

Honeybourne Neighbourhood Development Plan

Submission Draft

July 2019



Submission Draft
Honeybourne Neighbourhood Development Plan

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1. Introduction

1.1. This Submission Draft of Honeybourne Neighbourhood Plan has been published following community consultation in March / April 2019. It has been produced on behalf of the Parish Council by a small dedicated Steering Group made up of residents and Parish Councillors. The group have worked tirelessly over the last two and a half years under the guidance of planning consultants Brodie Planning Associates (BPA) to turn community concerns and aspirations into a binding planning document that can be used to inform future development in the parish of Honeybourne. The Plan once adopted will be used in all planning decisions by the Local Planning Authority and Planning Inspectors until 2030.

What is a Neighbourhood Plan?

1.2. In 2011 the Localism Act gave parish councils the opportunity to prepare Neighbourhood Plans. Honeybourne Parish Council applied to designate the whole of the parish as a Neighbourhood Plan Area in August 2015 and the designation was secured on the 25 September 2015. The Parish Council subsequently successfully bid for funding from the Government to help prepare the Neighbourhood Plan.

1.3. Neighbourhood planning provides an opportunity for local people to influence the planning and development of the area in which they live and work. It gives the community a real say over local decision making, it can help to achieve goals through the planning system and address the challenges and opportunities facing the future vitality of the parish. Our Plan is intended to last until 2030 and provides:

- a shared **vision** for the parish;
- some broad **objectives** which we think we help to deliver the vision; and
- a set of **policies and parish aspirations** which will make the vision a reality.

1.4. A Neighbourhood Plan once adopted becomes part of the statutory Local Development Plan alongside the South Worcestershire Development Plan (SWDP) 2016, the adopted Worcestershire Waste Core Strategy and the saved policies of the County of Hereford and Worcester Minerals Local Plan¹. This means that planning decisions in the parish must be taken in accordance with the Neighbourhood Plan.

1.5. Our Plan includes a wide variety of policies intended to address issues that are important to the community. They include identifying where new homes should be built, identifying and protecting important local green spaces, ensuring that the design of any new development is in keeping with our parish, and encouraging the protection and enhancement of our local environment to bring long term benefits to our community.

The Statutory Process

1.6. To guide the preparation of the Plan and to provide professional planning advice the parish Council instructed BPA independent planning consultants in 2016. At an initial meeting in December 2016 local residents and Parish Councillors were invited to join a

¹ Worcestershire County Council is developing a new Minerals Local Plan for Worcestershire. This will supersede the saved policies of the County of Hereford and Worcester Minerals Local Plan once it is adopted.

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Steering Group to drive the Plan forward. A small group was formed and these have met regularly over the past two and a half years to produce the draft Plan.

1.7. Throughout the Plan preparation process the Steering Group has attempted to involve members of our community to gain a full picture of the issues affecting them and the opportunities for development in the parish. Information has been gathered at initial public meetings advertised in the Honeybourne Village News, through a residents' questionnaire delivered to every household in the parish and a business questionnaire delivered to every known business in the parish. Once results of these questionnaires had been analysed and the key issues identified and researched the community were invited to attend a consultation event held over a weekend in July 2018. This sought the communities' views on the overarching Vision and Objectives of the Plan, the options for housing site allocations and the shortlisted sites that the Steering Group had identified for designating as Local Green Space. A further open event was held to kick start the 6 week Regulation 14 Consultation in March 2019. Updated information throughout the process has been shared on a dedicated website honeybournendp.org, through regular features in the village newsletter, and promoted on the Facebook pages of various societies and community groups in the parish.

1.8. We have used local opinions to shape the direction of the Plan and have undertaken extensive research to support our policy development. Since carrying out the Regulation 14 Consultation in the March/ April 2019 some changes have been made to the Plan and all comments made have been responded to; these are published in the accompanying Consultation Statement.

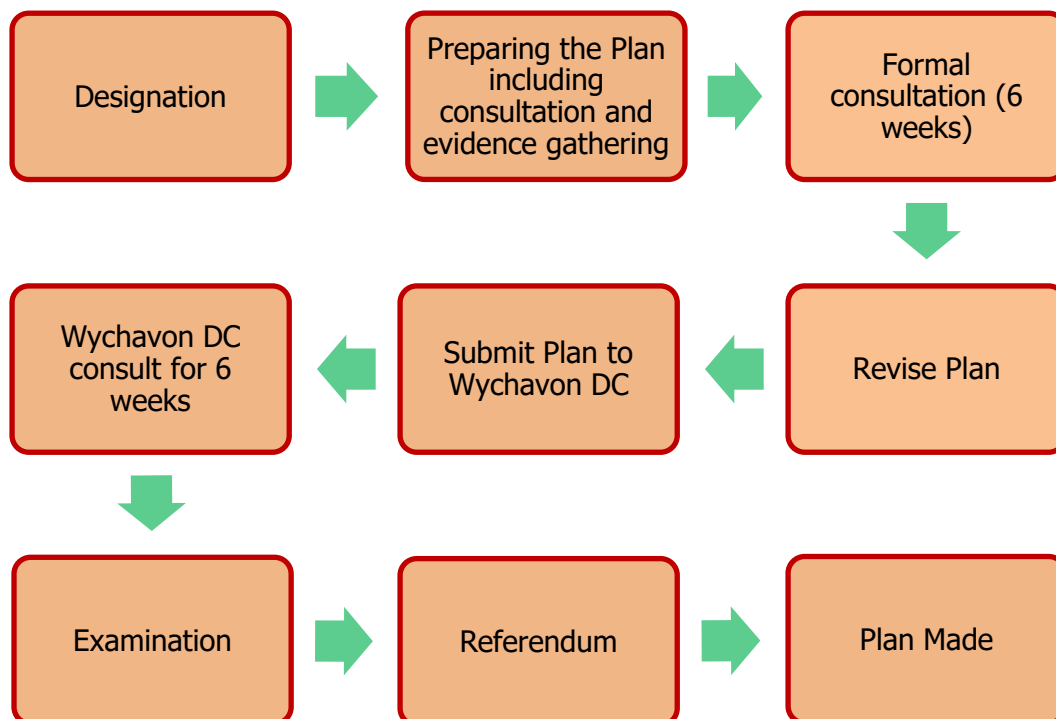


Figure 1. The Neighbourhood Plan Preparation Process

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1.9. In terms of next steps, as the diagram depicts this Plan will now be subject to a further statutory six week consultation period undertaken by Wychavon District Council. Once complete an independent examiner will be appointed to consider the Plan and any representations made during this consultation stage. The independent examiner's task is limited to considering whether the Plan meets the basic conditions. A Plan must:

- conform with EU and UK law;
- conform with the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017;
- conform with the National Planning Policy Framework 2019 (NPPF);
- be in general conformity with the strategic policies of the Local Development Plan, the South Worcestershire Development Plan (SWDP) 2016, and
- contribute to sustainable development.

1.10. The independent examiner will prepare a report that can recommend that the Plan proceeds to local referendum; proceeds to local referendum with appropriate modifications; or does not meet the basic conditions and should not proceed to referendum.

1.11. Assuming it proceeds to referendum, Wychavon District Council will organise for a parish referendum to take place and all those on the electoral roll will get a chance to vote on the Plan. If the referendum vote is in favour of the Plan, then we can go through to the final stages needed for it to become 'Made' and for it to form part of Wychavon District's statutory Development Framework. It would then be used to guide development in the parish up to 2030, and would have to be taken into account when planning applications and appeals are determined in the parish.

2. Honeybourne Neighbourhood Plan Boundary

2.1. The whole of the parish of Honeybourne (Figure 2) has been formally designated as a Neighbourhood Area through an application made on 12th August 2015 under the Neighbourhood Planning Regulations 2012 (part 2 S6) and approved by Wychavon District Council on 25 September 2015.

2.2. This includes the main settlement of Honeybourne at the heart of the parish and the surrounding countryside stretching as far south as the former Honeybourne Airfield now an important employment site.

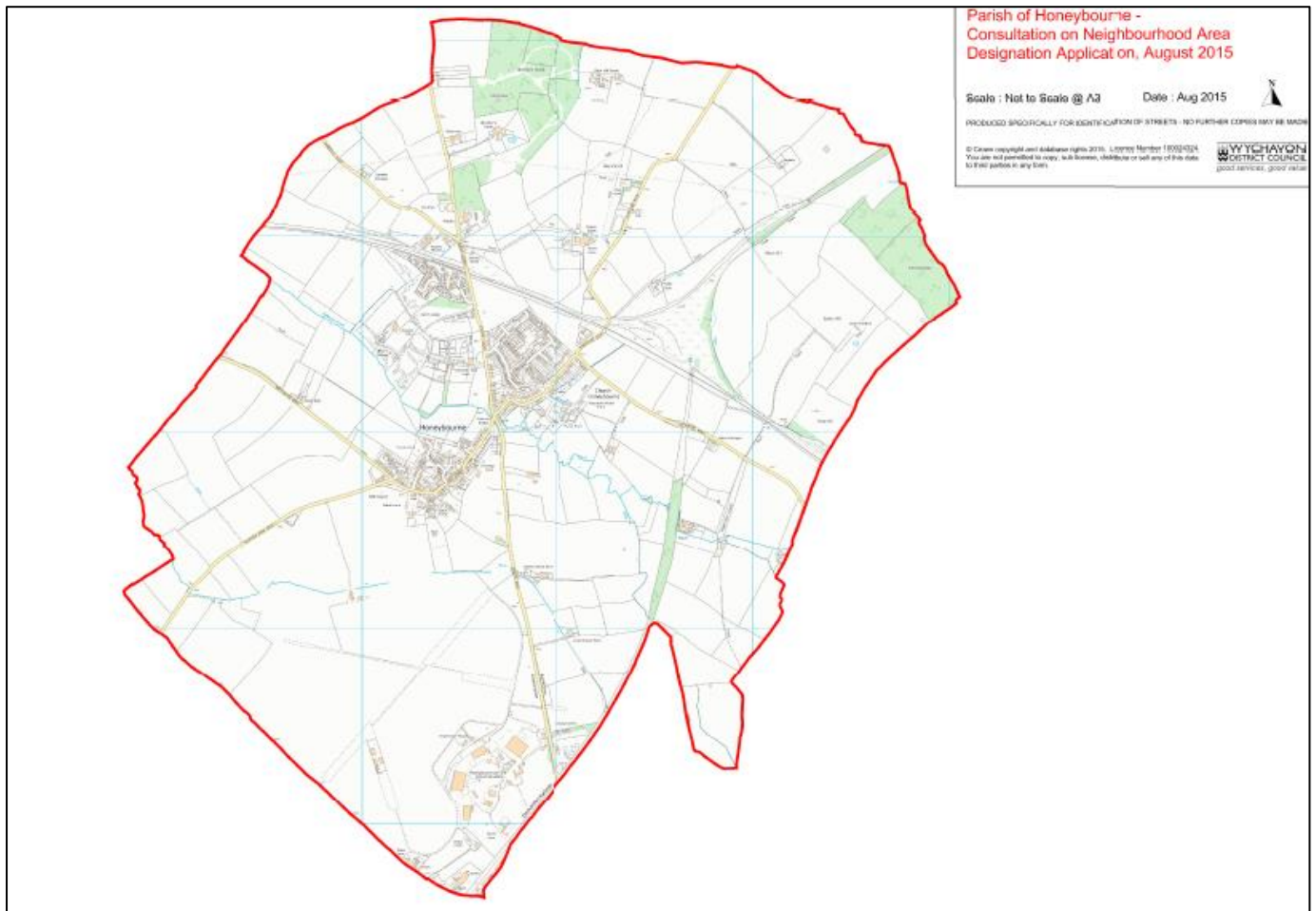


Figure 2. Honeybourne Parish Designated Area



3. Context

3.1. The rural parish of Honeybourne is approximately five miles east of Evesham within Worcestershire and lies close to the Gloucestershire and Warwickshire borders. Much of the parish is farmland with the village of Honeybourne at its centre. To the south is the former Honeybourne airfield which now has an important role as an employment site for a range of businesses.

3.2. The Cotswold Line runs through the parish from the east to west immediately adjacent to the north of the village of Honeybourne; this provides direct train services to Hereford, Worcester Shrub Hill, Oxford and London Paddington. Virtually at the centre of the parish running north to south is the Roman road Ryknild Street, also known as Buckle Street, providing access to Bidford on Avon and Alcester in the north. Routes heading in a westerly direction provide access to neighbouring villages and lead on to Evesham where a wide variety of services can be found, whilst those heading in an easterly direction again provide access to neighbouring villages and beyond with access to Stratford upon Avon and further afield.

3.3. The village of Honeybourne is bisected by the Gate Inn Brook which causes fluvial flooding issues at times of heavy rainfall. Also because of the topography of the surrounding area and the presiding soil type surface water is also an issue. These matters are discussed in more depth within the flooding section of the document.

Development History

3.4. The village of Honeybourne has considerable architectural and historic interest with around 1000 years of settlement history and a wealth of historic buildings. Originally two separate villages Church Honeybourne in Worcestershire and Cow Honeybourne in Gloucestershire; over time it has evolved to become one.

3.5. The buildings and settlement form still relate back to its origins as a rural farming community. Agriculture and the railway have had a significant impact on the settlement's development and clear phases of building are still present in the village. Each phase of development has left a wealth of historic buildings.

3.6. The village has been affected by more recent 20th century development but nevertheless retains its rural village identity in its historic plan and open spaces, historic building fabric, and has maintained a visual connection with its agricultural setting.

3.7. Due to the range of local services in the village of Honeybourne, including a railway station on the Hereford to London mainline, the village is identified as a category one village in the South Worcestershire Development Plan (SWDP, 2016). As such it has been identified as one of the District's more sustainable villages and was allocated a housing site, reference SWDP59/21, for 75 dwellings (Fair Acres) in the SWDP (2016). This site commenced in 2014 before the SWDP was adopted and was built out by 2017.

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3.8. In addition to this housing growth the village was a target for speculative development in 2011/12 when Wychavon District Council did not have an up to date Local Plan and were unable to demonstrate the required five year housing land supply. As a result two additional large sites were permitted on appeal in 2012, and have subsequently delivered 35 and 66 dwellings between 2013 and 2017 on the David Wilson and Bovis Homes sites.

3.9. This has been a period of intense growth and change for the parish putting pressure on some services and the existing infrastructure. To give some context to this unplanned level of growth, during the period 1 April 2006 to 31 March 2012 there had been just 12 housing completions in the parish, yet between 1 April 2012 and the 31 March 2018 this increased to 182 new dwellings in a similar six year period. The parish has grown from 663 households in the 2011 census to an estimated 848 households² in 2018, a 28 percent increase in the number of households.

3.10. There are also further sites with planning permission in the parish including one large site of 14 dwellings and a number of smaller windfall sites that continue to deliver new homes in the parish. The table below shows that as of the 15 July 2019 36 dwellings had planning permission that were either complete, under construction or not yet started.

Ref	Address	Description	Not Started 1 July 2019	Under Construction July 2019
18/02512	Land adj Blenheim Farm, Buckle Street, Honeybourne WR11 8QQ	Erection of dwelling house and associated development as approved under 09/01251	0	1
17/02147	Land off, High Street, Honeybourne	Construction of 14 dwellings	14	0
18/02377	Fancutts Garage, High Street, Honeybourne, Evesham, WR11 7PQ	Re-development of Fancutts garage to provide a housing scheme for eight new houses.	0	8, (Demolition commenced at time of drafting)
17/01045	Land adj 17 Stratford Road, Honeybourne, Evesham, WR11 7PP	Erection of 5 no. bungalows	0	5 (complete at time of drafting)
17/01549	Honeybourne Village Hall, High Street, Honeybourne, Evesham, WR11 7PQ	Change of use from community building to residential development of 2 no. dwellings	2	0
18/01447	Land at Perrie Drive Honeybourne	Full planning permission for six dwellings, including 2, 3 and 4 bedroom units	6	0
Total			22	14

Table 1. Dwellings with planning permission in Honeybourne Parish, 15 July 2019.

² This includes 185 completions from 2011-2018, sourced from the Wychavon Five year Housing Land Supply Report July 2018

Broader Context

3.11. It is also important to understand that there has been and will continue to be significant housing growth in the surrounding parishes that will in turn put pressure on facilities and infrastructure within Honeybourne. This has already become apparent through increased traffic movements through village and parking issues for the railway station.

3.12. Immediately adjacent to the parish are seven parishes the majority of which have experienced growth since 2011 and there is significant further growth to come in Pebworth parish on the land adjacent to Sims Metals.

Parishes	Housing completions 2011-2018	Housing permissions at 1 April 2018
Aston Subedge	0	0
Bretforton	77	5
North and Middle Littleton	25	5
Pebworth	47	382
Saintbury	0	0
South Littleton	55	15
Weston Subedge	5	3
Total	209	410

Table 2. Housing completions and commitments in adjoining parishes, 1 April 2018.³

3.13. In addition to those parishes immediately adjoining Honeybourne a substantial new village, Meon Vale, on the site of a former army camp is being constructed just five miles away. The village will consist of over 1000 dwellings, 800,000 square feet of employment space, a primary school and 300 holiday lodges / homes. This development lies within Stratford-on-Avon District and is immediately adjacent to the 380 dwellings permitted within Pebworth parish.

3.14. Four miles to the north-west on the Long Marston airfield site, also within Stratford-on-Avon District, the government have designated the site as one of 14 Garden Villages in the country and this will become a settlement of approximately 3500 dwellings.

3.15. Mickleton parish just 3 miles east of Honeybourne within Cotswold District has also seen significant growth with 181 dwellings completed since 2011 and a further 93 with planning permission⁴.

3.16. The true impact of all this development is yet to be fully understood but it is likely that further pressure will be placed on village infrastructure in particular the roads and railway station. Preserving the rural characteristics and nature of the village of Honeybourne and the parish as a whole will be a challenge. It is important that development takes place

³ Sources: Wychavon Five Year Housing Land Supply Report July 2018 and Cotswold District Council Residential Land Monitoring Statistics April 2018.

⁴ Cotswold District Council Residential Land Monitoring Statistics April 2018.

in sustainable locations, is of good design and encourages the use of alternative modes of transport to reduce the number vehicles on the road.

4. Issues and Opportunities

4.1. The village continues to be a popular place to live with a great range of facilities and services, along with immediate and easy access into the beautiful open countryside. With this, comes the usual development pressures – striking the balance between retaining the a rural identity of Honeybourne whilst providing homes, work places, recreation facilities and infrastructure to meet current and future demands.

4.2. During the initial early meetings to establish a Neighbourhood Plan Steering Group several issues were identified including:

- the recent rapid growth of the village;
- protection of the open countryside;
- concern over the loss of green spaces to development;
- protection of green spaces in the village;
- issues around parking at the railway station;
- a need for a Conservation Area for Church Honeybourne;
- a lack of consistency in design; and
- new allotments.

4.3. After a few early meetings where opportunities for protecting green space, potential housing site options and creating a new Conservation Area around the Church were explored, work began on drafting a residents' questionnaire to fully understand the community's views and to inform the direction of the Plan.

4.4. The Steering Group undertook a parish wide residents' survey in September / October 2017 to identify the main areas of concern and opportunities for development in the parish. A questionnaire was delivered to every address in the parish and each household was asked to respond. There was a paper and an online version and the questionnaire was heavily promoted with a banner in the village, a feature in the village newsletter, posters throughout the village and a web link on several village society Facebook pages and websites.

4.5. The survey generated a 21 percent response rate with 187 responses. There was a slightly better response rate from the over 60s but a good spread of responses from the community.

4.6. The survey asked about specific topic areas that had been identified by the Steering Group including: housing need, opportunities for future housing development, design, Conservation Area changes, green spaces, views, footpaths and connections, the environment, community facilities and employment. It also asked some demographic questions to understand who was living in the parish and whether views differed by age group, location etc. and to ensure that representations from all age groups were received.

The group also wanted to understand how people moved around the parish and residents' main concerns and aspirations for the parish now and in the future.

4.7. The results of this survey were used to identify the overarching direction of travel for the Plan along with identifying key policy areas. The full results are available to view on the honeybournendp.org website as part of the evidence base and relevant results appear under each policy section of the Plan.

4.8. People most like living in Honeybourne because of the lovely countryside (73 percent of respondents) and the fact that it is a quiet location (59 percent of respondents). However traffic speed and volume are the areas of greatest concern to residents (76 percent and 58 percent of respondents respectively), followed by parking (43 percent of respondents). The questionnaire still highlighted concerns about the speed of growth in the village in recent years, the lack of infrastructure provided as part of this and a knock on requirement to improve facilities. In terms of how residents would like the parish described in the future 82 percent stated they would like it so be safe, 79 percent friendly and 55 percent attractive.

4.9. The questionnaire, also perhaps surprisingly given the recent growth, highlighted a housing need and support for a future housing allocation within the Plan period. The group undertook a significant amount of work to identify and allocate an appropriate site; more information is contained on this in the Housing section of the Plan and published within the Housing Background Paper that supports the Plan.

