its houses and bungalows are set back from the road (Fig 22) – many with open lawns and neat boundary hedging.



Fig 22

9) Poplar Way

This is hardly a street; it is devoid of character. The Poplar Way road-sign leads solely to a parking area (Fig 23) for the uniformly-designed houses – both detached and terraced - whose postal address this is, even though they all face either Leys Road or Alcester Road; the fronts of the Alcester Road properties being hidden behind a bland wall.



Fig 23

10) Alcester Road / Evesham Road

The through-route from Alcester to Evesham contains stand-alone and small-group developments constructed over a wide period. As in Leys Road and Village Street this variety contributes to the sense of Harvington being a 'live' village which is constantly growing in small, organic steps (Fig 24).



Fig 24

11) Hawkes Piece

Hawkes Piece contains an interesting development of barn-styled houses, set around a courtyard. Further in to the development are larger detached houses with well-screened gardens (Fig 25).



Fig 25

12) Village Street (Village Green northwards)

From the street history described in section 4 above it be understandable that Village Street has the greatest variety of dwellings, having been built as individual or small-group projects as and when there was a market need or land become available.

It is this very variety which defines the character of Village Street. As well as containing housing designed for both social and individual tenancy it contains a school, village hall, Baptist chapel (Fig 26) and a public house.

The village green area forms the social heart of the village, with the First School and Village Hall (Fig27) providing the eastern boundary, and period houses in the Conservation Area the southern boundary.

To the west are a Victorian lodge and cottage (Fig 28), here visible beyond the village green.

The former Hop Pole public house and its neighbours at the north portal to this area (Fig 29) witness the pre-Victorian residential significance of this part of the village.

Opposite the school is a small terrace of houses , built in the 1970s



Fig 26



Fig27



Fig 28



Fig 29

13) Myatts Field

Myatts Field is a neat side-road composed entirely of bungalows with well-tended front gardens.

The uniformly-low sky-line provided by the bungalows is to be valued. It enables the mature and maturing specimen trees set in some of the gardens to facilitate a comforting scale for the road (Fig 30).



Fig 30

14) Ragley Road

The Ragley Road estate comprises excellent post-war social housing, built at a comfortable density (24 dwellings at 18 per hectare) with wide, tree-lined verges (Fig 31). Owners and residents have preserved the essential character of this street, with uniform exterior decoration and sympathetic extensions (Fig 32).



Fig 31

Although bearing Ragley Road street numbers, three of the houses actually face Village Street.

The Neighbourhood Development Plan registers an aspiration for Ragley Road to be included in the Conservation Area.

The Plan also designates the southern verge at the junction between Ragley Road and Village Street as a Local Green Space



Fig 32

15) Hughes Lane

Hughes Lane runs from Village Street just off the Village Green, to the footpath which leads to open countryside.

On the corner of Village Street and Hughes Lane, is the late Victorian Poplar Cottage. Between Poplar Cottage and the turning to Ragley Road is a row of undistinguished 1970's developer-built houses, and on the opposite side of the lane is a continuation of the 'Glebe Cottages' social housing which run along the west side of Village Street. In front of these cottages is a wide grassy verge.

Just before the turning to Hughes Close on the are three cottages, two of which were built in 1912 and one in 1905 (Fig 33), which have architectural interest in the brickwork and typical Victorian features.

At the end of Hughes Lane is a terrace of three houses (Fig 34), probably agricultural workers' cottages.



Fig 33



Fig 34

16) Hughes Close

Hughes Close is a typical 1960s/1970s housing estate of 73 houses at a density of 18 dwellings per hectare. It was designed to provide basic homes for a large number of people and is therefore mainly unremarkable (Fig 35). It is interesting to compare it with later Housing Estates; the amount of space between the rows of houses and the width of the road and size of the front gardens is somewhat greater than is available in Housing Estates of the last 30 years (Fig 37).

There are adequate parking places and roads are a reasonable width.



Fig 35



Fig 36

17) Finch Lane

Most of Finch Lane is within the Conservation Area, which has its own Character Assessment (q.v.).

However, to the south is a small 1980s development of larger houses, well laid out and pleasantly varied in style (Fig 37).

Further up Finch Lane are larger, individually-built houses, set in large gardens, some with views to the open countryside at their rear. A footpath leads between two of the bungalows to open countryside.