4.10. There was a clear indication of the type of homes that were supported in the community and a housing type and separate mix policy have been developed as a result of this.

4.11. The idea of providing design guidance to improve design in the parish was also well supported and three policies have been developed to address this.

4.12. There was significant support for attempting to create a new Conservation Area in Church Honeybourne. Although it is acknowledged that this cannot be delivered through planning policy it is contained within the aspirations section of the Plan to be addressed by either the Parish Council or a community group during the Plan period.

4.13. There was a strong level of support for protecting Local Green Space and a Background Paper accompanies the Plan detailing assessments to support the policy in the Plan.

4.14. There was not considered to be a strong enough level of support from the community to include policies protecting specific views. However it was clear that the landscape and rural aspects of Honeybourne were important to the community therefore policies on landscape protection, trees and agricultural heritage have been developed.

4.15. Flooding also featured frequently as a concern in the parish and flood prevention measures were the most supported option should future funding become available in the parish. Due to these concerns and the locally specific nature of the problem a policy has been developed to address this further.

4.16. There was strong support in the questionnaire for either building a new school or providing additional accommodation off site if necessary. At the time of initial drafting, published capacity numbers and projections from the County Council in 2017 suggested this was not considered to be required for the Plan period. However, more recent capacity numbers and projections published in 2018 confirm that the school does need to grow but liaison with the school and County has provided clarity that the school will expand on its existing site with plans well underway. There was also concern raised about the loss of community facilities and the need for improvements given the level of new development. A policy has been drafted to address this. Concern was also raised over the need for a car park at the railway station but this has since been granted planning permission and is expected to commence prior to the adoption of the Plan.

4.17. Footpaths and cycle paths were also extremely well supported with more than 80 percent supporting improvements and requirements for development to provide, retain and upgrade footpaths and cycle paths. A policy has been developed to encourage these more sustainable forms of getting around the parish. A number of routes were identified for improvements and maintenance and these have been set out in the aspirations section of the Plan; these will need to be prioritised and a number of potential new routes explored by a working group to be established by the Parish Council.

4.18. In terms of rural employment there was limited support for allocating additional employment land in the Plan, although over a third supported allocating land for shops/retail and cafés and restaurants. This was not considered a strong enough mandate, therefore further work on identifying an employment allocation was not considered appropriate for this plan period.

4.19. Initially the group decided that it was unnecessary to develop any other locally specific economic policies, relying instead on the SWDP. However, during the Regulation 14 consultation it became apparent that potential changes to two of the larger employment sites may come forward within the Plan period and therefore consideration of the economic significance of these sites and the suitability of SWDP policies was reassessed; it was considered appropriate to develop a locally specific policy to address this area.

4.20. Those that worked and studied in the parish were mostly concerned about mobile phone reception and broadband speed and wanted to see improvements. These issues, along with a number of other matters were considered to be beyond the remit of planning policy and were therefore included within the aspirations chapter to be delivered during the Plan period.

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4.21. The group also undertook a business survey at a similar time to the residents' survey; unfortunately the response rate was very low, with only 5 responses out of the 60 surveys sent to known businesses in the parish. Again the results of this survey are published on the Neighbourhood Plan website and referred to under the relevant policies in this Plan.

4.22. A further stage of public consultation took place after the initial surveys; this was in the form of an open weekend in July 2018. Again this was heavily advertised with a banner in the village, posters, editorial in the Village Newsletter, online on the Neighbourhood Plan website and on other local society Facebook pages. Here the group presented their draft Vision and Objectives derived from the results of the parish surveys, presented options for housing site allocations and also asked for feedback on the shortlisted sites that the Steering Group had identified for designating as Local Green Space. This event was attended by just over 60 people despite it being liked on Facebook by over 1000.

4.23. The results of this event were used to progress the Plan along with refining the housing allocation and green space policies. The results from this consultation are also published under the evidence base section of the Neighbourhood Plan website honeybournendp.org.

4.24. To try and keep the community informed a website was developed in early 2018 and meeting minutes and updates have been published on a monthly basis along with the evidence base as it became available. At key stages and where there was more substantive news information has also been published in the Honeybourne Village Newsletter.

4.25. A draft Plan was consulted on, called the Regulation 14 Consultation Draft, from 1st March 2019 to 12th April 2019. Over 60 statutory consultees and 29 non-statutory consultees that had previously been in contact about the Plan were notified of the consultation by email or letter. Local residents in the parish were informed by several features in the Honeybourne Village Newsletter, along with several posters placed on parish noticeboards, 3 large banners positioned at key points in the village, an advert on the Neighbourhood Plan website and postings on village Facebook groups. Comments received were fully assessed and considered, and have been responded to in the Consultation Statement that accompanies the Plan and where necessary amendments have been made to the Plan.

5. Vision and Objectives

5.1. Based on the results of resident and business questionnaires the group identified the main areas the community wanted the Plan to focus on and created an overarching vision for how the parish would be by 2030 (the end of the Plan period).

5.2. The group sought clarification of the level of community support for the vision and objectives through a survey conducted at an open weekend. The community were invited to comment on the vision, objectives, select a preferred housing site option and show their support for the Local Green Spaces identified. 87 percent of those that attended the event were in support of the vision.

Our Vision

Honeybourne's rural setting and natural environment should be maintained and where possible enhanced with improved access for the community's enjoyment and appreciation of these assets.

New development will be sensitively integrated into the existing settlement and contribute positively to its immediate surroundings without detriment to the existing facilities, services and infrastructure in the parish.

Honeybourne will be a safe and welcoming place for everyone with excellent connections to village facilities and further afield, whether by foot, bicycle, rail, bus and road, making it an accessible and sustainable place to live, work and visit.

5.3. To help achieve this vision we have established a number of objectives; these objectives link back to the issues identified in the questionnaire and have provided a framework for the policies to be developed.

5.4. Once again public opinion was sought regarding the level of support for each of the objectives of the Plan. All were supported with between 81 and 95 percent of respondents' agreeing with the objectives. As a result only one amendment was made to include bridleways in objective 3.

5.5. Matters that were raised by the community but that could not be dealt with through planning policy have not been forgotten, they have been captured in a Parish Aspirations section of the Plan. The Parish Council and relevant community groups will then be able to use these to identify priorities and actions during the Plan period.

Objectives

- 1. To protect and enhance the built environment through well designed buildings which reflect local architecture and building traditions whilst being tailored to the needs and context of their location within the Honeybourne parish.**

- 2. To conserve and enhance heritage assets and improve features which contribute to the local character and distinctiveness of the area.**

- 3. To protect and enhance the local natural environment for the benefit of future generations including green and open spaces, wildlife corridor's and public footpaths and bridleways.**

- 4. To maintain and enhance connectivity throughout the parish and further afield on foot, bicycle, train and bus to reduce the reliance on the motorcar and reduce congestion.**

- 5. To encourage and enhance a strong sense of community by maintaining, supporting and improving existing community and social facilities for a range of age groups.**

6. Policies

6.1. This chapter sets out the planning policies that will be used to help achieve the vision and objectives. They are broken down into sub-areas and as the diagram below shows how they relate to the vision and objectives. Some policies by their nature will relate to more than one objective.

6.2. Throughout the development of the policies the group has referred back to the vision and objectives to ensure that the Plan addresses the issues identified through community consultation and that it meets the Plan's overall aims.

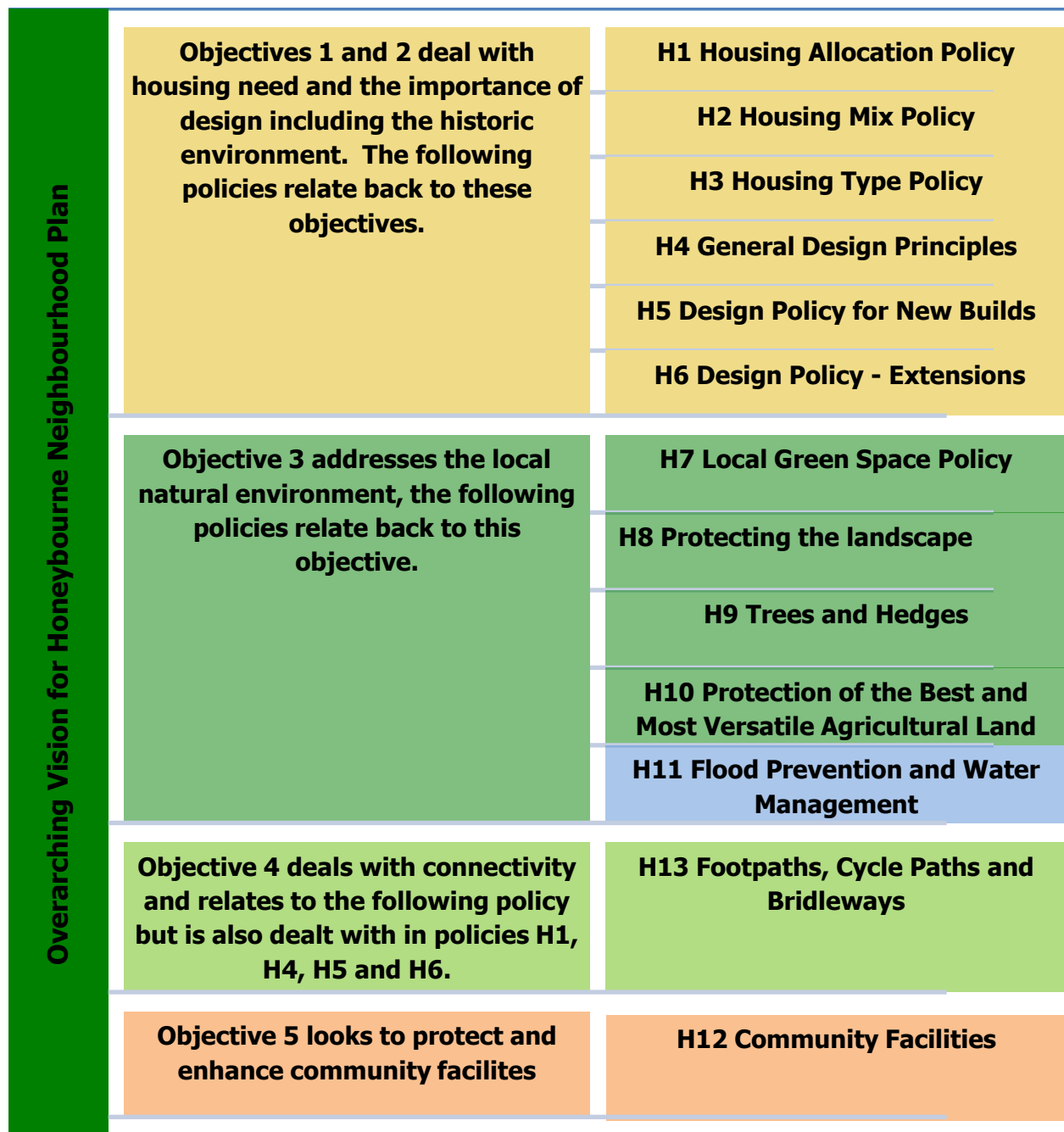


Figure 3: Relationship between the vision, objectives and policies

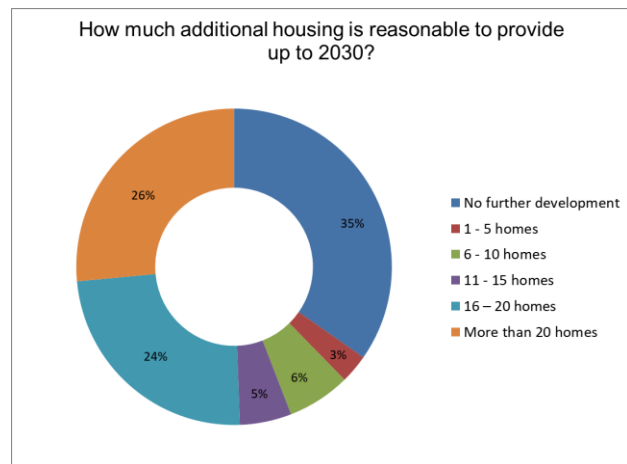
Housing

Housing Allocation

6.3. The residents' questionnaire (2017) dealt with a range of questions about potential future housing allocations and the approach the Plan should adopt in relation to allocating a site or sites for housing.

6.4. 69 percent of respondents supported the idea of allocating land for housing development in the Plan whilst 31 percent of respondents supported doing nothing and just allowing infill as permitted in the adopted Local Plan (South Worcestershire Development Plan, 2016).

6.5. When asked more specifically about the level of new housing that would be supported until 2030, 35 percent of people felt there should be no new development whilst the majority were in favour of some development. 24 percent of respondents supported development of 16-20 homes with a further 26 percent supporting a development of 20+ homes.



6.6. A further question asked about the size of individual schemes that would be supported and at this stage there was a greater level of support for smaller sites.

6.7. Based on the results of the questionnaire the Steering Group undertook comprehensive research into potential housing sites within or adjacent to the settlement boundary of Honeybourne. The methodology and all of the associated research including the individual site assessments is contained within a Housing Background Paper that supports this Plan.

6.8. Although the community had identified a preference for smaller schemes the Steering Group were unable to identify any small sites, the smallest site assessed was 1.26 hectares and would be capable of delivering at least 15 dwellings.

6.9. The Steering Group went through a robust shortlisting process followed by a housing options consultation in July 2018. The preferred site from this consultation has been carried forward into the Plan as an allocated site. The site was selected as the preferred option when the community were presented with the opportunities and constraints of four shortlisted sites.

6.10. The allocated site will deliver approximately 50 homes and will help to address the identified local housing need during the Plan period. In 2017 the questionnaire captured thirteen households where there was a member of the household who had an immediate

want or need to move out, and thirty seven households indicated that there was a member of the household that may want or need to move out in the next five years.

6.11. As detailed in Section 3 of the Plan the parish has already seen a significant 28 percent increase in the number of dwellings since the 2011 census and there are a further 36 homes with planning permission, six of which are already under construction (at the 1 April 2018). Within these 36 homes there are 28 open market dwellings, 7 social rented homes and 1 intermediate affordable home. Therefore there is no immediate need to build homes despite the thirteen households identified in the residents' questionnaire 2017 as these will be met through extant permissions. Therefore, the housing allocation is phased for later within the Plan period to ensure that future identified needs are met. This will enable the existing services, village facilities and infrastructure to cope better with this further significant growth and assist in encouraging successful community cohesion.

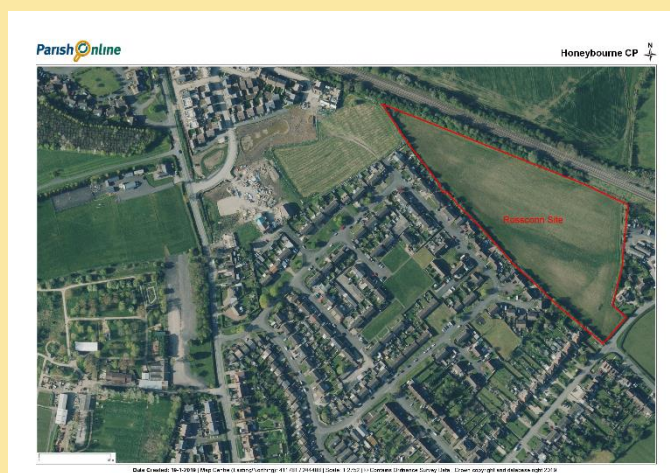
6.12. Phasing the allocated site to later in the Plan period is further supported by Wychavon District Council's ability to demonstrate a robust five year housing land supply well in excess of the requirement. The high completion rates in the District mean that the Council is able to demonstrate 7.81 years housing supply against the adopted SWDP policy requirement for affordable and market housing. Looking ahead this position is very likely to remain strong. A significant number of very large sites have already commenced in the District, with 2018 seeing another substantial number of dwellings under construction (648) just below the record at April 2017 (653). There is no immediate need for the allocated site to come forward in Honeybourne.

6.13. Having fully researched the site, identified constraints and opportunities have been used to develop a site specific policy.

Policy H1 Site to the Rear of Harvard Avenue behind Badham's Garage

Residential development of approximately 50 homes will be supported on the 3.3 hectare site as shown on the map subject to them having regard to the development criteria set out below:

- a) The delivery of the site takes place midway within the Plan period and does not commence before 2024, phasing over a two year period will be supported;
- b) An attenuation pond is provided to address surface water issues on the site and to mitigate flooding to new and neighbouring development including the railway line;



- c) Development must connect to the existing foul network to the south east of the site to avoid an area of identified flood risk upstream of the Gate Inn Sewage Pumping Station, and applicants should share plans with the water authority at the earliest opportunity;
- d) Vehicle access to the site is from the existing access on Stratford Road;
- e) The pedestrian link into Beaufort End is enhanced and incorporated into a new green shared-use pedestrian and cycle link providing access to the Bovis development to the north-west and on to the train station and the retail development. This should maintain a rural feel and conform with the native planting, surface treatments and minimum widths specified in the indicative layout at Appendix 1;
- f) There is no development within 10 metres of the gas pipe line to the north-west corner of the site, and an easement is agreed for maintenance and future improvements to the pipeline;
- g) An acoustic assessment is carried out to understand whether noise levels from the railway line require mitigation. If necessary landscaped barriers including an earth embankment and planting are supported in this location on the edge of the village and open countryside. Dwellings will also be expected to be insulated in accordance with the latest building regulations to mitigate this issue;
- h) Existing native hedgerow and tree planting is retained and where necessary enhanced in accordance with the indicative layout and species guidance set out at Appendix 1;
- i) 40% of the site area is dedicated to multifunctional Green Infrastructure. Including green footways and cycle routes through the scheme, habitat protection and creation, recreational areas for the community to use and flood mitigation. Any recreation facilities provided should address any identified shortfall in the village rather than duplicate existing young play facilities that are available on the adjacent site e.g. smaller allotments;
- j) 50% of the market homes should be made available to those with a strong local connection by means of a legal agreement for an initial sales period of at least 12 weeks; and
- k) The archaeological potential of the site is assessed prior to development and if necessary archaeological mitigation must be provided through conditioned works.

Reasoned Justification

1. Developing a scheme of this size will provide the opportunity to deliver sufficient homes to meet the future identified need for housing in Honeybourne. The parish has seen significant growth since 2011 increasing by 28 percent and there are extant permissions that will continue to deliver homes early in the Plan period to meet the immediate

identified needs. To allow for successful community cohesion and for the local facilities, services and infrastructure to cope it is necessary to phase any significant development until at least 2024. Where possible, and to allow for more successful and steady integration into the settlement, a phased development over two years would also be supported.

2. The need for housing in the parish in the future is a local need, as evidenced in the residents' survey, therefore requiring a percentage of market homes to be offered to people with a local connection in the first instance will help to address this issue.
3. In demonstrating a local connection the purchaser will be required to provide evidence that they are either a current or former resident, have a relative in the village, or are working in the parish (see Appendix 2 for full list of criteria). A legal agreement will be needed with the Local Authority to ensure properties requiring this connection continue to be marketed to those with a local connection for an initial period of at least 12 weeks in perpetuity. This model has been successfully used in the neighbouring authority of Stratford on Avon in the villages of Harbury and Great Alne.
4. The applicant will be required to submit a Local Marketing Plan to the Local Authority detailing two independent valuations of each of the properties. These valuations must be used to determine the price the dwellings will be marketed at to those with a Local Connection by taking the average of the two independent valuations unless they differ by a margin of more than 5%, in which case a third valuation should be obtained and the average of the two valuations which are the closest in value should be used.
5. A well laid out scheme can bring many benefits. By ensuring that a network of green space is provided this will create: wildlife corridors; opportunities for play and recreation; safe walking and cycling routes; improve residents' quality of life; and also assist in mitigating surface water run-off.
6. It is important that any scheme takes the opportunity to provide a high quality environment for residents that encourages them to walk and cycle rather than rely on the motor vehicle. This can be achieved through the provision and enhancement of connections through the scheme to the village and its facilities (including the shops, bus stops and railway station) and also considers the schemes connections and access to the open countryside.
7. It is important that any new development takes account of the noise levels produced by the adjacent railway line and mitigates this to the best level that it viably can; it is well understood that noise exposure can have a negative impact on people's health. Where trees and shrubs are to be planted adjacent to the railway boundary these should be positioned at a minimum distance greater than their predicted mature height from the boundary; and careful consideration should be given to varieties to avoid leaf fall having a detrimental effect on the safety and operation of the railway.