Fig 37

18) Station Road

Shown in the 1830s Tithe map (Fig 4) as a narrow lane, this road appears to have been widened in the 1860s to ease the link between Village Street (north) (Fig 38) and Anchor lane, which led down to the newly-opened railway station. Station Road presumably acted as a 'bypass' for the congested medieval parts of the village for agricultural traffic accessing the station from farms to the North and West of Harvington.

Its broad construction, with open land at both sides, encouraged the early 20th Century development of substantial houses and bungalows, set well back in large gardens behind mature hedges with many mature trees. A pavement has been constructed along one side of the road.

The house at the northern end of the road was originally built in the 1930s as the village police station (Fig 39).

The properties on the north-west side of the road maintain a consistent, gently-curved, building line - set well back from the road (Fig 40) - permitting the front gardens collectively to preserve an essentially rural atmosphere in this road. This building line should be respected in future planning considerations.

On the opposite side of the road the northern half of the road contains further large houses, mostly well screened by high mature hedging.

The entrance to St James Close, framed by a pair of forward-set modern houses (Fig 41), provides an unfortunate urban intrusion into the semi-rural atmosphere of this road.

Copper Beech Close, constructed in 2017, provides access to three houses set behind other dwellings in Station Road and Crest Hill.



Fig 38



Fig 39



Fig 40



Fig 41

19) St James Close

St James Close is a late 20th Century planned housing development, with mature boundaries of hedges and walls, with maturing trees (Fig 42), set on a 'T' shaped road layout,. The main estate entrance is from Station Road (Fig 41), whilst there is pedestrian access to Church Road.

The development contains 44 dwellings at a density of 32 dwellings per hectare. The roads are extremely narrow for an estate of this size, making it essential that residents and their guests use the limited-availability off-road parking.



Fig 42

20) Manor Park

Manor Park comprises a select development of substantial late 20th Century houses, accessed through and positioned just beyond the Conservation Area

The layout is pleasantly varied, although, due to the confined size of the development (Fig 43), the houses are close to the roadway, which offers a somewhat cramped feeling .

It should be noted that Manor Park sits above the sunken holloway of Anchor Lane – which is within the Conservation Area. Policy EH4 of the Plan prohibits any extensions or further developments which would impinge on the Anchor Lane skyline.



Fig 43

21) Crest Hill

Crest Hill (also known as Cress Hill) forms one of the main entrance points to the village (Fig 44), providing attractive views of the Grade 1-listed church steeple and views over the flood plain of the River Avon to Cleeve Hill and Windmill Hill on its far bank.

Crest Hill itself is visible from the hills to the south of



Fig 44

the River Avon – these views (including as they do the landmark church steeple) constitute a significant part of the perceived character of the village as a whole, as seen from afar.

The ribbon development, confined mostly to the up-hill side of the road, contains a range of houses from the Victorian period onwards, offering an introduction to the vernacular variety to be found in the depths of the village.

Part of the way up the hill is an area of excavated land, known locally as “The Marl Hole”. It provides a pleasant setting for the group of three cottages set above it (Fig 45).

At the crest of the hill are more recent houses and bungalows, set sufficiently far back from the road as not to detract from the view of the Church and entrance to the Conservation Area (Fig 46).

On the south of Crest Hill, running parallel to Anchor Lane, is an unfortunate intrusion: a small development of large houses – Bromley Close. Fortunately, set as they are in lower ground, and in front of a line of mature trees in the churchyard, they are not quite as unsympathetic as they would have been had they directly obscured the view of the Grade 1 church in the Conservation Area. (Fig 47).



Fig 45



Fig 46



Fig 47

Appendix C – Trees on public land and highway verges

The Neighbourhood Area has in excess of 400 mature trees which are not in private land, i.e. are in public areas or on highway verges. These form an important part of the natural heritage and visual amenity of the village. Every effort should be made to retain, protect and nurture these trees.

Of special note are the 43 Elm trees planted in Leys Road. These are protected and explained in policy EH1-C and are marked in **bold** in this appendix.