8. The retention and enhancement of existing hedgerows will maintain habitats, provide screening for neighbouring residents and assist in reducing noise from neighbouring land uses.
9. During a high level impact assessment Severn Trent Water have identified that there is a medium risk to the sewerage network because of four reported flooding incidents upstream of the Gate Inn Sewage Pumping Station. The concern is that additional flows on this network and to the pumping station may lead to an increased risk of flooding. Therefore any development must connect to the existing foul network to the south east of the site to avoid the area of existing flood risk and as plans are further developed any applicant must provide information to Severn Trent Water to enable them model and assess the scope of any potential capacity improvements.
10. It is important given the known local flooding issues caused by both pluvial and fluvial events that the site does not exacerbate any existing problems and deals with surface water on-site in the first instance through the appropriate use of SuDS. To avoid any impact on the adjacent railway line and its stability any soakaway must be as a minimum 5 metres from Network Rail's boundary and any storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.
11. Although there are no known archaeological features present on the site, LiDAR data shows that prior to the introduction of the railway the field was part of a larger field system which also shows Ridge and Furrow within the wider field. Given the archaeological potential of the wider environs the allocated site has an archaeological potential which should be assessed prior to development. If archaeology is identified within the site archaeological mitigation will be required with a conditional program of works.

Housing Type/ Mix

6.14. The residents' Survey in October 2017 identified that there is a continuing steady demand for new housing within the village as the population grows and the demographic changes:

6.15. The latest evidence shows that there is an identified need for starter homes with 1 or 2 bedrooms to enable younger people to stay in the parish and for bungalows to accommodate the parishes aging population and also to cater for members of the community with special requirements. Of the 45 respondents that provided information about the type of household that needed, or would like to move out in the next five years 49 percent were single adults and 36 percent were adult couples; only 11 percent were families with children in their household. 29 percent of the single and adult couples identified above classed themselves as an older person/s.

6.16. Those in need or wanting to move out in the next five years were also asked for the type of property that would be most suitable for their needs. Here the clear need for smaller

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properties and bungalows was once again demonstrated, whilst 36 percent felt a house was suitable, 22 percent selected a bungalow and 20 percent selected a flat or apartment, of those with the more immediate need there was a 25 percent requirement for bungalows.

6.17. The age profile of Honeybourne residents in 2011 demonstrated that almost a quarter of the community were aged 60 or over, with the next largest groups falling into the 45-59 age bracket and children under 18.

Children under 18	18-29	30-44	45-59	Over 60s
22%	12%	19%	22%	24%

Table 3 (total may not sum due to rounding) Source: Census 2011

6.18. Taking account of the fact that this data was collected in 2011, the number of people over 60 in the community will have increased further. More up to date figures available at Ward level combining the parishes of Honeybourne and Pebworth show the population change between 2001 census and the 2015 population estimate. The 2015 estimated population for the ward of Honeybourne and Pebworth is 2,559. The age profile is similar to Wychavon district as a whole but with a smaller proportion of people aged 30 to 44 and those aged 85 and over. There has also been a decrease of 129 people aged 16 - 64 and a larger rate of growth of those aged 65 or above than in the district or county of Worcestershire. This trend tallies with the identified need for bungalows and properties to enable older residents to downsize.

6.19. The census also provides data on the size of households in the parish. 61 percent of households in Honeybourne (Census 2011) were made up of two or less people whilst 72 percent of homes had 3 or more bedrooms. In fact 20 percent of the households in 2011 were in single occupancy. The size of households is at odds with the size of dwellings.

Number of bedrooms	% of households Honeybourne	% of households Wychavon
1 bedroom	4%	8%
2 bedrooms	25%	23%
3 bedrooms	47%	36%
4 or more bedrooms	25%	29%

Table 4 Size of homes in parish of Honeybourne and Wychavon Census 2011 ONS Crown Copyright Reserved [from Nomis on 21 March 2018] (number may not sum due to rounding).

6.20. As highlighted above the questionnaire identified a need for smaller homes and this is further demonstrated by the fact that in the 2011 Census only 4 percent of the housing stock had one bedroom (below Wychavon's 8.3 percent) and 25 percent had two bedrooms. 47 percent had three bedrooms and 25 percent had four or more bedrooms.

6.21. The South Worcestershire Strategic Housing Market Assessment 2013 and South Worcestershire's Market Housing Mix Position Statement (May 2017) confirms that household sizes have reduced across Wychavon from 2.38 in 2001 to a forecasted 2.31 in 2019. It also demonstrates that there is a need for smaller households due to an ageing population and the need for starter homes as has been identified in Honeybourne. These documents also consider affordability levels and demonstrate that younger people are struggling to afford even the smaller open market dwellings.

6.22. The latest South Worcestershire's Market Housing Mix Position Statement (May 2017) states that on sites of five or more the following mix is required unless there is local evidence or viability issues to demonstrate otherwise.

- 1 and 2 bedroom dwelling – 35 percent of the total number of market homes
- 3 bedroom dwelling – 35 percent of the total number of market homes
- 4 and 4 plus bedroom dwelling – max 30 percent of the total number of market homes

6.23. Based on local evidence demonstrating a lower than district level of single bedroomed dwellings and a higher level of three bedroomed dwellings the requirement has been adapted to reflect locally specific needs. The following housing type and mix policies have been developed using all the available evidence.

Policy H2 Housing Mix

Residential development of five or more homes will be supported where the mix of housing reflects the local needs.

Development should include the following unless up to date evidence suggests otherwise:

- a) at least 40% of market homes should be smaller homes of one and two bedrooms suitable for couples and individuals looking to downsize or as homes for first time buyers;
- b) 30% of market homes should be 3 bedroomed homes;
- c) a maximum of 30% of market homes should be 4 or more bedrooms; and

With regard to affordable homes:

- d) the mix of affordable homes should be provided in accordance with the requirements of the up to date Local Plan and the latest evidenced housing need; and
- e) priority should be given to those with a local connection to the parish.

Reasoned Justification

1. There is local evidence to demonstrate the existing lack of smaller homes and the market housing mix has been tailored to reflect this. There is a local need for accommodation to enable youngsters to get on the property ladder and also to enable older local residents to downsize. 85 percent of those identified as needing or wanting to move out in the next five years were single or couple households.

2. Affordable housing needs should be delivered in accordance with the latest guidance and identified local need; this can be achieved through liaison with the Local Authority.
3. Where applicants wish to provide an alternative mix up to-date evidence must be provided to justify this deviation, for example in a housing needs survey and / or housing market and housing stock appraisal.

Policy H3 House types to meet the needs of our community

Residential development will be supported where the type of housing reflects the local needs and where designs are capable of adaptation, allowing for easy internal alterations to meet any occupant's existing or future needs.

Schemes of five or more market or affordable homes will be expected to include bungalows to cater for older residents and members of the community with special requirements. As a minimum 20% of the scheme should be bungalows unless it can be demonstrated that there is no longer a need and that this would make the scheme unviable.

Where multiple single storey units are to be provided the preferred house types are maisonettes up to a maximum of two storeys. Apartment blocks will not be supported as they are not in-keeping with the rural character.

Reasoned Justification

1. It is important that new buildings reflect the needs of our community. It is possible to design and build dwellings that are capable of easy internal alteration to adapt to an individual or household's needs and dwellings are encouraged to be built to the Lifetime Homes Standards.
2. There is a known need for bungalows therefore these are required as part of a scheme to cater for an aging population and for those with special requirements. 22 percent of respondents to the survey with a housing need stated that a bungalow was most suited to their needs. Where development proposals deviate from this, the applicant will need to demonstrate through up to date evidence that the local housing market, local housing need and demographics of the area has changed to warrant this.
3. In terms of incorporating smaller single floor units into schemes maisonettes are more in keeping with the rural street scene rather than blocks of apartments which are suburban and urban in character.

Design

The Character of Honeybourne

6.24. Honeybourne is home to a wide variety of styles and building materials and has a wealth of historic buildings and buildings of architectural interest. With almost a thousand years of settlement history it is still possible to see clear phases of development in the way that the settlement is laid out and in the buildings themselves.

6.25. There are representations of buildings and styles from many eras evident throughout the parish including a number of historic farmsteads with the Local Historic Records providing a wealth of information on listed and non-listed heritage assets including the former and existing farmsteads in the parish.

6.26. The historic core of what was Cow Honeybourne, around High Street, School Street, China Corner and Brick Walk is designated as a Conservation Area. The historic core of Church Honeybourne does not yet benefit from this designation although there was support from the community to pursue this and lobby the District Council (this is addressed in the Aspirations section of the Plan).

6.27. Initially a farming settlement the introduction of the railway changed the layout of the settlement yet it managed to retain its rural village identity in its historic plan and open spaces, historic building fabric, and by maintaining a visual connection with its agricultural setting.

6.28. More recently new development has expanded the settlement out in to the countryside and infilled and encroached into some open spaces within the settlement, including into orchards, gardens and farmyards. Some of these connect well and respect the rural setting but others have brought a suburban feel with densities and layouts that are not sensitive to its rural setting and have not taken opportunities to use locally distinctive materials and detailing. It is important that any new development respects the rural and agricultural heritage of the village and takes opportunities to respect and enhance the built and natural environment.

6.29. 84 percent of respondents to the residents' questionnaire supported the development of a design code / design policies in the Plan. 78 percent were in support of promoting buildings that were in keeping and traditional in style whilst 56 percent were not supportive of contemporary designs.



6.30. A series of design policies have been developed to encourage a higher standard of development that address Honeybourne's locally distinctive character and the aspirations of the community. These policies should be used in addition to those guidelines published in the South Worcestershire Design Guide Supplementary Planning Document (SPD) and criteria in SWDP policy 21, and where appropriate the Worcestershire Farmsteads Assessment Framework should be referred to.

Policy H4 General Design Principles

To ensure all new development is appropriate to its setting applicants should demonstrate how they have taken account of the following criteria:

Local Character

- a) Preserve or enhance the distinctive local character of Honeybourne parish and demonstrate that full account has been taken of the existing local area⁵ and where appropriate the Conservation Area Appraisal;
- b) Make a positive contribution to the existing street scene and surroundings;
- c) Are of a scale, mass, density, and height appropriate to the local area;
- d) Have regard to the impact on tranquillity including noise and traffic movements;
- e) Ensure development proposals, wherever sited maintain visual connections with the surrounding countryside and retain the impression of openness;

Boundary Treatments

- f) Include green space and boundary treatments that are in keeping with the character of area and provide wildlife corridors by the use of grass verges and planting to frontages and where appropriate low stone or brick walls;
- g) To the rear of properties include structural planting and where possible incorporate existing native hedgerows to maintain habitats and create opportunities for biodiversity enhancements (see policy H9 for appropriate species);

Landscaping and the Natural Environment

- h) Protect or enhance landscape and biodiversity by incorporating landscaping consistent with Worcestershire Landscaping Guidelines and where possible retaining and enhancing existing vegetation;
- i) Reduce the flood risk by including sustainable drainage design (SuDS) features which show a betterment in surface water run off rates on both brownfield and greenfield sites when compared with pre-development situation and mitigate against any increased flood risk;

⁵Local area should be considered to be existing properties within a 100 metre radius, unless the proposed development is isolated, in which case the development should take account of a wider area, its rural setting and heritage.

- j) Incorporate features which contribute to the efficient use of water and reduce surface water run-off; the use of water butts and where viable rain water harvesting is encouraged;

Links and connections

- k) Maintain communal open spaces and integrate with existing pedestrian routes to enhance connectivity within the local area;
- l) Incorporate footpaths and connections into the development in a sensitive way to avoid wide areas of hard landscaping;

Facilities

- m) Make provision for off road parking for residents and visitors in accordance with Worcestershire County Council's Streetscape Design Guide⁶ to minimise on street parking except in the case of one bedroom units where a minimum of 2 car parking spaces and 2 cycle spaces are required;
- n) Avoid large areas of hardstanding and ensure new driveways are in materials that are permeable and in keeping with the rural character; and
- o) Ensure where the provision of street furniture⁷ is required it is in keeping and sympathetic to historic character of the village through the use of traditional detailing and local materials.

Reasoned Justification

1. It is important that new development integrates well in to its surrounding and is not at odds with the existing built form. It is not the intention that this policy should stifle innovation, but that careful consideration is given to the immediate context within which a proposed building is set.
2. Honeybourne is a rural settlement and the design and layout of buildings should respect this. Overbearing buildings should be avoided and careful consideration should be given to densities and the role this plays in the character of a settlement.
3. Although the village has grown in recent times it is important the connection with the rural landscape and its agricultural heritage is retained. The natural environment makes a significant contribution to the character and appearance of Honeybourne. The village is characterised by a scattering of green spaces in the form of grass verges, greens, playing fields, orchards and trees lining streets. The preservation of these features is essential to the character of the settlement.

⁶http://www.worcestershire.gov.uk/info/20007/travel_and_roads/284/transport_guidance_for_developers/2

⁷ Street furniture relates to lampposts, seating, street signs and all other products used in creating a street scene.

4. Applicants should also take account of the landscape character areas identified by the Worcestershire County Council: Principal Farmlands and Village Claylands. The [County Council website](#) provides guidelines on the characteristics and management of both these types of landscape. Account should be given to these in any development proposals to ensure that they conserve and enhance appropriate landscape features.
5. Any new development should be well integrated and connected within the settlement and opportunities to enhance connections to facilities and services in village on foot or by bicycle should be taken to reduce the reliance on the motor vehicle and to help increase day to day physical activity and wellbeing. The provision for parking should not be an afterthought nor should it exacerbate any existing parking issues. Parking was a key concern to a number of residents (43%) and issues were widespread throughout the parish with problems identified in 23 different streets as identified in the residents' survey. It is considered that many one bedroom units will have two people living in them therefore a higher than County Standard (2018) is required in the parish.
6. Any necessary street furniture should be appropriate to the context and setting of a rural community and urbanising features should be avoided.

Policy H5 Design Policy for New Builds

In the case of new builds regard should be paid to the following criteria:

Siting and layout

- a) Reflect the established plot sizes in the local area;
- b) Orientate to maximise solar gain and reduce energy requirements;
- c) Take account of the existing street scene;
- d) Avoid overlooking and a loss of privacy to neighbouring buildings;

Detailed design and materials

- e) Use materials characteristic of the local area, so they are in keeping with their immediate surrounds;
- f) Where appropriate use lintels and other forms of locally distinctive architectural detailing that complements the existing street scene;
- g) Contemporary design and innovation may be appropriate provided it is sympathetic to the existing surrounding architecture;
- h) Help to restrict carbon emissions by complying with high energy efficiency standards by utilising low energy designs;
- i) The use of renewable energy features in to the design, such as Photo- voltaic panels/ tiles (electricity), solar panels (water heating) and air and ground source heat pumps where appropriate to reduce the reliance on fossil fuels will be encouraged; and

Ridge Height

- j) The new build ridge height should be no higher than neighbouring properties and account should be given to the wider roofscape to avoid overbearing new builds that are out of context with their setting.

Reasoned Justification

1. It is important that new structures take the opportunity to deliver high quality design whilst reflecting the essential character of different areas within Honeybourne parish.
2. The Honeybourne Conservation Area Appraisal (2014) is an excellent source of information regarding locally distinctive character, materials and design detailing that can be used to inform new buildings in the parish.
3. It is important that new design takes account of its surroundings and respects the properties their inhabitants, and landscape around it. New buildings should not overpower neighbouring properties and sit comfortably within the existing street scene.
4. Opportunities to reduce carbon emissions and the reliance on fossil fuels will be supported and will assist in delivering more sustainable buildings.

Policy H6 Housing Design Policy - Extensions.

In consideration of Building extensions (including extensions, porches, conservatories, garaging and carports) the planned extension should:

- a) Preserve or enhance the visual appearance of the original building and the distinctive local character of the existing street scene;
- b) Safeguard the privacy and daylight amenity of the neighbouring properties;
- c) Be subservient in scale to the original building;
- d) Roof height should be equal to or lower than the original roof;
- e) Use design setbacks where appropriate, to prevent the extension from appearing too dominant;
- f) With regards to heritage assets, preserve or enhance distinctive local character and historic interest by making use of current building styles, fenestrations, materials, and detailing in keeping with the original building;
- g) Retain a viable private garden area to meet the needs of future occupiers;
- h) Help to restrict carbon emissions by complying with high energy efficiency standards by utilising low energy designs; and
- i) Retain on-site parking capacity, in particular where there is a shortage of on-street parking, or where an increase in on-street parking would compromise highway safety.

Reasoned Justification

1. It is important that proposals for extending buildings reflect the essential character of different areas within Honeybourne Parish and the style and appearance of the existing building. The Honeybourne Conservation Area Appraisal (2014) defines the special character of Honeybourne as well as providing detailed guidance on local building styles which can be applied throughout the parish.
2. The policy provides clarity on how an extension should appear in relation to the existing building and the importance of having regard to the context and setting and its likely impact on neighbouring properties and amenity.
3. Careful consideration should be given to parking and the impact on any existing issues, minimum standards should be adhered to in line with policy H4 and also to ensure that sufficient garden remains for the size of dwelling proposed.
4. Opportunities to reduce carbon emissions and the reliance on fossil fuels will be supported and will assist in delivering more sustainable homes.

The Local Natural Environment

Open Space

6.31. Within the settlement of Honeybourne green open space plays an important part in its character and rural feel of the parish. There are numerous greens, recreation areas and interconnected green spaces that provide multiple benefits to the community and valuable habitats for flora and fauna.

6.32. The Conservation Area Appraisal (2014) identifies open spaces in the settlement as far back as 1778 (Honeybourne's Enclosure Plan 1778). The area of open space, known today as The Green off Brick Walk, was likely to have been used for grazing and village gatherings. There are several other green spaces within the Conservation Area, and it acknowledged in the appraisal that over time some green spaces in the Conservation Area have been lost to development. This is a problem that is still of concern today elsewhere in the village. The appraisal also highlights the importance of preserving the spaces that remain, as they are essential to preserving the character of the Conservation Area.

6.33. Beyond the Conservation Area where new development has taken place green space is also an integral part of these schemes. They provide an attractive outlook for residents, recreation areas for the community, habitats for wildlife, and are important in dealing with surface water drainage.

6.34. Green spaces are known to be of significant value to the local community as in 2016 a community group formed to protect Honeybourne's local greens from inappropriate development, called *Save Honeybourne's Greens*. The residents' questionnaire also identified that 86 percent of respondents were in favour of trying to allocate areas of Local Green Space for protection from inappropriate development. All of the research including a Green Space Audit and site assessments are contained within a Green Space Background Paper that supports the Plan. Each site was tested against the government's criteria for designating Local Green Space.

Policy H7 Local Green Space

The following areas identified on the Green Space Maps (Appendix 3) are designated as Local Green Space and will be protected from development due to their particular local significance or community value:

1. The Greens of Dudley Road
2. Mill Mound⁸
3. Elm Green
4. The Green - Cow Honeybourne
5. The Greens of Perrie Drive and Fernihough Avenue
6. The green spaces in the Nature Reserve off Station Road
7. Fields around the church
8. Gate Inn Field
9. Honeybourne Sport and Recreation Field

⁸ There is no public access to this site

10. The Leys (At end of Brick Walk)
11. Open areas off Stephenson Way
12. Green Close
13. The Allotments

Development on land designated as Local Green Space will only be permitted in exceptional circumstances where it can be clearly demonstrated that the development will not conflict with the purpose of the designation.

Reasoned Justification

1. Green open spaces are a vital part of the character, identity and setting of the village of Honeybourne. Many of them have historic significance for example to the historic setting of Cow Honeybourne and Church Honeybourne; and to even earlier historic settlements in the case of Mill Mound. They provide a valuable habitat to flora and fauna and contribute to the vibrancy and health of the local community by providing a valuable recreation resource, visual amenity and areas of peace and tranquillity. Uncontrolled changes to green spaces can irrevocably alter their special character or intrinsic value.
2. The NPPF enables the Plan to designate areas of 'Local Green Space' for special protection, thereby ruling out new development on these sites other than in very special circumstances. Development which is permissible under very special circumstances might include the creation of playing fields, or other open land uses. However, it would exclude residential buildings, employment development, caravan parks, equine development or traveller sites.
3. Local Green Space does not need to be publicly accessible, although all those allocated except Mill Mound either have public rights of way across them or are well used by local people for a range of purposes.
4. All thirteen of the sites are well contained, local in scale and located in or adjacent to the Village of Honeybourne. They are demonstrably special to a local community and hold a particular local significance as demonstrated in the Green Space background paper.
5. In the case of Mill Mound this is identified as a site of archaeological and historic interest but it is not protected by a statutory designation.
6. It should be noted that the site known as the Green – Cow Honeybourne is also protected under policy SWDP38 Green Space. The Neighbourhood Plan is adding another layer of support for this designation.



Landscape

6.35. The parish is predominantly rural in nature located five miles to the east of Evesham. The village of Honeybourne is at its heart straddling the roman road Ryknild Street, also known as Buckle Street, providing access to Bidford on Avon and Alcester in the north. The main railway line from Hereford / Worcester to London Paddington is located on the northern side of the village.

6.36. Gate Inn Brook bisects the centre of the village at the crossroads from northwest to southwest. The village is surrounded by farmland, and is one of a number of historic villages situated in the rich soils of the Vale of Evesham.

6.37. The landscape has a long agricultural and built heritage and there is evidence of Ridge and Furrow and a Scheduled Monument in the former mediaeval farmstead at Poden. There are also earthworks, consisting of a pair of ditches, which may delimit the sides of a former village green and street and several house platforms in the field immediately north east of Poden Farm. These probably represent the village of Nedon juxta Honeybourne recorded by John Rouse as being deserted by the second half of the 15th Century.

6.38. The village of Honeybourne sits in a low lying flat landscape of large fields in arable, pastoral and market gardening use, fringed by the Cotswold escarpment to the south and east.

6.39. Honeybourne parish falls within 3 main types as identified by the Worcestershire Landscape Character Assessment:

- Bretforton Principal Village Farmlands (LDU VE 35)
- Saintbury Grounds Village Claylands (LDU VE 36)
- Norton Hall Village Claylands (of which this area is a minor part LDU VE 34)

6.40. Each of these character areas has presiding and defining characteristics, it is important that these are protected and enhanced. Some of them share characteristics such as the use of hedgerows to define field boundaries, a gently rolling lowland topography and a nucleated pattern of rural settlements. There is also evidence of historic land uses with relic ridge and furrow, and much of the land to the north, south and east of the parish has heavy, poorly drained soils. Detail as to the landscape types can be found on the county website⁹.

6.41. The management strategy for village claylands and village farmlands is one of conservation and enhancement. This is encouraged by conserving the distinctive scale of hedged fields and hedgerows, conserving settlement patterns and distinctive land uses, and encouraging tree planting around village locations and along watercourses and through the creation of improved habitat for wildlife.

⁹ http://www.worcestershire.gov.uk/info/20014/planning/1006/landscape_character_assessment

6.42. The Plan wishes to ensure that development takes account of the landscape character and takes opportunities to enhance it where possible.

Policy H8 Protecting the landscape

Measures to maintain and reinforce the parish of Honeybourne's natural environment and landscape character will be promoted wherever possible. New development shall have regard to conserving and enhancing the natural beauty and amenity of the area, and, where appropriate, to respecting the setting, character, appearance and cultural heritage of Honeybourne including its Conservation Area.

Development should contribute positively to the area's rural character:

- a) Not adversely affect landscape character but where appropriate include measures to conserve, restore or enhance this;
- b) Contribute towards the ecological network of the area with measures to support biodiversity;
- c) Retain and where possible enhance natural features on the site, for example trees, woodlands, orchards, hedgerows, brooks, springs, ditches or ponds, protecting them from damage, destruction and a deterioration in quality and ensuring their continued survival;
- d) Provide new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for future maintenance of new landscape works associated with new developments; and
- e) Ensure sequences of green spaces are maintained to provide corridors for wildlife, recreation spaces and important visual amenity for local residents. These green spaces contribute significantly to the identity of the parish.

Reasoned Justification

1. This policy seeks to ensure that development proposals have sufficient regard to the importance of retaining and improving key landscape and biodiversity features within the parish.
2. It especially seeks to prevent development from having an adverse impact on important landscape features such as the distinctive scale of hedged fields and hedgerows, and conserves the settlement pattern and distinctive land uses.
3. Where possible enhancements should be made to existing landscape and biodiversity features for example through tree planting around village locations and along watercourses and through the creation of improved habitat for wildlife.
4. The wider landscape delivers multiple benefits for both people and wildlife, including opportunities for recreation, biodiversity enhancements and access to nature and contributes to the overall identity of the parish.

Trees

6.43. Honeybourne falls under Landscaping types L15 and L16 and the Ecological Zone E2 - Avon Vale Claylands within Worcestershire County Council's document "Trees and Woodland in Worcestershire: Biodiversity and Landscape Guidelines for their planting and management."¹⁰

6.44. Woodlands have not been a primary consideration due to the type of historic land use and therefore the Worcestershire landscaping Guidelines highlight that:

6.45. Opportunities for introducing new elements of tree cover should be concentrated upon smaller blocks, tree belts adjacent to existing settlements and conserving and restoring tree cover along watercourses, where species such as alder are appropriate.

6.46. Linear tree cover and hedgerow restoration should follow existing or historic boundaries. Within village envelopes distinctive trees could be planted to enhance public open spaces.

6.47. Elm would have been the dominant tree within hedgerows. However, disease has decimated these, but the pattern of hedgerows and scattered trees should be strengthened and restored as per the Guidelines suggestions.

6.48. Owing to the extreme rarity of the surviving woodland resource its conservation is a priority. This should include all aspects of tree cover, such as all older trees (including willow pollards), old-growth scrub (Prunus scrub is a local feature) and traditional standards.

6.49. Wherever possible plantings should be linear and aim to reinforce existing features. The reinstatement of a skeletal framework of wooded habitats through hedgerow and streamside trees is a priority. Natural regeneration in field corners is encouraged.

6.50. Therefore the Neighbourhood Plan has developed a policy to meet these guidelines. See the box after the reasoned justification for suitable trees and shrubs.

Policy H9 Trees and Hedges

Developments that retain and protect existing trees and hedgerows which are important for their historic, visual or biodiversity value will be supported.

Where it is not possible or feasible to retain such trees or hedgerows and it can be demonstrated that the benefits of the development outweigh the loss, replacement trees or hedgerows of an equivalent or better standard will be required in an appropriate location on the site.

All new developments should incorporate the planting of appropriate native trees and hedges in their plans.

Large-scale developments will need to demonstrate they have been landscape led in order to avoid retrofitting of poor quality or token landscaping.

¹⁰ http://www.worcestershire.gov.uk/info/20252/environmental_policy/2033/woodland_guidelines

Conditions and/or planning obligations will be used to secure landscaping schemes and the replacement of trees, hedgerows or other natural features or their protection during the course of development. Where necessary maintenance payments for new landscaping may be sought via planning obligation.

New developments must not cramp the root run of established trees or require lopping to a degree that would materially hinder the future growth of the tree.

Established hedgerows should be protected and enhanced to preserve biodiversity. Hedgerows are important wildlife corridors connecting pastures around the settlement. They are significant features in the landscape and should not be removed unless there are exceptional reasons justifying their removal.

Scrub – In areas of old growth, scrub is frequently overlooked as a wildlife resource. Where it is especially species rich, or of a wildlife value, it should be incorporated into planting schemes or newly created areas

Reasoned Justification

1. Trees and hedgerows are important to the rural character of the parish and have multiple benefits. The creation and retention of tree cover can provide shading during extreme weather events caused by climate change, and help to improve natural drainage; they also provide an important habitat, food source and network for wildlife.
2. Trees in the Conservation Area are legally protected. Veteran trees should be conserved including any fruit trees. Any work on or near to trees and their roots should be carried out in accordance with approved guidelines to prevent damage to existing trees.
3. It is important that landscaping including trees, hedgerows and scrub are an integral part of any scheme and are not an afterthought.
4. It is important that new planting within development is monitored and maintained to ensure that there are no subsequent losses and the agreed planting scheme is managed appropriately.

Suitable trees and shrubs

The majority of our hedges are made up of the following:

Crataegus monogyna - Common Hawthorn

Viburnum opulus – Guelder Rose

Ulmus glabra - Wych Elm, Scots Elm

Prunus spinosa - Blackthorn, Sloe

Rubus fruticosus - Bramble (Blackberry bush)

Acer campestre - Field Maple

Betula pendula - Silver Birch

Malus sylvestris - Crab Apple

Rosa canina - Dog Rose

Prunus padus - Bird Cherry

With some standard trees such as:

Quercus robur - English Oak, Pedunculate Oak

Ilex aquifolium - Holly

Common Ash (which for any future planting should be UK sourced and planted in accordance with current guidance in relation to Ash Dieback Disease)

Corylus avellana - Hazel

Fraxinus excelsior - Ash,



Agricultural Heritage

6.51. The parish of Honeybourne has a strong agricultural heritage and has a rich record of farming use back to medieval times with several examples of Ridge and Furrow in the parish and the Scheduled Monument, the deserted medieval farmstead of Poden, all of which are evidenced in the local Historic Records.

6.52. It is important, that where possible agricultural land is retained for this use. The majority of the parish is made up of land classified as being good to moderate in terms of the Agricultural Classification (3). There is also a swathe of land on the west of the parish adjacent to Bretforton where the classification is higher and the land is considered to be - very good (2). The quality of soil has led to a strong tradition of arable farming and horticulture in the area.

6.53. The NPPF ensures protection against the loss of the best and most versatile agricultural land from significant development. Therefore the following policy has been developed.

Policy H10 – Protection of the best and most versatile agricultural land

Development of the Best and Most Versatile Agricultural Land (defined as land in grades 1, 2 and 3a of the Agricultural Classification) will not normally be supported unless it can be demonstrated that development of agricultural land is necessary and no other land of a poorer agricultural quality is available.

Operational development or changes of use directly associated with, and necessary for, agricultural activity will be supported.

Reasoned Justification

1. It is important that the best agricultural land should be protected from inappropriate development. The agricultural landscape is part of the heritage of the area and plays an important role in maintaining the rural surroundings of our parish and contributes to the local production of food.

Flooding

6.54. The parish of Honeybourne is at risk of fluvial flooding from the Gate Inn Brook and some of its small tributaries and also from pluvial flooding more commonly known as surface water run-off.

6.55. The basic infrastructure for handling surface water and sewage in the village has not changed since the mid-1960s when the first of the major developments was built. Since then, any new development has fed both their sewage and surface water into this pre-existing system. Post 2000 new developments have incorporated sustainable drainage systems (SuDS) that are designed to collect excessive rainfall and release it into the system at pre-development greenfield rates. However, with an increase in intensive rainfall events and a changing climate, at times overland flows have been too great for these interventions to cope. Water has been known to enter the existing sewerage system causing raw sewage to pollute the road surface and the Gate Inn Brook.

6.56. It is hoped that the SuDS in new developments at Grange Farm and Sycamore Drive are designed to deal with heavier rainfall events and will prevent run-off from these developments.

6.57. Since the mid-1990s the crossroads adjacent to the Gate Inn has flooded to a depth of over 1.5 metres with water dispersing up the High Street for well over 200 metres. There have also been flood events elsewhere in the village; at the bridges under the railway lines on Stratford Road caused by run-off from Bayliss Hill, here the water has accumulated to a depth of over a metre. Even on the greens of Perrie Drive and Fernihough Avenue, surface water run-off has produced a potential flood risk.



6.58. We are now faced with the real possibility of more extreme weather events, which will lead to increased fluvial flooding, and with more hard surfaces within the parish an increased risk of pluvial flooding.

6.59. With this in mind we must plan for the future and ensure new development takes opportunities to improve the situation rather than exacerbate it. The

SWDP has several policies in relation to flood prevention and flood alleviation requirements, SWDP 28, 29 and 30.

6.60. In addition to these policies the Neighbourhood Plan has developed a locally specific policy.

Policy H11 - Flood Prevention and Water Management

- a) All new development that will result in waste or surface water to be drained should provide a Water Management Statement. This should provide detail on how drainage will be dealt with on site and for the longer term and may be contained within a Drainage Strategy.
- b) For new development surface water should not be conveyed to the foul or combined sewage system and should instead be managed through sustainable drainage measures that can accommodate extreme rainfall events taking account of the latest climate change data and in accordance with the local lead flood authority's guidance. Where practicable, in making alterations to existing buildings the removal of surface water already connected to foul or combined sewer will be supported.
- c) Sustainable drainage design (SuDS) features will be supported that show a betterment in surface water run off rates on both brownfield and greenfield sites when compared with pre-development rates. The betterment/ discharge rates must include an allowance for climate change impacts (contact Worcestershire County Council, the Local Lead Flood Authority for the latest guidance).
- d) SuDS features should be at the surface and adequate treatment of flows should be provided to ensure that final flows leaving the site do not degrade the quality of accepting water bodies.
- e) Flood attenuation areas should be located outside of flood zones and surface water outlines to ensure that the full capacity is retained.
- f) Measures must be secured to mitigate against any increased flood risk on-site and to existing neighbouring properties.
- g) Consideration should be given to water courses and infrastructure beyond the site boundary and schemes should avoid adding water to areas with known flooding and capacity issues at times of heavy rainfall.
- h) Features that promote the efficient use of water and reduce surface water run-off, including permeable paving, the use of water butts and where viable rain water harvesting will be supported.
- i) Water efficiency measures that go beyond the current Building Regulations and for non-domestic buildings will be supported.
- j) Proposals which do not satisfactorily demonstrate secure arrangements for the prevention of fluvial and pluvial flooding will not be supported.

Reasoned justification

1. Flooding is a major concern for the parish as it has a significant impact on many residential and business properties in the parish. This is further evidenced by the

feedback from the residents' questionnaire where investment in flood prevention measures was the most supported option for where any future funding should be spent in the parish. 36 percent of respondents to the questionnaire also stated flooding was one of their greatest concerns.

2. There are known fluvial flood issues within the heart of the village caused by the Gate Inn Brook and these have generally informed the settlement pattern on either side of the road. There is also significant flooding to the south of the village on farmland between the village and the airfield. These are mapped on both the Environment Agency flood risk maps and within the SWDP evidence base in their Strategic Flood Risk Assessment. It is important that flood prevention measures are taken into account at the design stage and that existing issues are not exacerbated in any way, and instead opportunities to achieve betterment are taken.
3. In terms of pluvial flooding issues these have been explained above and are caused by the topography of the surrounding area and water trying to find the quickest escape routes along hard surfaces at times of heavy rainfall. These problems are exacerbated by poorly draining loamy and clay soils in the area.
4. Any new development surface water should not be conveyed to the foul or combined sewage system and should instead be managed through sustainable drainage measures to avoid adding to an already near capacity network.
5. It is important that any new development attempts to reduce its water consumption and take opportunities to re-use grey water. The Plan encourages the use of designs and technologies to reduce water and simple measures can be incorporated into new homes and designs to reduce consumption. The use of specifically designed water efficient fittings throughout the home can reduce the overall consumption of a household, including water efficient toilets, showers and hand wash basin taps. Water butts should be installed to collect rainwater for external use in properties with gardens.

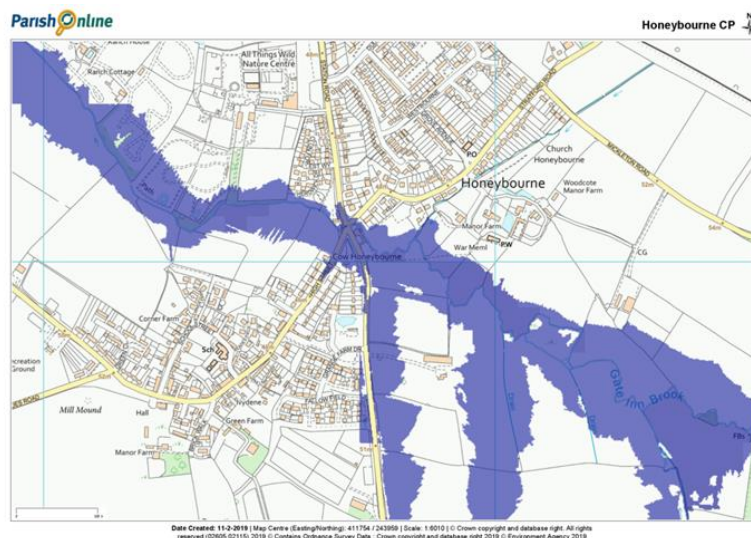


Figure 4. Map showing the extent of flood risk in the middle of the village of Honeybourne (medium risk – between 1% and 3.3% chance of flooding per year recorded by the Environment Agency).

Community Facilities

6.61. Community facilities are seen as vital to maintaining a happy, healthy and cohesive community. They provide for the health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community, and play an important role in the development of vibrant neighbourhoods by creating a sense of place and providing opportunities for people to meet and interact socially.

6.62. The parish, and in particular the village of Honeybourne has a number of community facilities and services that make it a desirable and convenient place to live. The facilities are generally split across both halves of the village.

The Church

6.63. The Church of St Ecgwin lies in Church Honeybourne and was consecrated in 1295. Its nave and chancel appear to be original late 13th century structures, and the porch is considered to have been added in late medieval times. It is a building of historic significance and is Grade I listed.

6.64. The former parish church of Cow Honeybourne, now known as the Old Church, was not used for worship during the 16th and 19th century when it was partitioned off into four or five tenements. Apart from the tower, which is 15th century Gothic, the church was rebuilt in 1861-63. It has since been deconsecrated and converted into three private houses, they are Grade II listed.

Pubs

6.65. Honeybourne has two public houses the Gate Inn on the cross roads and the 13th century Thatched Tavern. Both are well used and supported by the community. There is also a Honeybourne Railway Club located off Brick Walk which hosts some social events in the village.

Honeybourne Primary Academy

6.66. Honeybourne Primary Academy is located in the historic core of former Cow Honeybourne and teaches children between the ages of four and 11; it is also home to Honeybees Nursery which takes children between the ages of two and four. The school is well subscribed and at the last reported school roll in January 2019 there were 149 pupils.

6.67. There are known to be capacity issues at the school across some age ranges and the forecasting for the school, the Known Children Data 2018 published by Worcestershire County Council in October 2018, confirms that there will be an issue from 2020. Therefore the County Council have approached the school to increase its Pupil Admission Number (PAN) from 20 to 30 and to add a seventh class to the school.

Published Admission Number Sept 2019	Due to start Sept 2019	Sept 2020	Sept 2021	Sept 2022
20	19	25	24	26

Table 5: Known Children data Source Worcestershire County Council, published October 2018

6.68. The school has already been successful in securing funding for an expansion, and at the time of writing are working with architects and the County Council to produce a scheme that will rebuild the mobile classrooms, extend staff room facilities and provide more group teaching space within the existing site.

6.69. The school is unique in the Evesham catchment area in taking pupils to year 6. It changed its age range in September 2016 having become an Academy in 2013. This means that it is not aligned to the Evesham three tier system but offers the flexibility for pupils to move across into the two tier system across the border in Warwickshire and Gloucestershire where some school leavers may choose to go.

Village Hall

6.70. The village hall is currently an older building off the High Street; it is due to be replaced by a new facility which will be constructed on the Fair Acre development along Weston Road. At the time of writing the community were working to secure funding for the new hall to be constructed. The site of the existing hall has planning permission to be replaced with two dwellings permitted in November 2017.

6.71. The village hall is extremely well used and is a vital part of community life in Honeybourne. Given the size of the village and the range of clubs and societies on offer in the community the existing facility has been outgrown and the new facility is keenly awaited.

Play Areas

6.72. There are numerous play areas across the village of Honeybourne. Many of these have been secured as part of housing developments, most provide play equipment others are simply open spaces for play. Those with play equipment cater predominantly for younger children. They are:

- Westbourne Play Area (play equipment)
- The Greens of Perrie Drive and Fernihough Avenue
- The Greens along Dudley Road
- Herdwick Drive (play equipment)
- Sycamore Drive (play equipment)
- Grange Farm Drive (play equipment)
- The Leys Field (large open play area and play equipment)
- Elm Green

Sports and Recreation Field and Pavilion.

6.73. For more formal play there is the recently installed Multi Use Games Area (MUGA) providing a range of sport options including basketball, tennis, netball, and five aside football, there are also all weather table tennis tables and sports pitches. The pavilion is a new facility catering for local teams and sports groups.

Shops and other amenities

6.74. Within the village of Honeybourne there are 2 convenience stores Spar (formerly Premier), which is also home to the post office, and the Co-op. There is a Chinese takeaway and a fish and chip shop, a garage with petrol station, a beauty salon and hairdressers. The

village is popular with tourists and has a caravan site (The Ranch) with its own amenities, Peace Haven holiday lets, All Things Wild, an all-weather family attraction, and Honeybourne Pottery.

The Future of our Community Facilities

6.75. It is important that the community retains and where necessary enhances these facilities in a way that is appropriate to the wider parish needs and their immediate location. The provision of adequate levels of community facilities is also essential when considering new development proposals, especially as many smaller developments could have just as big a cumulative impact on community facilities as a much larger single development.

6.76. The need for community facilities must be considered alongside infrastructure which is often seen as more essential, such as roads and piping for water and sewerage. As there is a need to both support the retention of and seek improvements to local services and facilities across Honeybourne the following policy has been developed.

Policy H12 Community Facilities

In order to promote a thriving parish there will be a strong presumption against the redevelopment of Community Facilities for non-community use.

Identified Community Facilities are:

1. Honeybourne Village Hall (new Hall permitted but not complete at time of writing¹¹)
2. The Gate Inn public house
3. The Thatched Tavern public house
4. Honeybourne Primary Academy
5. Honeybourne Sports and Recreation Ground
6. Village shops
7. The Church
8. The Railway Club
9. Any play areas listed under paragraph 7.69 and secured with any new development once this Plan has been adopted

Development proposals that will result in the loss or significant reduction in the scale and value of a community facility will not normally be permitted unless:

- a) Alternative facilities of equal or better accessibility, size and suitability are provided or
- b) It can be clearly demonstrated that the operation of the asset or its ongoing delivery is no longer of value to the community or
- c) It is no longer economically viable for its current use and has been marketed at an independently agreed price by a property professional for at least a year as a community use or other suitable employment or service trade uses and it is verified that no interest in acquisition has been expressed.