ID prefix	Location
AL	Anchor Lane
AR	Alcester Road
CH	Crest Hill
ER	Evesham Road
HC	Hughes Close
LR	Leys Road
RR	Ragley Road
SL	Shakespeare Lane
SPR	Salford Prior Road
SR	Stratford Road
Vs	Village Street

Key to tree locations

ID	Type	No.	LOCATION	HISTORY
AL1	Pollarded Willow	1	SP06464935	17ft on parish border behind lakes 20ft probably originally on field boundary now golf course
AL2	Pollarded Willow	1	SP06104749	
AL3	Ash Layered	1	SP06304844	20ft in hedgerow; great age
AL4	Oak	1	SP06504730	12ft tree set in hedgerow
AR1	Evergreen Oak	1	LHS @ Seaton	Planted 2000 by WI Planted 1994 with seed from Baptist Chapel trees
AR10	Sycamore	12	RHS beyond 30mph sign	
AR11	Common English Ash	2	RHS beyond 30mph sign	Planted approx 1970s
AR12	Norway Maple	1	RHS beyond 30mph sign	Planted approx 1970
AR13	Scots Pine	1	RHS beyond 30mph sign	planted 2009 Youth project
AR14	Horse Chestnut	3	RHS beyond 30mph sign	Planted prior 1980, 1 is dying
AR15	Silver Birch	10	RHS village to Green St	Youth Project
AR16	Rowan Tree	1	RHS beyond 30mph sign	Youth project
AR17	English Oak	2	RHS 30mph sign	Planted 2005 & 2008
AR18	Horse Chestnut	1	RHS in village	Planted 1994 by Hugh Nunn
AR19	English Oak	2	RHS in Village	Planted 2005 & 2008
AR2	Common English Oak	2	LHS opp Hawkes Piece	by Hugh Nunn
AR20	Red Hawthorn Hybrid Hungarum	1	Cross Roads	Planted approx 1982
AR3	Oak	2	LHS beyond Hawkes Piece	planted 2009, Youth Project Planted between 2007 & 2011 by Hugh Nunn & team
AR4	English Oak	7	LHS to boundary	

AR5	Old English Black Poplar	2 LHS Boundary Cottages RHS between Green St	Planted 5/5/2010, rarest trees in Harvington by Hugh Nunn
AR6	English Oak	9 footpaths	1 planted 2008 by Alan Williams others prior
AR7	Large Leaf Lime	2 RHS beyond 30mph sign	Big tree plant 1994
AR8	Hybrid Poplar	2 RHS beyond 30mph sign	planted 2008 by Hugh Nunn & team
AR9	English Oak	4 RHS beyond 30mph sign	Big Tree plant 1994
CH1	English Oak	1 outside Rectory	planted 1993 by Hugh Nunn
CH2	Large Leaf Lime	4 outside Rectory	planted 1993 by Hugh Nunn
CH3	Silver Birch	11 left hand side of Crest Hill	planted pre 1992
CH4	Norway Maple	12 left hand side of Crest Hill End of houses LHS near old	planted pre 1992
CH5	English Oak	1 road	Planted 5/1/2008 by Geoff Salsby
CH6	Horse Chestnut	6 LHS junction with Norton Road	planted 1980s
CH7	Ash, Common	1 LHS junction with Norton Road	planted 1980s
ER1	Copper Beech	1 RHS, road side of ditch	planted 2010 by churches
ER10	Cedar Of Lebanon	2 Beyond ditch	Planted 2008 by Geoff Salsby
ER11	Hawthorn Bush	1 RHS beyond ditch	Remanent of original hedge
ER12	Copper Beech	1 RHS beyond ditch	Planted 2011 by Churches
ER13	Pine Tree	1 RHS inside of ditch	Planted by Tony Watts
ER14	Hybrid Poplar	1 RHS behind ditch	Planted 1992
ER15	Cherry Tree	3 RHS beyond Ditch	Self seeded
ER16	Ash Tree	1 RHS before 30mph sign	very old from original farm hedge
ER17	Ash Tree	3 RHS	Planted approx 1980 by County Council
ER18	Hawthorn Scrub	3 RHS	self seeded
ER19	Ash Tree	2 RHS beyond 30 mph sign	planted in 1980s by County Council
ER2	Hornbeam	5 RHS, Road side ditch & beyond	planted 2003
ER20	English Oak	8 RHS after 30mph sign	Planted 1996 by Hugh Nunn & team
ER21	English Elm	5 RHS	Some of these may die or are dead
ER22	English Oak	12 RHS Ellenden to boundary	Planted 1998 by Girl Guides Planted by Hugh Nunn, team and Girl guides
ER23	English Oak	19 LHS from houses to boundary	
ER24	London Plane	1 LHS @ Newing Court	Planted 1998 by Hugh Nunn
ER25	Swedish Whitebeam	1 LHS @ Newing Court	not known
ER26	Hornbeam	1 LHS @ Newing Court	not known
ER3	Large Leaf Lime	9 RHS road side ditch & beyond	Planted late 1970s, early 1980s by County Council
ER4	Norway Maple	1 near patrol sign	planted 1986
ER5	English Oak	1 beyond 30mph sign	Original, over 100 years old
ER6	English Oak	2 RHS inside ditch & beyond	Planted 1998 by Geoff Salsby
ER7	Horse Chestnut	11 RHS inside ditch& beyond	Planted approx 1980 by County Council
ER8	English Elm	1 RHS inside of ditch	Self seeded, will probably die
ER8	Yew Bush	1 RHS, inside of ditch	Possible millennium planting
ER9	Silver Birch	1 RHS inside of ditch	Planted 2008
HC1	Silver Birch	2 Right turn leading to fork	Mature trees
HC10	Magnolia	1 Corner of LH road & footpath	
HC11	Acer	1 End of LH fork	
HC2	Rowan Tree	1 Right turn leading to fork	Mature