Proposals that improve the quality and / or range of community facilities will be supported provided that the development:

¹¹ This does not apply to the site of the Village Hall on the High Street as this has planning permission for dwellings to replace the Hall. It applies to the permitted Hall off Grange Farm Drive/ Weston Road.

- d) Meets the design criteria stated in policy H4 and H5;
- e) Will not result in unacceptable traffic movements or other impairments to existing residential properties;
- f) Will not generate a need for parking that cannot be adequately catered for; and
- g) Is of a scale appropriate to the needs of the locality and conveniently accessible for the residents of the parish wishing to walk or cycle.

Reasoned justification

1. The buildings land and facilities listed in this policy are considered to be of significant value to the community. The policy protects the popular valued community facilities in the parish from harmful development but encourages proposals that are intended to sustain, extend or improve those facilities. In evaluation of any proposal relevant user groups, clubs and associations should be consulted.
2. Community facilities are vital to the cohesion and vitality of communities and reducing the scale of these facilities and or changing them to alternative uses, including but not limited to employment and residential, should only be permitted where criteria a, b or c can be demonstrated.
3. This policy responds to NPPF paragraph 83 which states that neighbourhood plans should promote the retention and development of local services and community facilities in the parish, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship. It also refines policy SWDP37 (Built community facilities) by identifying the specific facilities in Honeybourne Parish to protect.
4. It assists in meeting the Plan objectives to encourage and enhance a strong sense of community by maintaining, supporting and improving existing facilities for a range of age groups.

Getting Around

6.77. Honeybourne although in the county of Worcestershire, is close to the borders of both Warwickshire and Gloucestershire. Evesham, Chipping Campden and Bidford-on-Avon are the closest larger service centres.

How residents travel

6.78. The village is accessed by relatively minor roads, and there is a strong reliance on the motor car to get around. 96 percent of residents that responded to the village survey had a least one car in their household; this is even higher than the 92 percent of households with at least one car identified in the 2011 census. This may just be a reflection of the smaller number of people that answered the questionnaire, but could also be related to the significant growth in the number of households in the parish since 2011 and the fact that many of these new residents are reliant on cars to get around.

6.79. In the village survey 74 percent of adults that responded used a car or van to get to work. This is slightly lower than the 2011 census where 81 percent of the working population went to work driving or as a passenger in car or van.

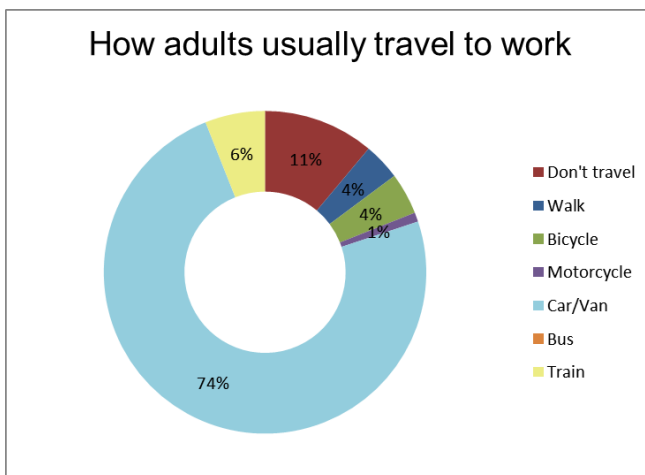


Figure 5. Results from the village questionnaire 2017 based on data from 216 adults that travel to work

6.80. The percentage of home workers has increased from 9 percent in the census to 11 percent in the residents' survey; cyclists have increased from 1 percent in the census to 4 percent in the residents' survey; and those using the train have increased from 2 percent in the survey to 6 percent in the residents' survey. Although the survey is a smaller sample

these results are indicative of an increased ability for homeworking with improved broadband, a national increase in the popularity of cycling and also the recent influx of new development in Honeybourne which was heavily marketed for its easy access by train to Oxford and London.

Honeybourne Train Station



6.81. Honeybourne station sits on the Cotswold Line and is served daily by Great Western Railway trains. Direct services operate to Evesham, Worcester, Hereford and Great Malvern in one direction and Moreton-in-Marsh, Oxford, Reading and London Paddington in the other. Car parking at the station is currently free of charge and is over capacity with vehicles parking in and around the streets closest to the station. There are plans to provide further parking at a site close to the station, but it is anticipated that a charge for parking will be introduced raising concerns that on street parking in and around the residential streets of Stephenson Way, Brunel Way and Sycamore Drive could become more of a problem.

Bus routes 

6.82. There is a bus service providing access to Evesham four or five times a day, Monday to Saturday.

Cycling 

6.83. Cycling is heavily promoted and encouraged in the parish with a number of active cycling groups and events held in the village and cycle routes through the village. Cycle routes 442 and 41 pass through the parish, the latter connecting with the Stratford Greenway (route 5) beyond the parish boundary providing a car free route to Stratford-upon-Avon.

Walking 

6.84. The parish is also criss-crossed by numerous public rights of way enabling the community and visitors to gain easy access to the countryside and also providing short cuts and more direct access to parts of the village rather than following the roads. The area is attractive for local walkers and visitors and the walks provide an important connection with the open countryside.

6.85. The footpaths link the village of Honeybourne with other villages on all sides

Southeast - Weston-sub-Edge - 540 (C)
542 (C) 552 (C)
Southwest - Willersey - 550 (C) 551 (C)

West - Bretforton - 535(C) 507(B) and
519 (C) 515(C) 521 (C) 511 (B) 510 (B)
507(B)

Northwest - towards South Littleton and to
Sheen Hill - 519 (C) 515(C) 516 (C) 517
(C) 518 (C) 524(C)
Northeast - Pebworth - 507 (C) 510 (C)
502 (C)

East - Poden and on to Aston-sub-Edge -
537 (B) 538 (C) 539 (D) 557 (D)

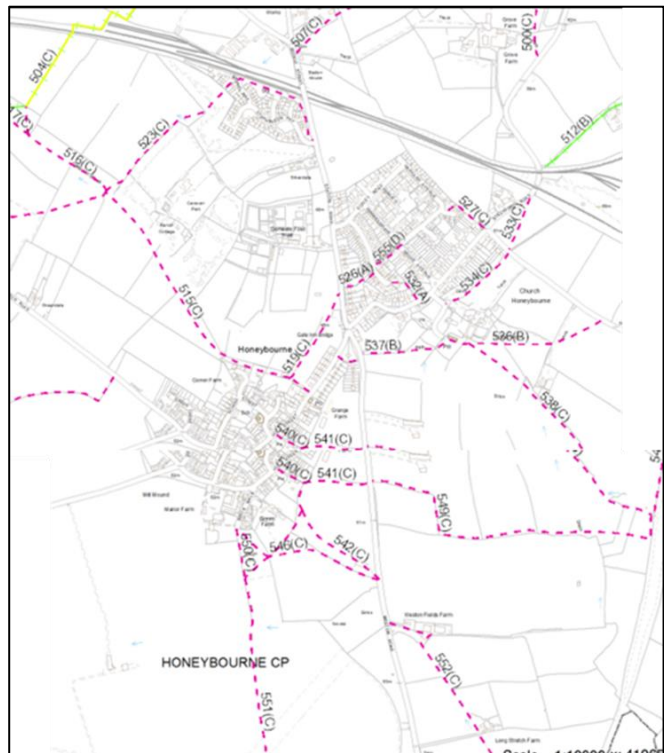


Figure 6. Public Rights of Way in the village of Honeybourne. Source: Worcestershire County Council

Policy H13 Footpaths Cycle Paths and Bridleways

The Neighbourhood Area has many public routes which should be protected, enhanced, expanded and positively utilised in all new development. Where appropriate, the use of Neighbourhood Community Infrastructure Levy (CIL) funds will be used to enhance and expand these routes.

All new development must demonstrate how walking and cycling opportunities have been prioritised and connections made to existing routes.

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

Public footpaths and bridleways are an important part of our heritage and have been used over centuries. They continue to be a key means of linking either side of the village and with the surrounding countryside.

The Public Rights of Way, walking, horse riding and cycling routes within the village give access to the school and the two shops plus other amenities. These should be protected and enhanced where possible. The encouragement of these activities is a key part of improving the health and well-being of our communities and of reducing our carbon emissions.

Evidence of prior consultation with Network Rail will be required with any proposal that will affect the Public Right of Way with a Level Crossing in the Parish to ensure safety is not compromised (see Figure 7).

1. Sheen Hill 1 – Honeybourne CP a Public Footpath Crossing on the Oxford Worcester and Wolverhampton Line (OWW) 102 miles 15 chains.

Reasoned Justification

1. In order to encourage walking and cycling, new development must play its part in creating new recreational paths and safe cycle routes. Paths and routes should link to the existing extensive network of rights of way within the Neighbourhood Area.
2. This Plan is fully supportive of the work of Sustrans within the Neighbourhood and Honeybourne is known as a cycling hub with both National and Local cycling routes passing through the village.
3. Public routes include footpaths, bridleways

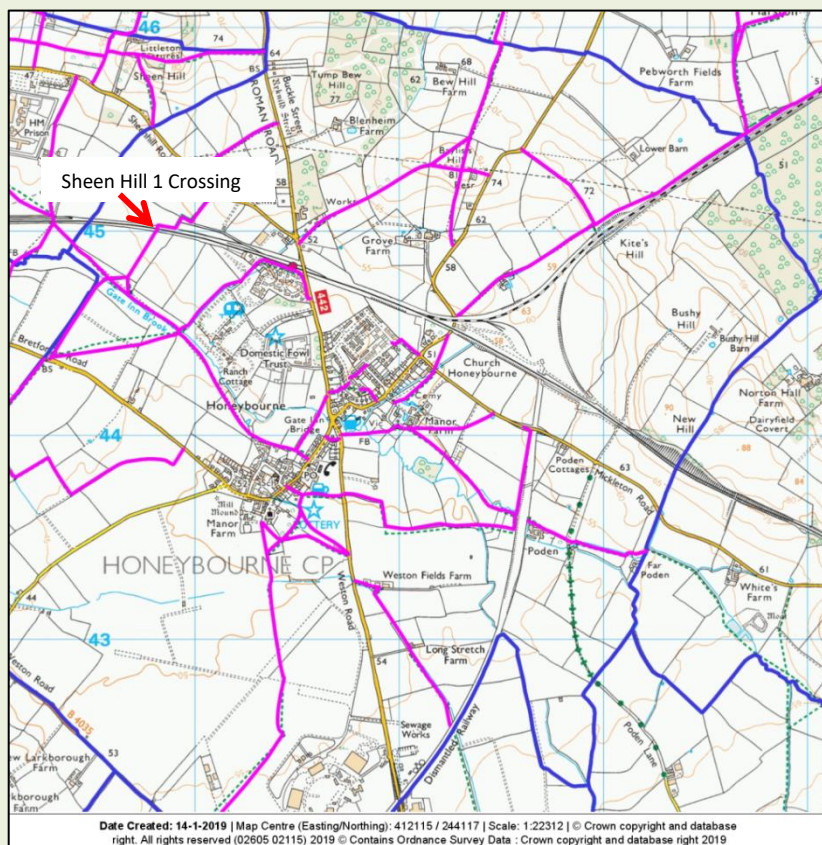


Figure 7. Wider network of Public Rights of Way in the Parish.
Source: Parish Online 2019

and cycle ways. Public routes are an intrinsic component of what defines sustainable development and should be protected and where possible enhanced and improved.

4. New development should demonstrate how it will utilise public routes to achieve sustainability.
5. No new development should reduce the amenity currently enjoyed by the 'public route users' either physically or visually.
6. To avoid any compromise to the safety of pedestrian or railway users it is important that Network Rail are consulted on any developments affecting the Public Right of Way in the Parish with a railway crossing.

Employment

6.86. 73 percent of 16-74 year olds were economically active in the parish of Honeybourne when asked in the Census 2011, while 16 percent of people considered themselves to be retired. The number of economically active may have declined since 2011 as a larger percentage of the community will have reached retirement age. The 2015 mid-year estimates for the combined Honeybourne and Pebworth Ward shows that there has been a 78.5 percent increase in residents in the 65+ age bracket since 2001.

6.87. Honeybourne parish does have some employment opportunities within the parish many of these have been set out with the facilities section of the Plan. There are also 12 farms in the parish, 30 known businesses operating at the Airfield Trading Estate, and a further 10 outlying businesses within the parish. The majority of these are small enterprises employing between one and ten people but some are larger employers and it is important that there are a range of employment opportunities within the parish. There are also a number of people that work from home in the parish as demonstrated in the travel to work data (see the getting around section).

Industry	People	%
All categories: Industry	848	100%
A Agriculture, forestry and fishing	27	3%
B Mining and quarrying	3	0%
C Manufacturing	92	11%
D Electricity, gas, steam and air conditioning supply	4	0%
E Water supply; sewerage, waste management and remediation activities	9	1%
F Construction	80	9%
G Wholesale and retail trade; repair of motor vehicles and motor cycles	147	17%
H Transport and storage	47	6%
I Accommodation and food service activities	52	6%
J Information and communication	17	2%
K Financial and insurance activities	13	2%
L Real estate activities	9	1%
M Professional, scientific and technical activities	49	6%
N Administrative and support service activities	51	6%
O Public administration and defence; compulsory social security	55	6%
P Education	70	8%
Q Human health and social work activities	78	9%
R, S, T, U Other	45	5%

6.88. Despite local employment opportunities the majority of people travel

outside the parish for work. The key sectors that residents were identified as working in in the 2011 Census were in the wholesale and retail trade including the repair of motor vehicles and motor cycles with 17 percent of working adults working in that sector; manufacturing accounted for 11 percent and construction and human health and social work activities both accounted for 9 percent. The table above show the full breakdown by sector.

6.89. The Plan does not include an employment allocation but has developed a policy to ensure that the important employment sites in the parish are retained and can be enhanced

where appropriate. There is one significant employment site in the parish at Honeybourne Airfield Trading Estate where there are approximately 30 businesses located, along with a number of other smaller employment sites throughout the parish. The aim of the policy is to protect local sources of employment from unnecessary loss and to enable businesses to improve and adapt their premises to help them remain viable for the long term.

6.90. The Neighbourhood Plan policies on design, natural local environment and flooding and any other relevant policies would also need to be taken account of when considering any employment application.

6.91. The resident and business questionnaires also raised concerns regarding broadband and mobile reception issues, both of which are addressed in the aspirations section of the Plan. Improvements in these areas will assist in enabling home working and improved communications for local residents and businesses potentially reducing the need to travel.

Policy H14 Retention and Redevelopment of Existing Employment Sites Policy

To help to ensure the retention of existing rural employment sites in Honeybourne Parish, the following sites that are currently used for B1, B2, B8, tourism, leisure and /or recreation-related purposes will be safeguarded for employment-generating uses during the plan period:

1. Honeybourne Airfield Trading Estate;
2. Two Shires Park;
3. Brickworks Trading Estate;
4. Westward Business Centre;
5. All Things Wild;
6. Badham's Garage; and
7. The Ranch.

Applications for a change of use to an activity that does not provide employment opportunities will only be permitted if it can be demonstrated that:

- a) There is no market demand for employment, tourism, leisure or recreation purposes through active and continued marketing for at least a period of 12 months; or
- b) The change is necessary to meet a clear need for community facilities; or
- c) The site is unsuitable to continue as business use due to environmental considerations.

Proposals to improve current employment sites for employment use will be welcomed and supported provided that there is no significant detrimental impact on the amenities of adjoining residential areas in terms of:

- d) Scale and visual appearance;
- e) Noise, effluent or fumes it would emit;
- f) The volume of traffic generated; and
- g) The scope for mitigation of any impacts is identified and implemented.

All applicants are required to submit a traffic impact analysis or transport assessment which is proportionate to the development.

Reasoned Justification

1. Encouraging existing businesses to stay in Honeybourne is important for maintaining a range of employment opportunities, and provides wider economic benefits through increased spending locally. Having an easily accessible range of employment opportunities can also potentially bring about environmental benefits as it can encourage local residents to work within the parish, reducing commuting and the impact on the environment. The residents' survey highlighted that 79% of respondents travelled out of the parish for work, with 75% travelling by car/van/motorcycle; providing local opportunities could help to reduce this in the future.
2. There a number of sites within in the parish that provide a range of employment opportunities; their continued use for employment purposes is encouraged and supported where any negative impacts can be successfully mitigated.
3. In considering redevelopment careful consideration must be given to local residents' amenity and the impact of any increased traffic on the rural road network and the village. Unacceptable increases in Heavy Goods Vehicles traffic will not be supported. It is essential that accurate information is provided as part of a traffic impact assessment so that these can be verified and negative impacts can, where possible, be successfully mitigated; where negative impacts cannot be overcome permission will not be granted.

7. Parish Aspirations

7.1. There were a number of matters that were identified through community consultation that are of concern and interest to the community but that cannot be addressed through planning policy. These aspirations have been identified and it is the intention of the Parish Council to address these during the Plan period either through the Parish Council or in conjunction with others including, through a community group established to address the issue, or through another appropriate body. The aspirations are to:

1. Improve broadband speed by liaising with Superfast Worcestershire;
2. Improve mobile phone reception in the parish to assist with home working;
3. Lobby relevant authorities re parking, speed, traffic volume and HGVs through the parish;
4. Lobby Local Planning Authority for a new Conservation Area in Church Honeybourne;
5. Explore opportunities for improving and enhancing cycle networks and footpaths in the area; and
6. Identify wildlife sites in the parish and the ongoing management of these.

7.2. Work has already commenced against some of these aspirations and achieving these has the potential to enhance the quality of life for residents of Honeybourne and provide environmental improvements.

Improve broadband speed

7.3. At the time of writing the rollout of Superfast Broadband across the parish had taken place and this matter is considered to have been addressed.

7.4. Over the duration of the Plan period the Parish Council will endeavour to keep abreast of any future upgrades and changes to broadband speeds and lobby the County Council on behalf of the parish to ensure the parish remains well connected.

Improve mobile phone reception

7.5. A new Vodafone mast was permitted at Brook Farm in April 2017 and at the time of writing had recently been commissioned.

7.6. According to Open Signal's latest coverage maps online (accessed in November 2018) the existing network coverage from EE is good across the majority of the parish, there are areas of good coverage from Three, but both Vodafone and O2 had poor coverage. It is hoped that the commissioning of the mast at Brook Farm will provide more choice for residents and businesses in the parish.

Parking, speed, traffic volume and HGVs through the parish

7.7. This is an issue that is being and will continue to be actively addressed by the Parish Council. A multifaceted approach is in place working with external bodies including the

County Council and the Safer Roads Partnership, along with continued investment in appropriate equipment.

Speed

7.8. Speed Surveys undertaken by the County Council at the request of the Parish Council highlighted concerns along Station Road / Buckle Street and have resulted in a two pronged approach. In conjunction with the Safer Roads Partnership mobile speed cameras are used at least once a month along Station Road / Buckle Street to enforce the speed limit and deter speeding. In addition to this the Parish Council has invested in a vehicle activated sign that is placed all around the parish and they intend, during the Plan period, to invest in these measures further exploring the range of available options.

Volume

7.9. In terms of the volume of traffic the Parish Council are well aware of the recent increases and the likely impact of significant developments in neighbouring parishes. During the Plan period they will continue raise these matters with the County Council to undertake the relevant assessments, and continue to raise concerns and lobby the relevant planning and highway authorities as planning applications for large sites come forward.

7.10. As in the case of the proposed eco village at Long Marston the Parish Council will lobby for more sustainable forms of transports (i.e. rail connections) to be implemented to reduce the impact on the local road network and where necessary for road infrastructure improvements to be made and for village routes to be avoided.

HGVs

7.11. The Parish Council will continue to monitor HGV traffic in the parish and work with local companies to promote alternative routes and prevent traffic through the High Street and other narrow routes. A 7.5 tonne weight limit sign has been installed at the Bretforton Road junction in Bretforton to discourage HGVs from entering the village from this direction. Further signage and measures may be required during the Plan period.

7.12. The parish also lies within the SWDP Heavy Goods Vehicle Control Zone where any new employment development proposals that would generate additional Heavy Goods Vehicle trips need to submit a Transport Assessment. This must demonstrate how the supply and distribution routes will use the most appropriate routes and reduce the impact on local residents and the minor road network.

Parking

7.13. The residents' questionnaire identified that parking was a widespread issue, not just confined to the High Street and the historic core of the village; in fact some of the recently constructed housing sites had issues.

7.14. The design policy in the Plan attempts to address parking within new developments or when extending properties and requires a minimum of two parking spaces for a one bed dwelling, which is above the County standard.