HC3	Silver Birch	1 Right Hand Fork	Mature
HC4	Acer	1 RH fork	Mature
HC5	White Beam	3 RH fork	Mature
HC6	Winter Flowering Cherry	1 LH leading to fork	Mature
HC7	Copper Beech	1 LH leading to fork	Mature
HC8	Red Hawthorne	1 LH leading to fork	Mature
HC9	Copper Beech	1 LH fork	Mature
LR 47 Elm		1 LHS Cottages	Planted 2011 from Thurston Village
LR1	Swedish Whitebeam	1 RHS Poplar Way	Planted 26/02/1994 by Hugh Nunn & team
LR10	Hybrid Poplar	2 RHS Orchard Gate	Not known
LR11	Hybrid Oak	1 RHS	Not Known
LR12	Ash Tree	3 RHS	One planted by Hugh Nunn 1994, 2 self seeded
LR13	Horse Chestnut	3 RHS	Planted 26/02/1994 by Hugh Nunn
LR14	Bird Cherry	1 RHS	self seeded
LR15	English Oak	1 Roseberry Cottage footpath	Unknown, Overgrown un-pruned.
LR16	Ash Tree	2 Rosteven Cottage	Pruned by owners planted 15 Nov 14, Alfreton churchyard tree and Sussex
LR17 Elms		4 100m + Rosteven	
LR18	English Oak	1 100m= Rosteven	Self seeded British Native Tree donated by Geoff Saisby
LR19	Spindle Tree	1 RHS	
LR2	Norway Maple	1 RHS @ Poplar Way	Planted 26/02/1994 by Hugh Nunn & team
LR20	Ash Tree	2 RHS	Self Seeded
LR21	Hornbeam (Shrubby)	1 RHS	Not Known
LR22 Elm		1 RHS	planted 2013 by HN from Thurston Village
LR23	Hybrid Poplar	6 RHS	Planted 26/02/1994 by HN & team
LR24	Sessile Oak	1 RHS	Not Known
LR25 Elm		3 RHS	Planted 2011 from Dumbleton Estate
LR26	Hybrid Poplar	2 RHS	Planted 26/02/1994 by HN & Team
LR27	Sycamore	1 after Woodbine Cottage	planted 2000 Planted 200-2014, Lutese Holland, Alfreton, Madresfield, Thurston
LR28 Elm		8 RHS	
LR29	Hornbeam	2 RHS	Not Known
LR3	Large Leaf Lime	1 RHS @ Poplar Way	Planted 26/02/1994 by Hugh Nunn & team
LR30	Hornbeam	1 LHS 1st field	Unknown
LR31 Elm		2 LHS	Planted 2011 from Thurston village
LR32 Elm		5 LHS Keepers Cottage	Planted 2011 from Upper Swell
LR33 Elm		7 LHS beyond Keepers Cottage	Planted 2011,2013,2014 from Comberton
LR34 Elm		2 LHS	Planted 2011 from Lutece Holland
LR35 Elm		2 LHS	planted 2011 from Wellesbourne
LR36	English Oak	2 LHS near Woodbine	Not Known Planted 2011 from Wellesbourne & Madresfield village
LR37 Elm		4 LHS near Woodbine	
LR38	Norway Maple	4 LHS near 30mph sign	Planted 1990
LR39	Lime Tree	1 LHS near 30 mph sign	Planted 1990
LR4 Elm		2 RHS 30mph sign	planted 2011 Comberton seedlings, Pershore College