7.15. It is understood that Wychavon District Council have purchased land to the north of the railway line with the intention of building a 200 space car park for the Railway Station. This work is ongoing and Wychavon will need to work in partnership with Network Rail to extend the footbridge to provide access to the car park. In time this car park will go some way to alleviating problems in and around the station; however, this will need to be carefully reviewed to understand whether car parking charges encourage rail users to park elsewhere in the village. To encourage cycling to the station it is anticipated that within the new car park further secure cycle parking will be provided. It is also anticipated that within the existing car park some spaces will be allocated for disabled parking and a pick up and drop off point will be provided.

Encouraging Safe Walking and Cycling

7.16. It is also important that the parish does all it can to encourage alternative forms of transport in particular walking and cycling as these have obvious health and environmental benefits.

7.17. Research also shows a direct correlation between vehicle speeds and the severity of accidents involving pedestrian and cyclists. Walking and cycling could be made safer and prioritised by reducing the speed limit in the village centre and residential areas to 20mph past schools at drop off and pick up times. The Parish Council should liaise with the County Council to ensure that current speed limits are reassessed during the Plan period.

7.18. At the time of writing the ward Member is actively pursuing the installation of a controlled crossing on Station Road/ Buckle Street north of the Gate Inn to enable residents, in particular school children, to cross the road safely and to connect the two halves of the village. This will also have the added benefit of reducing vehicle speeds through the village. Proposals have been submitted to the County Council and the outcome is awaited.

Flood Risk

7.19. At the time of writing signs are being installed under the two railway bridges on the Stratford Road to highlight the risk and depth of flood water at times of heavy rainfall. This is as a direct result of vehicles becoming stranded in this location.

Conservation Area in Church Honeybourne

7.20. A significant amount of work has been produced by the Neighbourhood Plan group regarding the heritage in around the Church in Church Honeybourne. This needs to be shared with Wychavon District Council and English Heritage and a formal request made to undertake a Conservation Area Appraisal to create a new Conservation Area at Church Honeybourne. Draft boundaries are contained within the evidence base.

7.21. 83 percent of respondents to the residents' questionnaire were in favour of proposing that the Local Authority consider designating a new Conservation Area at Church Honeybourne.

Improving and enhancing cycle networks and footpaths

7.22. There were a number of suggestions in the residents' survey for where improvements can be made to existing footpaths, bridleways or cycle paths. These suggestions are listed overleaf for consideration by the Parish Council, and where necessary to share with the County Council to help to prioritise maintenance and consider any future upgrades. They are not in order of priority. Where they cross over with other areas already addressed in the Plan this is referred to.

Improvements/ Maintenance / Upgrade Suggestions from residents

1. Footpath by the school and on High Street by hair salon too narrow.
2. Some footways uneven / overgrown e.g. from Station Road to Dudley Road; China Corner to Weston Road.
3. Better crossing places on Station Road / Buckle Street for children getting school bus (see above for action relating to this).
4. Pathway through Corner Farm - currently blocked by locked gate.
5. Upgrade path from Gate Inn field to Church.
6. Establish official path from land behind Dudley Road to field adjacent to Badham's (see Site Allocation policy).
7. Stratford Road footpath.
8. Bretforton Road footpath.
9. Footpath from Mickleton Road Bridge, alongside railway line into village needs to be much more accessible.
10. Green Close to the Thatch Tavern.
11. Upgrade footpath next to Fancutt's through field to David Wilson estate.
12. Upgrade path behind Green Farm leading to the Leys field and Taylor Wimpey estate.

7.23. The survey also identified possible new connections and routes for the Parish Council to consider and potentially set up a working group if this is considered appropriate during the Plan period. These included the following:

Suggested Cycle Paths

1. Weston Subedge Road to the Industrial units / airfield (from brick wall - over field).
2. To neighbouring settlements including village, Evesham and Bidford.

Suggested Footpaths

1. Paths to Bretforton / South Littleton
2. New footpath linking path at Meadow View through to Reades Piece for children to access School Street
3. New path along the Weston road directly from the public footpath leading out of Green Farm towards the Taylor Wimpey homes.
4. Footpaths to link with train station

Other suggestions

1. Gloster Ades Rd dedicated as a 'Quiet' lane suitable for walking/cycling/horse riding

Wildlife sites in the parish

7.24. There are currently no designated i.e. protected sites or nature reserves in the parish. However the Natural England website MAGIC¹² captures all the known wildlife sites and priority habitats. The majority of habitats are deciduous woodland with some young tree areas in the north and north-east of the parish, there are also a few areas remaining of traditional orchard. These areas are primarily in private ownership although some are accessible with public rights of way including the Heart of England Forest.

7.25. The parish is also home to a number of species. The MAGIC website provides details on bird species that are found in the parish including Farmland birds, Grey Partridge, Corn Bunting, Tree Sparrow, Turtle Dove, Yellow Wagtails, and Lapwing. The Natural Biodiversity Network website provides a more comprehensive list of other known species in the parish below is a summary.

All Species	804
Animals	138
Mammals	10
Birds	73
Amphibians	1
Fish	4
Arthropods/ insects	50
Plants	565
Bryophytes	38
Angiosperms	518
Fungi	101

7.26. The disused railway line owned by Railway Paths Ltd is one of a few sites in Worcestershire that is home to the Grizzled Skipper butterfly.

7.27. This provides an overview of the wildlife habitats and sites at the start of the Plan period and it is the intention to identify whether there is an appetite in the parish to do any further work in this area during the Plan period.

¹² <https://magic.defra.gov.uk/>

8. Implementation

8.1. Once adopted, the Neighbourhood Plan will form part of the statutory Development Plan, and will be used by decision takers to determine the outcome of planning applications and appeals within the parish.

8.2. New development, dependent on its size and type, will be required to make a financial contribution to new infrastructure in the form of a [Community Infrastructure Levy](#) (CIL) adopted by Wychavon District Council. This levy is set and collected on commencement of development by the District Council. The levy is intended to focus on the provision of new infrastructure and is not intended to remedy pre-existing deficiencies in infrastructure unless the new development will make those deficiencies more pronounced. The District Council have published a Regulation 123 List required by CIL Regulations which sets out a list of those projects and types of infrastructure that it intends to fund (either in whole or part) through the levy.

8.3. Once a Neighbourhood Plan has been adopted it will receive 25 percent of any CIL collected by the District Council for development that has commenced in the parish (Neighbourhood Plan Area). This Neighbourhood portion can be used for a wider range of issues than infrastructure as long as long as they are concerned with addressing the demands that a development places on an area.

Infrastructure Projects - Community Funding

8.4. The following projects received support from the community for spending should future funds become available. The table below sets out the level of support in priority order from the results of the survey, and also sets out the body that is responsible for delivering these projects.

8.5. Not all of these projects will be funded with the Parish Council's Neighbourhood Portion of CIL, where it is not the Parish Council's responsibility instead they will lobby the relevant authorities to ensure that any available funds are directed to these areas. However, where it is the Parish Council's responsibility, these projects will be prioritised and will receive some funding from the Parish Council's Neighbourhood Portion of CIL when it becomes available.

Project	Support	Against	Neutral	Don't Know	Body responsible
Flood Prevention Measures	81%	2%	15%	1%	WDC / County Council
The School	81%	4%	14%	1%	County Council
Pavements within the village	80%	3%	17%	0%	County Council
Public Footpaths / Bridleways	79%	6%	15%	0%	Landowners / Parish Council
Children's Playground	73%	5%	20%	2%	Parish Council / Management Companies
Village Hall	73%	11%	16%	0%	Village Hall Committee

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The Recreation Field	65%	6%	28%	1%	Parish Council
Grounds Maintenance (of parish-owned land)	62%	8%	28%	3%	Parish Council
Provision of a Wildflower Meadow	59%	11%	30%	0%	Parish Council
New youth facility	58%	6%	33%	1%	Parish Council / WDC
Church – repairs / toilets	56%	11%	31%	2%	Parochial Church Council / Parish Council
Additional Planting (highway and parish-owned land)	55%	12%	30%	2%	Parish Council / County Council

8.6. The following projects were not as well supported in the community, although many residents had no strong opinion on the matter.

Project	Support	Against	Neutral	Don't Know	Body responsible
Provision of a community cafe	50%	19%	28%	2%	Parish Council
Provision of a Community Orchard	46%	17%	36%	2%	Parish Council
The Allotments	29%	17%	53%	1%	Parish Council
Provision of a Business Hub	22%	34%	41%	4%	Parish Council / WDC

9. Monitoring and Review

9.1. The Honeybourne Neighbourhood Plan covers the period 2018 to 2030 and will be monitored and where necessary reviewed.

9.2. It is essential that the Plan is reviewed every three years to ensure it is meeting its objectives and to understand whether any new issues have arisen. Where new issues are identified changes may be required. For example, when policies are not working as intended, or are no longer relevant, or may have been superseded by new national planning policy, or a review of the South Worcestershire Development Plan. In these cases the Parish Council will seek to amend the Neighbourhood Plan and embark on the process of revising and adopting an up to date Plan.

10. Appendices

Appendix 1 H1 Site Allocation - Indicative Layout and the Green Link

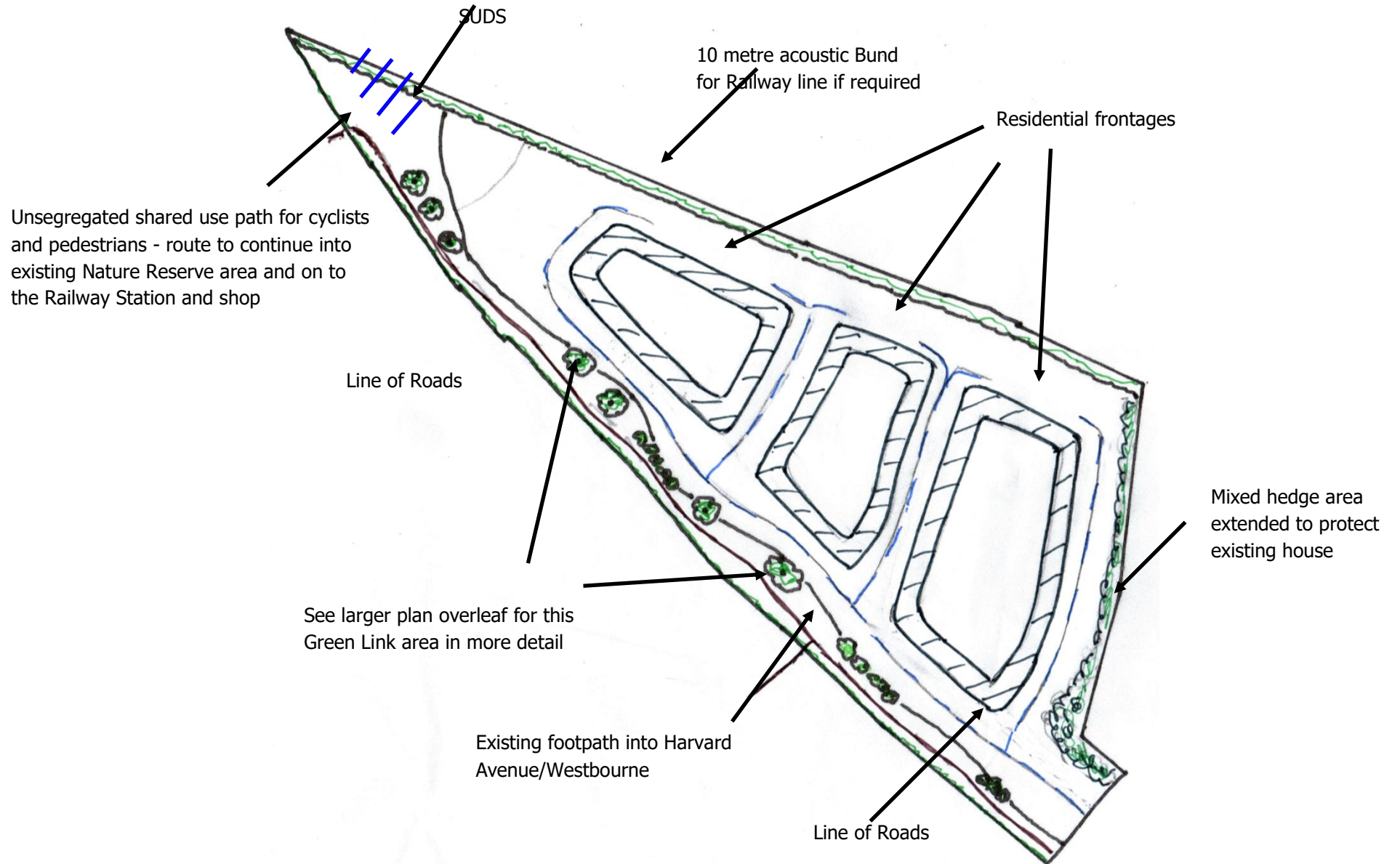


Policy H1
Site to the rear of Harvard Avenue behind Badham's Garage

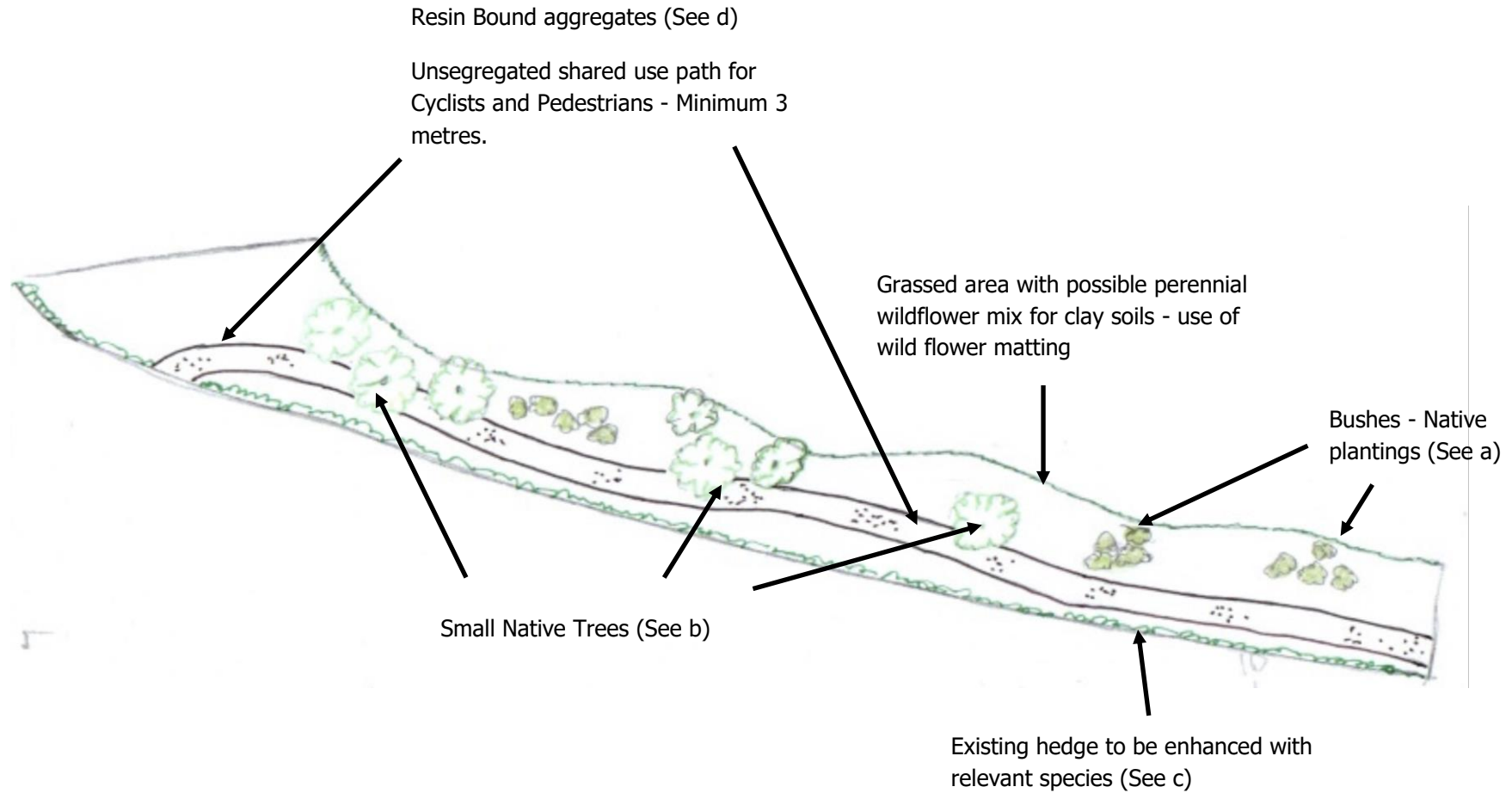
Honeybourne CP



Date Created: 14-1-2019 | Map Centre (Easting/Northing): 412034 / 244553 | Scale: 1:2500 | © Crown copyright and database right. All rights reserved (02005 02115) 2019 © Contains Ordnance Survey Data : Crown copyright and database right 2019



The Green Link, a green corridor of land to be retained and enhanced adjacent to Harvard Avenue; incorporating planting and a shared path through the site, to assist in maintaining a more rural feel. See overleaf for size, species and material requirements.



a Native Bushes

- Rosa canina* - Dog Rose
- Rubus fruticosus* - Bramble (Blackberry bush)
- Viburnum opulus* - Guelder Rose


b Small Native Trees

- Acer campestre* - Field Maple
- Malus sylvestris* - Crab Apple
- Betula pendula* - Silver Birch

c Hedge Trees enhancing and infilling

- Crataegus monogyna* - Common Hawthorn
- Acer campestre* - Field Maple
- Prunus padus* - Bird Cherry
- Betula pendula* - Silver Birch
- Ulmus glabra* - Wych Elm, Scots Elm
- Malus sylvestris* - Crab Apple
- Quercus robur* - English Oak, Pedunculate Oak
- Fraxinus excelsior* - Ash, Common Ash (for any future planting should be UK sourced and planted in accordance with current guidance in relation to Ash Dieback Disease)
- Prunus spinosa* - Blackthorn, Sloe
- Rosa canina* - Dog Rose
- Rubus fruticosus* - Bramble (Blackberry bush)


d Preferred Material for dual pathway

MATERIAL	RESIN BOUND	
TYPE AND FINISH	Graded aggregates bound with a clear polyurethane resin binder (rather than bituminous) which allows the decorative aggregate appearance to show through	
APPLICATION	Decorative carriageway or footway surface course material. Also used for tree pits (porous design required).	
APPLICATION RESTRICTIONS	Not recommended for heavily trafficked sites or high-stress areas. Edge restraint is required – unsuitable for free-edge sites. Because the product is hand-finished it can be difficult to achieve good ride quality when used on large sites.	
DESIGN CONSIDERATIONS	Designed as a surface 'veneer' with no structural strength contribution. In high-risk locations an alternative surface treatment may be required to provide enhanced skid resistance.	
AESTHETIC CONSIDERATIONS	Wide range of available finishes.	
SIZE CONSIDERATIONS	Minimum thickness: 10 – 15mm. Nominal size aggregate varies between 6mm and 14mm	
SPECIFICATION ~	Cold mixing and laying processes eliminate health and safety risks	

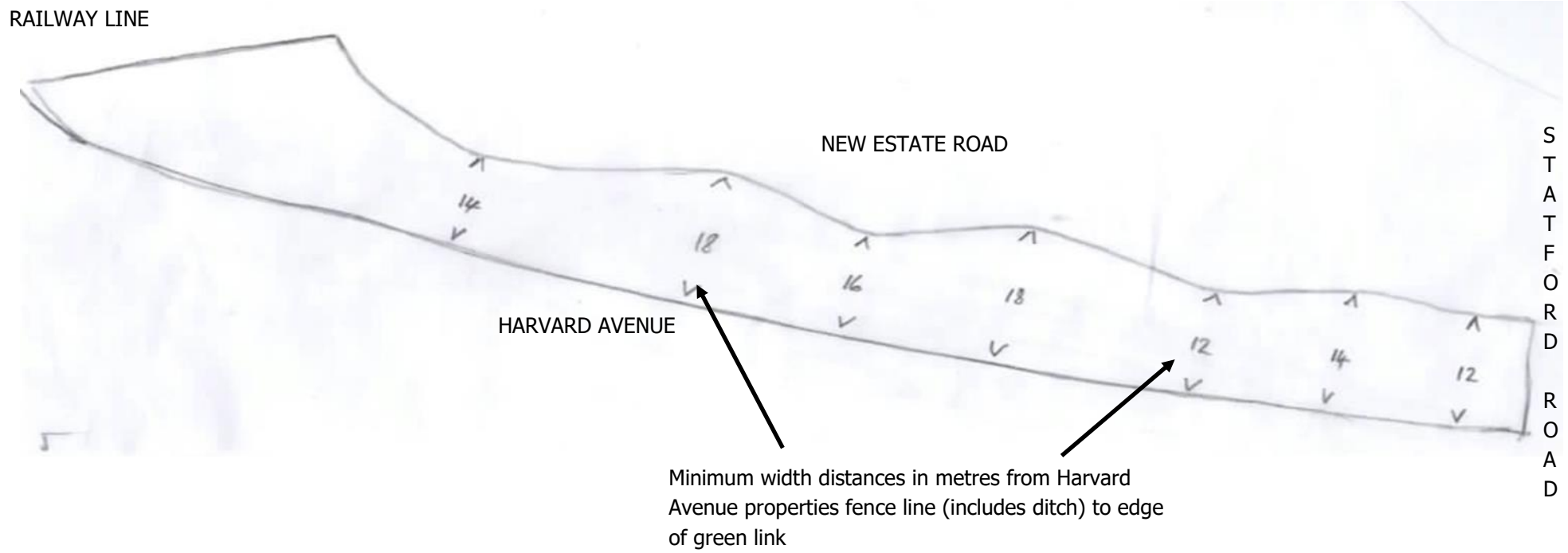
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MAINTENANCE REQUIREMENTS	from traditional hot bituminous applications. However, handling resins poses new health and safety risks. Finished surface is 'floated' rather than rolled. Mixing and placing requires skilled operatives. Specialist reinstatement required after utility incursions or minor surface repairs.
SOURCING AND AVAILABILITY	Can only be laid by licensed contractors. Potential threat to future colour and pattern matches if supply chain changes
SUSTAINABILITY CONSIDERATIONS	Future availability of natural resources (aggregates). Technologies exist for recycling bituminous surface courses when they have reached the end of their design lives. Recycling resin bound materials is not currently undertaken and so the decorative aggregates would require disposal.