LR40	Horse Chestnut	1 LHS	planted 1990
LR41	Sessile Oak	1 LHS	Planted 1994
LR42	Bird Cherry	1 LHS	Planted 1994
LR43	Horse Chestnut	3 LHS	Planted 1994
LR44	Norway Maple	2 LHS before Roseberry Cottage	Planted 1994
LR45	Lime Tree	2 LHS before Roseberry Cott	Planted 1994
LR46	Rowan Tree	1 LHS before Roseberry Cott	Planted 1994
LR47	Hornbeam	2 LHS Cottages	No Known
LR5	Elm	2 RHS beyond 30mph sign	Suckerings
LR6	Hybrid Poplar	1 RHS beyond 30 mph sign	Unknown
LR7	English Oak	1 RHS 50m beyond 30 sign	not known
LR8	Hybrid Oak	1 RHS 50+ metres	not known
LR9	Norway Maple	1 RHS 60m+	Not known
RR1	Silver Birch	1 Back garden no7	At least 60 years old
SL1	Horse Chestnut	1 Rear of the Limes	At least 100 years old
SPR1	Red Oak	4 LHS of road to Salford Priors	Planted 2000 by Nigel Jenkins
SPR10	English Oak	1 Parish Boundary	
SPR11	English Oak	2 LHS corner of Anchor Lane	Planted 1997 by Hugh Nunn
SPR12	English Oak	1 LHS beyond Anchor Lane	Planted 1976 when by-pass was created.
SPR13	Ash, Common	1 LHS beyond Anchor lane	Planted on creation of by-pass
SPR14	Sequoladendron Wellingtonia	3 RHS beyond Crest Hill	10 planted 4 stolen, 3 survive 1996
SPR2	English Oak	13 LHS of road to Salford Priors	Planted 1999 by Hugh Nunn & James Ross
SPR3	Hybrid Poplar	2 LHS	Planted 1996 by Hugh Nunn
SPR4	Ash, Common	5 LHS	Self Seeded
SPR5	Horse Chestnut	5 LHS	Self seeded
SPR6	Willow	3 LHS	self-seeded
SPR7	Turkey Oak	9 Grass verge LHS	Planted March 1996
SPR8	English Oak	4 100m along road	planted 2012 by Cracknell family
SPR9	Hornbeam	1 Parish Boundary	Planted 2009 by Nichol family planted 1981 - crowns lifted 2013 for new sewage drainage system
SR1	Sycamore	5 Village entrance	
SR2	Purple Norway Maple	1 entrance roundabout	planted 1981
SR3	Hornbeam	2 right of village entrance	planted 2013 by drainage contractors
SR4	English Oak	2 right of entrance	planted 2013 by drainage contractors
SR5	Horse Chestnut	10 right of village entrance	Self seeded
SR6	Silver Birch	5 Right of village entrance	Planted 2013 by drainage contractors
SR7	Holm Oak	1 LHS @ holmoak	In the original estate about 200years Planted May 2012 outside 52 Village Street
VS1	Hornbeam	1 Harvington Cross Roads	Planted 1980 by head of Harvington School
VS10	Medlar	1 corner Greenacres lane	
VS11	English Oak	1 Ragley Road Green	Prize for "Best Kept Village"
VS12	Sycamore	1 Village Green	Not known
VS13	English Oak	1 Junction with Finch Lane	Planted 2005
VS2	Silver Birch	1 Near Golden Cross	Planted May 2012
VS3	Oriental Plane Tree	2 Either side of Bus Shelter	Planted 1998 by Dr Hugh Nunn

VS5	Bird Cherry	1 Hedge behind Bus shelter	Planted 2011
VS6	Field Maple	2 Hedge behind Bus shelter	planted 2011
VS7	Hazelnut	2 Hedge behind bus shelter	Planted 2011
VS8	Hornbeam	1 side of Oldfields hedge	planted 1998
VS9	Large Leaf Lime	1 corner Greenacres Lane	planted 1990

11k 16/04/18