Or

MATERIAL	RESIN BONDED	
TYPE AND FINISH	Cold applied polyurethane/epoxy resin surface dressing used for bonding specially selected aggregates to bituminous or concrete surfaces.	
APPLICATION	Carriageway or footway surface course with a gravel-like surface and increased skid resistance.	
APPLICATION RESTRICTIONS	On sites with extensive ironworks – where the requirement to cut a 'key' and 'feather' the surfacing can be time consuming and/or problematic. Not recommended for heavily trafficked sites or high-stress areas.	
DESIGN CONSIDERATIONS	Designed as a surface 'veneer' with no structural strength contribution. In high-risk locations an alternative surface treatment may be required to provide enhanced skid resistance.	
AESTHETIC CONSIDERATIONS	Resin bonded surface dressing can be used with a wide range of both natural and pigmented aggregates for both decorative and slip resistant dressings.	
SIZE CONSIDERATIONS	Minimum layer thickness: 6mm.	
SPECIFICATION ~ MAINTENANCE REQUIREMENTS	Specialist reinstatement required after utility incursions or minor surface repairs. Some systems require the application of a finishing seal coat – this should be factored into future maintenance costs.	
SOURCING AND AVAILABILITY	Can only be laid by licensed contractors. Potential threat to future colour and pattern matches if supply chain changes.	
SUSTAINABILITY CONSIDERATIONS	Future availability of natural resources (aggregates). Technologies exist for recycling bituminous surface courses when they have reached the end of their design lives. Recycling resin bound materials is not currently undertaken and so the decorative aggregates would require disposal.	

The diagram below indicates the minimum widths that the Green Link needs to be to achieve the planting, footpath and layout details set out above.

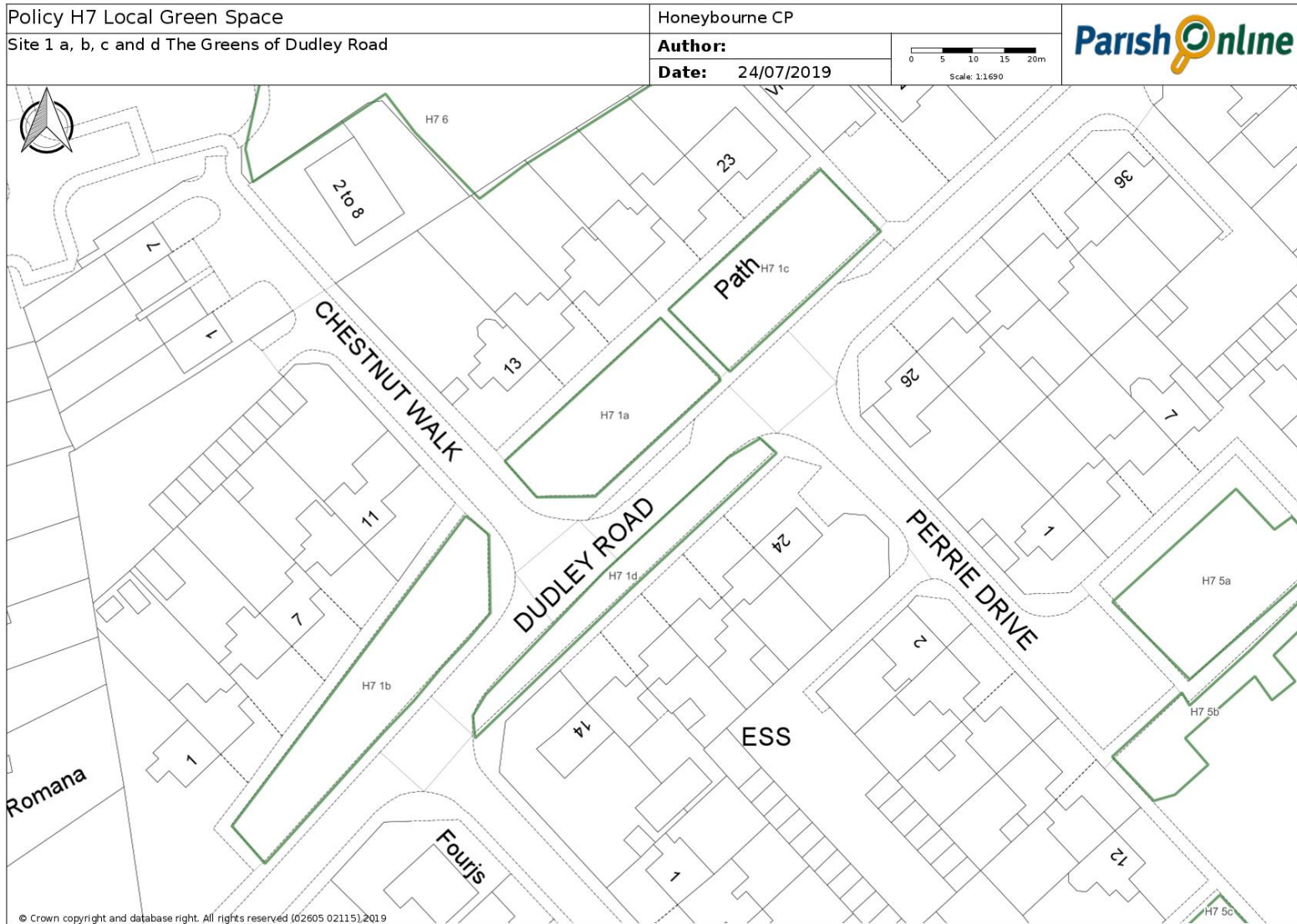


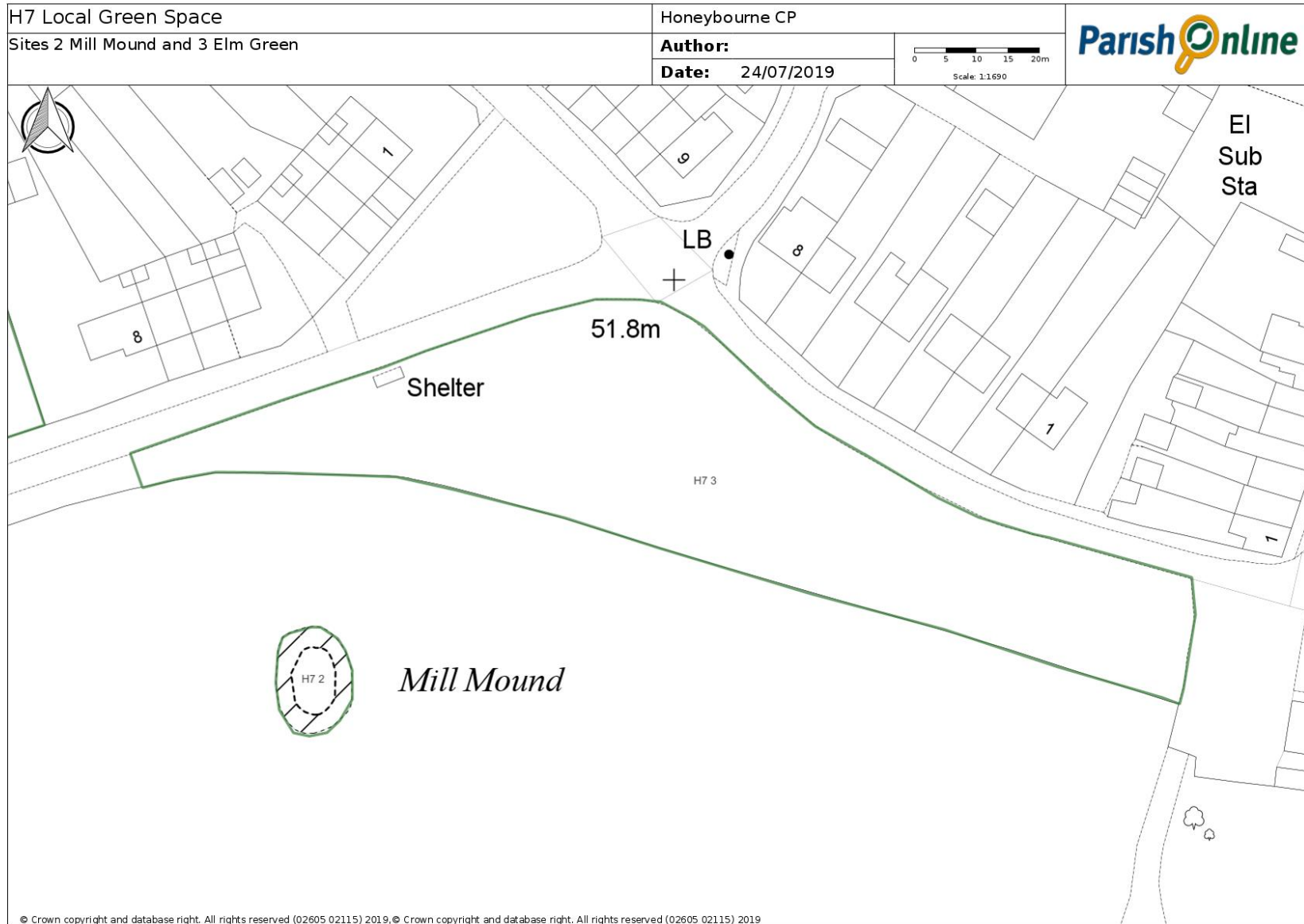
Appendix 2 Demonstrating a Local Connection.

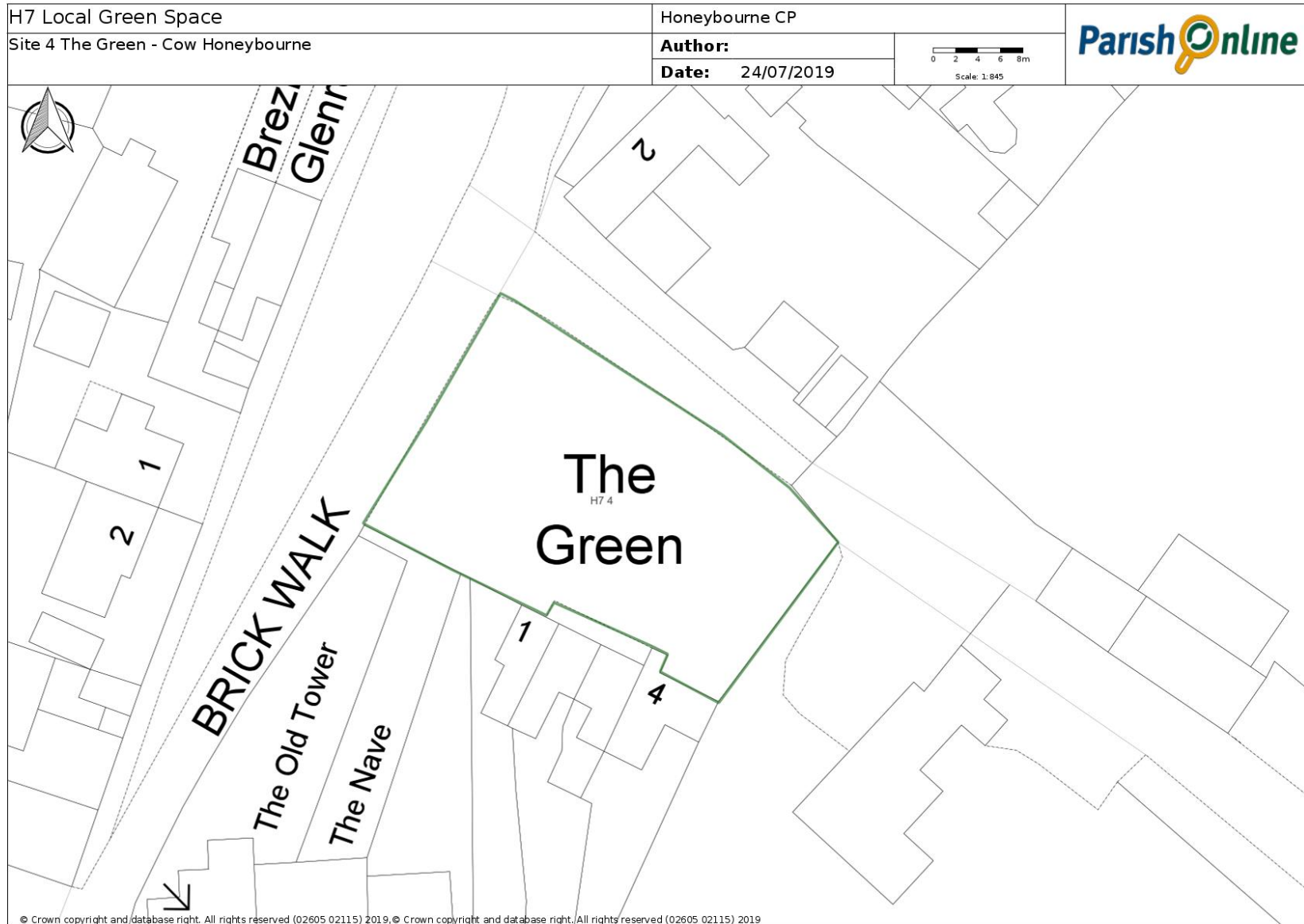
The local connection requirement can be met if the purchaser satisfies one or more of the following criteria:

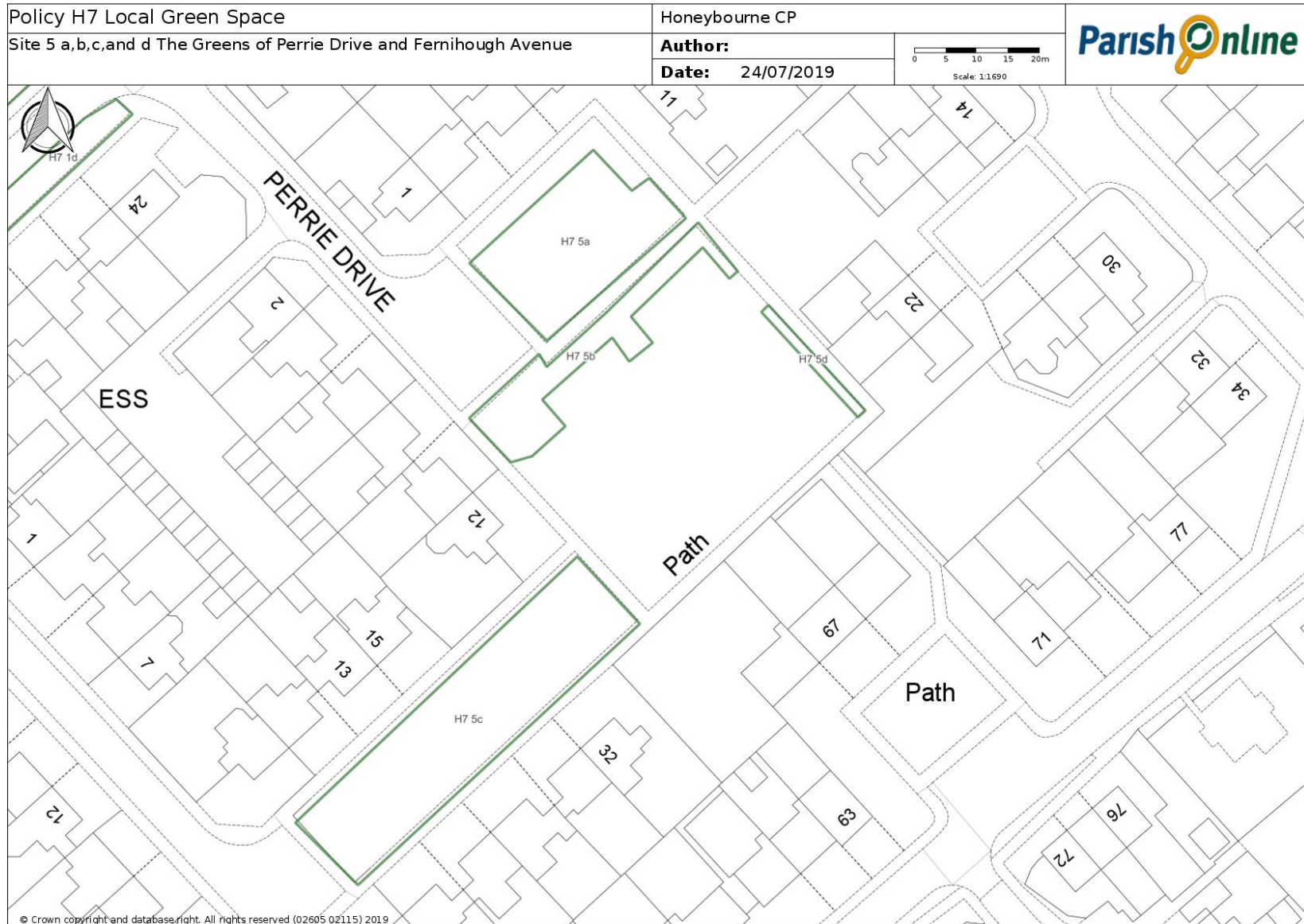
- a. He/she was born in Honeybourne Parish
- b. He/she currently lives in Honeybourne Parish and has done so for at least the last 12 months
- c. Used to live in Honeybourne Parish for not less than 3 years
- d. Currently works in Honeybourne Parish and has done so for at least the last 12 months
- e. Currently has a close family member (mother, father, brother, sister, son, daughter) living in Honeybourne Parish and who has done so for not less than 3 years
- f. He/she inherits the Local Market Unit

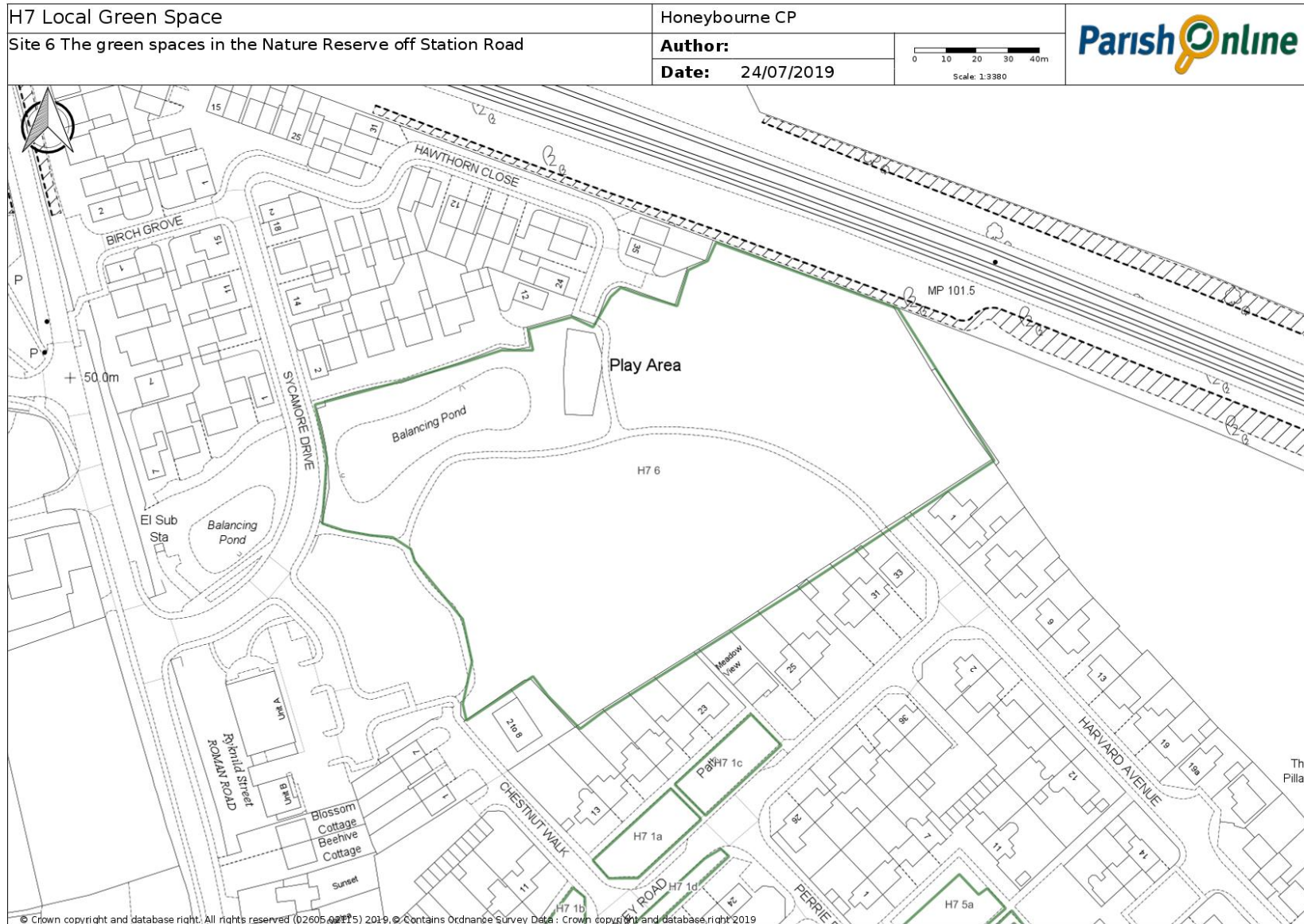
Appendix 3 Local Green Space Maps

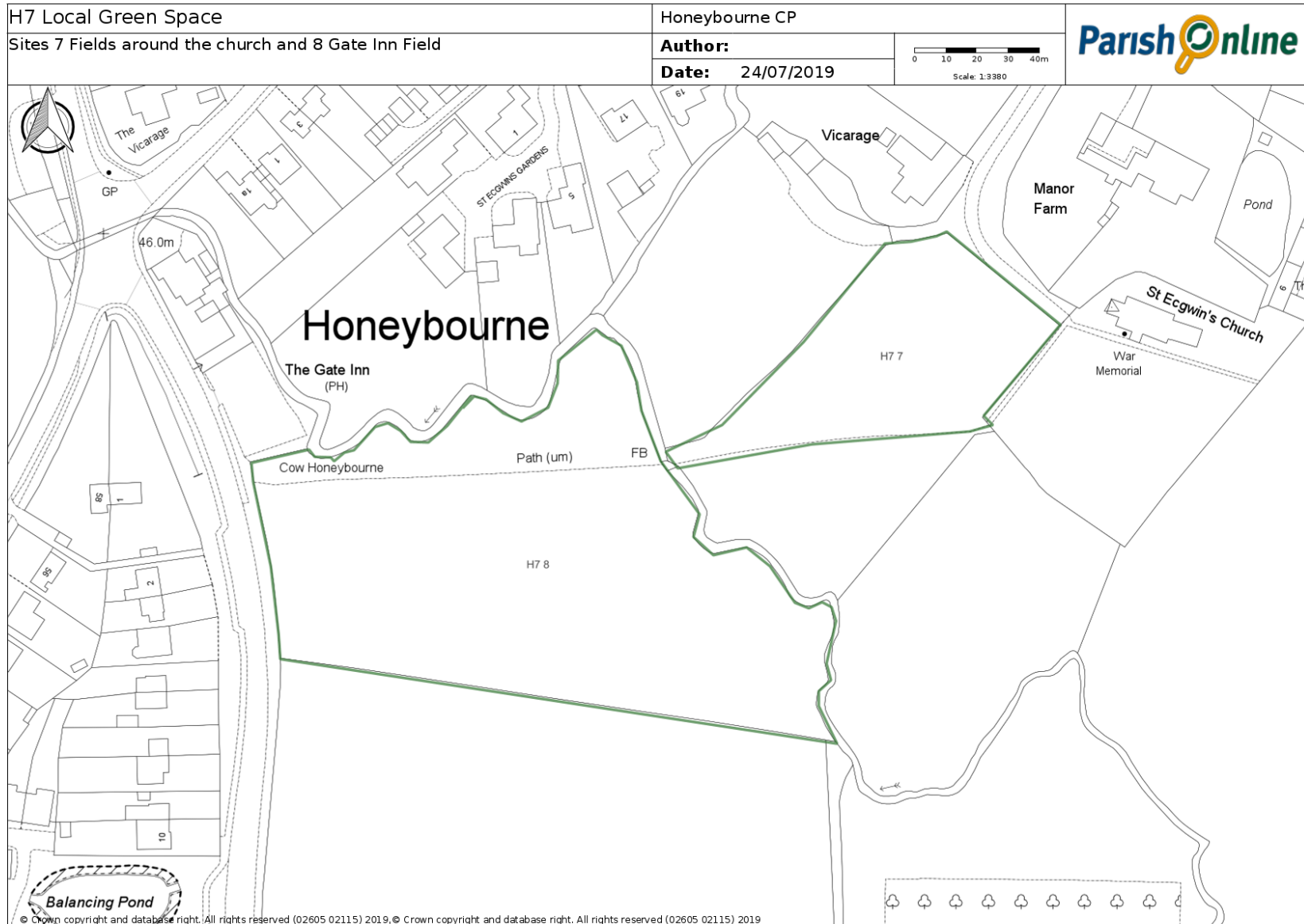


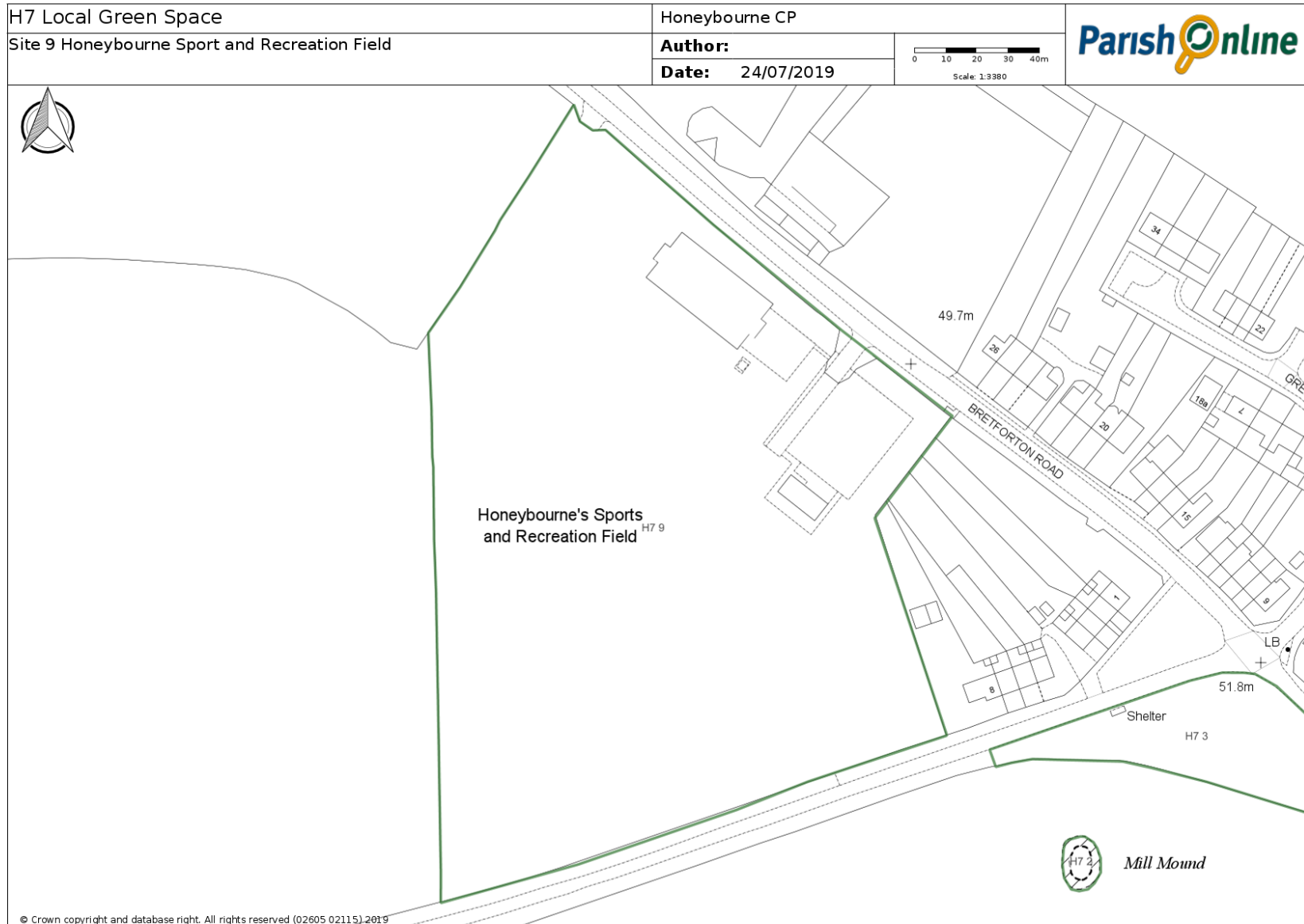


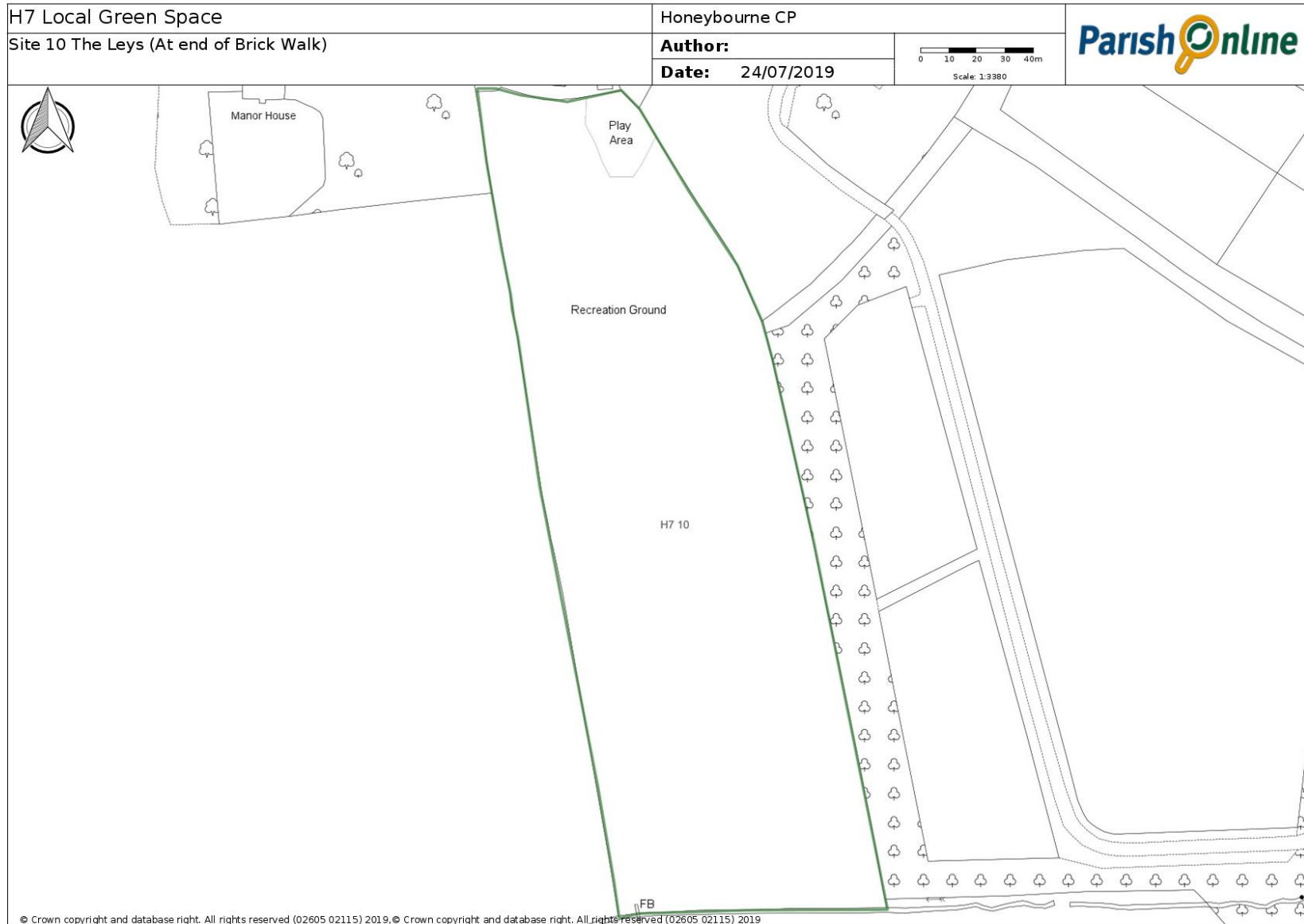


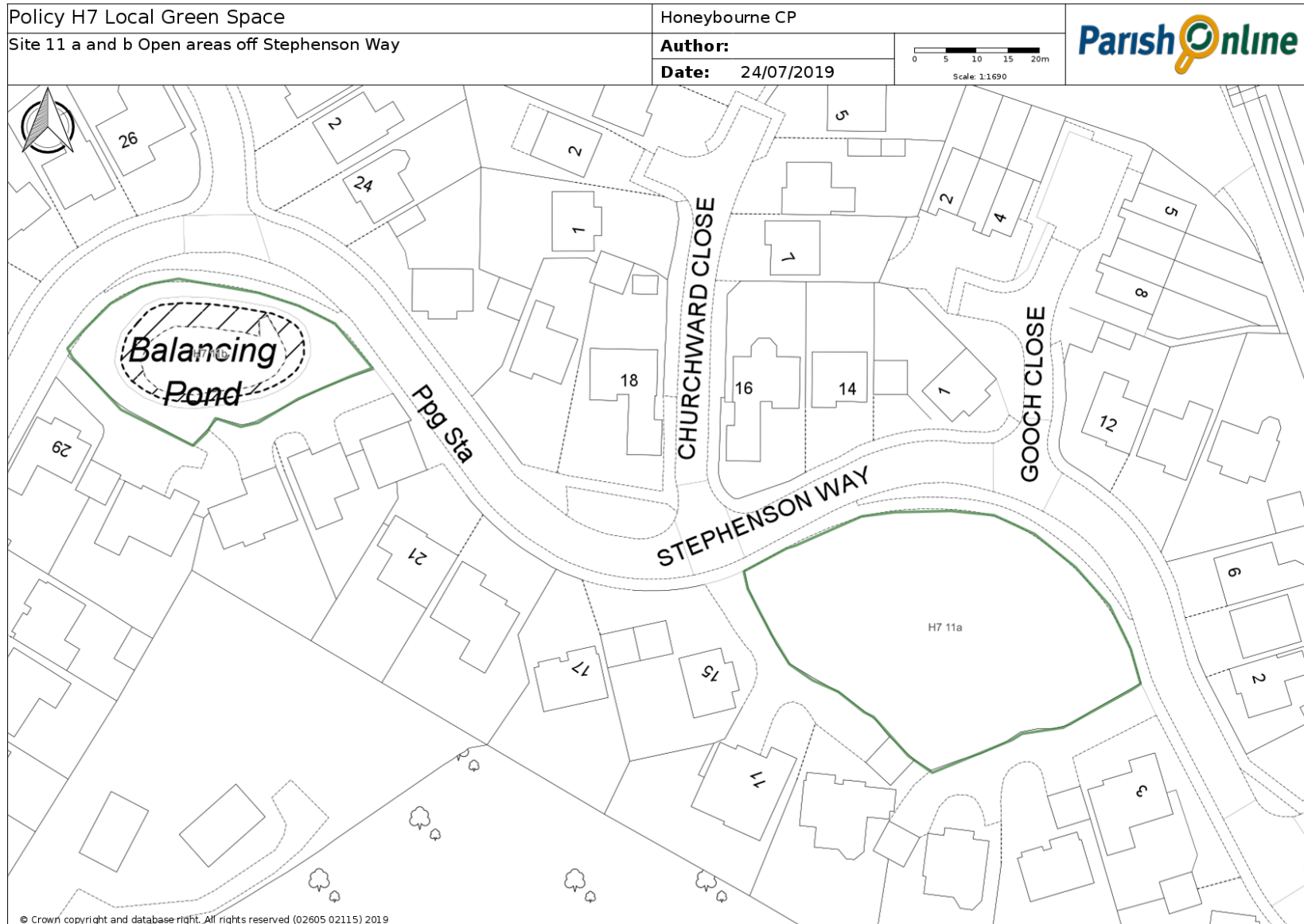




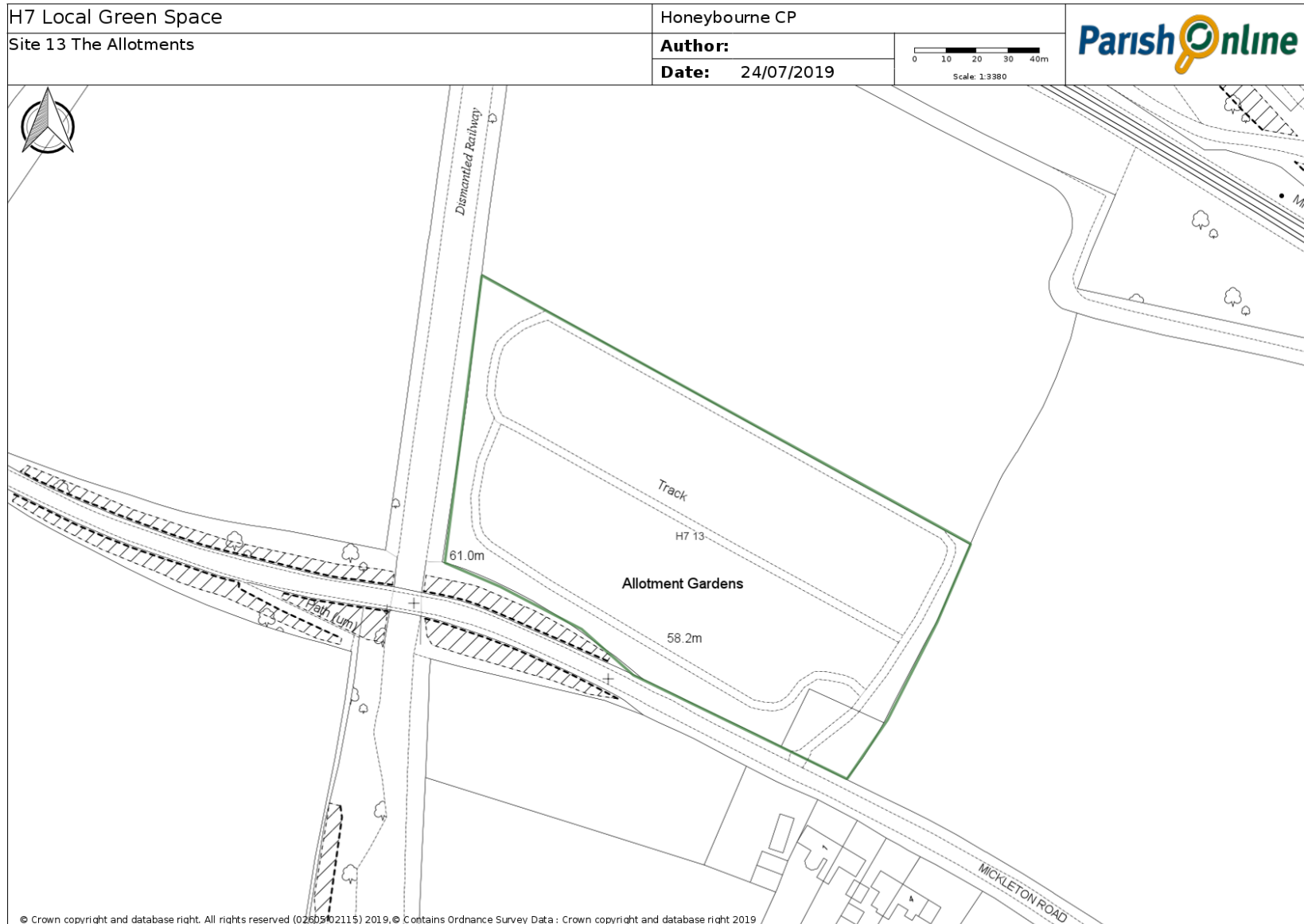












Appendix 4 Policy Map

